

The Grand Dispatch



A brief social history of Port Maitland Ontario, and the surrounding area
Port Maitland, "On the Grand" Historical Association (PMHA) - Free to PMHA members

Getting Ownership and Stories of Erosion Straight! - Not in this Issue!

We thought we had the Lock Property Settled!

This story is of land transfer confusion and record keeping. Some of this confusing story is coming from my memory while other parts are factual and can be traced and documented. In approximately 2003, I formed a group of interested people to clean up the old Port Maitland lock. This all came about as the result of an email from Len Wheeler, a cottager at Beckley Beach at the time. Len suggested I write an article about the lock. This subject had been avoided with considerable intent. I knew nothing about the Feeder Canal system and did not know where to begin to look. I made a visit to Brock University to see my friend John Burtiak who worked in the library. John could set me straight. I then discovered items on-line that could be found at Brock and other depositories. One of those items listed the locks in the second Welland Canal. It listed a lock 27. Either the punctuation was incorrect or I misinterpreted it. However, I came to the conclusion that Lock 27 was at Port Maitland, when in fact it was at Port Colborne. Our lock is and has always been called the "Port Maitland Lock". The settlement that built up around it where the Siddalls, Nies, Moores and others lived was known as "The Locks".

That has been a bit of background. Now to the meat of the story! I recall the late Carroll Kenney telling me how

he was ticked off *he used other words*, when the fish houses moved to the south side of the canal. He lived in the former George Siddall home on the south side of the Feeder Canal. Until the new fish houses were built he had a good view of the canal and the river. He challenged the local council and the railway as he believed the railway owned the property. He wanted the construction stopped. Here is where I am a bit foggy. I believe he said the railway told him they were not interested. The railway would at that time have been managed by my grandfather William J. Warnick. However, in the end the township of Sherbrooke stood by their view that the property belonged to them and the fish houses would stay right where they were being built. I have a document which would suggest that at that time the railway did own the property. When I was a child, to my knowledge all the fishermen and a number of pleasure craft owners rented their property from the Township of Sherbrooke along the south side of the Feeder Canal.



Let us move to approximately 2003, when I formed the cleanup group. The County was approached for permission to clean out the lock as I believed the property belonged to the County. A reasonable assumption! The county made the same assumption. A visit was made to the lock by Lee Rozen from the County and the go-ahead was given. Larry Barnes and Adam King used George

What's in the Dispatch?

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Barnes and Sons Excavating equipment and cleaned out the east end of the lock as well as considerable debris and overgrowth on both sides of the lock.

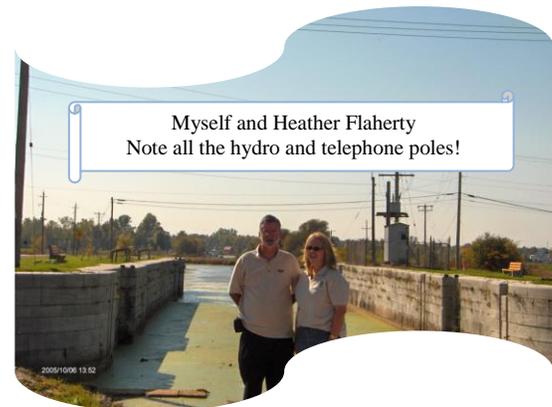
We move now to 2005, when Mayor Marie Trainer and Councilor Buck Sloat and I have hooked up, and they are volunteering a day to assist the many other volunteers on Lock Cleanup Day. Marie suggested that we get a lease from the County so we can apply for a Trillium grant. There was more to that than just getting a lease, but that is yet another long and boring story. In the end we needed to incorporate and get a charitable status from Revenue Canada. By Feb. 2006 all was in place, so we approached the County for a lease. Yet another story within this story – not to take up space in this article! The County was willing to lease me the property provided we meet a few requirements. One was to have sufficient liability insurance. That was a problem which we never stopped fighting over with the County over. Another was that PMHA get a survey conducted. That simply was not going to happen!



My good friend the former Mayor, Marie Trainer helps out on clean up days!

