

Lincoln to Division—only apartment buildings on West side and part residential on East side  
Division to main street little residential on the West side and no residential on the East side  
Main Street to Woodlawn a little commercial on the west side and then some residential on the West side  
and no residential on the East side.

With the results of this survey who lodged the complaints about noise?

With so few residential areas along the canal bank why are the power boaters being penalized by the few residential areas?

Thank you

Every time I see articles on the subject and read the pitiful reasons for outlawing power boats on the canal it makes me sick.

The old canal that was used by the lakers and salties was also used at that time by power boats, kayaks, canoes, and pleasure boats with all respecting each when on the canal.

Over all of those years in that use I don't recall seeing complaints about noise and erosion specifically the huge wakes caused by the lakers and salties.

I sent in an article earlier this month pertaining to the Rideau canal in Ottawa where that canal has the same situation these do-gooders here in Welland wanted abolished.

The Rideau Canal has specific rules on the use of the canal by power boats which I've suggested the do-gooders read which shows their complaints are not significant to make such issues.

Lets take a look at the canal use in Port Colborne which is open to use by all of these do-gooders wanted stopped and for sure erosion and noise has never been an issue..

The Welland canal is a jewel meant to be used by all and not just a few and I want to specifically point out the use of the canal should be shared by all so it can be used as it was originally intended.

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The canal was a world attraction where one could sit in one's back yard and sit and watch these huge boats and ships sail right past one's back yard, it was also a main attraction for all those who enjoyed fishing BUT now the only attraction is for example the Pan Am games and other boating attractions for sculls and dragon boats which lets face it only take place on the canal between the town line and Broadway.

These events leave the rest of the canal void of boats of any kind and make. This is an area that those don't want to SHARE plus the long immense area of the canal not in use that certainly has a tendency to discourage tourists of all manners to visit and use.

Again I stress SHARE. Why can't the use be set that allows both power boats, fishermen, Kayaks, and canoes in separate sections of the canal instead of alluding its entire length must be used by the greedy?

To close please read the Ottawa's power boat rules and use some common sense.

To Whom It May Concern,

I will not be able to attend the meeting on April 6 but I am very concerned about the Go Quiet Policy. It is not so much the boats on the canal that I am concerned about but the name of your policy. I am not an English teacher but I believe that since the word "go" is a verb you should be using the adverb "quietly" rather than "quiet". I think that using the name "Go Quiet" should be changed to "Go Quietly".

We are writing this letter in support of the existing Go Quietly Bylaw for the recreational canal. We have serious safety and environmental concerns if motorized boats were allowed on the recreational canal. There are documented erosion issues, already apparent in certain areas of the trail that will only become worse with the wake of motor boats.

The recreational canal does not need to be all things for all people. It has been designed and promoted as a flatwater recreational area. Swimmers, divers and paddlers use the canal and enjoy the safety of the calm waters. Motor boat wakes would be dangerous. On most warm weekends, the canal by the Community Centre is crowded with children on kayaks. Think what would happen if a motor boat went through these groups of children, even at a low speed. Children are not experienced enough to maneuver out of the wake of a boat.

The City has suggested bylaws to allow restricted motor boat usage. There are already bylaws in place for the canal and the City is unable to enforce them. ATV's and snowmobiles use the paved trails, fishing boats use the canal, dogs are off leash and people don't pick up after them. The City can't enforce existing bylaws, how could we be assured that they would enforce motor boat bylaws?

Keep the recreational canal safe for flatwater pursuits. Motor boats can make use of the river, Lake Erie or Lake Ontario.

Sincerely

As you are aware, several of the residents here at St. Charles Retirement Village have submitted their views regarding the reversal of the ban of motorized vehicles on the Welland Canal and we would like to thank you for giving us this opportunity. We have over 100 residents who make their home here at 29 Nova Crescent, directly across from the Senior's Center, on the banks of the Welland Canal.

Although I will soon be 96 years old, several of our residents here are older and some are younger but we are very content here in our little corner of the world. It was with alarm and dismay that we heard this city is considering lifting the ban on motorized watercraft on what is essentially our front lawn. Our main objection is the resulting noise pollution – it would be comparable to motorcycles constantly racing back and forth in front of your own home. We are classified by our city as a residential/retirement area and surrounded by working-family homes with young children.

We would ask that the ban remain in place for this section of the canal so as not to interfere with the enjoyment of others. This is our Park, we are fortunate it surrounds our downtown core. Many passive activities can be enjoyed here, the beach, family outings such as fishing, swimming and picnicking, etc. We seniors enjoy the peaceful walks, feeding the ducks, watching the grandkids fishing, the dogs and geese swimming. There would be nothing more pleasant than watching our residents out and about in their canoes, kayaks, pedal boats, even fishing boats (using small electric trolling motors).

For those who like to pursue water sports, after hooking up their boats and skidoos, it is hardly a hardship to drive 20 minutes more to either Lake Erie or Ontario, but we do not have that option.

We ask that the Recreational Waterway be kept as is so that we seniors, families and children alike can enjoy it's many benefits in a safe, quiet and peaceful environment.

We would be most thankful for your consideration in reviewing our request.

(municipal) sunset beach in west side Port Weller is slated to be destroyed by a 12 court volley ball league games conversion, that nobody there wants

put it somewhere on the WRC.

my other suggestions are different days per week for motor / non-motor use

and

steam paddle wheel dinner and dancing rides; gondola and zip line; a small schooner; tall ship; War of 1812 Marine Battle Re-enactments; oh and for jeepers sake - DO SOMETHING INTERESTING NOW BEFORE WE'RE ALL DEAD FROM OLD AGE !!

also take out the plug, and find some way to ice skate on it

anybody seen this home movie film ?

Welland Canal thru Welland and constructing by-pass of Welland 1965-1973

<https://www.youtube.com/watch?v=-Q8znROpgsc>

It's 1 of 30 in my online collection of Old Films of Canada's Niagara Region

[https://www.youtube.com/playlist?list=PLwx1yqwbDQebBEV24\\_0qnrEKioL-8cN13](https://www.youtube.com/playlist?list=PLwx1yqwbDQebBEV24_0qnrEKioL-8cN13)

Good morning,

I was reading the article in the Tribune this morning about the possibility of bring motorized boats back into the canal, and thought I would share my thoughts.

One of my fondest memories growing up in Welland was my dad taking me fishing on the Welland Canal in our small 14' aluminum boat. We would stop at Tim Hortons, grab some donuts and head for the docks off Lincoln Street. Our boat didn't go that fast, and we didn't need to run the length of the canal, but we fished around the shorelines and bridges and had a lot of fun. This is where my dad taught me how to fish and about boating, including trailering, launching, driving the boat, courtesy on the water and around the docks.

As I got older we eventually got a bigger boat and I started to enjoy tubing as well, I would regularly take my friends and family out on the boat in the canal. After a while it got so crazy with reckless boaters that we stopped coming to the canal completely, even to fish. Shortly after that the ban was put into place.

I am now a father with 3 young kids who absolutely love the outdoors, water, and boating. Although we have a great fishery in the river and the canal, and beautiful shorelines, I cannot put a boat in the water in Welland. The River Rd launch has no dock so I cannot take young kids down there safely while launching our boat, and we cannot use the canal. I would love to see the River Rd launch improved, however I do realize that the improvement will lead to an influx in use which will not be safe in that small parking area or along the road.

There are many bodies of water that restrict the size of motor for sound and protecting the shorelines. I would love to see our City consider opening up the docks off Lincoln Street, charge a reasonable launch fee, restrict the size of motor to be under 10hp, and restrict boating to the section of the canal between the Ontario Rd and Thorold Rd or so. This still allows for the WIFC, the PenFinancial Credit Union Flatwater Community Centre, and other current uses, but opens up the canal to boaters as well.

I have a 18' fishing boat, but we have a 9.9hp kicker on it for trolling. I have met many people who live around water that have restricted motor use, they either use small boats, or putt around in a larger boat like ours with the smaller gas or electric motor. This helps minimize erosion and keeps noise/speed on the water down.

I would love for my kids to have the same Welland memories that I had, however for now their boating memories are of Port Colborne, Jordan, and St. Catharines.

I, an avid sport fisherman support the possibility of re opening the canal to motorized boats. That being said all safety, speed and size of watercraft must be discussed in order for the waterway to be shared by all users.

Regarding the changes being considered with the Canal I hope allowing Motor Boats in the water way will be limited to 9.9 motors. This I believe would be feasible considering the width of the canal anything larger would further degrade the banks, that are in need of reinforcement on the east side. Living close to the Canal we already know what large boats bring, water skiing noise, litter, and danger to smaller craft as well as people and a lot of non residents adding to the up keep of the canal. Also I would like to suggest a more park like setting, perhaps more tables, benches and garbage cans for both sides. I often wished there were wild flowers along the north side and the fruit trees on the east side were cared for. There is so much that can be done to our Canal to make it a beautiful area to be proud of.

I hope I have helped in a decision by my suggestions.

As a resident of Welland I feel the canal should be open to motorized vehicles. We are home owners who pay their fair share of taxes and should have equal rights with regards to the use of the water ways. The canal has been cordoned off for only a segment of local residents. The flatwater course can be left as it for sport and tourism. Making the canal open for motorized vehicles north of Lincoln Street would provide a balance for all uses. We would have to relocate the training area for rowing, but that was a short sighted move that didn't take into account multi use arguments.

Hi : I tried to submit comments via the online survey but the boxes for explanations do not expand so that one can not see what one has written .

The status quo should be maintained . I am not a rower , fisher , scuba diver or boater . I do cycle the path along this waterway . The path is wonderful and quiet .I've cycled here for 7 years. Cycling here would not be enjoyable if noisy powerboats were permitted to use this waterway.

The recreational canal has become a well regarded venue for local , national and international rowing competitions . Permitting powerboats would result in issues of conflict with human powered boats. The cost of policing conflicting activities would become an issue. The scuba divers would not be able to enjoy their currently peaceful activities .

Another concern is the erosion of the shoreline . High speed boats create much greater wash / wave action . Marine research shows that a wave up to 12.5 cm. (5 inches ) causes relatively little erosion to the shoreline . Double the height to 25 cm (10 inches ) and the destructive energy increases 5 times .

The St. Lawrence Seaway Management Authority has a speed limit of 6 knots in most of the Welland Ship Canal . This speed minimizes shoreline erosion .

Policing / enforcement and shoreline rehabilitation would be very costly if power boats were allowed in the recreational canal .

Power boaters in Welland are blessed with their proximity to 2 lakes and the Niagara River . There are so many easy options for power boaters . The recreational canal must continue its " go quietly " policy! thanks

One of the deciding factors when we opted to move to Welland in 2014 was the proximity of the clean quiet recreational canal.

