

THE REPORTER

VOL.14 NO.2

SERVING THE COMMUNITY OF PORT DALHOUSIE SINCE 2005

SUMMER 2019

Welcome to Our Summer Issue

Today's old town Port Dalhousie with its picturesque location, shaded streets, sunny beach and leisurely atmosphere is a far cry from a colourful and checkered past that is part of its historic legacy.

In this issue we explore some of the stories of the cast of scoundrels, scalawags and swindlers that made Port (at times) a boisterous and precarious community in which to live. We hope you enjoy these entertaining articles courtesy of historians Nancy Cameron, Brian Narhi and from the personal files of the former owner of Lakeside Amusement Park, Sid Brookson. Nancy Cameron also presents a short history of St. John's Church, one of Port's historic architectural gems and cultural/social mainstays.

We also present the second part of both Hank Beekhuis's timely article on Traffic and Parking and Brian Narhi's colourful article on Mary Pickford's family in Port, The Mantleys.

We also offer our regular ongoing features; Tell Us Your Story, The Councillor's Report, The Beautification and Works Committee report, Restaurant Review, the Community Calendar and other relevant news items that could affect Port's progressive development.

Through these articles we hope to shed light on the present state of affairs in Port Dalhousie through articles on the ongoing issues relating to the massive changes that will soon take



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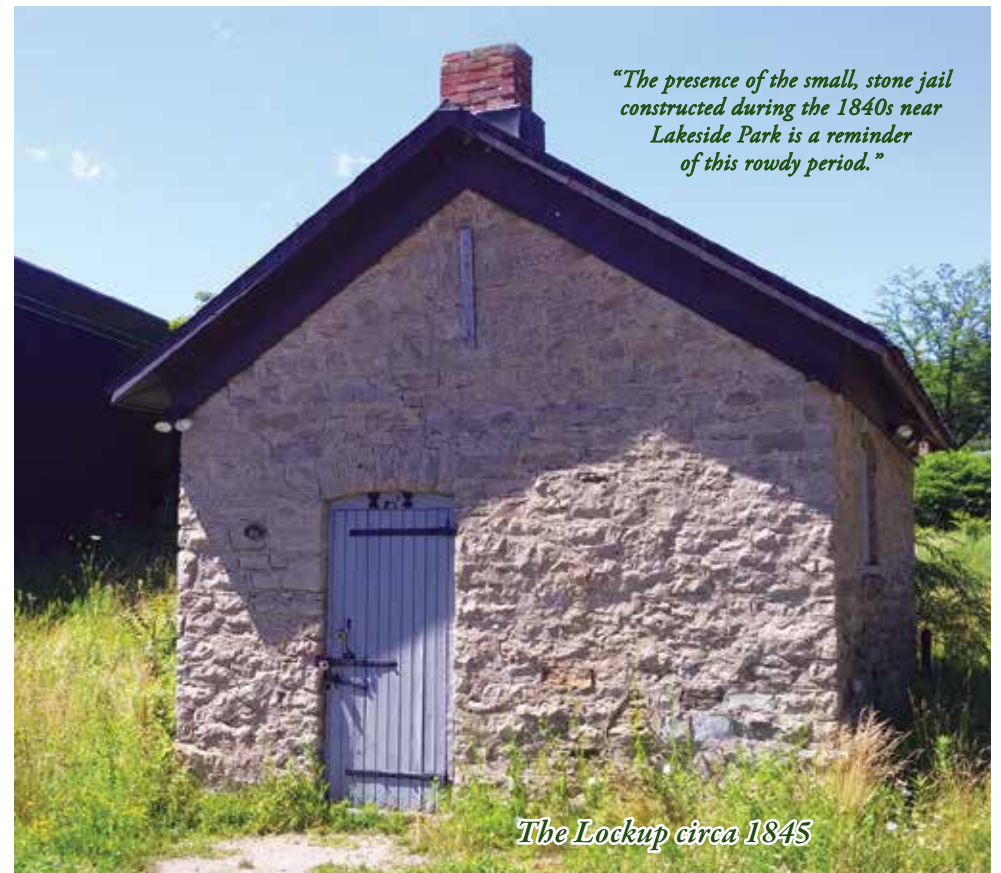
Scoundrels, Scalawags and Swindlers

Early Law and Disorder in Port Dalhousie

Although Port Dalhousie is now a quiet, respectable, and desirable residential district within St. Catharines, the surviving 19th century court records from the Niagara District Quarter Sessions of the Peace suggest that this was not always the case. These records cover a period of about a century (1828-1919) with some scattered pre-1828 material. They provide a wealth of detailed information for this region, and will be of interest to local historians and genealogists alike.

The village remained a "port" community for more than a century from its establishment in the 1820s until the 3rd Welland Canal fell into disuse in the early 1930s. As such, Port Dalhousie was frequented by sailors (some of whom sought various forms of entertainment), by women of questionable repute, by thieves, and irascible local inhabitants.

The records show that by March 1833 it had become necessary to appoint constables for Port Dalhousie in order to maintain law and order. Prior to that time the Grantham constables presumably held jurisdiction over the village. The first constable appointed to serve at Port by the district magistrates was Thomas Read. Read was an innkeeper, and it was common practice at that time to appoint such men to the constabulary. This was a logical thing to do since innkeepers were not only accustomed to dealing with rowdy customers, but they also encountered a large number of people on a daily basis. Therefore, there was a good chance that they would have heard local gossip



"The presence of the small, stone jail constructed during the 1840s near Lakeside Park is a reminder of this rowdy period."

The Lockup circa 1845

about wanted fugitives, or perhaps they provided hospitality to someone who was sought by the authorities. In April 1835 Johnson (Johnston) Orr was appointed to serve as the next constable, and in January 1837 he was joined on the force by George Flanders. In March 1840, James Smiley and William Rowe were appointed to act as constables in Port. The presence of the small, stone jail constructed during the 1840s near Lakeside Park is a reminder of this rowdy period.

Drinking and its consequences were reflected in these early court records. In July 1833, for example, the coroner Samuel Wood held an inquest on the body of a woman named Caroline Brown of Port Dalhousie who

was drowned "while in a state of intoxication." Richard Wood supplied the coffin for her burial and its cost (£0.7.6) was charged to the district. Other individuals who suffered a similar fate at Port (death by drowning under questionable circumstances) included: John Gallavin and John McCaun (1834), John Hurst (1835), an "unknown man" and Joseph Dougherty (1836), Robert Webster and Philip Murphy (1837) and Sarah Brower (1839).

Assault and battery charges were among the most frequent of the criminal offences recorded in the Quarter Sessions minutes. On January 1, 1832, for instance, Alexander Kennedy was charged with assault and battery

Continued on page 6

place in our village. The major condo developments - present and future - the reconstruction of Main Street from Corbett Avenue to Ontario Street, the ongoing reconstruction of the piers, the parking crunch, increased traffic flow and other public concerns.

We have been aware of a lingering apprehension among citizens regarding these transformational changes. There is a valid cause for concern, especially considering there has been virtually no public information released (other than new Lock St. signage) regarding the most important development, the former Union Waterfront site in the commercial core. Will this new condo project adhere to the recently passed Secondary Plan which limits the height of new developments in the core to six storeys? Or will it attempt to circumvent the plan and build higher? Will the historic, architectural gems of the Front Street commercial buildings be preserved and renovated to make them functional and allow for successful commercial enterprises?

These and other questions will soon be answered, and one way

or another (positive or negative), set the wheels in motion that will guide us to the endgame for Port's development. Here's hoping that the spirit of cooperation, consultation and compromise prevails, and we can finally move on, with all parties proud and hopeful of a vibrant future for Port Dalhousie.

Also a big shout out to the group of volunteers who work exceedingly hard to publish The Reporter (you know who you are) and supply the citizens of Port Dalhousie with its one and only community newspaper.

Even though we have high water yet again, and construction is ongoing, Port's charm and magic continues to shine through. It's time to celebrate the Summer season with family and friends and we hope you make your way down to Port for picnicking, strolling, patio partying, dining or simply gazing at one of the awesome sunsets from Lakeside Park.

On behalf of The Port Reporter Editorial Board and volunteers, please stay safe and have a great Summer!

Peter Wing

Six Storey Lakeport Road Condo Approved

Despite a 600 signature petition and vocal opposition, City Councillors approved the controversial development located at the corner of Lakeport Road and Avalon Place. It seems they had no choice in the matter considering the developer was permitted to build a six-storey building on the property under current zoning. The surprising fact is there could be no discussion by City Council unless it dealt only with additional parking and landscaping.



Certain proposed developments should be open to review by Council, especially if the properties are located in or adjacent to sensitive areas, in this case the Port Dalhousie Heritage District or established residential neighbourhoods. Some projects should not be simply rubber-stamped through the restrictions imposed by existing regulations and zoning bylaws, but require analysis and thoughtful consideration by the full City Council.



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Walkable Communities Require Walkable Businesses

Part Two: The Future of Parking and Traffic in Port Dalhousie

Historically, Port Dalhousie was a self-contained community. Public transit by streetcar was the standard mode of transportation for everyone. If you had a car, you were considered pretty well-to-do and most people also worked locally. In a previous issue we noted that even our sole police officer didn't have a squad car. The largely pedestrian community meant that businesses were there mostly to serve local residents. All the necessary services for daily living were present and one only had to go to far-away St. Catharines to do major shopping or for very particular services. This meant that traffic and parking were largely for outsiders who came to events in the park or who took the ferry to Toronto. Most of the time there was sufficient parking to meet those needs. Internal traffic was sporadic at most.

With the increasing automobile use in the 1950s, traffic increased significantly and the need for additional parking arose. With increasing affluence and the increasing participation of women in the workforce, our use of cars soon doubled and with growing children, sometimes tripled.

Parking legislation followed the increase of automobiles, and building and parking standards were set to accommodate this new reality. Port Dalhousie expanded significantly after amalgamation with St. Catharines as the suburbs began to surround the village. Houses there usually had large driveways to accommodate the expected number of automobiles. Old Port however was left with the old standards of fewer driveways resulting in a lot of street parking, but the old walkable community remained.

As people began to drive everywhere for their necessities and services, to suburban malls instead of shopping locally, the streetcars, local businesses, as well as the ferry service died. This increased traffic significantly. This era led to the previous legislative framework of parking ratios and traffic standards. It is ironic, but perhaps fortunate from a traffic point of view,

that the lake was so polluted, that people couldn't swim at Lakeside Park and the midway was forced to close. In the meantime, however, this meant that most businesses, except the bars and restaurants, either closed or struggled to survive on the basis of the warm summer season alone. In the following summers, however the harbour and pier continued to attract a fair number of recreation-focused visitors.

Our local laws reflect the times and that is why, when condo developments originally came about, the city still insisted on 1.75 parking spaces per unit. This was wise at the time because the former Port Dalhousie Vitalization Corporation (PDVC) had amalgamated a number of core properties in order to create their initial 30-storey condo complex which included significant commercial development as well. Their proposal took advantage of the parking exemption in the commercial core, which had been

“As people began to drive to suburban malls for their necessities instead of shopping locally, the streetcars and local businesses including the ferry service died.”

implemented to encourage commercial activity in the core. This meant that they did not have to provide additional parking for businesses that opened in the commercial core.

Today's legislation has arbitrarily reduced the requirement for condo parking to 1 space per unit, and the parking exemption for commercial is still in place. This is how it is done in Toronto and it is part of our communal aspiration as a society to reduce car use. Toronto, however, still has significant parking and traffic issues resulting in people not owning as many cars or any at all.

But there is a big difference: Their necessary services are usually within walking distance and in addition, they have a lot of transit options with their subway system, streetcars and buses and taxis as well.

This brings us back to Port. If we are going to limit our use of parking and limit our traffic we have to have sufficient necessary services for both new and old residents to walk to. Unfortunately, we have over the years lost most of these services. Port at one time had all it needed and so traffic was limited as the number of cars was small. Now we have *both* more cars *and* many fewer local services. That, by itself increases the amount of traffic. There is a direct relationship between parking, traffic and access to basic services. If we want people to do without automobiles, we have to provide all the basic services people need within walking distance. In fact, we will likely have to *both* increase parking *and* reduce traffic at the same time.