Forget the lease; PMHA continued maintaining the property with volunteers and Marie. In September of 2006, it was time for an upgrade of the power lines. Haldimand Hydro removed all the poles and a transformer station on the lock property and rerouted new lines to Mosaic. This was just what I wanted as it removed any twentieth century structures from the lock; well almost. *There were telephone lines on some of the*

hydro poles and Ma Bell wanted something like \$18,000 to remove and replace the poles going to nowhere. The nowhere was to the former fertilizer plant on the north side of the canal. This was ridiculous as there were no factories or any structures on that side of the canal. Bell sent a couple representatives to meet me at the lock. Here we found a telephone cable leading to about the location where the former TH&B station once stood. They argued that (paraphrasing here a bit) “one never knows if another factory or other need may arise in the future”. The argument was made by me that even if some future need did arise the current cables would not be used as they were years out of date. That argument fell on deaf ears. In the end, I do not know what Haldimand Hydro worked out with Bell, but they went ahead with the job and removed Bell lines from their poles. I was told later that Bell wanted to replace their lines to Mosaic using the new hydro lines. My understanding was that Haldimand Hydro gave them some difficulties, but eventually worked out a resolution. I wanted to be there for the first day of their work. I believe it was September 15, 2006. That afternoon, I had a meeting with a number of County officials at the town hall in Dunnville at which a tax roll was viewed. The tax roll showed that no taxes were being paid on this property, which led those present to conclude that the County must own this land.



PMHA continued for a couple more years maintaining the property when finally the executive came to the conclusion we were not going to risk our homes should someone sue us. It was 2009, by this time and we wanted one more crack at a lease. The County was once again

asked to provide a lease that I could take back to the executive. Maybe once we had a lease in hand we would be encouraged to find the money needed to meet the County's requirements.



September, 2006 the poles and transformer

Then in the spring of 2009, I was asked to meet Heather Flaherty and Anne Unyi at Edinburgh Square in Caledonia. At that meeting I was given a copy of a title search the county had contracted. The title search clearly spelled out that the TH&B i.e. Canadian Pacific Railway owned the lock property.

It took us from that meeting in the spring of 2009 until April of 2015 to get the CPR to lease us the property. As usual, there is yet another very long and boring story as to how the lease was finally obtained! The CPR offered to lease PMHA the property all 9.7 acres of it for one dollar a year. We first had to agree to pay them \$560.00 for them to do the administration work to confirm ownership etc. We paid it and we got the lease.

We want to purchase the property! PMHA executive gave me permission to approach CPR and offer them one dollar for the property. That was soundly rejected and a price was suggested by them. We will keep that quiet for now. Always optimistic and willing to find a solution to any problem I needed to know what the taxes would be and what the property is really worth. In August this year we wanted to do a burn at the lock this fall. A permit would be required. I visited the County office in Dunnville and kept the poor girl confused for about a half hour as she researched the property to determine who to issue the permit to. The County owns the property! That

is what the computer says! After discussion with one of the fire prevention officers I was issued permission to have a burn.

This ownership issue had become clear to me, (unfortunately as clear as mud☺) but not to others! In the interim I asked Liz Koster a local real-estate broker to give us a value. It was much closer to my idea than it was to CPR's. I still needed to know what the taxes would be before I could make another offer. On Friday October 23rd I visited the County office in Cayuga and found out what I already knew. The County thinks they own the property. This ain't going to be easy!

While putting this article together I visited the County offices in Cayuga in an attempt to find out what the property taxes would be. The GIS mapping program which the County has access to shows that this land belonged to the County. With the assistance of Katrina Schmitz who made the proper contacts for us, this problem will be resolved and the computer information will be changed to reflect the proper ownership, . . .C.P.R.

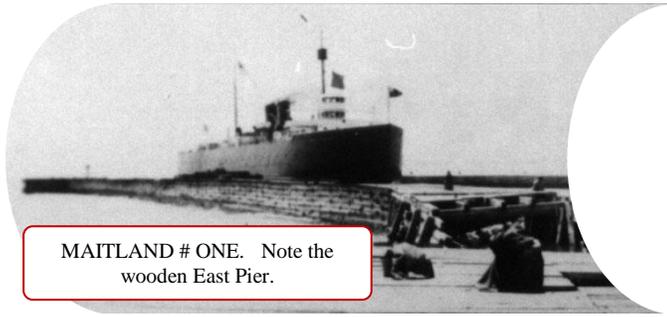
I keep telling you that Beckley Beach is now ten to fifteen feet lower than God made it!