It is a jewel that sets Welland apart from most cities, there is no other place that compares.

Shortly thereafter Welland elected Mayor Frank Champion, a wise move as it turned out.

He seems to be doing great things for the city and it's residents. (His part in bringing new industry to the area, the Mayor's Youth Council, the Mayor's Monday AM walks etc.)

I like the fact that he actually connects with, and listens to the people he governs.

The canal usage "plebiscite" is a case in point.

Throughout the summer I see countless people enjoying a quiet swim, or kayaking/canoeing and unwinding from the daily grind along the clean quiet waterway.

Frequently I see young mothers with their children enjoying the docks and water and socializing with each other too, at Scuba park.

Scuba divers seem to enjoy the clean quiet safe area to dive in as well, without having to fear any speed boats overhead.

My friends and I do enjoy sailing our radio controlled sailboats in the canal from time to time as well.

And I'm sure everyone is well aware of the various rowing clubs who enjoy this unique venue to practice their sport in, and it's becoming a well known site for international rowing and dragon boat events too.

Having moved here from The Burlington Ontario area, and remembering how everyones' beach and waterfront times were continually disturbed by the constant roar of high speed Seadoos, and other motorized watercraft. It would be a shame to see that scenario repeated here in my new and much loved hometown.

While I do sympathize with the areas boaters and fisherman etc., there are two great lakes and several rivers no more than a half hours drive away.

As an aside, I have read that the city is looking to develop some attractions along the canalside in the future. I can't see any future restaurant patio customers (for instance), trying to have a conversation, and enjoy a quiet meal while listening to the roar of pleasure craft charging back and forth on the canal. Something to keep in mind.

The Float Fest last August was a great event on the canal. I expect that it will continue to grow each year, as more people from the surrounding area discover the Welland Canal.

The power of social networking! I would like to see more than one safety boat at the event though.

That's my opinion, I'm sure there will be others....

I hope some of them agree with me. [ ]



I applaud the initiative to explore motor boat use on the Welland Recreational Canal.

My opinion has not changed since 2005. Gasoline and battery powered boats should be permitted but with strict restrictions and requirements.

This policy might be identified as *go slow* on the waterway

### **Suggestions for permit**

- 1 - Boat owner must obtain annual or daily use permit. By signing the permit application owner agrees to the conditions and restrictions, maybe pay a nominal fee. Failure to comply may result in permit cancellation. Maybe daily permit could be obtained on line.
- 2 - Boat owner with permit assumes responsibly for use of his boat by others. Ensures their use will comply with conditions and restrictions. Failure to comply may result in permit cancellation.
- 3 - Trailer tag (noting trailer Licence number) issued at same time as permit, to be affixed to right side trailer tongue. This establishes that boats launched from tagged trailers are permitted. Conversely where no tag is visible appropriate non-conformance action could be initiated by By Law enforcement .

### **Suggestions for restrictions and conditions**

- 4 - Limit Horsepower and speed, perhaps 6 HP and 6 mph.
- 5 - No personal watercraft (jet skis), or tow behind toys, water skis, etc.
- 6 - Operator must have a Pleasure Craft Operator Card or equivalent.
- 7 - Must have liability insurance (homeowners insurance? ?)
- 8 - Boat must be equipped with Personal protection equipment and Boat safety equipment in accordance with Transport Canada regulations.
- 9 - Maybe prohibit use in the event area (south of Broadway Bridge) during season when lane markings are in place.
- 10 - Signage at launch site clearly setting out the conditions of use with emphasis on trailer tag requirement.

Born and raised in Welland, my fondest memories are those going down to the canal and swimming in my younger years. Watching people enjoy the waterway with their families, waterskiing, tubing, jet skiing and fishing all from a boat are great memories.

There were many occasions where friends and I would spend the whole day cruising and trolling up and down the canal, fishing, swimming and just leisurely cruising. People were active in the summer months walking and playing up and down Meritt Island, it was definitely a great sight, emotions were high and you had a sense of belonging to this great city.

Fast forward to the ban of motorized vehicles, there was a major decline of participation and continues for the use on the canal. Except for the use of rowing, canoe, kayak and other sports permitted. These are all wonderful facilities and creates such a broad reach of events that have and continue to take part on our waterway. However, boating is the only activity that is not allowed. Boating on waterways are a great summer pastime, cruising and fishing allows traffic to the core of the city and opens up opportunities for local businesses and creates jobs.

With proper scheduling and enforcement, all facets and uses for the canal can be met. Without discrimination of one particular party or event. Allowing boats back on the canal will rejuvenate a part of our history that will allow all members of our community to enjoy.

Please allow boaters to access the canal and enjoy.

As a family of 4, we use our inboard waterski boat for recreational activities. Water skiing, wakeboarding and tubing are excellent forms of exercise and fun for the whole family. We have a 4-year-old and 6-year-old who love to participate in the sports. Although we live in Wainfleet, we currently use Chippawa creek in Niagara Falls for our water sports which is a far drive, therefore limiting the amount of times we can go.

Waterskiing, tubing and wakeboarding are only able to be done in smooth water without waves.

Lake Ontario and Lake Erie are too wavy to waterski, tube and wakeboard. The feeder canal in Wainfleet is too shallow for inboard engines.

The recreational canal always has smooth water do to being in land and being narrow in length. (Similar to the Welland River in Niagara Falls).

Welland River creek is currently used in the Niagara Region for waterskiing, tubing and wakeboarding due to the smooth water conditions.

Opening the recreational canal to motorized sports on set days can help local businesses in the Welland area. For example, snacks for onboard, gasoline, dinner after a day of boating and last minute supplies.

Waterskiing, tubing and wakeboarding are physical activities which can be enjoyed by all.

#### **Regarding safety**

For these recreational sports speeds are between 20-50kph. Faster is not necessarily better.

Boaters are required to follow safety precautions as per their boating licence and the ministry of transportation.

Being towed behind a boat can only be done dusk to dawn as per boating safety.

Swimmers should not be allowed near the boating dock.

#### **Regarding Noise**

I understand the current "Noise-Law" of the city of Welland is the original reason why the recreational canal removed motorized boats. However, the recreational canal is located between major roads in Welland such as Niagara St, Woodlawn Rd and the 406 hwy. Urban ambient sound is rated at 80 decibels. Pleasure motorboats are generally 65 to 85 decibels in range. A speed limit would help limit the noise.

It appears to me a lot of people are trying to make a mountain out of a mole hill.  
To support my reasons for allowing power boats on the Welland canal go to Google and type Rideau Canal Power boat rules. –The first 2 websites  
The Rideau Canal's location is exactly the same as the Welland canal—IN the heart of the city.  
For years and years The Rideau Canal has been used for power boats with no indication what so ever about noise and erosion and I dare say the Rideau canal would have far more boats on their canal than what the Welland canal would have..  
I found nothing in respect to liability but it should be stressed the power boaters carry liability insurance to protect the city.  
The concern seems to centre around canoes and kayaks so simply don't allow those boats on the canal between Division Street and the town line and this also protects the sculls.  
This leaves the canal wide open from Division street right down to Woodlawn.

Why are we wasting money to have a vote to put motor boats back on the canal. Leave it as it is no motor boats. Most motor boat driver don't care about others on their canoes or paddle boards they don't watch their wake. Don't need any more deaths either. The water is also cleaner now.

I'm writing concerning the Tribune article on the motor ban in the rec canal. I am a 69 year old boater who used to take my boat in the rec canal to fish and, when we had out-of-town company come, take them for boat rides in the rec canal. At the time of the original ban I wasn't happy with being cut off access to the canal with my boat, but I could understand and see the need for the ban. I resigned myself to only using my boat in Lake Erie from then on.

However, during the last couple of years, winds on Lake Erie in the summer have severely restricted the number of times I've been able to get on the lake to fish. As a result, last month I spend \$1500 buying a fishing kayak that I could use on the rec canal to be able to fish any day I wanted. The last thing I would want to have on the rec canal now is a motor boat wake tipping my kayak over while I'm on the canal fishing!

The reasons for the original ban are still as valid today as they were when the ban was first instituted. Boaters have 2 Great Lakes and the Niagara River they can access for boating. The rec canal is the most protected waterway in the Niagara Peninsula for canoes, kayaks, dragon boats and paddlecraft to use safely. Please keep it that way.



One more thing regarding boats in the Canal....if larger than 9.9 is allowed I suggest they only be allowed on the North end of the Canal where the banks are already reinforced, anything larger south of Main Street will further damage the banks . You should go and take a look on Canal Bank Street from the train bridge to the Broadway Bridge the banks are nearly gone. Very dangerous for the homes in that area.

What will fill up the Welland Recreational Canal and have little cost if any to the City of Welland. Perhaps we can let everyone who has a boat bring it to the city and race up and down the waterway. Big boats, little boats anything that is motorized. Go until the fuel runs out, open up the gas can and fill it up again.

Op-p-p-ps! Oh well it's only a little bit of oil and gas spilled. You really can't see it in the murky water. Thank goodness for erosion providing a cover.

We can make sure that all the paddle boat and kayak renters have lifesaving gear to help when the speeding boats swamp the smaller craft. Can you just imagine the slalom run through "Floatfest". It would be fantastic.

Talking about Floatfest. The biggest success story of recreation in our city in a long time. Over 800 people enjoyed a great social event down the canal. Too bad OUR recreation department couldn't come up with an idea like that. Instead of just being facility managers, you would think that they would plan and organize activities like this. What do our recreation people do? Why can't they provide the impetus towards recreational activities? Triathlons, pentathlons, amateur springboard and platform diving competitions, fishing competitions, synchronized swimming competitions, city swimming competitions, scuba lessons, small craft sailing competitions, funny boat sailing regatta, underwater geocaching, deep water lifesaving lessons, water basketball (inner tubes), reed boat build and float competition, stand up paddleboard events, etc., etc., etc. Where is our highly paid city recreation staff and any plan they come up with? Where is the Welland Recreational Canal people? If it's going to be left to the decision makers --- watch out for the simple plan. Fill it with boats and motors.

When we look at the numerous lakes and rivers throughout the Niagara Region that are readily available for motor boat users I cannot see the need of changing the standing use of the recreational canal.

It is my understanding that motorized traffic could slowly cause deterioration to the banks of the canal. In recent years the canal use has increased considerably without the introduction of motorized traffic. Triathlete events, dragon boat races, canoe use etc etc. are just the beginning of expanded use. With more sound forward thinking this will continue to grow. The recreation canal is unique- why take the chance of increasing damage, wear and tear on the structure. In this day and age with so much emphases on reducing our carbon footprint why consider reintroducing motorized vehicles through our beautiful neighbourhood and past our downtown. Other communities in Ontario are envious of the gem in the heart of our city. The canal is gaining a reputation throughout Canada and the world; why reintroduce environmentally damaging traffic? I truly do not understand why owners of motorized vehicles can not see the canal as a resource worth preserving for our grandchildren and great grandchildren for many years. With controlled use it will be there and our great-grandchildren will thank us.