During the run-up to the municipal election we were urged to compare Old Port to the Lake and Lakeshore intersection and observe the apparent lack of parking and traffic issues. So we took the time to examine the similarities and the differences.

The only similarity to Port really is the fact that they have a large 10-storey condo and two smaller 9-storey apartments in the area, as well as a number of seniors' complexes. These buildings are filled with mostly medium to lower income families who are not quite as likely to be able to afford two automobiles. I surmise that the high-end luxury condos in Port will have a slightly different demographic, who may be reluctant to give up on dual car ownership.

Comparing the two areas however is very instructive.

At Lake-and-Lakeshore, the condos/apts. have large properties and they meet the old 1.75 spaces per unit requirements on site, either on grade or in a parking garage. There is no on-street parking in the area to impede traffic and they have four roads leading from the intersection as well as a number of secondary roads close by for alternate paths of access and egress. Not so in Port.

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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. 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

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.

Please send contributions for future issues to editor.portreporter@gmail.com. All submissions are subject to a review including both editorial approval as well as copy editing for grammar etc.

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

Those interested in advertising please contact our advertising coordinator, Allison Beekhuis at advertising.portreporter@gmail.com. Print ready ads in CMYK colour profile, accepted formats: JPEG, PDF, PNG. Ad design service available; additional art work fee will apply.

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. Email contact is preferred, however if you wish to contact the Port Reporter by phone please call 289-213-3391 and leave a message. Website: www.pdconservancy.org

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St John's Anglican Church

This Landmark Building is a Historical Treasure in Port Dalhousie



Cornelia Schram window

St. John's Church is among Port's most notable architectural and historical treasures, a landmark building at the corner of Ann and Main Streets since 1868. It is the village's oldest surviving church building whose rich history is intricately woven into the story of our lakeside village.

The founding of the parish dates to 1834, only a few years after the opening of the First Welland Canal and the establishment of the village of Port Dalhousie. The first church was called St. James, a wooden structure built in 1841 where St. John's Cemetery is today. With the opening of the Second Welland Canal in the 1840s and the resulting growth of the community, a new church was planned to be built in the heart of the village.

The new church named St. John's was designed by Henry Langley, a foremost Canadian church architect, and, to the joy of the parishioners, completed in 1868. It was a remarkable accomplishment and a grand building for a village with a population of about 1500. This lovely church is built of red brick with ornamental white brick detailing around the windows and doors. A large and beautiful rose window tops the entrance from Main Street. In the church steeple hangs the bell of the original 1841 church. The parish hall was added in 1912.

Stepping into this lovely church, one finds it retains its historical appearance and ambience of reverence and peace, a sanctuary respectful of the past and ever mindful of those parishioners who have gone before. Many of the church furnishings are memorials, works of craftsmanship and art that offer glimpses into the past of the parish and the village. These memorials are found in the windows, altar, chancel, screen, reredos, pulpit, organ, chimes,

and other furnishings. All have greatly enriched the church's beauty and reinforced the connection to its history. They recall the names of past parishioners who were active in the life of the parish and the village, and many whose descendants still attend the church today.

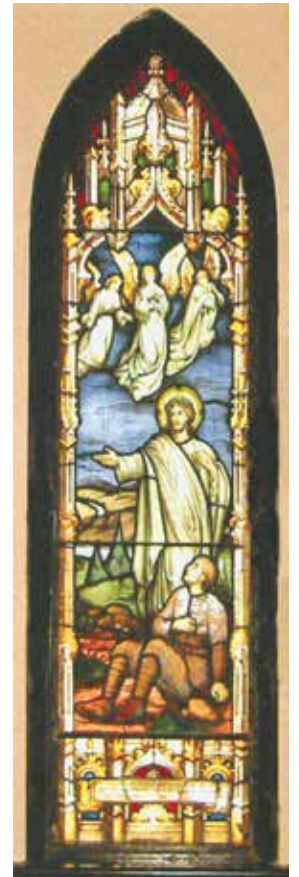
Of particular note among these many lovely features are: a beautiful stained glass window that displays a large anchor (a fitting symbol for this maritime community); another unique window that depicts a soldier lost in the First World War; a marble memorial to a lake captain lost in a famous shipwreck; and a small alabaster font used in the 1830s by the first missionary to this parish, who carried it in his saddlebag when he conducted house baptisms.

Also of note, longtime parishioner Brian Leyden has written two books well worth reading for wonderful insights into key aspects of St. John's history:

The Windows of St. John's (published 2005) and *Building a Village Church: St. John's, Port Dalhousie 1868* (published 2007).

Rich in history, St. John's Church and the parish it serves have played a central part in the daily life of the village and its residents for over a century and a half. Today it continues that role, maintaining its connection to the past while actively enriching the life of our village and its residents. Port Dalhousie is fortunate to have St. John's Church, an historical treasure that offers our community much to appreciate, value, and preserve.

Nancy Cameron



Sgt. Norman Paxton window



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by millwright Rufus Davis. Kennedy was a visitor at the Davis house in Port on that day, and he may have indulged too freely in celebratory libations. At dusk Kennedy unexpectedly told Davis that he was his prisoner without letting him know the charge, and then "abused him for some time for no reason until 10 pm." Kennedy initially pleaded "not guilty" to the charge and then changed his plea to "guilty." He was fined one shilling in damages plus costs. In November 1839, James Dell of Louth was charged with assault and battery by Solomon Beebe. Beebe was busy working on a raft "near Port Dalhousie" when Dell "struck Beebe in the face with his fist." Dell was fined £1 plus costs.

Theft was another common charge brought before the magistrates at the Quarter Sessions. In the records for October 1829 we find that a shipwright at Port named Peter McCall was

charged with the theft of various items from a number of individuals. The alleged thefts occurred between April and December of 1828, and included: the iron crowbar of John Martindale Sr.; an iron wrench belonging to Thomas Aikenhead; an iron "cant hook" (used for turning logs) belonging to Rosial O'Brien; a 40 lbs. iron wrench belonging to the Welland Canal Company; an axe belonging to George Keefer; iron chisels, a hand saw, and a "slicker" (a tool used to dress mortices) belonging to Rufus Davis; and some barrels of cured pork. All of these items were valued at more than 12 shillings. Davis testified that his tools were securely locked in a chest and were "clandestinely" taken away by McCall. The wrench was concealed in a pile of stones, and the cant hook was found hidden in a bed of straw used for storing potatoes and turnips. The

pork was concealed in McCall's cellar. McCall, who was certainly prolific in his thefts, swore in his own defence that he had paid for the various tools. The plaintiffs, witnesses, and the defendant were required to pay a recognizance to appear before the magistrates.

Unfortunately, the verdict in this case is not known.

In December 1836, William and Margaret Harrison were charged with the theft of some tools (axe, adze, saw, square, chisel and compass) which belonged to Thomas Patterson of Louth and valued at six shillings. Patterson had been working for Thomas Read at Port and he was required "on

business on another road" and so he concealed his tools in a sack behind a log. On the following morning Patterson discovered that his tools were missing. He found some of them

in the possession of George E. Read, who said that he purchased them from Mrs. Harrison for \$2, while other items were sold to an individual named Bush. Witnesses identified markings on the tools as being those of Mr. Patterson. Surprisingly, the jury returned a verdict of "not guilty" in this case.

Some criminal cases recorded in the Sessions were rarely seen, such as that of "desertion." In August 1840 a mariner named Captain William Minor (aka Miner) was arrested "at Port Delusa" by constable Bernard Roddy of the Town of Niagara. Minor was taken into custody for the role that he played in assisting three deserters from the 43rd Regiment to make their way across the Niagara River to New York State. Roddy charged the district an extra fee for his time and expense in travelling from Niagara to St. Catharines and then to Port Dalhousie in his search for Captain Minor.

No doubt instances such as these would have caused the upstanding citizens of the area to look askance upon Port Dalhousie and exclaim, in the words of Cicero, "O tempora! O mores!" (Oh the times! Oh the morals!)

Brian Narhi

In August 1840 a mariner named Captain William Minor (aka Miner) was arrested "at Port Delusa" by constable Bernard Roddy of the Town of Niagara.

HIJINKS IN PORT!
"Nickey nickey 9 doors was always fun. Soaping windows. Tarzan swing over the Henley."
 - Marilou Gilbert

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Report from Councillor Bruce Williamson Port Dalhousie Ward

Warm spring time greetings to all. It has been a busy few months featuring many consequential decisions at City Hall, not all of them beneficial to the people of the Ward and the City.

Community Improvement Plan (CIP)

At the Council meeting on March 18th Councilor Garcia and I did not vote to expend large sums of taxpayers' dollars on financial incentives to developers for already approved projects because there was no rational purpose to allocate already tight public monies in this indiscriminate way. The CIP is designed to provide incentives for projects that would not otherwise be built because of contamination and other issues. The projects that were approved for these subsidies are largely luxury condos.

102/104 Lakeport Road Proposal

It is understood there is a need to intensify and build some taller residential and commercial structures in our city to make more efficient use of existing infrastructure. However, there should not be a blank cheque given to developers to simply build to maximize profitability at the expense of the neighbours and of good quality overall land use planning. The local residents worked diligently to prepare and present a thoughtful series of arguments confirming the proposal was not compatible with their low-rise single-detached neighbourhood. They were not against development but would accept a more appropriate, lower building, and were understandably disappointed in receiving no concessions whatsoever. A six floor apartment cheek-by-jowl next to a busy arterial road in a low-rise residential neighbourhood is clearly not a compatible fit. Further, approving projects in places far away from the central urban growth area delays regeneration of downtown and brownfield sites which should be a greater priority.

Governance

Both Councilor Garcia and I were appointed to the Task Force on Governance which has tight timelines for reporting to the provincial government. During the municipal election this past autumn, it was a rare person who mentioned anything to me during my door-to-door visits about the need to reform the structure of local government. However, there were many who bemoaned the state of affairs at the Niagara Region. It is to our peril to forget our history in terms of the long and arduous journey it took for citizens



to earn the democratic franchise - the right to vote. The backdoor way sneakily to deprive us of this important privilege is to take away the number of people we have to represent us at City Hall. To have forced amalgamation or some radical reduction of local representation will serve to further concentrate more power in the hands of the wealthy few. This serves only to increase the likelihood of even more corruption and less democracy in municipal government.

Climate Change

Thankfully, young people, our children and grandchildren, those who will inherit the earth – they are the ones who most feel the effects of climate change. And they are the ones demonstrating leadership on this, the most pressing issue of our time. They are forcing the adults, at least reasonable adults, to behave responsibly and do something about manmade global warming. The young people's vision is true, honest and uncontaminated. For this reason, most of all, I was proud to put forward a motion declaring a Climate Change emergency for our city, which passed unanimously. It is critical now that we follow through with the spirit and intent of this commitment by taking real action to do our part in facing this existential crisis.

Port Dalhousie Piers

Reconstruction work on the piers continues and is slightly ahead of schedule. Bronte Construction and subcontractor Rankin Construction have been driving piles along the edge of the West Pier and tying them back for strength. The project is under the supervision and control of the Federal Department of Fisheries and Oceans (DFO), which owns the piers, and their objective is to complete the work on the West side by next spring. My fellow Councillor Garcia has been appointed by Council to sit on a Task Force that meets with DFO regularly to get their updates as they continue their work. There will definitely be parking disruptions as well as other ones this Summer season, but we will end up with our piers back and accessible to all. Hopefully, the high water level in Lake Ontario will not delay the project.



Recent Civic Events

This spring has been an active one including: The St. Catharines Rowing Club's 73rd Annual Captain's Dinner, Jaycees' Easter Egg Hunt, Clean City clean-ups including the PDBWC's in Old Port, Earth Day at Malcolmson Eco-Park, numerous charity walks, the Folk Arts Festival, Civic Arts Awards at Performing Arts Centre, the 31st Annual Volunteer Recognition Night, where we recognized the work of the countless volunteers who generously donate their time to make our City a better place, and the annual Respect for Law Dinner at the Grantham Optimist Club as well as numerous fundraising events.

Upcoming Civic Events

The most symbolic event for marking the start of the fair weather season in Port is, of course, when the "merry-go-round" opens. At the time of writing the waters of Lake Ontario are high and rising. So, I hope the scheduled opening of the carousel on May 18th will have taken place with great success. The vitally important Rankin Run for Cancer is slated to be held on May 25th. On Father's Day, Sunday, June 16, the community is invited to watch the rubber duck race in Port Dalhousie harbour at 2 p.m. This is a key fundraiser for the Kiwanis Club.