Please note the acronym BBCCA used in this article stands for Beckley Beach Cottagers Association as opposed to the current name of BBCC meaning Beckley Beach Cottagers Corporation

I keep telling you that Beckley Beach is now ten to fifteen feet lower than God made it! This might be true, but I need to do more than just speculate. I am not going to rehash what I have already written about earlier on this subject. Someday, when and if I feel I have proven this theory I may put the complete story into one article, but for now you will get bits and pieces as I come across them. Maybe one of our readers will take one of my clues and run with it themselves.

In this issue I am going to take you out into Lake Erie. Not far, just off shore from Port Maitland. While growing up at Port Maitland, I often heard of many of the boats and other interesting events to take place around our harbour. Our parents and elders often mentioned the MAITLAND NUMBER ONE and seemed to have some reverence for it. I can't tell you why the MAITLAND

NUMBER ONE held such esteem; or maybe I just imagined it did! There was another boat I often heard about but could not quite understand just what it was all about. It was called the CHARLES DICK and it was no ordinary boat! It was a sand sucker.



MAITLAND # ONE. Note the wooden East Pier.

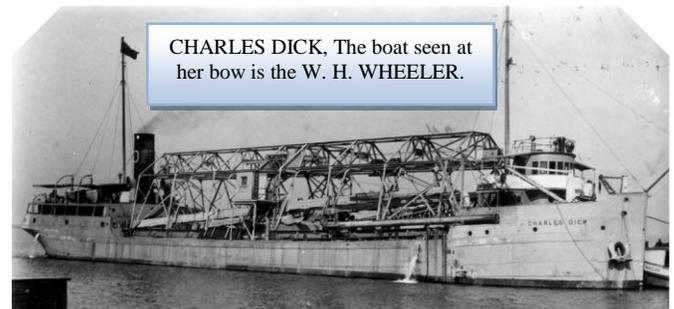
We jump ahead a few years to the early 1970's. My wife and I are on a picnic along the lake at Niagara on the Lake and see an unusual looking boat heading up the Niagara River towards Queenston. The name is the CHARLES DICK. The name is very familiar to me, though I have never seen her before. Sometime later, we are driving up and down every unknown road we can find in the St. Catharines area. *In 1970 the Hotel Dieu Hospital took over ambulance service from the St. Catharines Fire Department and hired about twenty of us; mostly from out of town. We didn't have a clue what street was what or where it went. Many of us spent our weekends driving around the area for the first six months attempting to learn the streets.*

Carole and I found ourselves at the bottom of the Niagara gorge in Queenston where large piles of sand were being unloaded, then shipped to various places. It was the dock for the CHARLES DICK and another sand sucker whose name I do not recall. I found the CHARLES DICK, but so what, what does that have to do with the sand or lack of it at Beckley Beach?

Not being a hydrologist I cannot guarantee my supposition here, but I do know that a plan was drawn up and certified to permit G. R. Smith to quarry sand and gravel from a rectangular area containing 345.72 acres just feet from the east pier at Port Maitland. This water lot was registered at Brantford on January 14, 1915. This proves nothing! Do you recall in earlier *Dispatches* and from other articles about the Grand River Naval Depot that a major problem with the Grand River was its mouth kept plugging up with sand each summer? If you are familiar with the mouth of the Feeder Canal or the shore line along the east side of the Grand River at Beckley Beach you know that in the past few years sand

has been accumulating in the Feeder and on shore. Obviously, this sand either comes down the river or in from the lake. I am not sure which! However, this is a fairly new phenomenon for my generation.

My suspicions are that the sand comes in from the lake in the many storms that wash up the river. We know that the CHARLES DICK and possibly her sister ship BAXTER, or O'CONNOR DICK dredged sand and gravel from this water lot well past 1929. They were all owned by National Sand & Materials Ltd. In fact there was a theory advanced by both Carroll Kenney and Earl Siddall that due to the CHARLES DICK sucking sand so close to the east pier this caused the underpinning of it which led to the break being formed and the east pier sinking. I buy the theory of the east pier sinking but not that this caused the break to form, which occurred on February 25, 1930 due in part to one of the largest flood the Grand River had ever experienced. If you look real hard at the photo of the CHARLES DICK you will see that it was tied up at the west pier in Port Maitland. More interesting is that it is bow to bow with the W H WHEELER a fish tug owned by John Stanley Wheeler. The WHEELER was not built until 1949. This implies that the CHARLES DICK was still actively removing sand and gravel from off the shore of the piers as late as 1949.