*Venice ordered a ban on the motorboats that threaten the crumbling city's future. The block on all motor-powered boats – man-powered gondolas were immune – was part of plans to curtail the huge volume of water traffic that was causing the lagoon city to erode. Organisers want to highlight the need for more sustainable forms of transport in Venice's celebrated waterways. To this end, various non-polluting, battery-powered vessels were on display during the ban. Paolo Lamappo, a spokesman for Italia Nostra, which works to preserve the city's heritage, said: "We hope it'll make Venetians more aware of how lovely the city could be if we insist on boats only with electric power." Conservationists say that two-stroke marine engines are a particular problem in terms of the volume of fumes and the smell they produce. The acid nature of the pollution is thought to be speeding up the erosion of the city's medieval buildings, which are already sinking into the lagoon – a process exacerbated by the constant currents caused by the huge number of vessels passing through the major canals.*

*Denmark has also introduced some restrictions for the canals that run through the busy cities. Do a bit of research on the articles about silent electric motor boats used on canals in Denmark.*

Thank you for giving me a opportunity to express my support of the present ban on motorized traffic on the Recreational canal.

✓

In response to your request for Public input about motorized crafts in the Welland Recreational Canal.

The problem will be that this would directly add contamination to our water supply which our new 60 million dollar upgraded water treatment will not be able to remove.

The Welland Recreational Canal does not have a natural fresh water flow as it did when it was the Welland Ship Canal. Today we are dealing with relatively stagnated canal water. Basically most of the fresh water flow in the Welland Recreational Canal is drawn by the intake of the Welland Water Treatment Plant from the Welland Canal By-Pass in Port Robinson. Therefore any added pollution will be directly sucked into the intake of the water treatment plant.

The Welland Water Treatment Plant is now Regional and it is now supplying water to areas in Pelham and Thorold. It may not be appropriate or legal for residents of Welland to have the say in the other municipalities' water supply.

We have a fragile water supply situation in the Welland Recreational Canal. The original and natural flow of water in the canal needs to be restored.

I attended at the March 16 Public Information meeting. However, I was disappointed at the lack of context (why are we here, why now?), and incomplete information presented. Had the SNCC or reps from the diving club not made presentations, I would think that very little was going on in the canal and not be clear what should be done.

These meetings are an opportunity for residents and other stakeholders to learn about what is happening on the canal, how they might participate, and what is to be gained or lost by bringing motorized watercraft onto the recreational waterway.

Please consider the following suggestions for future meetings - a 5 minute presentation by yourself could provide information and set the stage for groups to present, and comments to be received.

1. Meeting context and objectives - why are we here, why now, what is the process and timetable for the review.
2. Google Earth Maps of the Canal - one or more maps of the canal, with sufficient detail to show what activities occur where; also the location of the Welland (and Pelham) drinking water intakes (concern about water quality for gasoline powered craft).
3. List of groups currently using the canal, including contact information for those that may wish to get more information, to join or volunteer for these organizations. (Just the facts and contact info., no sales pitch please!) This could also be a handout for attendees.
4. Last slide should show your contact and survey info. (What activity is 'SUP' ? )

Please consider this message as constructive suggestions to enable better communication for the remaining meetings and desirable outcomes from the process. Please feel free to contact me via email should you wish to follow up.

I love and enjoy the quiet waterway. I would like to involve more of the community to have the opportunity to use the canal in different events.

This type of event has been done in different scenarios, cardboard box boat races.

I have seen this in high school level competitions in a pool and at a resort on Put In Bay Ohio on the lake. It develops our creative minds in the engineer aspect and team spirit, or just good old clean fun.

It was amazing the different designs and themes. The challenge was only cardboard and duck tape could be used. The boat were built that morning on site and race in the afternoon.

Prize given for best theme and best design. They had pirates, clowns and Hawaiian; some the boats where designed to the style of there costumes. It was fun to watch.

Did not have the opportunity to participate, maybe the next time.

The challenge was to race your boat a certain distance, fastest and still able to have a floating rowing boat would be the winner.

I would be fun to watch or participate. The only place that I'm familiar with that would be suitable to launch boats would be at the scuba park.

Their would be lots of room for people to watch along the shoreline to support their team. Making an all-day event with some vendors along the shore to sale some food and refreshments.

You could advertise this for the Niagara area or even larger competition. This event could be coupled with another event example the Rose Festival or not.

We need to involve as many people and be accessible as possible in the canal usage to make as many people as possible happy that we have this gem, without polluting or damaging our canal.

We have very few safe point of entry to waterway, would need more. Safety is a must have issue. No motorized boats except for special events. Maybe during these events depending on the type of event that the general public be restricted from a certain area for safety reasons.

I vote a big NO for motorized boats being let back in our canals. NO,NO,NO !!!!, Reason being, common sense !!! You just built a big RENTLAL didn't you, canoes, paddle boats , Paddle boards , and although many of you POLITITION'S don't get out much, let me be your eye's and ear's for you. I grew up here in Welland all my life, and spent a lot of it along the canal, as a youth I witnessed a lot of boater's racing up and down this canal of OURS and with not a care who was out there swimming , canoeing and or tubing....and why ? because there was Alcohol involved and beer bottles floating everywhere let alone all the drowning's and mishaps we read in the Tribune about boating related accidents on a weekly basis , Now!.. Since the ban , what have you heard or read on OUR recreation waterway ????? That's what I thought!. I now see Family's out there with there children Enjoying OUR canal in a relaxed SAFE , CALM water, and I see happy smiling faces of many ages and young adults getting more recreation time in OUR local canal, along with a lot of laughter, enjoyment, and lets not forget the Money you spent on the other end of the canal for the Rowers . NO,NO ,NO!! LEAVE IT ALONE and AS IS, those boater's with can go to Dain city and race up and down at that end towards the Lake all they want, BESIDES...You have that whole Lake of ours to boat in LEAVE OUR RECREATION WATER ALONE!!!! TAKE YOUR BOATS OUT TO THE LAKES and we will read about you out there!,,NOT here uprooting OUR Recreation waterway filled with Family's and younger students and adults caring for OUR canals Enjoyment and Leisure . Leave the Money out of this and fix OUR roads and sidewalks already!!!!!!

Hope all is well.

Found these clippings for you.

I briefly sat on the board when Brian OBrine was the Chair. Just prior to that was the accident where the person died.

We struggled on how to police it. Would be very difficult to do. Suggestions included sectioning off the canal only for certain activities.... Again would be difficult to do and police. Like the swimmers who jump off the bridges. It's been going on for years and years. I recall that part of their thrills was jumping when boats raced by so they landed just as the boat passed.

I'm not in favour of motorized boats on the waters at all. Would love to see other things added... like beach area and development of certain sections of land with retail etc...

<http://www.welland.library.on.ca/digital/clipping/Fourclip.htm>

<http://www.welland.library.on.ca/digital/clipping/source/fourth/7140.jpg>

<http://www.welland.library.on.ca/digital/clipping/source/fourth/7154.jpg>

<http://www.welland.library.on.ca/digital/clipping/source/fourth/7160.jpg>

<http://www.welland.library.on.ca/digital/clipping/source/fourth/7043.jpg>

As a former member of the first WRCC Board, I attended several meetings concerning permitting the use of motorized watercraft on the canal. I understand, as taxpayers, boat owners feel they also have the right to make use of our Recreational Waterway, it belongs to all of us. We, at that time, disallowed any motorized watercraft. Most of the same issues and reasons for and against apply today.

With the newer developments on the canal it is even more questionable why this issue would be revisited. Upon checking the City of Welland Calendar, it seems almost every weekend and many weekdays are booked for some type of water-related activity, among them the rowing festivals, the Triathlon, canoe club, open water swim, the OCRSA camp, etc. We are still anxiously waiting for the development of our beach. Would motorized watercraft in the vicinity be dis-allowed on those days?

The section of the canal from Ontario Street to Main Street and some distance beyond runs mainly through residential areas and lends itself to the more placid activities of swimming, fishing, canoes and kayaks, opportunities for fun activities with bathtub races, etc.

These placid activities do not reconcile with jet ski boats, racing motorboats, the accompanying noise pollution, and the oil and gas slicks that accompany them. The canal is not wide enough to have boats racing side-by-side, as will happen. Although denying motorized watercraft might seem to be a disservice to the boat owners, they are fortunate to have a viable option no more than 20 minutes away, on Lake Erie or Lake Ontario with their wide-open waters and can still enjoy the canal lands with their families.

The City and WRCC would have to contend with Safety and Liability issues and their accompanying expenses. There is also the question of rules and regulations to be put in place, and then enforced, with costs to that. There will always be the possibilities of lawsuits; permitting motorized watercraft would be an added risk.

The Recreational Waterway should be for the enjoyment of all the people. Even our Mayor's walk next month would not so pleasant if he had to talk over the noise created by several motorcraft in the immediate vicinity.

Thank you for the opportunity of adding my input, I trust the WRCC Board and City of Welland to make a sound decision in this matter and look forward to the next item on the agenda being the undertaking of our Beach,

- More access points should be installed along Waterway, presently the slime buildup at Lincoln St. docks makes it very difficult to enter the water, plus the dock is quite high. Suggest a dock that's lower and parallel to the shore to allow for easier entry.
- Allowing motor boats to be in the Waterway presents a policing problem. There will be no easy way to prevent violation of new regulations, similar to how it's not been possible to curb the use of dirt bikes on pedestrian trails next to the Waterway.

I just wanted to express my concerns with respect to the "Go Quietly" issue. I have an interest in this for a number of reasons:

- \* The safety issues that putting motorized vehicles on the canal.... I can list a million reason why allowing motorized vehicles propose a problem but, I know both of you are smart so - you can think of this one. Remember, the canal is narrow.. Remember the increased price of insurance, managing, monitoring....
- \* The south end of the canal - yes - Dain City (some folks don't realize the Go Quietly is from the 406 bridge to Ramey's Bend). In the winter (when we have winter and the ice freezes), folks will run their snow-mobiles at full speed up and down the canal. What will prevent this from happening with Sea-doods? oh the safety issues....oh the noise.....oh oh oh
- \* I own a kayak and a paddleboard. Both are pieces of equipment that do not mix well with a wake from a motorized vehicle (especially the paddleboard).
- \* We have a gem in our area, why spoil it? We are one of the only areas which individuals can come and enjoy the water with no motors.
- \* I was visiting my mom (a few years back) in Port Charlotte, Florida. I found at the Port Charlotte harbor an area in which they host "Stand Up Paddleboard Yoga". I was so interested in trying this - I did and I loved it. When I returned home, I found out that there was a group "Fearless Females" that offers SUP yoga on the Welland Canal. WHAT - in my front yard? I went to Port Charlotte only to discover this was available in Welland. How cool! I am now going into my 4th year with Fearless doing yoga on a weekly basis on the canal. Motorized vehicles will close this business on the canal.
- \* The funds which the city, province and country have already put into this canal. The Flatwater Centre is amazing. I have had many friends / co-workers...comment on how they visited the area for a water event. They were floored by what we have in our front yard.