As always, special thanks to Councillor Garcia for being a terrific partner in representing the residents of Port Dalhousie Ward.

Have a safe and happy summer!
Councillor Bruce Williamson
E-mail: bwilliamson@stcatharines.ca
Phone: 905 934 2787

**Note: At the time of publication, the City's website indicated a delay in the opening of the Carousel as a result of high water levels.*

HIJINKS IN PORT!

*"When the roads were icy grabbing onto a passing car's bumper and slide along behind. Problem was if you came across a patch of dry road you came crashing down and possibly ripped your pants."
- Mike Cuttler*

The Trolley Stops Here!

The Last Remaining Streetcar Stop of the NS&T Railway



The Port Dalhousie Conservancy is pleased to announce the donation of the Barnsdale Streetcar Stop by Carol and Harold Martens to the Conservancy. The Streetcar Shed was originally located in front of Stokes Seeds on Martindale Road and is the last remaining stop of the old Niagara, St. Catharines and Toronto Railway. We are currently creating a restoration plan for this unique structure and hope to put it in a prominent place in the community. Many details and stories remain to be told. In the above photograph volunteers Colin Johnston, Leo Versluis, Craig Crane, a Willowbank architect, and Hank Beekhuis examine the condition of this amazing find.

Dear Friends of Heritage in Port Dalhousie and St. Catharines

"It does not Matter how much we Donate; it Matters whether the Donation is Meaningful."

We are sending out an appeal to all Port Reporter readers and members of vintage sites on social media because of your participation and interest in preserving our heritage. Many of you enjoy looking at photographs and reading about our heritage sites as we do. Unfortunately, we cannot replace all of our existing valuable heritage with mere photographs and plaques of remembrance. We also have to maintain and develop the heritage assets that are left. Nostalgia is not enough!

Port Dalhousie is now entering the final and most important phase of its redevelopment. Several condo projects have already been approved by council and our piers are being reconstructed. But now we need to defend the little heritage we have left so that Port Dalhousie can maintain the village character we love.

The Port Dalhousie Conservancy is looking forward to working with all parties to steer future development in a positive direction that we hope, can satisfy everyone. We are in favour of appropriate development in our designated Heritage District. However, to maintain what remains of our heritage requires your financial support. All of us are volunteers and we have been working for many years to preserve our commercial core. In order to represent heritage effectively you need to employ experts in the field, legal counsel and others who will be able to defend the Heritage District with accurate and professional information. While we as volunteers work for free, that type of expertise is not free. We can't do it alone and appeal to you to for assistance.

If you support heritage and want to preserve Port Dalhousie as an interesting heritage destination for your children and grandchildren, now is the time to contribute to save this great community. You can do so by either donating directly to our website at www.pdconservancy.org using Paypal or if you desire a tax receipt you can donate to the Architectural Conservancy of Ontario (ACO) St. Catharines Branch. We assure you that all funds are used in and only for the support of Port Dalhousie.

Thank you for your support for our village and our heritage!

Warm regards,

The Board of the Port Dalhousie Conservancy



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Carlos Garcia

Councillor, Port Dalhousie Ward
City of St. Catharines

Bugsy's Classic Irish-American Pub



Bugsy's Classic Irish-American Pub on Lakeshore feels like a community. Walking into the 40-year-old St. Catharines icon is reminiscent of a pre-2000s sitcom. You half expect to see Sam Malone, Diane Chambers, or Carla Tortelli behind the polished wooden bar adorned with taps promising cold and refreshing drafts from local craft options to time proven classics. Hanging lights with stain glass panels cast a warm light on walls are lined with sports memorabilia and vintage beverage advertisement with the front end of a vintage Chevrolet taking centre stage. The televisions are tuned to hockey, basketball, baseball and golf, and the passionate tones of the play by play announcers mixes effortlessly with the buzz of conversation amongst the guests. On your left

is a dining area that plays host to family dinners, date nights and celebratory post-game drinks for local recreational sports leagues. To your right, the bar area is populated with local regulars looking to catch the game with a few friends and discuss the troubles of the world between periods over their favourite burger and pint. Something for everyone.

The team at Buggy's pride themselves on being able to offer something to every patron that walks through their doors and the extensive menu supports their philosophy. Comfort food is the theme that has impressed since 1978 and it remains a pillar of their brand. With diverse daily specials from burgers to spaghetti & meatballs, and even a breakfast on Saturdays and Sundays, the menu at Buggy's appeals to any crowd for any casual occasion. While its size may at first seem daunting, the ever-welcoming staff are more than happy to offer their personal preferences and fan favourites. My own go tos are the Spicy Steak Melt (known as The Robinson) and the Gangster Burger. The Robinson offers a beautiful interplay of spice and richness as the jalapenos and BBQ sauce cut through the fat of the cheddar and mozzarella cheese, all happening between two thick slices of deliciously garlicky Italian loaf. The Gangster Burger is your ultimate burger topped with crispy onions for crunch, bacon for salt and lettuce and tomato for freshness;

all brought together by a creamy and smoky southwest mayo. Both are best washed down with one of the many cold brews offered on tap.

Whether looking for a quick bite, a place to watch the game, a casual night out with family or friends, or trying to conquer their impressive International Beer Club list (99 different beers to try within one year), Buggy's can accommodate. Their atmosphere, staff and menu combined, provide a home away from home that exudes consistent authenticity. As I enjoyed my latest burger and pint, a team of softball players at the table behind me energetically debating the best qualities of their latest nine innings, a father and son to my left cheering on the St. Louis Blues between bites of hot wings and an older regular quietly drinking his coffee by the door and enjoying the hum of people sharing food, drinks and stories, it occurred to me that all towns need community centres and aren't we lucky that Buggy's is one of ours.



Adam Cooke



Buggy's
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Bruce Williamson
Councillor,
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Stairway to Nowhere?

Its been over two years since the public has been able to use the stairs to Lakeside Park at the end of Dalhousie Ave. Originally the developer said they would be closed for a few weeks. Recently the city came to an agreement with the developer to pay 50% of the cost of replacement, even though excavation for the project had undermined the base of the staircase. Port Councillors Garcia and Williamson think the developer should pay 100%. What do you think?



Don't Receive The Reporter in the Mail? Live Outside the Ward?

Worry not, relief is at hand! Pick up boxes for The Reporter are located at three spots: The corner of Main and Simcoe (in front of Rozie's), the Avondale store on west Main Street and on Lock Street at Balzac's. More boxes will be added in the near future. Or sign up for our digital issue by sending an email to editor.portreporter@gmail.com

Walkable Communities Require Walkable Businesses

Continued from page 3

If you draw a circle of about 250 metres (considered to be a walkable distance) from the intersection, you find both large parking lots and also an incredible number of services. Compare that to Port Dalhousie if you draw a circle of 250 metres from Lock and Lakeport.

As anyone can see, there is a much greater number of additional services at Lake & Lakeshore than in Port Dalhousie. Moreover, there are other malls nearby to supply additional necessities like a post office.

Available Services	Lake& Lakeshore	Port Dalhousie
Restaurants/Bar	5	8
Medical/Dental	6+	1
Laundry	1x	0
Banks	2	0
Convenience	1	0
Food Supply/Grocery	3	0
Barber/Salon	3	2
Drug/Pharmacy	1	0

The impact of this on parking and traffic should not be underestimated. If you don't have to drive to your services, you make fewer trips for your basic necessities. If Port is going to accommodate hundreds of new residents, we need to ensure that we have sufficient commercial space both to meet the basic needs, but also to service the more seasonal tourist clientele at the same time. The current proposals have very limited commercial space, just a lot more people. We may need to look back into our history to see how we used to do it.


HIJINKS IN PORT!

"Trying to get into Lakeside Hotel...and trolling for boys at the beach...got into the Atlanta, though!!!!...collecting wood for a fire at the beach..Fire Dept. came and then running like hell!!!"

- Concetta Em

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The Lives of Life-Long Port Residents

Tell Us Your Story, Shirley Brown



Shirley Brown (nee Critchley) has “stayed Sput” in Port Dalhousie for 79 of her 86 years, and has watched Port change around her. She came to Port at the age of 7 with her parents and 2 older brothers, moving down from Cochrane during the Great Depression, her parents hoping for more opportunity here than up North.

They first lived at 29 Brock Street, but later moved to 26 Welland (now Christie) for more space.

When Shirley was young, the Cole Farm and Holly Dean Farm across the street were sources of fruit and vegetables for the community. Shirley recalls that “many people pilfered fruit and vegetables from the Cole Farm,” but says she didn’t think that was right, so would ask the Mr. Cole how much she could get for a quarter. She recalls being given a “big bag full” for that, and believes he wanted to reward her for her honesty.

CKTB radio station). No admission was charged, but there were donation pots there for people to contribute a nickel or dime if they wished.

Every Saturday evening in the summers, Shirley attended the hymn sings put on by the Gospel Churches, because her faith is important to her, and she loves to sing. She sang for twenty years with the choir at St. John’s Anglican (and at least twice, as a soloist for a wedding). The rides in the park were also fun, especially the airplanes spinning around a pole and the caterpillar ride. Shirley says all this wonderful activity slowed down once Mr. Sid Brookson passed away, since he had been the one managing things in the park.

Shirley attended school up to Grade 8 at Port Dalhousie Public (later called McArthur School, at which her brother Jack Critchley was Principal). She says she wasn’t a great student, especially in math and

art, and recalls getting the strap when she got wrong answers in those subjects. She believes she just didn’t meet the teacher’s preferences with her art, since she later often enjoyed drawing and made her own greeting cards. She was “good at spelling and writing,” and for a while wrote a column for a local paper about home remedies she had learned from her Grandmother. She also helped neighbours with home remedies when they



Abbie Andrews and His Canadian Ranch Boys were a popular band.

The band shell in the western corner of the park, where the original lock one of the first Welland Canal had been and the new condo now stands.

Like most who grew up in Port, some of Shirley’s fondest memories come from Lakeside Park. She of course remembers the picnics from companies in Toronto and Hamilton, whose employees came in on the Dalhousie City and Northumberland Ships by the hundreds, but also remembers many performances in the park which drew big crowds, the streetcars from St. Catharines bringing in many revelers. There was a band shell in the western corner of the park (where the original lock one of the first Welland Canal had been and the new condo now stands), and this was used for occasional vaudeville, minstrel, and musical shows. Abbie Andrews and His Canadian Ranch Boys as well as The Peach Pickers, Hillbilly bands were very popular. (both of which played regularly on the

couldn’t afford a doctor.

Shirley didn’t go on to high school but instead became employed as a “mother’s aid,” providing child care and light housekeeping for women who were working out of the home (usually at the Nubone Corset Factory on Main Street). She loved telling stories and singing to the children, and was later asked to sing at the wedding of one of the girls she helped raise. Shirley’s mother, Louise Critchley, worked for 30 years as an accountant for the ship chandler, Frank Latcham. This was good for Shirley because, she recalls, in World War II when everything was rationed, she still was given chocolate bars from her mother’s boss.

When grown, Shirley lived for 23 years above Mrs. Thompson’s store, which she recalls was owned by Mr. Dyck earlier. She believes the store was deeded to Mrs. Thompson because she helped take care of Mrs. Dyck when she was ill. Mr. Dyck’s store, like others in Port, had a soda fountain and a glass showcase filled with penny candy.