CHARLES DICK, The boat seen at her bow is the W. H. WHEELER.

CHARLES DICK - Built by Collingwood Shipbuilding Co. as hull 71. Launched on May 27, 1922 as CHARLES DICK for National Sand & Material Co. Ltd. Christened by namesake who was age 5 and the son of David Dick, the owner of National Sand. Dimensions: 258' 6" loa x 43' 0" beam x 29' 0" depth; 2,015 GRT, 3,000 NRT. Powered by a 1,250 ihp triple expansion steam engine built by The Prescott Co., Menominee, MI. Entered service in July, 1922.

She was the first self-unloading vessel built in Canada for a Canadian fleet. Equipped with two suction tubes which lowered from her bow, sand or gravel was drawn off the lake bottom by suction pumps and discharged into troughs located over the top of the hopper tanks. Excess water was discharged via specially designed spillways at the end of each hopper. A series of "A" frames, which ran the length of the hopper tanks, support large clamshell buckets for the transfer of cargo, and were a distinctive feature. The sand/gravel was deposited into two open holds where the

dredgings were sorted by type and coarseness. Excess water and undesirable material were discharged overboard. For unloading, the clamshell buckets deposited the material into amidships hopper from which the cargo was off-loaded by an elevator/conveyor system to a 85' long port side unloading boom and deposited on shore. There were 32 steam engines of various sizes to operate all of the machinery.

Beginning in 1928 opened navigation at Toronto for 9 straight years. Made her first trip to Wallaceburg in 1933. Sat idle much of 1933 at Muir's Pond, Port Dalhousie. Much of her earlier years were spent hauling sand and gravel for the construction of the fourth Welland Canal which opened August 6, 1932. The CHARLES DICK operated mostly on Lake Erie and Lake Ontario dredging sand and gravel. Sometime during the late 1940's her boilers were converted to oil-fired. Returned to Wallaceburg in 1944 and then made several more until 1950. April 1, 1965 opened up bound navigation along Welland Canal 1971. Severed two underwater cables in Maumee River, August 21, 1971, cutting off power to East Toledo and Cherry Street bridge. Several traffic jams resulted on Toledo's streets.

Laid up in 1973 at Port Colborne due to claims that this dredging operation caused erosion of the northern Lake Erie shoreline and other environmental concerns. Towed to Ramey's Bend on September 10, 1975 as town officials objected to downtown location. In March of 1976 the Ontario Minister of Resources refused to renew her license to load sand in Lake Erie. Sold to Marine Salvage, Ltd., Port Colborne, Ontario, for scrapping in December, 1976. Register closed January 29, 1982.

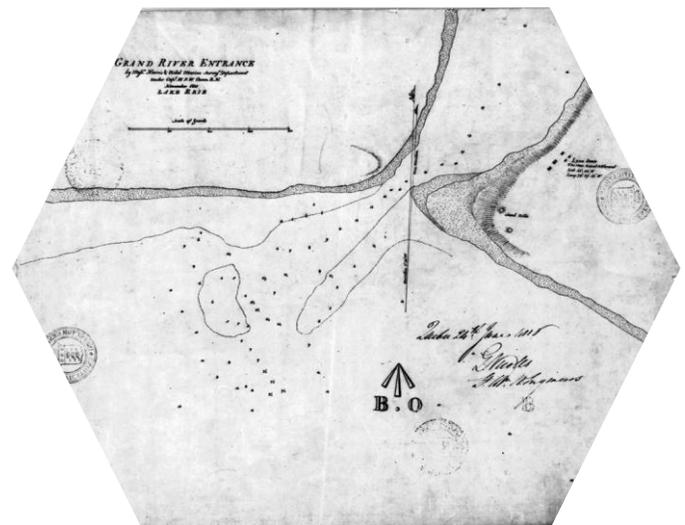
<http://www.boatnerd.com/pictures/historic/perspectives/CharlesDick/default.htm>

I believe that there have been a number of factors which have occurred over the past couple hundred years that has affected height of the land at Beckley Beach. They are stories of quarrying of sand and gravel from both the lake in the early 20th century and quarrying of the same on land in the late 19th and early 20th century. Dredging of the river also became a regular occurrence in the 20th century and continued until the last dredging of the Grand River in 1960. This is the longest period of non-dredging since 1900.