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\* I invite folks from all over to come and enjoy our waterway. If someone is from out of town, we always end up out for dinner (or drinks). Aside from spending money in town, they are amazed at how beautiful this area is.

I have attended both "Go Quietly" meeting (Saturday, March 11 and Thursday, March 16), I do plan to attend the upcoming one too (Tuesday, March 28). They have yet to set the date for the fourth meeting but - If I'm available, I will be there. I find it very interesting that the city is hosting four (4)...yes FOUR meetings on this (each meeting is running 1 1/2 to 2 hours with food and munchies provided). How much are these meetings costing??? I have resided in this city for 30 years and I truly do not remember one bylaw which they have hosted FOUR meetings for. Oh my....someone at city hall must really be pushing for this! What I have found at the meeting (as your fellow counselors will attest to - as a number of them have also been in attendance) is that there is very limited numbers who want motorized vehicles on this waterway. Seems the folks who want it are (and I don't want to be mean but)...old. They all want the city to 'go back to the way it was when they were kids'. Really - the city has finally progressed to have an area we can be proud of!!

One thing that has kind of made me go "ha?" is....

At the meeting on Saturday, March 11th - Mr. Dalton spoke about 'Go Quietly' and how this meeting was to further investigate the bylaw. At that meeting, there were 2 people (out of about 60) that wanted to see motorized vehicles used on the waterway. At the meeting on Thursday, March 16 - Mr. Dalton spoke about how this meeting was to "receive further input on the possibilities of what could be done with the waterway". Blonde moment - I didn't speak up and ask why the change (I clued into later that evening). I don't know what he will be calling it on Tuesday, March 28th but - based on the City's web-site....these meetings are to be with regards to the "Go Quietly" bylaw and not about allowing input of residents as to what they want to see the area used for (eg/ adding a beach...).

One party in attendance at the Saturday meeting was Waterski Canada – now – I have no problem allowing special permits but just not all the time! I agree, activities generate business. And if Waterski Canada wants to bring a world cup event - fine. This is great...long as they see it as a 'one time' deal and not a place they will be practicing on!

okay - there's my 2 cents worth!! Thank you,

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Here is my say and opinion on the "Go Quietly" debate of the Welland Canal

I read the article "BARKOVICH: Canal debate will drown some spirits" in the newspaper and where it says "The bylaw was adopted in the summer of 2005, with concern over erosion of the canal banks and concern about liability issues being convincing arguments for the move." That is the problem. The City of Welland uses the Liability excuse so much many citizens are miserable and bored and force to go out of town to spend their money and time for entertainment. There is very little entertainment in this town. This is why we have no tourism only a few events per year? this is why the city is what it is! The city of Welland is so fearful that someone is going to sue them. Yet the cities around us are proving they are not bothered with liability issues, that they look to the bright side of things the positive impact it will have in their city, and so they go forward with having great things in their city that brings in people to have fun and enjoy and money. Here is an example the new attraction in Niagara Falls. "Wild Play Niagara Falls" if someone requested the city of Welland to build such a thing the city would use the liability excuse. The city of Niagara Falls is smart by providing waivers to fill out free of charge. You sign a waiver before participating and that is exactly what the City of Welland can do with the Welland canal boaters and other users, you can provide waivers for such other events have citizens and tourist sign the waivers and so your fear of liability shouldn't be a problem. If the city wants tourism and have happy citizens and wants those citizens to spend their money and time in town here in Welland then the ones who make the decision making at city hall should loosen up!

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The canals were originally built for big boats (ships), so having motor boats aren't going to deteriorate the canal lands. So I believe that yes they should be allowed to be used by Fishermans and recreational cruisers as well. But I also believe they should be allowed to be used away from where other areas that are currently being used where as motor boats can pose a problem and or safety issues. **The best place for these boats to be used should be on the north side of Woodlawn and can cruise on up north of the bridge and not pass the south side of the bridge.** The canal is a long water way and can be used and or shared by all. My husband and I are kayakers when we go up north every year in buckhorn and surrounding areas and we kayak along with fisher boaters and speed boaters in different size water areas some as small as lake Chemong and I myself do not find any problems being all together. Whether it's a small lake or canal the waves are there. Also like I mentioned before **boaters should be able to use the canal north of Woodlawn bridge. Away from others south of the bridge.**

**When it comes to the Welland Canal Waterway and lands the city needs to treat all groups equally and without exception.** Boater enthusiasts need to compromise and so that all users would have their designated areas and everyone can enjoy the waterway. Can we just all be happy in this town? As for the homeowners regarding noise the reality is you cannot escape noise ever. There are noises when the firetrucks, ambulances, police cars drive by in the neighbourhood with sirens everyday, chainsaws, lawn mowers, you can here the bus drive by somewhere, cars, birds or animals,etc there will always be noise somewhere, and sometimes silence itself can be loud.

Let's all come together and just live happily enjoy life enjoy our city stop making excuses let's be positive about this and move forward☺👉 All inclusive!!

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Thank you

Hello,

My name is [REDACTED] I am an avid recreational rower that regularly uses the Welland Recreational waterway. I am responding on behalf of myself, my family (all of us are rowers), the club that I am a member of and have served as a board member for (South Niagara Rowing Club) and the past, current and future rowers and other flatwater athletes that will potentially depend upon the safe and continued use of the waterway under the "Go Quiet" policies now in effect.

There are many things that the City of Welland is doing well. The city farmers market is the best in the region. The use and development of parks and trails has been excellent. We have enjoyed the offerings of the WRCC music and entertainment in the past. ... So clearly there are good minds at work in this small city. There are congratulations in order – but this is an urgent request to maintain that clear thinking.

The operation of fast-moving motorized watercraft is an incompatible use, conflicting with flatwater sports like rowing and I would like to explain in some greater detail with the following points:

- a.) The use of motorized craft by recreational users is unsafe in particular when considering the limited space on these waters and the use of small rowing racing shells that often travel in all lanes across the entire waterway. They are extremely light, very fragile, with little freeboard and often carrying those that are learning a skill that takes years to master.
- b.) Recreational boat operators are not generally aware of the hazards they may inflict on rowers and other flatwater craft which are substantial. The personal safety of all involved is at stake. Think of the nature of many rowing craft (singles, pairs, doubles, quads and straight fours). The participants are facing to the stern, not towards the direction where they are heading and the craft that I mention have no coxswains to steer or direct the crew. The crews are engaged in an athletic training that requires full effort expended to the forward motion of the craft, and the glimpses that are taken by turning around to view the forward direction cannot account for the rapid and unpredictable movement of motorized watercraft by recreational operators. Therefore collisions, near-misses, swamping, damage and injury are predictable and likely if not virtually certain.
- c.) There is simply no extra space or time to allow motorized watercraft access to these waters. Perhaps at one time years ago that may have been possible but the schedules are full (see below). The current degree of course use by the flatwater sports and need that these sports have for daily use (often elite training is twice daily for several hours each session). From spring ice-out (rowing was underway this week) until the last days before freeze up these flatwater courses are in constant use. In order to allow the local and up to internationally competitive training and competition programs, it is imperative that these athletic activities have the uninterrupted availability of these waterways for such exclusive purposes. The alternative if other motorized water-craft were allowed would result in the necessary cessation of a viable competitive training schedule for rowing, canoe, kayak and dragon boating. The Go Quiet on the Waterway policy is exactly the correct policy as it currently stands. The available water times for competitive athletic flatwater activities are completely utilized just as they are at the St. Catharines rowing facility. These are key venues that have allowed the development of so many of Canada's Olympians and other elite athletes. These waterways have allowed life changing and life affirming activity for my family and me for the past 40 years and will continue to do so as I hope to be able to row on the course for many years to come.
- d.) Look at the calendar of Rowing and other flatwater events on the Welland Calendar now (below) and imagine that you are trying to schedule some desirable water time for motorized watercraft enthusiasts. Where would you allow access? All of the events below would necessitate the elimination of motorized recreational craft from those areas of the courses – often involving both courses at

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once. Any of the other times between the events below are required for training purposes as was mentioned above. ... So please reconsider and maintain the current Go Quiet policy.

- ROWONTARIO Camp >> Saturday, Apr. 8 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Sunday, Apr. 9 2017 -- WIFC 2017 Event
- RCA Junior Assessment Camp >> Saturday, May. 6 2017 -- WIFC 2017 Event
- RCA Junior Assessment Camp >> Sunday, May. 7 2017 -- WIFC 2017 Event
- ROWONTARIO Spring Regatta >> Saturday, May. 13 2017 -- WIFC 2017 Event
- South Niagara Rowing Club High School Invitational >> Saturday, May. 20 2017 -- WIFC 2017 Event