Cont'd on page 15



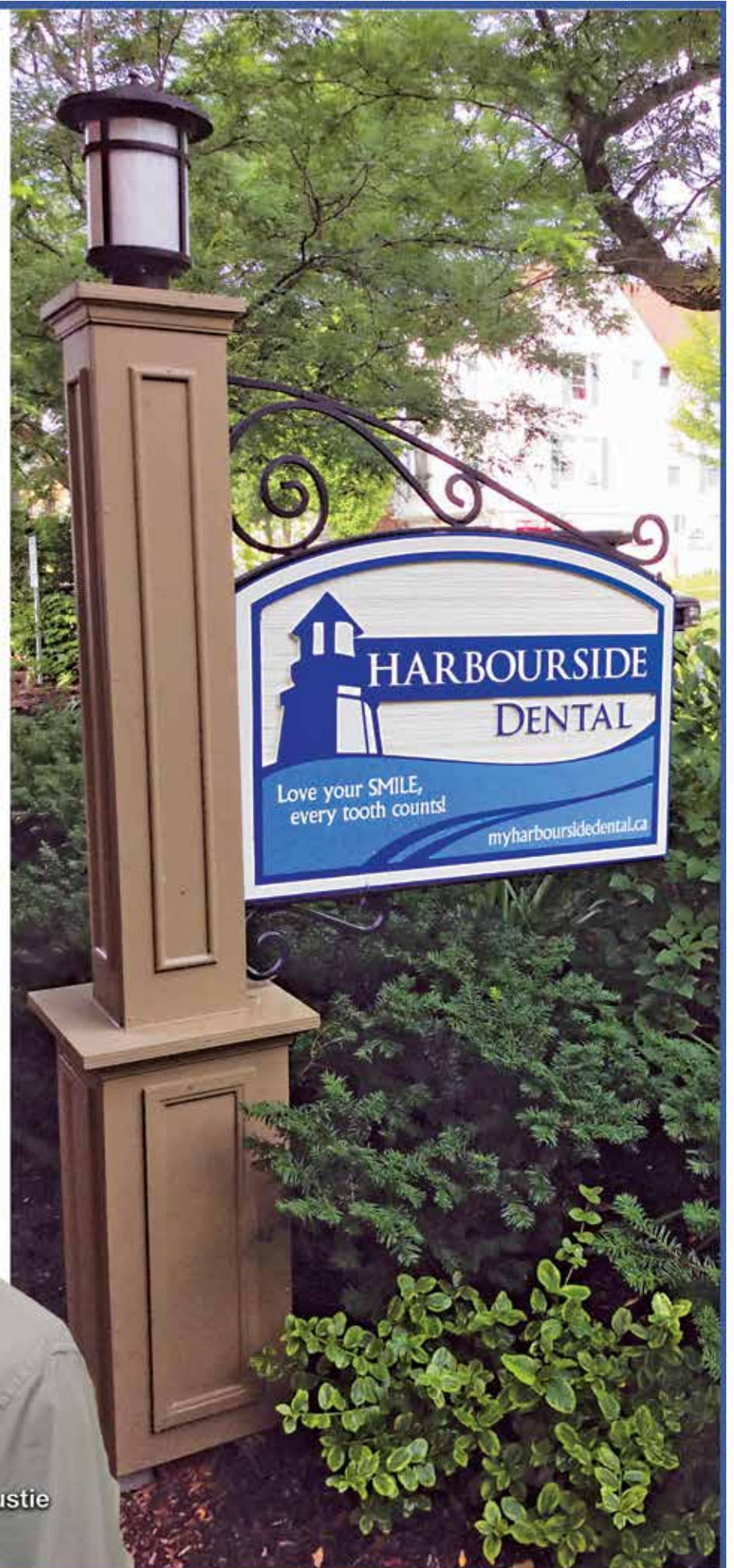
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Heritage Matters

Making a Case for a Different Approach to Heritage Buildings

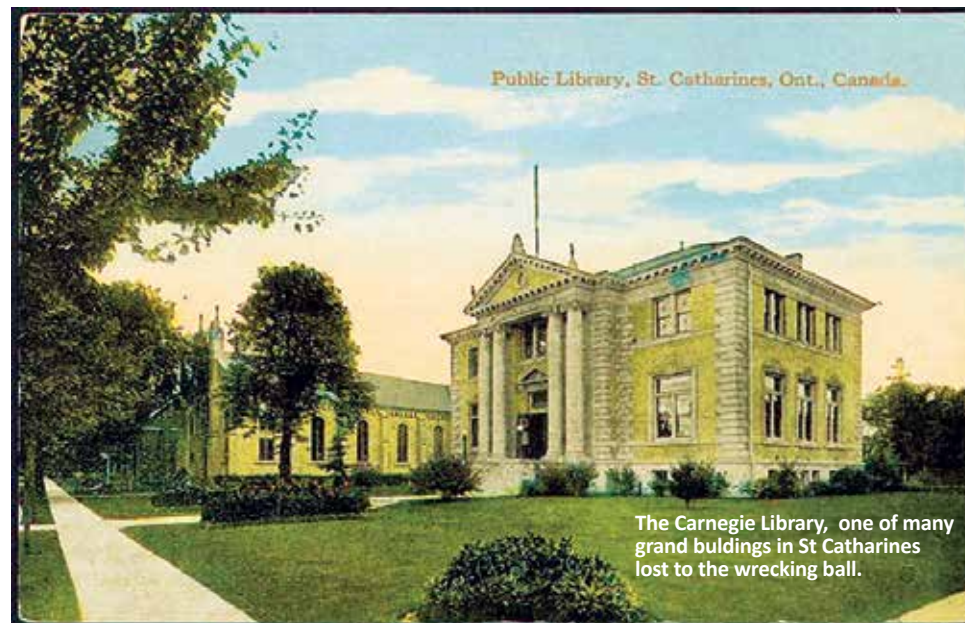
As most of us are aware, St. Catharines has a less than stellar record in maintaining our built heritage. We have torn down many of the fine structures that were once a part of our city's landscape. There are remnants left in Port Dalhousie, Downtown, Merriton, and Western Hill. The bulk of the city was built after 1950, due to amalgamations and the subsequent infilling between existing towns and farmland. The fact is we actually have very little heritage left compared to many other cities. This should make us more vigilant about the parts we have left.

Many of us travel to different parts of the world to enjoy and appreciate their histories and their interesting heritage buildings, but it seems that here at home we are blind to the gems that remain. Do we really want all of our city to resemble Ontario Street dealership row or the Fourth Avenue strip malls where everything is focused on having an automobile?

If you follow the "yesterday and today" column in the Standard you inevitably come to the conclusion that what was there before often looked a lot better and had more class than what

is there today; heritage buildings are often replaced with a parking lot or a less than attractive modern building.

Some old buildings have simply outlived their usefulness or have little uniqueness or are so badly compromised



that they can't be saved. However, in St. Catharines a lot of buildings were torn down not because they were in danger of falling down, or were unable to be

refurbished, but simply because they were just old and it was cheaper and more expedient to tear them down.

As long as these buildings are structurally sound, almost all buildings can be re-used and repurposed. It is

done all over the world and there are a lot of new technologies that can be applied to make these useful for years to come. In Europe, there are many

buildings that have been in continuous use for 500 or more years.

They do however need special care, and sympathetic policies as well as the consistent application of political will, to save them. The good thing is we can see it is possible, because other towns around us have done it. Heritage is one of the biggest attractions that brings in tourism. It can attract a lot of money and has revitalized the economy of many cities.

It is often said that insanity is doing the same thing over and over again and expecting a different outcome. We need to change our view of our heritage buildings, both those in the public, as well as in the private domain. We need a fundamental change of attitude and treat heritage buildings differently.

There appears to be some misunderstanding in terms of the role that the city can play in this. It is said that we should run organizations like a business as if that is a virtue; here it is not. Cities are not a businesses, but public service – that is their business. City-owned structures particularly should not have to make a profit. We don't do that for city hall either and

Continued on page 21

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Niagara's Jesse James

William Townsend had Close Ties to Port Dalhousie in the 1850s

In the 1850s, notorious highwayman, thief and murderer, William Townsend, led a bold gang of burglars and crooks in a shocking crime spree across Niagara. His brazen crimes have earned him the title of "Niagara's Jesse James." From his early days, the leader of the infamous "Townsend Gang" had close ties to our canal side village.

William Townsend was born in 1828, the son of a respected and skilled carpenter who helped build the docks of the First Welland Canal at Port Dalhousie in the early 1830s. Young William spent his early childhood years here in the small village and along its shoreline until the family moved near Cayuga about 1840. After his father's death in 1844, the teenaged William's behaviour became increasingly wild, reckless, and outside of the law.

By age 20 he was back in our area, working along the length of the canal, rafting goods between communities and employed as a tow man with teams of horses

towing schooners from lock to lock. He was well-known to all those who made their living along the canal route.

After several years, Townsend moved to Hamilton where he gathered around him a gang of teenaged pickpockets and petty thieves. These young men came to be known as "the Townsend Gang" and, in the early 1850's, carried out, in towns and the countryside, a widespread campaign of thefts, highway robberies and burglaries from Hamilton eastward throughout the Niagara area and across the border.

On the evening of October 18, 1854, the gang's activities took a more sinister turn when Townsend and some others approached the farmhouse of well-known merchant, John Nelles, in the countryside near Cayuga. They knocked at the door and when Nelles refused to allow them in, Townsend shoved the door open and shot Nelles in cold blood, killing him in front of his horrified family.

The gang members fled the scene with

Townsend making his way to Buffalo and the others heading for Hamilton where three of them were caught and arrested. The three, all teenagers, were brought to

Cayuga to stand trial for the murder of Nelles, despite the fact that Townsend had fired the shot. In a sensational trial, the three were found guilty and sentenced to hang. One had his sentence commuted to life in prison, but in May 1855 the other two were hanged in front of a crowd of thousands of spectators at the Cayuga jail yard.

A few weeks later, Townsend returned to the Niagara area, but in St. Catharines he was recognized by a locktender who tipped off the police that Townsend had boarded a schooner bound for Oswego, New York. When the vessel reached Port Dalhousie, however, Townsend jumped ship and disappeared into the crowd, likely planning to hide out at the home of relatives. In early November 1854, he surfaced in Port Robinson where during an attempt to arrest him, he shot and killed a police constable before

fleeing and disappearing again.

In April 1857, a man believed to be Townsend was apprehended and arrested in Cleveland. He was extradited to Cayuga where in October 1857 he was put on trial for the murder of John Nelles. What ensued was one of the most peculiar criminal trials in Ontario's history. In the end the jury could not agree whether or not the man accused was Townsend, and so he was acquitted and released. The proceedings were virtually replayed in Welland in March 1858 with the trial for the shooting of the constable in Port Robinson.

Was this man William Townsend? Today the question remains a mystery. In any case, nothing more was ever heard of William Townsend in this area and he never got the noose as others in his gang had.

What happened to William Townsend? So far, the answers remain hidden in the mists of time. Curiously, the 1880 Directory for the Village of Port Dalhousie lists a William Townsend as a village resident, but that would seem to be only an odd coincidence.

Nancy Cameron

HIJINKS IN PORT!
"Riding dirt bikes in Cole's orchards and getting shot by his potato gun. It sure hurt."
 - Timothy Erskine



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Another store, Newman's Confectionary (later Bucky's Variety) also served ice cream and sodas, and Shirley remembers one of her biggest thrills as a child was being allowed to go out for the evening, enjoying simple pleasures like a chocolate sundae at Newman's and listening to the Nickelodeon. Similar to other



Shirley lived above Mrs. Thomson's store with her mother Louise for 23 years.

small shops in Port, Newman's has changed hands and character, and now houses a hairdressing salon. Some of the other shops Shirley remembers are Tony's Shoe Shop, Maggie's Snack Bar, the Dominion Café run by a Greek family, and the Harbourview Coffee Shop, (which reportedly had the best hamburgers in the area).

Other happy memories are \$2 breakfasts at Singer's Restaurant, Bingo at the Lakeside Park Pavilion on Friday nights, community scrabble games at the Lion's Club, and Halloween parades led by the Port firemen. Shirley recalls that several times she and her mother won the prize (a candy bar) for best costumes for ages 12 and older.

Shirley married Mr. Bob Brown, a well-known painter and decorator in Port, when she was 41. After that she was able to be a stay-at-home homemaker. Sadly, Mr. Brown died in a car accident on Main Street 15 years ago, and shortly afterwards, a cousin urged Shirley to move to Brampton to live with her, but Shirley declined, saying Port is her home and this is where she wants to stay. And so she does, happily living in an apartment in beautiful Port Dalhousie. ■

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Port Dalhousie is Steeped in Nautical History

... and Sometimes Personal History

I love Port Dalhousie. It is an area steeped in nautical history. I lived here as a child immersed in the lakeside love of playing on the beach and going to my grandfather's boat. I returned when I had my first child knowing I wanted to share that same lakeside life with my family.