Then there is the ever changing length and sinking of the east pier. We know from earlier research that wooden piers were built on both sides of the Grand River as early as circa 1831. This was done to create a channel that was hoped would not plug up. The premise being that the sand would be pushed back into the lake through the narrow channels created by the narrow opening of the two piers. The wooden piers were built much closer together than the piers are today.

The gap was widened in 1929 when the two cement piers were built. The reason for mentioning the MAITLAND NUMBER ONE earlier was that it was likely, or should I

say its captain was likely the main reason for the new and wider harbour entrance. Captain Benjamin Tobias Haagenson was a good friend of Tom Collins, Jack Daniels, Jim Beam or one of that gang. On one occasion in the mid 1920s he found the entrance to the harbour too narrow and ran into the east pier. Thus a wider channel was needed for his ship which was wider and bigger than any ship before her to enter Port Maitland. This wider channel reduced the waters' flow. The east pier was lengthened and no longer 270 feet shorter than the west pier. There were concerns expressed by Beckley Beach residents and local fishermen that this lengthened east pier would allow the southeast winds to push the lake water onto the east bank of the river; eroding the east shoreline. I do not know if this is in fact what happened but the east bank did erode considerably.



As you can see in the photo on **page 9** of Joanie Moore, she is playing in front of the Warnick house on the hill. Joanie was born in Sept 1933, which suggests the armour stone had only recently been placed when this photo was taken. The armour stone has been placed, creating Joe's Pond. Even with this preventative armour wall the hill still took a serious beating in 1949 as described by Mr. Spray's letter below. The stones placed here in 1937 ran along the east side of the river from the foot of the east pier to approximately in front of Mike Hayes cottage which is today lots 19 and 21 now owned by Derek and Fiona Chetwynd. Minutes of the Beckley Beach Cottagers Association dated September 5, 1943 shows a request to the Department of Public Works in London ON to extend the rocks further presumably until they reach Brown's Creek. Brown's Creek is now filled and is part of the Port Maitland Cairn property.

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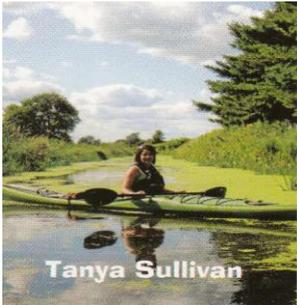
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Continued from page 5

What these requests for more armour stone and the fact that stone was placed along the east river demonstrates in 1937 is that considerable erosion is taking place soon after the 1929 construction of the cement east pier – as was forecasted by the locals. Request and political action was being taken by BBCA as late as July 1947. Eventually this request was agreed to, but the rocks extended only as far as the former ferry landing about two hundred feet short of Brown's Creek.

"Dear Sir:

I am writing to let you know that things up at your house don't look so good to me. I was around looking and all the ties are gone from in front of house and the sand is straight up and down and the ground is on the sag before the house. It is in as far as the first stake in the fence you built, so about 10 feet from the house. The River Road is gone in front of Arthur McClurkins' place (lot 29, now owned by Bruce Simon & Dianne Kershey) and half way along the rest. There was 4 feet of water in front of our place. It is a good job the water is low in the lake.

I hope there is something done to the pier. It wants three sections taken off and so let the south-west storms go by. The water was so high the men could not get to work at the coal dock. I had to go through the sand hills to get there.

I remain, Your truly Thos. Spray"

We know from this water lot map that the east pier was 270 feet shorter than the west pier. This goes to an argument my grandfather and the early Beckley Beach residents were concerned about when the cement piers were built in 1929. The concern was that if the new cement east pier was built longer than it had been, this would cause erosion of the east side of the Grand River. This did in fact occur. That is another story but in brief, the cottages that Father Cote's family and the Fred & Rachel Mastroianni own on the hill near the mouth of the Grand River once had enough land in front of them to have a baseball field. In January 1949 Tom Spray the Beckley Beach special constable who lived at Lot 27, the current cottage of the Bernard Desmarais, and Shawn Somerville, wrote to William J Warnick.