Event

- South Niagara Rowing Club High School Invitational >> Sunday, May. 21 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Saturday, Jun. 3 2017 -- WIFC 2017 Event
- OCSRA Ontario Team Trials >> Saturday, Jun. 3 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Sunday, Jun. 4 2017 -- WIFC 2017 Event
- OCSRA Ontario Team Trials >> Sunday, Jun. 4 2017 -- WIFC 2017 Event
- RCA Junior Selection Camp >> Monday, Jun. 5 2017 -- WIFC 2017 Event
- RCA Junior Selection Camp >> Tuesday, Jun. 6 2017 -- WIFC 2017 Event
- RCA Junior Selection Camp >> Wednesday, Jun. 7 2017 -- WIFC 2017 Event
- RCA Junior Selection Camp >> Thursday, Jun. 8 2017 -- WIFC 2017 Event
- Welland Dragon Boat Festival >> Saturday, Jun. 10 2017 -- WIFC 2017 Event
- Tony Biernacki Sr. Memorial Regatta >> Saturday, Jun. 17 2017 -- WIFC 2017 Event
- OCSRA Camp >> Saturday, Jun. 17 2017 -- WIFC 2017 Event
- OCSRA Camp >> Sunday, Jun. 18 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Saturday, Jul. 8 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Sunday, Jul. 9 2017 -- WIFC 2017 Event
- Central Ontario Rowing Association (CORA) Regatta >> Saturday, Jul. 15 2017 -- WIFC 2017 Event
- ROWONTARIO Masters Championships >> Sunday, Jul. 16 2017 -- WIFC 2017 Event
- Western Ontario Division Trials & Championships >> Saturday, Jul. 29 2017 -- WIFC 2017 Event
- ROWONTARIO Championships >> Saturday, Jul. 29 2017 -- WIFC 2017 Event
- Western Ontario Division Trials & Championships >> Sunday, Jul. 30 2017 -- WIFC 2017 Event
- ROWONTARIO Championships >> Sunday, Jul. 30 2017 -- WIFC 2017 Event
- Canadian Dragon Boat Championships >> Thursday, Aug. 3 2017 -- WIFC 2017 Event
- Canadian Dragon Boat Championships >> Friday, Aug. 4 2017 -- WIFC 2017 Event
- Canadian Dragon Boat Championships >> Saturday, Aug. 5 2017 -- WIFC 2017 Event
- Canadian Dragon Boat Championships >> Sunday, Aug. 6 2017 -- WIFC 2017 Event
- Triathlon Ontario Provincial Championships >> Saturday, Aug. 12 2017 -- WIFC 2017 Event
- Welland Canal Open Water Swim >> Sunday, Aug. 13 2017 -- WIFC 2017 Event
- Canoe Welland 2017 - CKC National Championships >> Tuesday, Aug. 22 2017 -- WIFC 2017 Event
- Canoe Welland 2017 - CKC National Championships >> Wednesday, Aug. 23 2017 -- WIFC 2017 Event

Event

- Canoe Welland 2017 - CKC National Championships >> Thursday, Aug. 24 2017 -- WIFC 2017 Event

Event

- Canoe Welland 2017 - CKC National Championships >> Friday, Aug. 25 2017 -- WIFC 2017 Event
- Canoe Welland 2017 - CKC National Championships >> Saturday, Aug. 26 2017 -- WIFC 2017 Event

Event

- Canoe Welland 2017 - CKC National Championships >> Sunday, Aug. 27 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Saturday, Sep. 2 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Sunday, Sep. 3 2017 -- WIFC 2017 Event
- Canoe Polo World Championships Test Event >> Friday, Sep. 8 2017 -- WIFC 2017 Event

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Public Input Section 1 - Email and Hard Copy Submissions

- Canoe Polo World Championships Test Event >> Saturday, Sep. 9 2017 -- WIFC 2017 Event
- Welland Canal SwimRun >> Saturday, Sep. 9 2017 -- WIFC 2017 Event
- Canoe Polo World Championships Test Event >> Sunday, Sep. 10 2017 -- WIFC 2017 Event
- Niagara Falls Barrelman Triathlon >> Friday, Sep. 15 2017 -- WIFC 2017 Event
- Niagara Falls Barrelman Triathlon >> Saturday, Sep. 16 2017 -- WIFC 2017 Event
- Niagara Falls Barrelman Triathlon >> Sunday, Sep. 17 2017 -- WIFC 2017 Event
- OCSRA Camp >> Friday, Sep. 22 2017 -- WIFC 2017 Event
- OCSRA Camp >> Saturday, Sep. 23 2017 -- WIFC 2017 Event
- Head of the Welland - Five Bridges Classic >> Saturday, Sep. 23 2017 -- WIFC 2017 Event
- OCSRA Camp >> Sunday, Sep. 24 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Saturday, Oct. 7 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Sunday, Oct. 8 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Saturday, Nov. 4 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Sunday, Nov. 5 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Saturday, Dec. 2 2017 -- WIFC 2017 Event
- ROWONTARIO Camp >> Sunday, Dec. 3 2017 -- WIFC 2017 Event

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A little exercise got my brain going about your problem and I got more idea! After this I'll stop otherwise you run the risk of getting constantly harassed lol close off say half a km or be bold and make it a km, with a net for this eco project. I think the project can get more support if you start combining people's interest. In this section you can have a floating dock that people can walk on and explore the different species and things there growing. But to entice water sport rentals you can also make part of the area only accessible with a paddle board, canoe, or kayak. You can have little floating signs which explain what each are might be and give some scientific information of whatever is going on that area. So people go around this area exploring each site. Like boreal gardens in BC but on water... (correction Butchard gardens) You can also open this area to controlled fishing off the dock if people want to fish as well.

Because I'm a nerd we also got to bring some technology into this. You can get a Welland high school to design a floating solar powered fountain on the canal. It's going to cost you way less than buying one and kids get some experience with building stuff. As a country we need to focus on innovation, innovation creates jobs and we need to instill this in our children. Tinkering is part of that. You can do so much cool ████. I could have a list of ideas of what we need to change. But to start student competitions are a lot of fun and great for universities. You can host a university engineering competition for either human powered, solar powered or electric boat races. You can have categories for speed or endurance. I know a group at U of T right now that's trying to break the speed record for human powered submarine.

if you want to set something up for human powered competition, this are the guys to talk to  
<http://www.whpva.org/hpv.html>

**World Human Powered Vehicle Association**

HPV means "Human Powered Vehicle". This term includes all vehicles that are powered only by muscular-strength. The large area of HPV can be divided into many categories. The largest is the bicycle. But you can find HPV's in the air, in and under the water and also on the rail. Some HPV's are build f...  
[whpva.org](http://whpva.org)

Welland could be perfect for human powered boat competition.

Last idea, by the beach have a floating dock that extends out and put a bar at the end!! partyyyy.  
City probably won't like that but a floating restaurant would be cool haha  
oh never mind I also had one other thing. The ecosystem project could also be of interest to the scuba diving people. And for god sakes give them something to look at while there down there right now. Sink a plane or a bus or something in the canal.

I own Dan's Dive Shop in St. Catharines, we routinely offer scuba diving certification checkouts at the Welland Recreational Waterway, as do a number of other dive stores and instructors from the area, Hamilton, Oakville, Burlington, Kitchener and Toronto. It is a very popular area for new divers who are inexperienced and learning to hone their skills, so there are instances where divers get separated from their dive buddies and have to "pop up" away from their flag, or where divers are swimming, snorkeling and free diving in black suits with a little head sometimes poking out of the water, which can be a safety concern were you to allow boats, jetskis and more in the water.

The system has worked well for our divers personally with the rowing as we have been given notice by the city regarding regattas and when we can/can't use the area. We also host many yearly events which we've paid local businesses to put in toilets, tents, as well as picnic tables, garbage cans and more, so whether we are introducing people to the areas many restaurants or hosting local events to bring people to the area, we are trying to spread awareness and money throughout the local communities businesses which would otherwise be relegated to Sherkston Shores, Lake Erie, Humber Bay Windmill Point Park for training. I think from a safety standpoint it should be a boat free area with potential for many other water related activities.

I'd love the chance to share my thoughts at one of your public meetings if needed. I'm going to do a push on Social Media to fill the survey out as well and my divers, snorkelers, swimmers and freedivers can share their positive experiences with having this area available to them versus not.

One thing the city of Brockville did was they turned Centeen Park into an underwater sculpture park, I'm sure local artists would love to do something similar here too. We have had customers suggest a range of other things too.

Anything you would like on our behalf to help sell the no motor ban would be greatly appreciated too.

Thank you for your consideration and I look forward to meeting you soon.

Yours Truly,

## Public Input Section 1 - Email and Hard Copy Submissions

### Overview:

As you are well aware, since the rowing community confiscated all usage of the Welland Canal, there has been much animosity with Welland taxpayers. The removal of powerboats initiated much of this negative attitude. From casual boaters, fishing enthusiasts, waterskiers, etc. the public has felt the disdain of the arrogant rowing community. I can refer to many instances of "abuse" hurled at anyone outside the clique. Just ask Doug Thomas about the Waterski Club and how their lease was jacked to untenable limits. Local friends, a retired man and his wife, who after launching their canoe during a non-event evening, were actually told by rowers to "Get out of our canal, or we will call the police!" These, and many more, instances of unwarranted and ridiculous behaviour have fomented the public's emotions. That, along with the outlandish expenditures to accommodate the "go quiet" policy, is exactly where we stand in regards to public perception of canal usage today. The swayed city focus was based upon domination and not shared usage.

The city was hosed by the rowing community into adopting it's current policy. Prior councils were sold a bill of goods in regards to erosion. Power boats, especially within speed guidelines, would not be any more cause for erosion than a rainfall. In fact, far more erosion takes place due to water run-off from storm drains, ditches and natural swales. I recall the west roadway in the north end being washed out from excessive storm run-off. Pollution being another taboo. 2-cycle engines produce very little pollution but 4-cycle engines and electric motors produce none. Noise is another factor cited. I won't bother wasting time on that. The policy in place today is extremely limiting to future possibilities. You can see it every day when the canal sits idle, bereft of rowers. This should not be.

In short, the people are pissed and want their canal back. Many ideas have been brought forward. Most are feasible, some are silly.

I personally suggested a few worthwhile concepts years ago. Of course, they fell upon deaf ears as the fix was already in to support a predestined agenda. Now that the Tribune has put forward a notice of your intent, I would like to go over some of my original ideas for consideration and look at some of the other ideas you will encounter, some of which I have concerns.

Campgrounds on canal lands, marinas and swimming areas (beaches) all sound pretty but have distinct problems of their own. There are a myriad of Pandora's box issues with each of them. Policing is huge, permanent infrastructure like dockage, facilities such as washrooms/showers, maintenance and upkeep, and even items such as sand could become astronomical costs that would spiral out of control. Income from user fees, annual passes, grants and private investment would soon dissipate leaving taxpayers with more white elephants. Not the direction I think this city needs to go.

My original ideas actually used the canal waters and were not off-shoot concepts of canal lands usage and a grander scheme of ridiculousness. If I may...

In keeping with the rowing activity, schedule a main event of championships that would be held along the entire length of the old canal. A "plug to plug" rowing challenge between rivals from participating schools. Much like the Oxford/Cambridge race. That was a biggie for me.

There might be something in a weekend of motorboat races, perhaps limited classes, in straight sections.

Waterski "shows" could also be included.

Vintage boat shows. (Think custom car shows, on the water.)

Set aside some times, or sections, for fishing derbies or family pleasure cruising. Perhaps, certain days of the week, alternating, accommodating other uses?

Boat parades with "best dressed" prizes. (Think Easter Parade, Dominion Day, any special holiday dates, etc.)

There are many more that stress the use of the water.

Of course, there are also winter events to consider. Some have brought up winter carnivals, ice sculpture contests, the Rideau Canal skating idea, ice boats, sled and ice bike racing, etc. All good ideas however kind of difficult to project weather and ice conditions. For winter events I guess you could set a date and see what happens.