In 1960, the Dalhousie Yacht Club began its Junior Sailors program for teaching children to sail dinghies. I attended Sailing School in the late 80s and 90s. I started when just 9 years old and I completed my sailing school experience with instructors' camp when I was 15 years old. Some of my best memories come from this time.

At 9, I was a meek little blonde-haired girl, terribly quiet and anxious. My first week of sailing school was very difficult. Stepping aboard the tippy little dinghies and then having to sail out into the lake with another kid my age were beyond what I thought I could handle. This was so much different from going out on my grandfather's yacht.

My parents encouraged me to continue with sailing school despite my fears. With hard work and courage, I learned to Crew by tightening, loosening and tacking the jib. And I learned how to Skipper, steering the boat with a tiller and rudder and tightening and loosening the main sail in order to make the boat go fast. The feeling of being in control of the boat and of the speed and power that can be drawn through the wind and sails were both fascinating and exhilarating for me and made me want to become better and better at the sport.

During my seven summers at sailing school, my favourite days were really windy days when only a few of us confident sailors were allowed out in the boats. We would go jump waves, and play in the wind, trying to figure out how to best increase the speed of our boats. Besides these exhilarating

days, I also loved the windless, flat days when the instructors would make us sail/drift out of the harbour and we would practise capsizing the boats. Nothing is better than going out in the lake on a hot day, capsizing, righting the boat and going for a swim.

Knowing that I could manipulate the wind and my boat gave me a fantastic feeling of self-sufficiency. What better therapy for that meek little child I was? I, who had started with so much fear. Sailing school challenged me and gave me grit. It readied me for life.

My children go to sailing school now and love sailing as much as I do. My 12-year-old son Matti has taken sailing school since he was 8 years old. Now in his 4th summer sailing, he is passionate. He describes sailing lessons in the following way, "It is a crazy experience and you learn important life lessons, such as how to read the wind and the types of clouds. I also know how to skipper a boat and how to handle difficult weather in a calm manner."

My daughter Isabella is, after an injury, keen to return to sailing school to overcome her fears and to test and improve her sailing skills.

I feel blessed to have grown up in Port Dalhousie. I am so glad that my children can grow up here and take advantage of the many water activities available to us. The great influence of Lake Ontario and the sailing/boating lifestyle in Port Dalhousie have molded my life experience and the experience of my entire family. ■

Sarah Essig

"We would go jump waves, and play in the wind, trying to figure out how to best increase the speed of our boats."



Photo: Colin Johnston

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From Where I Sit ...



Hank Beekhuis

“Developers should pay their own way”

– Hazel McCallion, former Mayor of Mississauga.
 (Zoomer Magazine, May, 2019)

Are Taxpayers Now Paying for Development?

Like many cities in Ontario, in St. Catharines we have a program called the Community Improvement Program (CIP). It was originally set up to encourage development and incentivize developers to tackle specific areas in the city that really need improvement but present some special challenges to develop. The idea was that fixing them up would serve the public good. This includes specific priority areas in the city that otherwise might not get developed, brownfield areas, and places in the city core area that are slated by the province for intensification.

A developer can apply for a grant under the Tax Increment Finance Program (TIF). The essence of the program is to split – between the developer and the city over a 10-year period – the expected increase in tax revenue. The rebated grants to the owner of the site range from 45-80 percent of the expected increase depending on the nature of the site. These are dollars that would normally go to the city budget were it not for the CIP grant. The argument from the city would be that, without these grants the site wouldn't be developed, though that reasoning is highly questionable in today's market.

There are two types of development that qualify:

a) Redevelopment sites: This takes an existing site which may not meet the current Ontario building code and accessibility requirements and helps pay for the removal of debris, site preparation, demolition, streetscaping as well as legal and consulting fees. The question is not asked whether the site needs to be torn down or if there are other alternatives. Interestingly, there is no mention of restoration or adaptive reuse. It appears to encourage demolition and replacement, a trend that we have seen throughout St. Catharines. One would think that a buyer would do his or her due diligence and be fully aware of the potential costs involved in doing these things during the purchase process. Now a developer can take into account the potential CIP grant in determining the price they are willing to pay for the property in the first place, potentially over valuing it because of the taxpayer subsidy. We are in fact protecting a developer from “Caveat

Continued on next page

Emptor" (buyer beware), a principle most of us have to live with every time we purchase something.

b) Brownfield sites: These are sites that require special remediation due to environmental neglect by the previous owner. Perhaps there was leakage of chemicals into the soil or another dangerous hazard to the public was left behind. Future developers now have the expense of cleaning it up before they can even start. The question that could easily be asked is, "Why should taxpayers be on the hook for an owner leaving a site in poor condition especially when that owner is still operating a very profitable business in Ontario?" Shouldn't they clean up their own mess? A fine example is the former GM lands on Ontario Street. This property was sold to a developer (who apparently got it cheap because it was a brownfield), who appears to have flown the coop and the original owner who created the problem is off scot-free and insulated from responsibility. The taxpayer is once again left holding the bag with a request for CIP.

This program that was at first quite narrowly thought of, is now being used by developers for any development in the city that raises tax revenue (except for individual homeowners of course). It doesn't appear to matter if it is a brownfield or a priority neighbourhood or a designated intensification zone as long as it promises more dollars for the city budget in future.

Someone seeking to sell million-dollar luxury condos can now also apply for this taxpayer support. In fact the city recently approved almost 4 million dollars in these types of grants. This is real money that otherwise could be used to support things that the community really needs and wants.

In Port Dalhousie particularly, we now have several developments going up. One development has already received approval for a grant for 85,000 dollars per year for 10 years and is therefore receiving a total of 850,000 taxpayers' dollars for building luxury condos. This is only the first of several developments that may now be eligible for these grants even though Port Dalhousie is not a priority area, a designated intensification zone or a brownfield. What public good is being served by this? Merely seeking revenue may be a corporate good, but is not necessarily a public good. What real improvements to the local community are being neglected because the city has no money for them?

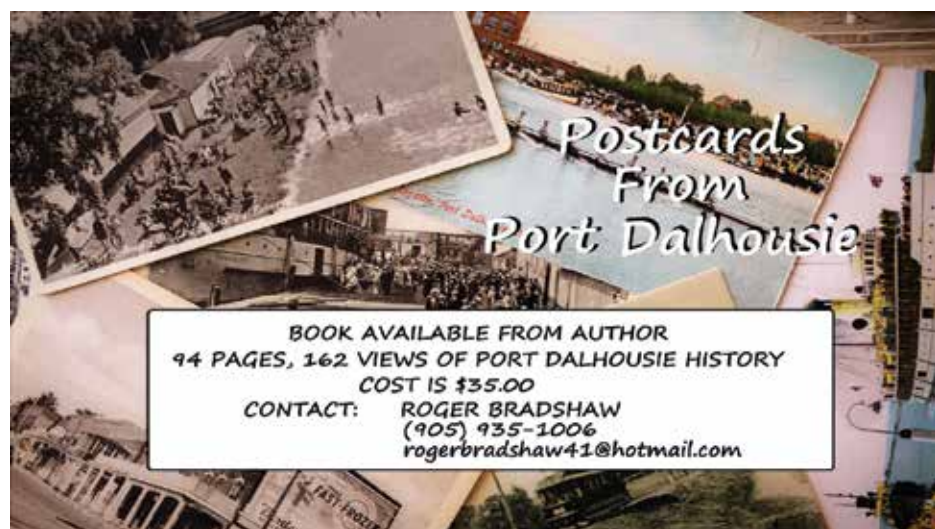
This amount of money would go a long way toward making Dalhousie House usable again. Or toward rebuilding the western entrance to Lakeside Park. Or toward restoring our Heritage buildings or enhance our poor parking situation. Which would you rather see?

I think it is high time these questions are asked.

HIJINKS IN PORT!

"Working in Lakeside Park on the kids rides & the boys filling the boat ride with carp!"

- Shelley Prytula



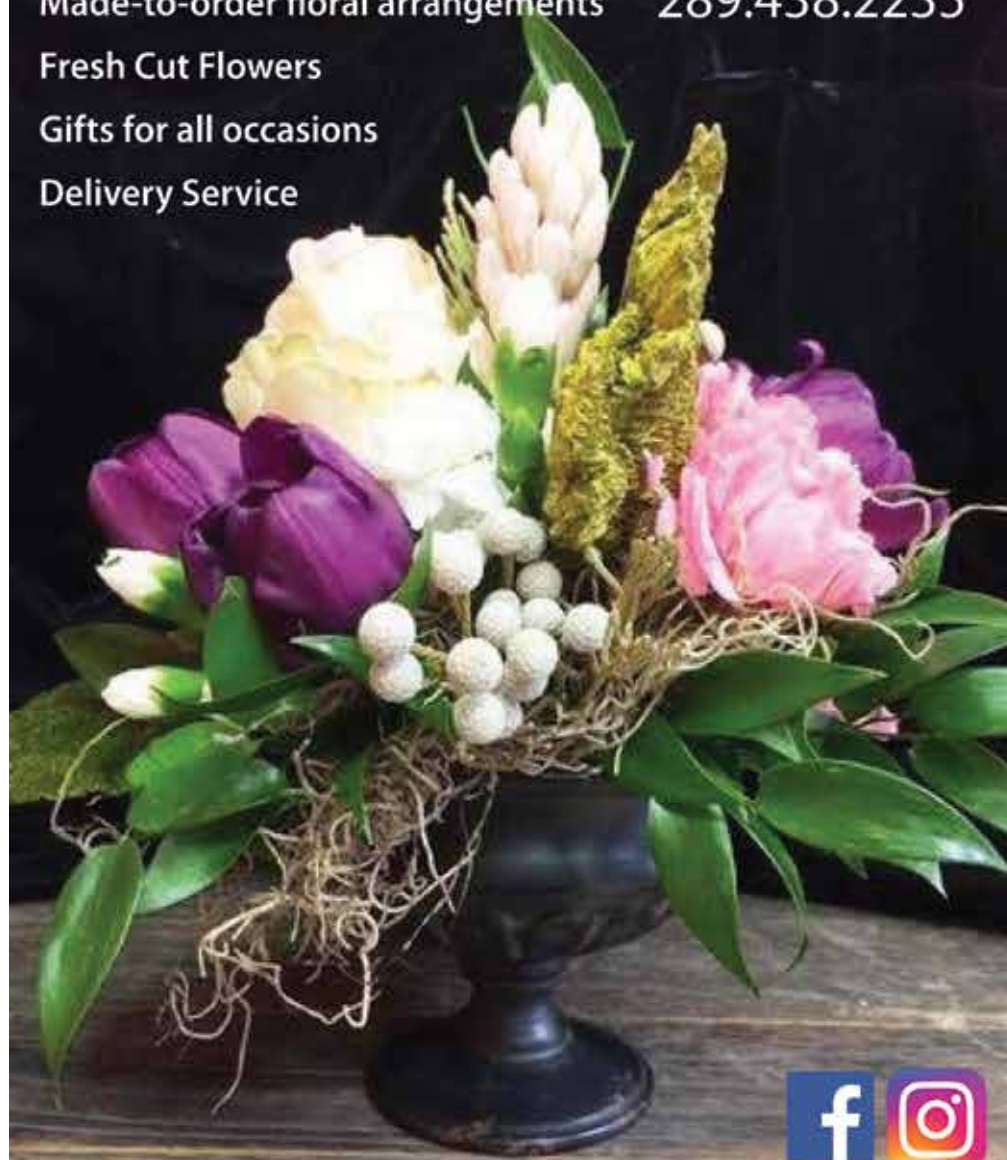
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The Polka Dot Gang Visits Lakeside Park

The Notorious Gang's Attempted Robbery of Lakeside Amusement Park as Related by Sid Brookson

"It was Sept. 3, 1945, Labour Day.

At about 4:00 am on the morning Mr. Peckham, the night watchman at Lakeside Park was slugged over the head and partially knocked out. He feigned a complete knockout so he would not be hit a second time. He was dragged to a part of the building that was used as a check-room under the grandstand. The building had been hosed down during the day as the floor was made of concrete so the door had been left open to facilitate drying out. He was laid on the floor of this building and the door was fastened from the outside. He was conscious enough to know that there were five men involved and that they were wearing polka dot masks. What they did not know or think about was that the shutters on the building opened from the inside and one of the windows was completely out of view of the office.