Fred & Rachel Mastroianni's Cottage sits on the edge of the rebuilt hill while Fr. Cote's family cottage sits back a few feet after being moved back from the edge of the cliff in the 1960's.



Placing of armour stone foundation in front of Hickey and Kelly cottages - October 11, 1937. Photo by Ed Boyle

The BBCA had by this time sent many letters and made a number of personal visits to Members of Parliament and the Provincial Legislator as well as developing a good relationship with Sherbrooke Township and County politicians.

It was not until January of 1949 that a promising letter was received from the Department of Public Works, Canada in London, Ontario. The writer, a Mr. D. H. McDonald the District Engineer stated that considerable research had been conducted "concerning the removal of a portion of the East Pier in order to allow the lake seas from the southwest to pass through such an opening, instead of otherwise being carried up into the harbour." The decision by Ottawa was against the removal of any portion of the East Pier. The letter goes on "In our estimates for next year, a considerable amount has been included for consideration, for the purpose of raising the rubble stone wall along the eastern harbor shore for a distance of 360 feet where the shore damage is now serious . . ."

Finally in the fall of 1949 the Bermingham Construction Company of Hamilton (Today this company is known as Bermingham Foundation Solutions Ltd. Bermingham is spelled with an "e") placed 2,200 tons of rubble stone on along the east side of the Grand River continuing what had been begun in 1937.

The rocks were extended to the former ferry dock approximately 200 feet south of the Port Maitland East Park; thus ending the saga of the long awaited rocks!



This photo came from the late Earl Siddall. He told me the sandy area at the bottom of the photo is in front of the former Maitland Arms Hotel. The

This fight completed, it was time in April 1950, to get gas supplied to Beckley Beach! Did it never end?

In 2000, when the west pier was rebuilt the descendants of these same Beckley Beach inhabitants were concerned that the shortened east pier would cause their beach front properties to be eroded. To date there is little evidence of that happening. In fact, I would suggest the opposite is occurring. Here we had, the ancestors of our current cottages protesting the added length to the pier while our current cottagers are concerned about the shortened pier! What is a fellow to do?

On the river front I grew up at lot 11, along the east bank of the Grand River inside the property which Innophos has fenced off and where they keep the lawn cut. This is immediately before you enter the gate at Beckley Beach. In my twelve or so years living there I don't ever recall as much as a grain of sand ever finding its way onto the so called beach in front of our home. A slight exaggeration here but essentially correct! For the past number of years, with some give and take by the river, that area has become a sandy beach. Why? I believe it is because planned or not, people have permitted nature to do what

nature does best. Since 2000 the east pier is considerably shorter than the west pier and there has not been any dredging of the river since the winter of 1960. Mind you, I am assured that the mid river has managed to flush itself out sufficiently each spring to maintain navigable depth.

Has the great hole left behind in the lake by the dredgers refilled with sand drifting from other parts of the lake? Is the sand we see in the river today a result of that hole being filled?

The sand is rebuilding along the east side of the Grand River. Will it ever build to the point of my idea of its original height? No, people will not allow this. However, I will make a prediction. I predict that the now filled in ponds of Joe Warnick's and the Hickey's will fill in even more. I predict that if brush is permitted to remain there rather than be cut the sand bank in front of these cottages will someday be high enough to block the cottagers view



Let's try to put some of these events in a time line.

1. 1815 / 1850 - too much sand – River being blocked
2. 1831/1832 - piers built at mouth of Grand River
3. 1904 - river dredged from Port Maitland to Dunnville to a depth of 14 feet
4. 1915 - river at Port Maitland dredged to 22 feet
5. 1935 - tenders called for dredging of river at Port Maitland in 1936

6. 1850's / 1929 - east pier shorter than west pier
7. 1915 / 1949 - sand and gravel being removed off piers
8. 1937 - Joe Warnick's and Hickey's pond developed behind harbour rocks
9. 1966s - river dredged
- 10.
11. 1960s / 1990s - fill placed in front of Warnick's Hill and brush removed along shoreline. Joe Warnick's and Hickey's pond fills in with drift sand
12. 1929 / 1990s - east pier made longer than earlier pier - considerable erosion along east bank of river begins
13. 2000 / present - east pier shortened and replaced with armour rock break wall
14. - sand building up an east shore of river

Optional Reading

I started this newsletter telling you of the frustrations

I have had determining who owns what as well as how difficult it can be to get some people on board. Well here is yet another frustration which happened on my road to proving or disproving my theory regarding my idea of the drifting sands at Port Maitland.