Many ideas have been thought about, and are being performed at a lot of inland waterways throughout the world. The use of the actual canal waters (sans permanent infrastructure) is PARAMOUNT. Any adjoining canal lands could be opened up for temporary use by foodtrucks, T-shirt sales and any other typical tourist attractions that sell Welland apparel, maps, pictures, art, etc. The possibilities are endless.

As George Banks so correctly pointed out, liability and policing issues are always there. It should be noted that all participants would be on their best behaviour, lest these events would cease to be. I believe the public could be your best policeman and not just your worst nightmare. When you look elsewhere, where these events occur successfully, people behave themselves. They realize the municipality is allowing these events for their benefit.

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## Public Input Section 1 - Email and Hard Copy Submissions

You guys have some work to do. I wish you luck and success for a multi-use situation along the entire canal. I only hope you don't lock yourselves into feeling the need to provide a ton of future problematic permanent infrastructure that really isn't required at all. Open up the usage, "think big - spend small", port-a-potties, temporary docks, event tents, etc. and carry on. To "sell" it, it's the event, not the buildings. The canal will sell itself.

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As a long time resident of the area I would like to express my opposition to the suggestion of allowing motorized boats on the Welland Recreational Canal. The site is a gem in the middle of the Niagara Peninsula that provides a safe and quiet environment for physical activities without the noise, the pollution and safety hazards of motor boats.

I have been involved in paddle sports since my youth, having taken basic canoeing and racing courses as a child, working in a canoe tripping camp and recreational paddling ever since. A few years ago I took up kayaking and joined the Peninsula Paddlers Kayak Club, which runs 3 or more organized paddles each week during the season. The recreational canal is one of our preferred venues for a number of reasons. It is centrally located for many of our members. It is free of strong currents and other water hazards. The banks provide shelter from wind and wind driven waves. The absence of motorboats is a special bonus because their speed poses a significant safety risk and large wakes can cause paddlers to dump their boats.

I remember all too well what it was like to paddle on the recreational canal back in the late 1970s when motorboats proved themselves to be a nuisance. They would scoot around carelessly at high speeds, towing water skiers who seemed to get a special thrill by trying to splash paddlers. I also saw near accidents with swimmers. Boats would zip along with little regard for people and dogs swimming in the water.

The Welland Recreational Canal is an amazing use of the old canal. It attracts walkers, cyclists and paddlers trying to maintain fitness and to enjoy a serene setting. Motorboats were banned from the canal years ago because they had proved themselves to be nuisance. Please reject the proposal to allow motorboats and work instead to promote physical activity and fitness

I am strongly opposed to lifting the ban on motor boats.

1-The wake,created by the motor boats,would erode the canal banks.

2- Gasoline leakage from the boats would polute the water.

3- Noise factor. Consider those who live and work near the canal.

Electric powered motor boats could be an alternative,however it would have to be policed. Consider the cost.

I urge Coucil to vote to preserve our clean and peaceful waterway.

Thank you for the opportunity to participate in this process. We'd like to preface our remarks by identifying our perspective: we have lived and paid property taxes in Welland for nearly 42 years. Between us we have almost a century of canoeing experience. So not only have we walked and ridden our bikes beside the canal for many years, but we have paddled its waters as well.

We are opposed to the proposed changes to the current recreational waterway plan for the following reasons:

First, before the current regulations were instituted, the canal accommodated motorized and human-powered craft. Several years ago the City made a commitment of resources to support competitive rowing, canoeing, kayaking, and dragon-boat paddling, with the result that we now have a reputation for our world-class facility which attracts international events as well as providing a remarkable training environment for people new to these sports. The old canal is not particularly long and is quite narrow, and could not provide a safe and inviting place for rowers, dragon-boat paddlers, kayakers, and canoeists to train and compete if motorboats were also allowed, and that good reputation would be damaged.

Powerboats on the canal would create waves which would threaten the safety of competitive and recreational human-powered boat users alike, and they would also intrude upon the peace and tranquility for which the waterway is becoming noted. In addition, motorboat wakes would add greatly to the rate of the deterioration of the banks and thereby increase the cost of stabilization.

Second, those waves would disturb the vulnerable nesting sites of many of the waterfowl that have nests on the banks of the waterway. We have no way of knowing how many of the users of both the waterway and its surrounding lands are birders but we are sure that if a survey of users were done, you might be surprised at the percentage of them who come to view and enjoy our birds and other wildlife.

Third, we feel that with our close proximity to Lake Erie, Lake Ontario, the Niagara River, the Welland River, and the Grand River, powerboat enthusiasts and people who enjoy fishing from boats already have access to great boating resources. As far as we know, our recreational waterway is the only local body of water set aside for human-powered craft only. We feel strongly that our canal should continue to offer a haven to citizens and visitors who want to experience the peace and beauty of this great resource, free of the noise and pollution of powerboats.

Fourth, we question how regulations controlling the use of motorized watercraft would be enforced. What will happen if powerboats and other motorized vehicles such as jet skis were allowed to share the waterway with, for instance, training rowers? As longtime canoeists we have had experiences on other

Ctd. (1/2)

bodies of water which have led us to believe that sometimes the users of these vehicles are not the most responsible operators. We have witnessed jet skis and powerboats being operated with little regard for the safety or rights of others and wonder what will happen if they are allowed to operate on our waterway with little or no policing. If the City did decide to allow powerboats, who would be on-site to enforce regulations on speed limits, water-skiing, tubing, and alcohol consumption, and restrictions on boat size and/or horsepower? Who would bear the costs of enforcement? How would allowing motorboats be an economic benefit to the City?

Clearly, to allow the use of powerboats on the recreational waterway used by paddlers and rowers would be a serious error -- one in fundamental opposition to the philosophy which informed the original decision to ban motors.

The online survey also asked for suggestions about how our canal lands could be improved. One would be to have a number of picnic sites accessible from the water. At present there are very few landing places along the banks. What could be more inviting than paddling to a favourite picnic site and enjoying this wonderful resource while sharing a summer meal with family and friends?

A further suggestion could be for the City to look at the feasibility of relocating the rowing club northward to an area within the sheltered canal between Townline Road and the railway trestle bridge and opening the area south of Townline Road for powerboating. This could accommodate the needs of powerboaters; it would also maintain the separation between motorboats and human-powered craft, acknowledging the wishes of both groups, while keeping paddlers and rowers safe.

(2/2)

Les Oslach  
287 Aqueduct St.  
Welland, Ont. L3C 1C8  
Phone 905-735-2782

March 6, 2017

Mr. Tony Cimio  
Niagara Region  
3501 Schmon Pkwy., P.O. Box 1042  
Thorold, ON L2V 4T7

Dear Tony

Further to our phone conversation in February 2017, I feel there is a need to put down some historical facts in writing in hope you can help do something about the inevitable problem.

I write this letter as an alert to a potential problem that threatens the Welland area water supply. I have personal knowledge due to my work as a civil servant for over 30 years with the City of Welland Engineering Department and the Property Valuation Division of the Provincial Ministry of Revenue.

1965 was a busy time for the city of Welland and Harvey Landells as the city engineer. The Welland Sewage Treatment Plant and the Welland Canal By-Pass had just been completed. The top priority was to get all the sanitary sewer hook ups to the residences. The far sighted engineer already had a massive five foot diameter sewer tunnel well under way which would service the northwest portion of Welland well into the future.

It was determined to use the most southerly tube of the Aqueduct to connect the sewer tunnel to the treatment plant located on the east side of the Welland Canal. The tube was dewatered and found to be clear with only minor sediment. Three varying sized sewer pipes were encased in cement into the bottom of the Aqueduct tube. A reverse sewer siphon was created. The scientific principal for a siphon to work properly is that the pipe must be full of liquid with no leakage or holes in the siphon. During times of low flow sewage the smallest diameter pipe is used and as the flow increases the larger pipes are progressively activated. The city of Welland probably has the most unflattering distinction of having the largest sewer siphon in the world.

In the 1960s the Welland Engineering Department and the Welland Water Department worked closely together. The Welland Canal By-Pass made it necessary to dam the Welland Canal water flow at the Humberstone Townline Road to allow for the railway tunnel line. In a relatively short period of time and due to a hot summer, algae started forming in the canal. This stagnated water entered the intake at the Welland Water Treatment Plant. The Welland residents were not impressed with the new odour of their drinking water. The issue was well publicised and Federal Authorities in charge of the canal construction were under pressure to correct the problem.

The problem was that now fresh water would have to be drawn from the Canal By-Pass at Port Robinson which was about five kilometers away from the water plant intake and the current drawing power was only that of the water going into the intake. The Federal Authorities tried to alum treat the five kilometer channel and increased the chlorine to kill off the algae but to no avail.

The next thing we knew they drilled 27 inch diameter holes in each of six tubes of the Aqueduct. Because the canal water level is usually several feet above the river water level, the canal water poured into the tubes with great pressure and then into the river. This basically reversed and increased the flow of water in the canal channel and provided additional fresh water for the water plant's intake.

The Federal Authorities had now created a new problem. The reverse siphons of the Welland Aqueduct have now been compromised. The pressure of the canal water flowing into siphons caused a back pressure to the siphoning effect of the river water. This also disabled the siphon's ability to keep the tubes free of debris and increases damming effect of the Aqueduct on the river.

At that time, I was in the inner circle with Harvey Landells and Wilf Woods as to all the construction going on in the city of Welland. There was no consultation with Welland Engineering or Al Smith the Administrator of the Welland Water Department. No environmental study, just plain panic by the canal builders for an easy way out. I believe there is evidence that the original intension was to reconnect the water flow at the Humberstone Townline. The Federal Authorities however saw their short cut solution working just fine and elected to abandon their costly reconnection project.

In the 1980's the Niagara Peninsula Conservation Authority commissioned the Flood Plain Mapping of the Welland River. This resulted in many concerned residences questioning their property values with the new restrictions placed on their properties. I was appointed by the Ministry to do an analysis of the Flood Plain Mapping in relationship to property values and to handle all the cases. I had two cases that went all way to the O.M.B.

Flood Plain Mapping considers the highest recorded water levels in relationship to the land elevations. The Hundred Year Storm and the 1954 Hurricane Hazel water levels were used as the bench marks. The study showed that the Welland Aqueduct had a damming effect to the high volume of surging waters of the storms. The pooling water levels on the west side of the Aqueduct exceeded the water level in the Welland Canal.

If the 27 inch holes in the Aqueduct's tubes existed in 1954 , the turbid Welland River water would have poured into the Welland Canal and directly into the Welland Water Plant's intake which is beside the Aqueduct. This would have closed down the production in the water plant. The amount of river water entering the canal would depend on the water pressure exerted by difference in the water levels of the river and canal.