He lay there for a long time listening to what was going on. He heard cars running and lumber being broken and he heard more than one person talking. He decided to crawl out through the one window they had no view of. He

stayed in the shadows and crossed the Park and came to my cottage and called me. When I awakened, he informed me that someone was breaking into the office. I came downstairs to telephone the police and turned on the lights in my house to do so. The polka dot boys

home and lie down as the police would not be long in getting there.

When I gingerly approached the office, I saw that the side door had been wrenched off its hinges and a car, a Mercury Meteor, was backed up to with the trunk wide open. When I was sure no



(L-R): Kenneth Green, Hubert Hiscox, Bruce Kay, George Constantine, and George Dobbie were the core members of the Polka Dot Gang that terrorized postwar southern Ontario.
TORONTO STAR.

must have had a lookout because when my light went on, we could hear yelling and the footsteps of quite a few people running hard. I called the Provincial as well as the local police. I told Mr. Peckham, who was still quite dizzy, to go

one was around, I went to the front of the building. The front door was ripped off its hinges and part of the casing along with it. Latcham's delivery truck, which they had apparently stolen earlier, was backed up to this door.

The office was actually two offices with a partition between and they contained two safes, one in each office, one was for the boat office ticket sales and the other was for Lakeside park revenue. The timing of this break-in was well planned as there were Saturday's, Sunday's, and Labour Day receipts for both the boats and Lakeside Park, amounting to well over 10,000 dollars in the two safes, and not a penny of it was in the form of cheques. They contained the Lakeside Park daily working funds and the other for daily receipts and the prepared bank deposits from the previous days.

The largest safe in the front office had been turned on its side in Latcham's truck. Both of these safes had been built into the working counter. The counter that had the safe with the deposits in it was pried from the floor and broken out and the safe had already been wheeled out and was ready to be pushed into the trunk of the Mercury. The safe with the working funds had the combination knocked off it, but it was not open.

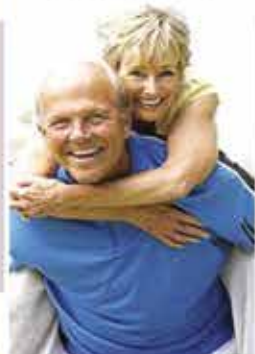
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A Unique Moment of Unanimity

A number of community groups got together recently and discussed what they would like to see in Port Dalhousie with respect to the Environmental Assessment currently being done by the Region for Main St. (Regional Road 87). Amazingly, it did not take long to reach unanimity on the basic principles that the community would like to see realized when it comes to the development of that road. This agreement, established by people with different motivations, shows that all of us have a great deal of affection for the community's heritage. Our ideals are not all that different, even though we may differ in what we are prepared to give up to get there. The devil is of course in the details and the cost surrounding those details, but it is great to see that essentially everyone's heart appears to be in the right place and that is a good place to start. Hopefully we can continue work together in future.

These are the basic principles that were agreed upon and sent to the Region for consideration:

Statement of Common Objectives:

To make the Heritage District of Port Dalhousie a vibrant, vital, year-round, pedestrian-friendly destination; not a vehicular throughway or major arterial route. If we hang on to these basic principles, we will be able to provide numerous opportunities for enhanced pedestrian access, bike lanes and alternative parking solutions. It will result in the creation of a safe and community-focused place to live, work and visit.

Respecting the unique Heritage District Designation of Port Dalhousie, issues of interest include, but are not limited to:

- 1) Respect and enhance the historic village-feel, and heritage elements.
- 2) Prevent road widening that's contrary to the heritage character and village-feel
- 3) Enhance and increase the number of walkways and crosswalks
- 4) Add traffic calming measures, cobblestone road/ walkways
- 5) Re-route bike lanes to side streets
- 6) Add useful parking
- 7) Bury power lines to allow for a healthy tree canopy and the addition of heritage style street lighting.
- 8) Bridge and other major infrastructure design should be considerate of the heritage aesthetic qualities that enhance the value of the community
- 9) Educate the public to use Martindale Rd, 3rd St., and 7th St. as quick access points
- 10) Re-route the Highway Emergency Detour Route to enhance safety and minimize the use of Main/ Lock/ Lakeport.
- 11) Timing: harmonize with major construction schedules, (Rankin's newly-acquired project at 16 Lock Street is the last to be built) so that ripping up village roads is minimized and traffic movement is negligibly impacted.

HIJINKS IN PORT!

"Many many hijinks. Climbing fence at the Port pool. Bumper hitching, piling leaves across Dalhousie Ave. For cars to drive thru. Jimmy Lawrenson always did it. Might have even lit the odd pile of leaves on fire." - Don Jones

The Polka Dot Gang

... Continued

Provincial police officers, Cooney and Fach, soon arrived in their black and white cruiser. Also, the local policeman arrived and, as he was walking down, he informed Cooney and Fach that a car had gone up Main Street at a terrible rate of speed. Fach and Cooney took off to see if they could catch them, but they were not successful. It was later revealed that the gang had stolen another car on Canal Street, which is on a hill and they had left it parked on that hill so as to allow a quick start. This car was found abandoned in Hamilton the following morning.

What the gang had intended to do was to load the safes into the truck and car and take them to a little-used siding off the CNR mainline on the Port Dalhousie Road (Martindale Road) and the Queen Elizabeth Way. This is where they had stashed heavy sledgehammers, pick-axes and crowbars to break open the safes. At this location, they could not be seen from the roadway on account of the bushes and weeds. There also police found the licence plate carrying number 57-U-40 which established that the Mercury belonged to a James Bennett of Toronto and had been stolen the day before.



Polka Dot Gang members are hustled into a police van in Toronto after attempting to rush photographers in the city hall corridor in this Nov. 2, 1945 photo.

The hide-out was accidentally discovered later in the week by a motorist who turned his car around at the spot. There he noticed the tools and other accoutrements. He notified the police. Approximately a year later, the Polka Dot gang were caught in Detroit when they were inadvertently going the wrong way on a one-way street. They were stopped by the police and after an investigation, it was revealed who they were. They were arrested and sentenced to a lengthy jail term."

Tony Douvis
Financial Advisor


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pdconservancy.org

A Special Thanks to John House and the Vintage Port Dalhousie Facebook Page

there is no reason we have to impose all those costs on our city-owned heritage buildings which may require maintenance.

We should be a lot more concerned about the burden on the city budget than making sure we can milk market level rents or full tax payment for heritage buildings that are already publicly owned. We should be more concerned about operation and maintenance costs especially on our previously designated heritage buildings. In economic terms, there are no opportunity costs since they are already paid for. They are publicly owned assets and there is no need to make a lot of money on them, our focus should be on reducing our costs on them.

Interestingly, most of the previously-designated buildings in Port were de-designated when the Heritage Conservation District came into being in 2002 as at that time, properties could not be designated "under Part IV and Part V of the Ontario Heritage Act, but not both." The Port Dalhousie Commercial Core and Harbour Area Heritage Conservation District Plan, released in December 2017, recommended that the de-designated properties be reviewed to see if they might be better protected through companion designation under Part IV of the Ontario Heritage Act.

We could for example allow volunteer community organizations who compete with no one, to take costs off of city and save a building provided they pay utilities and maintain the building to an agreed upon standard, rather than have them as a burden on the taxpayer.

We could give non-profit and charitable organizations the opportunity to utilize underused heritage structures at less than market rent and have them carry the burden of maintenance.

As an example, Dalhousie House is a city-owned property. The cost to operate it is about 3500 dollars annually, but it has stood empty for many years. If there is an opportunity to lease to a public-service-oriented non-profit then why not let them use it? And then let's put on the condition that they don't allow it to deteriorate by bearing the cost of maintaining it to a certain standard.

If a business is willing on a temporary basis to absorb the cost until a more permanent situation can be found, let it carry the maintenance provided the building would be vacated on 30-days notice. Empty buildings do not save

themselves.

Further suggestions:

a) We should review a tax structure that makes it cheaper for an owner to tear down a heritage building and make the land vacant, than to maintain or repurpose them.

b) We currently allow Community Improvement Program funds for the development of luxury condos but not



The Downton YMCA was demolished in 1994. A wave of public protest went unheeded by the City. Author Howard Engel (Benny Cooperman Mysteries) chained himself to the doors in protest.

for the restoration and adaptive re-use of heritage buildings. Adaptive reuse should always be considered as the first choice, especially in heritage districts or on any city-designated buildings.

c) We could amend the Building Code to be more flexible for heritage structures. There are a lot of common-sense adaptations that can be made

without compromising health and safety. Grandfathering of regulations should not be out of the question, even if we have to do maintenance or upgrading on them. Just because a building permit may be needed should not mean that everything should necessarily be upgraded to today's standards, otherwise we will continue to make heritage buildings obsolete simply by passing a new law which makes little common sense.

d) We need to

put more money into maintenance of city-owned properties so that we don't end up in situations where these structures become too expensive to repair due to our own neglect. No home, or structure can do without regular maintenance and upkeep. We could get a lot more out of our assets if we look after them and not wait until they need to be

massively and expensively overhauled. Even the new projects that we build will need to be maintained in the future.

e) As an example, Niagara Falls recently decided to tear down rather than restore their unique old Town hall built in the 1860's, not because it couldn't be refurbished, but because it would be too

expensive. It may well be that it is too expensive for the city to do it because of their excessive overhead, but the building is in the condition it is in largely because it was not maintained and we didn't give it the respect it deserved in the first place. That doesn't mean it can't be done by a private sector actor who needs space and is given the room to do so. If you burden a building with too many regulations and if we demand current market value, then nothing will ever be salvageable. I was in Europe number of years ago and the church that the Pilgrim Fathers originally left from was still standing. It was up for sale by the city for 1 dollar with strict conditions of maintenance and restoration. It is still standing today. These things are possible and we need to consider them before we lose anymore.

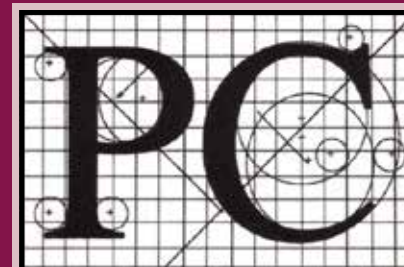
It is the lack of imagination and creativity that is the heart of the problem, not the lack of money. We have no problem with a 20-million-dollar cost overrun on a new project but spending any money on our heritage always seems to be too difficult to do. We can't make everything about money and economic growth; we also need to pay respect to our past, not only for our own enjoyment but for that of future generations as well. Economic growth should be subservient to our values. These values should never be undermined by our economics. ■

pdconservancy.org

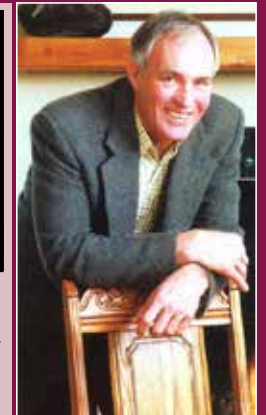
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Port Dalhousie Beautification & Works Committee Report

Hello from your BWC....Since our last update we are pleased to report that the Monte Carlo Night fundraiser was a success, it appears that we have a few serious gamblers in our midst. With two Blackjack tables in constant operation, two Crown and Anchor wheels, a Horse race game, a skill testing Golf Game and a very popular 'Toonie' Bottle Toss.... The room was buzzing. A wonderful selection of Hors D'oeuvres and fine finger food was served throughout the evening.... We wish to thank again all of our volunteers who supplied and served the food, operated the various games and ensured everyone had a good time...

The annual Port Clean-up Day took place on April 27th. About 25 - 30 volunteers helped out and reported that there was less garbage this year with only 20 partial bags of garbage and 10 partial bags of recyclable material. Thank you to all that helped in such miserable weather....



As you read this, the BWC will have been busy preparing the planting and gardening schedules, despite what has been a late start. Watering will, no doubt be a challenge again this year. The BWC is responsible for the watering of about 50 pots and planters throughout Port. In order to lighten the load, the gardening committee is hoping to put together some teams, covering four dedicated watering zones where each team would only be responsible for one zone. If we can get the help needed, it might only mean a few shifts for each team, throughout the season.