After a number of emails to some out of the world email addresses provided on the Environment Canada website and being ignored; on November 17th I made a visit to Canada Centre for Inland Waters (CCIW) in Burlington. They would be able to answer my questions! The bulk of this story was already set to paper, but I needed some help. As I approached the door, there was a gentleman standing outside clicking away at his smart phone. I noticed he had a wash basin on the ground at his feet, so I threw a dime into it. He laughed and said "I have never had that happen before!" As I bent down to retrieve my dime we both laughed when he said "you aren't going to take it back are you?" I left the dime laughing my way to the door. At the reception desk I was met by two security guards who informed me that they needed to know the name of the person to whom I wanted to speak. I explained I did not have a name but here is what I wanted and could they direct me to someone who could help. I was informed that I needed to have the person's name to whom I wanted to speak – I could not speak to anyone unless I knew them. I made another attempt but was once again politely rebuffed. I explained this was getting a bit frustrating and my frustration was not

with them. I had made repeated attempts to contact some at (CCIW) via email but my attempts had been ignored. Would you please contact someone in the department that fits my request? "No, I needed to know the name of the person I wanted to talk with! It is a security issue."

A more mistrustful mind than mine might question what is really going on in this building. How can water research be so dangerous that it needs this level of security? Maybe this place has no connection at all to water research! Maybe it is a cover for some chemical warfare ammunitions development lab or weapons of mass destruction research or a top secret space spy program. Maybe this is where all the really smart kidnapped babies are kept and studied and trained to work undercover in strategically dangerous capitals of the world of espionage. Maybe the Russian spies are kept here to be interrogated using water boarding until they have weakened and gave up Putin's home address!

After mentioning this to a neighbour; she told me she knows a friend who knows a friend and that friend told her friend Canada is developing a monster dreadful fish? It seems when Mr. Harper was Prime Minister and all this celebrations stuff started about the 200th year since the War of 1812, he wanted to end any misguided inferences about who won that war. It seems he ordered (CCIW) to develop this iniquitous creature with scales resembling the Canadian Flag. This fish would be genetically designed to wait off the shore on the American side of the Great Lakes. If an unknowing American put so much as a toe into the water it would attack and bite it off. In time the Americans would accept defeat and declare that Canada did win the War of 1812!

Back to my story. If you know me, you know that I don't take NO well! I told the security guards I needed a minute or two to think before leaving; maybe I could come up with something that would break down the walls without causing any problems. There it was; an information board just like you find in any office building with names and office numbers. Over I went and wrote down a name – any name. As I was writing the name, the fellow I met outside came in and we had a conversation about how difficult it was to make contact with a person at this place. He made a couple good suggestions, and I returned to the reception desk. Another surprise! I then asked to talk with the person whose name I had written down. Kidding, yet serious at the same time, I told the security guards that I had followed the

rules they had given me and now I wanted them to look up this name. One; the one that seemed to be the boss guard then told me I had not followed the rules. "What" I said! "You talked to the fellow at the door and I told you; you cannot talk to anyone here unless you know who they are." "But I do know who he is. He works at McMaster University and I talked to him outside before coming in". "No you didn't" came the reply. With this I turned to my new found friend who was just as frustrated as I was and said, "Did I talk with you outside" "Yes you did!" came his reply with an obvious twinkle in his eye for all to see!

At that the security guards informed me that most of the people listed on that board have retired or gone to another facility! Why the hell are their names still on the bleep bleep board? The Hell and the bleep bleeps were muttered under my breath, not spoken. However, after explaining to the security guards once more that I had followed their rules – their rules not mine; they attempt to locate this person. He/she was not listed. I wanted to try another name. They agreed but suggested this was a waste of time as that person was not likely still at this location. I found another name and lo and behold I got a ringer! For security reasons I will not tell you who this lady was ☺! One of the guards made the call telling the lady what I wanted. She agreed to come to the reception area and talk with me. After explaining my needs, she agreed to give me her email address where I could explain better and she could possibly pass my request on to whoever she felt may be helpful.