In 1999 R. V. Anderson's status report on the Welland Aqueduct revealed that the Aqueduct tubes had a blockage of up to 75% . The Aqueduct siphons worked perfectly for 40 years. 32 years after the holes were drilled into the siphons, the Aqueduct had been crippled by 75% and by today even more so.

If the conditions of Hurricane Hazel existed today and with the damming effect of the Aqueduct greatly increased, all the flood plain parameters would have to be greatly expanded, particularly on the west side of the Aqueduct. What exactly would happen is impossible to determine but it may have a devastating impact on the water supply and the sewer system.

What I do know is that water seeks the path of least resistance. Surging water is unstoppable. Water is the most powerful natural element on this earth. Water is the source of all life and regenerates itself. Water has to be respected.

The perpetrators should be held accountable. Federal Government Agencies were responsible for all the construction contracts. I believe it was R. V. Anderson Associates Ltd. that erred and broke the principals of engineering by recommending drilling holes into the Aqueduct siphons as a solution.

This is just a suggestion but it might already be too late for it to work. There are plugs that can be activated to close the holes drilled into the Aqueduct siphon. To my knowledge these plugs were never used. In an attempt to clear some of the debris of the blockage, these plugs could be activated one at a time in each tube for a period of time.

Things need to be made right. The natural water flow of the Welland Recreational Canal needs to be restored. All the damage done to the Welland Aqueduct needs to be repaired.

Yours Truly,

Les Oslach



While the operation of motorized pleasure craft within a water body has not been specifically identified as a prescribed drinking water threat under the *Clean Water Act, 2006*, the handling and storage of fuel has. It should be noted that the transportation, storage or handling of diesel/gasoline (identified by event-based modeling of fuel spills containing benzene) has been identified as a significant drinking water threat for the Welland IPZ-3 (see figure 1, above).

As the owner and operating authority of the Welland Water Treatment Plant, the Niagara Region would like to encourage Welland Council to consider the increased risks to the municipal source water supply when making their decision regarding the allowance of motorized pleasure crafts within the Old Welland Canal.

Sincerely,



Mike Janas, C.E.T.  
Director Water and Wastewater Services (Acting)  
Niagara Region  
JCr/m

cc.

- Carmen D' Angelo, Chief Administrative Officer, Niagara Region
- Ron Tripp, Commissioner of Public Works, Niagara Region
- Deanna Barrow, Associate Director Water Operations and Maintenance (Acting), Niagara Region
- Jen Croswell, Manager Quality and Compliance (Acting), Niagara Region
- Jayne Campbell, Supervisor Special Projects, Niagara Peninsula Conservation Authority
- Gary Long, Chief Administrative Officer, City of Welland
- Sal Iannello, General Manager of Infrastructure and Development Services

**Rowing Canada Aviron's submission for consideration to the City of Welland regarding the review of the *Go Quiet* policy**

The Welland Recreational Canal Corporation (WRCC) and Rowing Canada Aviron (RCA), the National Sport Organization for rowing, have had a good relationship for many years.

The ***Go Quiet*** policy enables a high quality and unimpeded waterway for use by our National Team athletes, as well as the development of our next generation of high performance athletes. This body of water is of strategic importance to our National rowing programs. We make regular use of both the 4,000 metre stretch of water on the South course, as well as the water and facility that makes up the North course.

We use the North course to host weekend development and monitoring camps every month, throughout the Spring, Summer and Fall. These camps are a critical component of our Row to Podium programs that support the development of our next generation of National Team athletes. We have traditionally used the South Course for our Junior and Under-23 National Team assessment weekends and selection races.

The South Course has always been favoured for use by our National Team. It is currently the intention to base our National Team in Welland for this year's pre-World Championships preparation camp. We would use both the North course facility and the South course prior to travelling to the World Championships in Florida this September.

As CEO and President of RCA, we ask that you consider maintaining the ***Go Quiet*** policy to ensure our ability to rely on this unique body of water as a place to develop and prepare our National Team athletes.



Terry Dillon  
Chief Executive Officer, RCA



Michael Walker  
President, RCA

**To: City of Welland Council**

**From: Mike Purcer, Director High Performance and Coach Development**

**Date: March 22, 2017**

**Re: City of Welland Go Quiet Policy**

Rowing in the City of Welland has grown substantially since its inception over forty years ago. The South Niagara Rowing Club and Notre Dame Rowing Club are home to a substantial number of competitive and recreational rowers and the city can boast hosting many of the best regattas in the country. The growth of rowing in the city has been in a large part due to the protected waterway and the opportunity to participate in a safe environment away from the swells of pleasure crafts.

Along with the many regattas that are held on the North Course and South Course RowOntario and Rowing Canada hold a number of Training Camps for developing athletes throughout the year. The regattas and on-water camp activities would not be viable without a safe waterway without power boats except for safety and coach boats. Motor boat swells can swamp rowing shells leaving a crew in peril. Even limited size swells from an unseen pleasure craft can cause disruption and potential risk of injury to athletes if they are not prepared and the boat becomes unbalanced.

I have personally coached crews that trained on the north and south courses, as a coach at Eastdale Secondary School and while coaching the lightweight crews from Canada's national team in the spring/summer of 2013. While other rivers and lakes are great for pleasure craft, this waterway is the current home of one of the best rowing venues in the country. I would urge the City of Welland Council to keep this waterway safe for rowing by continuing the "Go Quiet" policy that has allowed and advanced the participation of so many in our sport.

Mike Purcer

Director High Performance and Coach Development

**ROWONTARIO**

Tel: 905-932-1778

Email: [mike@rowontario.ca](mailto:mike@rowontario.ca)

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

19 Waterman Ave., Suite 206

Toronto, ON, M4b1Y2



## South Niagara Rowing Club

March 24, 2017

Mr. Richard Dalton  
Interim General Manager  
Welland Recreational Canal Corporation  
Welland, Ontario

Mr. Dalton,

I am writing to you on behalf of the South Niagara Rowing Club (SNRC) with regards to the current review of the Welland "Go Quiet" By-Law to determine whether recreational motorized watercraft should be allowed on the WIFC managed waterways. We have a number of grave concerns with the potential reintroduction of motorized watercraft on the existing WIFC courses which would nullify the years of development and investment that has been made in making these courses international destinations for many different flatwater sporting events including canoe, kayak, rowing, dragon boat, swimming, triathlon, and more, along with the thousands of athletes and spectators that these events bring to the Welland area every year.

Firstly, the former canal waterway was never designed for recreational motorized watercraft. The canal is far too narrow to withstand the wake created by such watercraft, particularly since the wake travels such a short distance to the shore where it rebounds, traveling back and forth between the two shores several times before it finally subsides. In fact, in order to manage this, the flatwater sports organizations such as SNRC, must utilize low horsepower wakeless or flat-bottom coach and safety boats in order to minimize any wake created by our boats. We have seen, at times where it was necessary to utilize slightly larger pontoon boats on the waterway, visible erosion of the canal banks was quickly evident, even when the pontoon boats were operated at very low speeds. Recreational watercraft are not of a wakeless design and would be operated at much higher speeds which would lead to unacceptable erosion of the banks, eventually making the waterway unusable due to instability of the shoreline as well as diminishing the aesthetics of the adjacent park land along the waterway.

Secondly, the two vastly dissimilar uses of these waterways cannot coexist safely. Specifically, a safe environment for rowing would not be possible should recreational watercraft be allowed to operate in the same area as rowing because the wake from the recreational watercraft would endanger both the athletes and the rowing equipment. Rowing shells can capsize easily in swells created by recreational watercraft. Furthermore, thousands of dollars of buoy course wires and anchors have been installed on the waterways to mark the course lanes and safety zones in order to host flatwater sporting events. The

uncontrolled operation of recreational watercraft would undoubtedly damage this equipment which would result in additional costs to cover the continuous repairs and replacements that would be required throughout the spring, summer, and fall.

Thirdly, SNRC had over 400 program registrants in 2016 who ranged in age from 12 to 84. We currently operate not only competitive junior programs but youth and adult Learn to Row, youth Train to Train, youth summer camps and adult masters programs. On-water programming runs Monday to Friday from 5:30am to noon and again from 3:00pm to 8:30 pm and on Saturday and Sunday mornings, assuming there is no event being hosted on the waterway. Hosted events are normally held on the weekends. Upon reviewing the 2017 WIFC schedule there are already 8 events scheduled between May 1 and July 31 on the South Course and another 10 events on the North Course. A number of events are also hosted in the Fall on both waterways. As a result, the waterways are currently very well utilized and in order to accommodate recreational watercraft usage, SNRC would be forced to cancel some of these events and eliminate some of our programming.

Fourthly, there is also the issue of coordinating, monitoring and policing the activities on the waterways. Currently, the flatwater organizations self-regulate and police their own activities and are in constant communication with the WIFC to schedule events and normal day to day operations. As registered not-for-profit organizations and to comply with our respective governing bodies, the flatwater organizations are responsible for all the insurance requirements for the athletes as well as the equipment and the risk of serious injury is very low. If recreational watercraft were to be allowed on the waterways, how will these users be regulated, insured, and policed? Who will have the authority to ensure they leave the waterway to allow other users on? Who assumes the increased liability due to the higher risk activities that would be occurring with higher speed watercraft? The WIFC is certainly not in a budget or staffing situation to take on such a task so this would undoubtedly lead to increased costs to the City of Welland to address this.