The City watering team has agreed to take care of the 35 planter pots that they distribute and has agreed to fill a water barrel at the lock site to help with the lock planters. However, the City is not willing to fill a large water container that we have placed above the Port Mansion Site gardens...any help or suggestions will be most welcome.

To sign up to volunteer for any gardening duties please go to....

portdalhousie@yahoo.com or
[Facebook.com/PortDalhousieBWC](https://www.facebook.com/PortDalhousieBWC)

As a special thank-you to the Volunteers and the Community, who have supported the BWC over the years, plans are well underway for a couple of Concerts to be held at The Old Lock Commons Stage.

We hope to have two events, one on Wednesday July 10th and one August 7th. These are planned to be held as community events, with professional musicians, and all are welcome. This is FREE OF CHARGE. However, donations to the BWC will be gratefully accepted! ■

Port Dalhousie Bike Swap a Great Success!

On May 11 the BWC sponsored a community wide bike swap at the Lions Center. It was a beautiful sunny morning and over 40 bikes were sold, donated or swapped. John Wikkerink from Bike Fit was on hand to check each one over, assess their worth and give technical advice. It is a great way to make efficient use of bikes that were no longer needed or too small for growing children. Any bikes that were left over were collected by Wayne Schmidt of "Bike Me Up Niagara". Wayne repairs bikes and makes them available to those in need. If you have an old bike you want to dispose of, Wayne will pick them up (289-438-3939). The BWC is already planning for a bigger and better event for 2020. Thanks to all of the volunteers that helped and especially Erin Sharpe who came up with the idea.



At Homestead Donuts one of the regulars overheard a fellow talking about seeing a Pelican(!) in Martindale Pond. Amid the chuckles of disbelief he produced this photo from his phone...

HIJINKS IN PORT!

"Playing in little woods. Climbing up onto Gracefields roof. I may have been part of a group that would put donuts in people's cars if they had their windows down."

- Jason Wilson



Donald Randall, HIS, Hearing Instrument Specialist at HearingLife

Grand Opening: rebranded hearing healthcare clinic opens in Lakeport

The new HearingLife clinic, formerly D.R. Hearing Clinic, is located at 5-101 Lakeport Road in St. Catharines and is open Monday to Friday, 9:00am to 5:00pm. Hearing Instrument Specialist Donald Randall owned D.R. Hearing Clinic before rebranding to join the largest network of hearing healthcare providers in Canada. At HearingLife, Don provides comprehensive hearing

assessments, affordable hearing aid options, hearing evaluations, and hearing aid programming, verifying, and maintenance.

"As an employee of HearingLife, a lot has changed for me!" Says Don, "I am now part of one big, professional, and happy family; working with state of the art hearing aids, for any type of hearing loss at an affordable cost to everyone that comes to our clinic."

Don's entrepreneurial spirit brought him from the humble beginnings of two startup hearing clinic brands to the growing network of hearing healthcare providers that is now HearingLife.

"After launching my first hearing clinic startup, I ventured into the United States to open up

D.R. Hearing Clinic in the Buffalo, NY area," says Don. "After a lengthy stay in the United States, I decided to open another D.R. Hearing Clinic in St. Catharines which is now part of the HearingLife family."

HearingLife's Client Service Administrator, Julie, has been with HearingLife for many years; she really enjoys her job and working with people. She books appointments, cleans and repairs hearing aids, addresses any questions or concerns and maintains the front office. She would be happy to book your free hearing evaluation with Don at the St. Catharines Lakeport clinic. **To book a free hearing test, please call her at 1-855-752-5164.**

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The Marvellous Mantleys of Port Dalhousie

We continue the story of Mary Pickford's Port Dalhousie connection published in the Spring issue of *The Reporter*

Mary Pickford's paternal aunt Sarah Ann Smith was married to a house painter named George Patillo and had a daughter named Violet Elizabeth (1882-1961.) Like her cousin, Violet was theatrically inclined and toured on the theatrical and vaudeville circuits. She met a fellow actor and theatre manager in New York in 1906 named Cecil Clay Van Manzer (1882-1944.) He was the author of a few short plays and wrote a screenplay in 1917 for a film called "The Marriage Market." Manzer changed his name as an actor to that of "Clay Mantley." Clay and Violet were married in Toronto in 1908 and had three children: Violet Patricia (1909), Clay Mautler (b. & d. 1911), and John Truman (1920-2003.)

Clay Mantley often worked in other fields to support his family. In 1913 he was a "writer" in New York City and in 1918 he was employed as a "commissary contractor." The family moved to Toronto in 1919, and in 1920-21 Clay was a partner in a soft drink manufacturing firm in Niagara Falls, NY, known as "Mantley & Irving." The 1921 census found the family on Queen Street in Port Dalhousie and described Clay as a "mineral water salesman." The family later lived on Johnston Street (near St. Andrew's Cemetery) and at 44 Lock Street (at the corner of Dalhousie.) Violet purchased that property in 1938. The location was convenient since she operated a hamburger concession in Lakeside Park during the summer where she was assisted by Mrs. Ward. In the 1940s Clay was the manager of a "travelling circus" and he was described as a "travelling showman" who was "lame in both legs." The family wintered in Florida between the 1930s and the 1950s. Clay died in Miami in February 1944. Violet moved to the United States in 1950 and died in Los Angeles in September 1961.

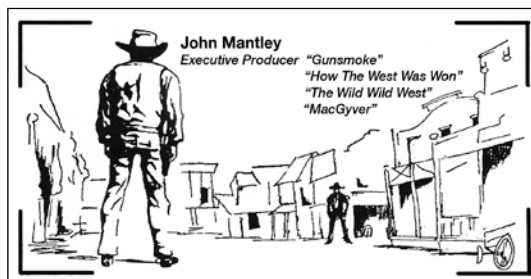
Violet Patricia Mantley, the daughter of Clay and Violet, was married in St. Catharines in October 1932 to Merlyn Dauphin Brown (1905-1979.) He was a native of Pennsylvania who settled in St. Catharines in 1926 where he found employment at Lightning Fastener. Violet taught dancing classes until she was in her 80s. Vernon's *Directory* listed the "Patricia Brown Studio" or the "Patricia Brown Dancing School" at the family residence at 20



The Mantley house at 44 Lock Street

Welland Vale Road.

John Truman Mantley was born in Toronto but raised in Port Dalhousie. He worked in Lakeside Park during his teens at a confectionary stand where he learned to make salt water taffy, candy apples, and cut and wrapped suckers. He displayed a flair for showmanship as a bingo game barker. He was educated at the St. Catharines Collegiate Institute, graduating in 1939. The "Vox Collegiensis" yearbook showed that he was a member of the "Boy's Athletic



John Mantley's business card (Courtesy of Bill Stevens)

Society" winning trophies in 1938-39 for his fencing skills, and he was president of the "Student Players" club. Mantley was an avid reader who would bicycle to the old Carnegie Library for books. The 1939 yearbook included two of his early literary works, a poem titled "War Clouds" and a short story called "Reconciliation.

Mantley studied at Victoria College (University of Toronto) where he obtained his B.A. in 1942. He directed and appeared in plays produced by the Victoria College Dramatic Society. Upon graduation he joined the RCAF and the Standard reported that he "brought down his damaged plane" at Goderich in May 1943. Before going overseas Mantley visited Mary Pickford and was a guest at her home ("Pickfair") where he was introduced to many Hollywood celebrities. In 1944 the Standard published excerpts from his letters from England. In one of them he vividly described fighter bombers setting off across the English Channel.

Late in the war Mantley was sent to India to train as a commando and there he "produced shows for British Armed Forces stationed in the far east." He returned to Canada at the end of the war and lived with cousins in Toronto. In 1947 he studied at the Pasadena Playhouse in California where he obtained his master's degree in Theatrical Arts.

Mantley did work on stage, radio and television during the late 1940s and early '50s and worked with fellow Canadian actor Lorne Greene. In the early 1950s Mantley embarked for Rome where he produced a television series which later aired in the USA. He returned home in 1956 and settled in Los Angeles where he worked as an actor, writer, and director. He was the Executive Producer of several popular television shows: *Desilu Westinghouse Theatre*; *The Untouchables*; *The Outer Limits*; *Kraft Theatre*; *Rawhide*; *MacGyver*; *Buck Rogers in the 25th Century*; *How the West was Won*; *Dirty Sally*, and *The Wild, Wild West*. He was the executive producer of *Gunsmoke* between 1965 and 1975. James Arness, who starred as Matt Dillon on the series, recalled that the ratings for the show significantly increased after Mantley became the producer. As a result, Mantley earned the nickname "The Fixer."

Mantley wrote two novels during the 1950s. The first was a sci-fi thriller called *The 27th Day* ("a chilling novel of tomorrow") published in 1956. The other was a story called "The Snow Birch" ("a novel of the Canadian north-west") which appeared in 1958. Both were adapted for the screen. *The Snow Birch* was filmed in 1959 as *Woman Obsessed* starring Susan Hayward



John Mantley

In 1979, Mantley delivered the eulogy for his cousin Mary Pickford. Professionally he was a member of the Screen Actors Guild, the Actors Equity, the Writers Guild, the Producers Guild, and a member of the Board of Directors of the American Film Institute. He was inducted into the Producer's Hall of Fame in 1992. Mantley was married to Angela Maria Gabriella DeDino Carabello in 1952 and they raised a family of three children: Clay Franklin (1953-2000), John, and Maria Mantley Marill (b. 1960.) She appeared on *Gunsmoke* during its 1970-71 season.



Marguerite Stevens and John Mantley in 2000 (Photo courtesy of Bill Stevens)

Mantley returned to Port Dalhousie in June 2000 for the "Blast from the Past Reunion" held on Henley Island where he met with old friends such as Marguerite Stevens.

Mantley died three years later in Sherman Oaks, California, having suffered from Alzheimer's disease. ■

Brian Narhi



Full Moon Over Port - Photo by Doug Hagadorn
www.doughagadornphotography.com

Architectural Conservancy of Ontario Sends Out Warning about Bill 108

The Ontario Government wants to change the Ontario Heritage Act.

We need to speak out against this flawed proposal right away.

- It would take away local communities right to say what is important to them, what parts of the past the community values and wishes to pass on to future generations.
- It would give this authority to the Local Planning Appeals Tribunal (LPAT) who could undo the work of democratically elected councils and trained heritage planning staff who support them.
- LPAT will have the final say on approving, revoking or amending heritage protection bylaws.
- Compounding the problem: No current LPAT members have any background in heritage, nor are they required to have heritage expertise or an understanding of the values of the community they are judging.
- We don't need this radical departure. The current regulations 9/06 and 10/06 work. They provide the criteria that help ensure communities are objective and consistent across Ontario. The specialist Conservation Review Board (CRB) reviews municipalities work and provides an expeditious, low cost alternative to lengthy LPAT appeals. Don't change a rule book that's working.
- Whats the rush? Take the time to properly consult with the Heritage and municipal sectors and get this right. Take Schedule 11, Ontario Heritage Act out of Bill 108.

Express your concern about these arbitrarily imposed changes to the Ontario Heritage Act to your local MPP.

Check www.ola.org/en/get-involved/contact-mpp for contact information. Write a letter to the editor of your local paper. Any questions, please contact Alex MacKinnen at programcoordinator@arconserv.ca

HIJINKS IN PORT!

"Nickey nickey 9 doors was always fun. Soaping windows. Tarzan swing over the Henley."
- Marilou Gilbert

OMB/LPAT Update

As indicated in a recent article in the St. Catharines Standard (May 2, 2019), “the Ontario government is turning back the clock on how development disputes are decided in the province — reverting to the old Ontario Municipal Board (OMB) rules under the newer Local Planning Appeal Tribunal’s (LPAT) name.”

As many of you are aware, there have been a number of appeals to the OMB/LPAT against the City by Union Waterfront Inc. (a project under Fortress Real Developments, Inc.) of both the Port Dalhousie Secondary Plan and the fact that the City has not approved the plan that was presented to the City Planning Department. The Port Dalhousie Conservancy sought “party status,” in these appeals to make sure that the community’s views were well represented and to support the Secondary Plan that was just recently passed by the City after much public consultation. Preliminary hearings were held last year to begin to set out a time schedule for information sharing and set hearing dates.