These people at Canada Centre for Inland Waters are just doing their jobs. The fellows at the desk don't make the rules, but they do enforce them and do so very politely. I just can't get over the need for such tight security. Is it a result of 9/11, or would this level of protection have been in effect had 9/11 never happened. I know that President Bush doesn't speak for Canada but how well we remember him after 9/11 saying "This won't change us". I don't know about terrorist, but I do know that (CCIW) has a very solid wall of defence keeping our taxpayers from knowing what they do there.

**Port Maitland, "On the Grand" History Association
wins
Heritage Haldimand Award!**

On October 14th the County of Haldimand held its annual awards night. PMHA had been nominated for the 2015

Heritage award and we took it home! The award was presented to us for the work we did in fundraising and construction of the Cairn at Port Maitland. As the property the Cairn sits on is owned by the County we needed their blessings and we needed funding to get this project off the ground. Sylvia Weaver led this project; first having to justify its purpose to the County and assure council we could get additional financing and ultimately get the job done. She found the various contractors working out a price and an agreement with each that if they could come in under budget they would give a bit of a discount. We came in under budget due to her great negotiating skills and her soft spoken manner.

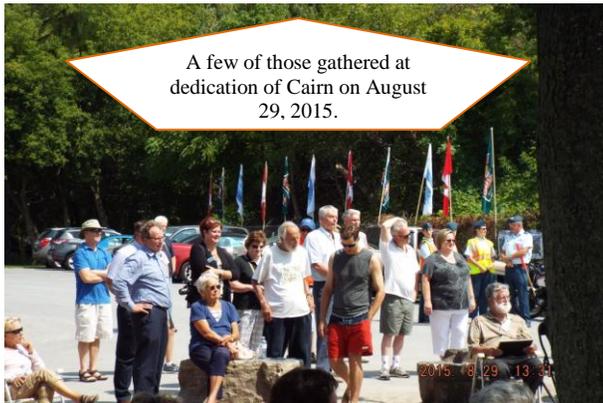
Greetings were brought to us by our local and loyal MPP Toby Barrett who presented us with a scroll from the Province in recognition of our hard work and dedication.



We were never given any specific reasons why we won this award, but I believe it had to do with two aspects of the Cairn construction and dedication.

We received numerous complimentary comments after the dedication on August 29th for the professional way in which we organized that special day. I know from earlier conversations that some felt strongly we would not

be able to pull off such a successful day. I must pat myself on the back just a bit here as I would not let those thoughts triumph. We were going to do it big and do it right! I turned to Don Zynomirski to chair the dedication event first informing him I wanted big! I said to him “Don’t let anyone tell you it can’t be done big. Don’t take no for an answer. Let’s show people that PMHA has arrived.” I believe Don accomplished that! I have known about Don for years, but had never met him until the winter of 2015 when we met at an Optimist Club meeting in Dunnville. He is a man who keeps himself busy; very busy and has a silver tongue but you know where you stand with him. He did not work alone however. This was a group project with a team consisting of Janet deVos, Barry Fraser, Bob Campbell, Sylvia Weaver and the counsel of Katrina Schmitz from the County. These were the people who brought you this great day.



Port Maitland “On the Grand” Launches Lottery!

On January 8th PMHA launched its first ever lottery. We are offering \$6,500 in prizes. We have a cruise on a Great Lakes ship, a week at a holiday resort, a pass for two at MarineLand, an original painting of Port Maitland circa 1920s by Wm. Biddle, a weed trimmer and two \$1,000 prizes. Stay tuned for more information and please check out our website. We also need your assistance in selling tickets. **Please let me know if you are willing to sell tickets at a mall near you or to friends and colleagues.**

I know you have been lying awake at night wondering why baby diapers have brand names such as "Luvs", "Huggies," and "Pampers", while undergarments for old people are called "Depends". Well here is the low down on the whole thing. When babies crap in their pants, people are still gonna Luv'em, Hug'em and Pamp'er'em. When old people crap in their pants, it "Depends" on who's in the will! Glad I got that straightened out so you can rest your mind.



They say that you LOSE your MIND when you get OLDER. What they DON'T say is that you won't MISS IT very much!

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