However, there has been a great deal of confusion surrounding this case, in large part due to changes by the previous government in their creation of LPAT to replace the OMB but whose new processes were largely unknown. Due to the fact that some appeals were filed under the old legislation and some under the new, there was a lot to sort out since there were different rules applying to each of them. To add to the confusion, since the last election the Conservative government has now again changed the rules back to the OMB format, and added some of their own new ideas under Bill 108. All of these events occurred in the middle of when Union Waterfront went into receivership and the subsequent purchase of the Fortress site by Rankin Construction which meant that we had different parties at the table at each hearing. If all that doesn’t confuse you, nothing will.

We can now say that things are finally starting to move. The new owners take over all the rights and responsibilities of Union Waterfront, including carriage of the appeals. The date for the main hearing has now been confirmed for April 20, 2020.

The Conservancy has been granted full party status. The new owners are just beginning the process of looking at how they want to develop the site and we are hopeful that we will all be able to work together to resolve the issues between the parties and come up with a plan that is appropriate to Port Dalhousie.

Sweet Sounds at Lock One Commons



Despite the cool weather about 150 people attended the “Sing Niagara” concert sponsored by the Port Dalhousie Conservancy that took place May 31 inside the old Lock One of the second canal. It is a great place to relax and sit on the risers inside the lock which really enhanced the sound.

The exciting new 140-seat venue at “LOCK ONE COMMONS” was spearheaded by the Beautification and Works Committee and paid for by the citizens of Port Dalhousie. The new venue is an especially interesting place to hold events and one of the few you can actually attend with your dog or bicycle!

A Brief History of the Seymour Masonic Lodge

The Masons Have Been Resident in Port Dalhousie Since 1872

The first meeting of organization for Seymour Masonic Lodge, with 14 men present, was held on January 22, 1872 in the "new hall" of the Wood House Hotel. The hotel, which burned to the ground, was situated on Front Street, facing East on Port Dalhousie harbour, at the location now occupied by Murphy's Restaurant.

The reason for forming was a number of masons and members of Maple Leaf Lodge in St. Catharines, and residing in Port Dalhousie, found it awkward and inconvenient, especially during the spring season, to use the horse and buggy mode of transportation to attend their lodge, four or more miles distant, in St. Catharines.

During the 1890's however, Seymour Lodge came on difficult times. With a large number of its brethren involved

in shipping on the Welland Canal, and the canal becoming increasingly important, lodge attendance steadily decreased and the D.D.G.M.'s of the time raised questions about its future. By 1900 things were turning around and Seymour Lodge had a steady membership of 28.

Sometime about 1925, a property on Lock Street, known and remembered by many as the Erskine Building, was purchased. On November 1, 1947 the Lock Street property was sold, and a lot on

Elgin Street was purchased from St. John's Anglican Church. Although plans were immediately drawn up for a new Temple, no definite action was taken, and the Lodge continued to rent the Lock Street property until 1953.

In the latter part of 1952 the Lodge contacted the Postal authorities with a view to incorporate Post Office facilities with a Lodge Hall. A new site was then purchased on the corner of Main and Gertrude Streets. The first sod was turned on August 5, 1953. The Post Office was given possession on January 1, 1954 under a ten year contract. ■



Seymour Lodge #277 Sod Turning, August 5th, 1953

Thanks to
Gregory E.
Hannah



Chris Bittle

Member of Parliament - St. Catharines



Have a
Safe and Happy
Summer!

Community Office

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Community Events Summer Calendar 2019

How Times Have Changed.

JUNE

June 16

Kiwanis Duck Race

2:00pm

Dalhousie Yacht Club, 74 Lighthouse Road, St. Catharines, ON, Canada
Already a Father's Day tradition, the annual Kiwanis Duck Race held in Port Dalhousie where 10,000 Rubber Duck are released by the Mayor of St. Catharines.

June 21

22st Annual Drumming Down the Sun & Yoga

Lakeside Park

7pm - 7:45pm - Yoga on the Beach

8pm - 9:30pm - Drumming Down the Sun

Check out their FB event for more details!

www.niagaranaturetours.ca

June 22

Outdoor Traveling Walks

Malcolmson Eco-Park, Lakeshore Rd. and Niagara St. 10:00am

Enjoy your community, get active, learn about our green spaces and connect with new friends! Join an outdoor guided walk hosted by the Friends of Malcolmson Eco-Park and the Friends of Walker's Creek as they lead us through the parks and nature trails that define our Garden City.
Contact: www.fomep.com

June 29

Out of the Heat Fundraiser

7pm

Warehouse at 11 Geneva Street. Will be hosting a fundraiser for their second season. Raffles, food and music. Check out their FB page for more details!

JULY

July 1

St. Catharines Canada Day Celebration

Rennie Park

Come celebrate Canada's 152nd Birthday with the City of St. Catharines. This year's theme is "A Canada for All" as we celebrate 50 years of the decriminalization of homosexuality and the official languages act. The event will include food, entertainment, activities, fireworks and hopefully sunshine! The City is committed to planning an inclusive and dynamic event that allows for all members of our community to unite and celebrate the dominion of Canada. As details become solidified, they will be listed on the City's website at www.stcatharines.ca/canadaday

Canada Day Fireworks

10 pm. Rain Date is set for July 2 at 10pm. With support from community donors, the Port Dalhousie Lions Club will set off its annual Canada Day fireworks from Henley Island. Access to Henley Island will be closed during the fireworks show.

July 7th

Music on the Commons

Musical Concert. Hosted by BWC, there will be a free community concert held on the old Lock Commons Stage. Check out their facebook page for more details. Donations to the Beautifications Works Committee will be gratefully accepted...



July 20

Outdoor Traveling Walks

10:00am

Malcolmson Eco-Park, Lakeshore Rd. and Niagara St.

Enjoy your community, get active, learn about our green spaces and connect with new friends! Join an outdoor guided walk hosted by the Friends of Malcolmson Eco-Park and the Friends of Walker's Creek as they lead us through the parks and nature trails that define our Garden City.

July 20-21st

TD Niagara Jazz Festival

St. Catharines Edition

Niagara Summer MARDI GRAS: Henley Grand Stand, 63 Main Street, Port Dalhousie - DATE:

Saturday, July 20th, 2019 - TIME: 4 pm - 11 pm

- PRICE: \$15 for locals / \$35 (regular) / \$149 for VIP Dinner

WORLD MUSIC on the BEACH Event - Lakeside Park, Port Dalhousie, St. Catharines, ON, DATE:

Sunday, July 21st, 2019 - TIME: 11 am - 10 pm

- PRICE: FREE (Bring your lawn chair!)

July 27-28

The 2019 Niagara Chicken Wing Festival

will take place July 27-28 at Lakeside Park in Port Dalhousie! More announcements about the exciting event coming soon! Check out the website wingfest.ca for more details!

AUGUST

August 5 - 12

137TH ROYAL CANADIAN HENLEY REGATTA

Cheer on the crews at Canada's oldest and North America's largest rowing event.

t. 905.935.9771 (only active during event)

www.henleyregatta.ca

August 10

Music on the Commons

Musical Concert. Hosted by BWC, there will be a free community concert held on the old Lock Commons Stage. Check out their facebook page for more details. Donations to the Beautifications Works Committee will be gratefully accepted...

SEPTEMBER

September 14

SCGFA Kids Day Derby

8am to 12noon

Free registration for kids 2 to 16 includes gift bag, Kids Day T-shirt, bait and BBQ lunch.

Lots of prizes and activities.

Meet Bones from the Ice Dogs and Mr. Slurpee.

Pre-register June 15 to September 3 on our Facebook page - Port Dalhousie Kids Fishing Day or register at the event the day of the derby

ONGOING

Port Dalhousie Supper Market

Every Tuesday, Lakeside Park

A place where the community of Niagara come to stuff their faces, every Tuesday night during the warmest days of the year. From 4:30-Dusk. Drinks. Food. Entertainment. Weather permitting, check their Facebook Page for current details.

Moonlight Flicks

Select Thursdays, Rennie Park

St. Catharines Outdoor Movie Night Series continues again this summer. Free family fun... they ask everyone bring canned goods for Community Care, lawn chair/blanket! Check out their facebook page for the 2019 line up and up to date schedule info!

June - October 2019

Full Moon Gost Walks

Take an eerie stroll through Downtown St.

Catharines and explore our history and haunted tales under the magic of the full moon. Tickets are \$10 each; advance purchase is required. Mon. Jun. 17 at 9pm, Tues. July 16 at 9pm, Thurs. Aug. 15 at 9pm, Sat. Sept. 14 at 8pm, Sun. Oct. 13 at 7pm, Thurs. Oct. 17 at 7pm, Fri. Oct. 18 at 7pm, Sat. Oct. 19 at 7pm, Thurs. Oct. 24 at 7pm 905-685-8424 or email scda@mydowntown.ca.

June to October 2019

Music in the Square

11 a.m. to 1:30 p.m. Free

Live music will be added to every market date until Oct. 5. Each Tuesday, Thursday and Saturday from 11 a.m. to 1:30 p.m. will feature live shows by local performers.

Available Self Guided Heritage Tours

Victoria Lawn Cemetery Walking Tour

Downtown Heritage Corridor Walking Tour

Canal Driving Tour

Check out the City of St. Catharines website for more details on these self guided tours to learn more about the history and legacies of your community!

April 1 2019-January 21 2020

Victorian Tweets

What if the Victorians had social media? View the Museum's archival collection on display like never before.

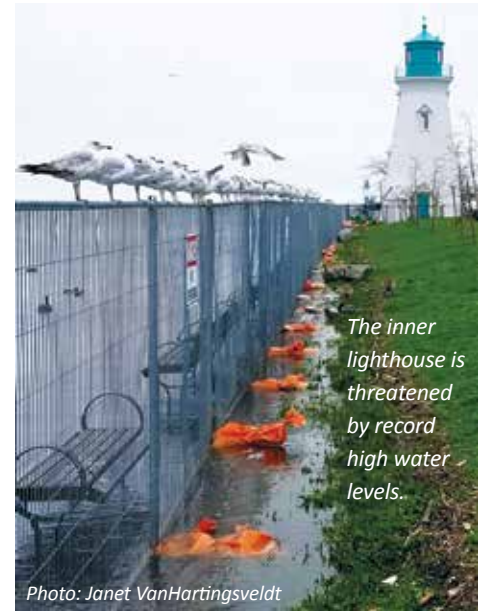
Admission: By donation

Location: St. Catharines Museum and Welland Canals Centre, 1932 Welland Canals Parkway
Contact: 905-984-8880

www.stcatharinesmuseum.ca

Due to high water levels the City has temporarily closed Lakeside Park. For updates call 905.688.5601 ext. 1534.

The Port Reporter provides free listings for any Port Dalhousie (or vicinity) area events that benefit local charities or community organizations and would be of interest to Port residents, vendors and visitors. It is at the discretion of the editorial team to include or exclude submitted events. Readers are strongly encouraged to check directly with the organizers prior to the event as details do change because of weather etc... Submissions are due by the 1st of the month prior to publication and can be sent to: editor.portreporter@gmail.com.



1896 to 2019

"At Port Dalhousie the beach at present extends out into the lake about 900 feet beyond the usual line. The piers that were built here for the entrance to the canal about 70 years ago, have appeared out of the water and sand in which they were buried, and the people are taking away the timber and stone. The Canadian government has been taking advantage of this low stage of water, and last summer built a large portion of the pier at the entrance to the harbour with concrete, and will continue the work the coming summer, doing away with the old wooden piers, as the concrete is more durable.

The water has receded so far from the banks that there are no outlets to the mouth of the creeks so that along the beach there is a splendid drive all around the head of the lake from Port Dalhousie to Hamilton, a distance of 25 miles. The whole shore presents a peculiarly ragged appearance, the cliffs and rocks showing the action of the waves for ages past. Coasting along the shore during the fall was very interesting, but dangerous owing to the rocks and shoals heretofore unknown."

- The Rochester Democrat & Chronicle",
May 3, 1896.

Thanks to
William Dale Robinson

HIJINKS IN PORT!

"I was an alter boy at Star of the Sea and never did anything wrong."

- Gerry Erwin



Port Dalhousie Evening - Photo by Stuart Hendrie
www.stuarthendrie.com

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