Lastly, we urge you to consider the significance of SNRC and what it has brought to Welland and the surrounding communities over the last 40 years since the club was established. As a successful and responsible club, SNRC:

- ✓ developed, and continues to operate and manage one of the best training waterways (South Course) in North America and has done so for the last 40 years;
- ✓ was the sole caretaker of the South Course for over 30 years prior to the creation of the WRCC/WIFC;
- ✓ together with the WIFC, oversees the usage of the waterway to ensure that rules and regulations are followed, safety rules are enforced at all times and safety equipment is readily available for all participants;
- ✓ provides affordable opportunities for youth and adult members to improve their health and well-being as well as pursue the enjoyment of and athletic achievement in the sport of rowing:

- The rowing team from one of SNRC's high schools has won the greatest number of gold medals of any high school in Canada in the more than 70 year history of the Canadian Secondary School Rowing Association Championships.
  - A Welland native and SNRC Alumni who recently retired from the Canadian National Rowing Team won two gold medals at the 2015 Pan Am Games and competed at the 2016 World Championships.
  - Four additional Canadian National Team athletes from SNRC competed at the 2016 World University Rowing Championships, Under23 and Junior World Championships as well as the CANAMEX regatta.
  - Dozens of SNRC athletes have gone on to represent Canada at past World Championships and other international competitions;
- ✓ operates a fiscally responsible not-for-profit organization that requests very little financial support from the City of Welland and is responsible for all its own fundraising to support its operations including a corporate sponsorship program;
  - ✓ continuously reinvests in club equipment and long term athlete development (some rowing shells cost >\$50,000);
  - ✓ recruits and trains all of its volunteers from within its membership and the community;
  - ✓ provides local youth with the life skills and opportunities to succeed. In 2016, SNRC had 12 athletes on rowing scholarships to a number of US universities including Tennessee, Texas, Michigan State, Tulsa, Central Florida, Syracuse and Boston University. Over the years, dozens and dozens of other SNRC athletes have been awarded rowing and academic scholarships in the US and have gone on to achieve great athletic and academic success. Even more SNRC athletes have rowed at the varsity level at various universities throughout Canada;
  - ✓ developed our club into one of the most competitive rowing clubs in Canada;
  - ✓ over the years, SNRC has been an innovator attracting other events and sports to the South Course and Welland:
    - 1978 - Ontario Rowing Championships was located to Welland
    - 1982 to 1993 - Canadian Olympic Team Training site
    - 1988 - organized canoeing and kayaking began in Welland
    - 1990 - competitive canoeing events commenced at South Course
    - 1994 - decision was made to permanently hold Ontario Rowing Championships on the South course which currently brings >700 crews from over 30 clubs along with more than 1400 spectators to compete at a high level on the South Course
    - 1994 - Dragon boats first arrived in Welland
    - 1994 - hosted Canadian Canoe Championships;
  - ✓ hosted national rowing teams from many countries including the UK, Australia, Argentina, Venezuela & Canada that are preparing for major international events (1994 World Championships in Indianapolis, 1996 Olympics in Atlanta, 1999 World Championships in St. Catharines and more recently the 2015 Pan Am Games);

- ✓ organizes and manages entirely on its own the South Niagara High School Invitational (HSI) regatta in May of each year (40th year in 2017) which has grown to be one of the largest high school rowing regattas in Canada with almost 600 crews from 74 schools along with more than 1200 spectators. Also in 2014, the SNRC HSI received the 2014 WSTA Welland Sporting Event of the Year Award;
- ✓ organizes and manages entirely on its own, the Head of the Welland Five Bridges Fall Classic head race regatta each year in September (38th year in 2017) which is one of the largest single day head races in Canada with more than 400 crews from over 40 teams along with more than 800 spectators;
- ✓ provided the City of Welland and the WIFC with over \$20,000 in parking fee proceeds from our two regattas over the last 9 years; and
- ✓ supports and facilitates multiple team selection regattas held each year by the national and provincial rowing bodies, Rowing Canada Aviron and RowOntario, respectively. The South Course is a long standing preferred venue for these evaluations due to the natural protection from the elements and the fairness of the course itself (the racing lanes are equally fast, unlike many other racing venues).

SNRC has experienced significant growth in all of our programs over the last few years. The local demand for our programs continues to grow with increasing numbers of both adult and youth members. If recreational motorized watercraft is allowed on the WIFC courses, SNRC operations and programs will be jeopardized and our ability to contribute to the health and wellness of the residents of the Welland and area communities will be drastically limited. This will potentially interfere with the future life successes of dozens of our local youth, each and every year. Allowance of recreational watercraft on the WIFC courses would limit the number of flatwater sports events that could be hosted and as such, the economic benefit that these flatwater events and over 10,000 visitors could otherwise bring to Welland each year would no longer be realized. For 40 years, SNRC has demonstrated the positive impact one flatwater organization can have in a community. Literally thousands of Welland and area residents have benefited from being involved with this organization. So many have gone on to be successful doctors, nurses, lawyers, teachers, investment bankers, accountants, engineers and business owners, to name only a few. Combine this with similar benefits from the South Niagara Canoe Club, Notre Dame Rowing Club and other local flatwater organizations and the local impact is immense.

There is a momentum building around the WIFC facilities and what they can offer. They provide a setting for flatwater activities that is really unrivalled in North America and the WIFC facilities could be the cornerstone to some great advances for Welland as an international flatwater sport destination that will continue to draw more and more visitors and investment into Welland. This will not only draw visitors to Welland but has the potential to attract people to reside in Welland as it can be a huge centre for sporting activities for families. As Welland attempts to rebuild itself following the loss of industry over the years, the spin off jobs that could come from the support and further development of the flatwater sport facilities in Welland would include many coaches, training staff, therapists, technology staff and

administrative staff to name only a few. Then there are the athletes that would come to train and live in Welland and in doing so, inspire local youth to dream and someday achieve their potential.

What we really have to ask ourselves is this, does the self-interest of a few watercraft enthusiasts that could otherwise enjoy their activities on numerous local rivers and lakes, rather than on the internationally acclaimed W/F/C waterways, outweigh the future benefits to and investments in an entire community and its youth?

Yours Truly,

A handwritten signature in black ink, appearing to read 'Kevin Fuller', written in a cursive style.

Kevin Fuller  
President  
**SNRC**

## **ROWONTARIO Championships and ROWONTARIO Masters Championships**

### **Submission for consideration to the City of Welland regarding the review of the *Go Quiet* policy**

The Welland Recreational Canal Corporation (WRCC) and ROWONTARIO, the Provincial Sport Organization for rowing, have had a wonderful relationship for many years. Working together on the canal waterway has provided opportunities for investment into the infrastructure to provide an excellent venue for rowing regattas that draw athletes, as well as coaches and families/spectators who in turn, become customers to restaurants, motels and other businesses in the Welland area. The cornerstone to the success of the ROWONTARIO Championship regatta, which attracts over a thousand athletes to the South Course, is the unimpeded waterway available for the days leading up to the regatta as well as during the days of the regatta. Athletes travel from across Ontario as well as from New York, Michigan and California to attend this regatta, so practice prior to the regatta is very necessary. The ***Go Quiet*** policy enables an unimpeded waterway for practice and in turn exciting racing during the regatta. The 4000 meter stretch of water on the South course ensures a great workout for athletes in preparation for the racing at the regatta, making it one of the best waterways in Canada. This experience ensures continued growth at the ROWONTARIO Championships year in and year out.

The North Course is the site of the ever growing ROWONTARIO Masters Championship. The RO Masters regatta draws approximately 400 athletes from across the provinces and from the USA to an unimpeded waterway allowing for this excellent regatta infrastructure to be well utilized. These athletes enjoy the quiet, grassy banks along the raceway setting up tents and chairs and cheering on the racers of the regatta.

As Chair of these two major regattas in Ontario, I ask that you consider maintaining the ***Go Quiet*** policy to ensure rowing events on the waterway continue to grow and provide investment into the economy of the City of Welland.

*Carol Purcer*

Regatta Chair, ROWONTARIO Championships

Regatta Chair, ROWONTARIO Masters Championships

## A RESUME OF CANAL LANDS EXPERIENCE

1983 ASKED TO RESPOND TO BRINGING IN A LAKE FREIGHTER AS A DISPLAY FOR TOURISM AT MERRITT ISLAND BY PUBLIC WORKS CANADA. (LONGEST LETTER TO THE EDITOR IN TRIB)

BECAME INVOLVED IN SETTING UP 3 TRAILS ON THE ISLAND USING NIAGARA SOUTH BOARD GR.6 ENVIRONMENTAL STUDIES COURSE OF STUDIES AS A SOURCE

WORKING WITH MIKE FRANKLIN, PROJECT DIRECTOR, PUBLIC WORKS CANADA TO DEVELOP CROSS ST. SWIMMING POOL AS A NATIONAL HISTORIC SITE AS A PART OF THE BOARD WALK PROJECT

1984 RESOURCE PERSON TO WELLAND CANAL PARKWAY DEVELOPMENT BOARD SEEKING ADVICE FROM COMMANDER BECK, ADMINISTRATOR OF THE BUFFALO NAVAL PARK, ON RATIONALE FOR BRINGING IN AND MAINTAINING THE VESSEL, THE FORT HENRY, AS A TOURIST ATTRACTION

FEDERAL GOV'T ELECTION SHUTS DOWN ALL PROJECTS

1985-88 QUESTIONS NEW APPROACH BY CANAL BOARD FOR ABANDONING TOURISM USING NEWSPAPER ARTICLES AND PARTNERING WITH COUNCILOR JOE SPADAFORA IN MAKING CANAL LANDS AS A PART OF PARKS CANADA

DEVELOPED A PETITION TO STOP THE FEDERAL GOV'T FROM SELLING THE CANAL LANDS TO PRIVATE DEVELOPERS AND KEEP THE CANAL LANDS PUBLIC

1990 SUPPORTED JOE SPADAFORA'S CONCERNS ON BOAT SAFETY IN NEWSPAPER ARTICLES

GAINED COUNCIL SUPPORT TO RECOGNIZE THE CROSS ST. SWIMMING POOL AND THE FEEDER LOCK SITE AS HISTORICALLY IMPORTANT

1992 UNCOVERED CONSERVATIVE GOVERNMENT HYPOCRACY ON HOLDING WELAND ACCOUNTABLE FOR BURDENING THE PUBLIC PURSE CONCERNING THE CANAL LANDS WHILE SUPPORTING THE FIVE FATHOMS PARK PROJECT IN THE BRUCE PENINSULA

1994-96 CHAIRED WELAND CANAL PARKWAY DEVELOPMENT BOARD CONCERNING MAINTENANCE AND BOAT SAFETY ISSUES AS A RESULT OF FATALITY IN 1991.

IN ANTICIPATION OF CITY TAKE-OVER OF THE CANAL LANDS, A GOVERNANCE PLAN WAS DEVELOPED USING THE FIRST CANAL BOARD 1981-84, NIAGARA PARKS AND NIAGARA CONSERVATION AUTHORITY BOARDS AS A SOURCE

2000 RECOMMENDED AT FIRST MEETING OF CINDY FORTSER COUNCIL OF THE GOVERNANCE MODEL OF 1997 AND NEED TO DEVELOPMENT A BOARD THAT IS INCORPORATED

2001-3 MONITORED MEETINGS WITH BOATERS AND FINAL RULES GOVERNING THE USE OF POWERED WATER CRAFT ON THE WATERWAY

2005 RECOMMENDED THAT THE 1997 MODEL BE ADOPTED WHERE THE MAYOR NOR NO ANY OTHER MEMBER OF COUNCIL CHAIR THE WRCC AND OPERATE THE WRCC AT ARMS LENGTH FROM THE CITY TO GOULBORNE'S NEW COUNCIL

2009 PROMOTED THE IDEA OF DEVELOPING THE CROSS ST. POOL AS A NATIONAL HISTORIC SITE AS STATED IN 1984. AFTER 5 YEARS OF IMPUT TO DEVELOP A PLAN, IT WAS ANNOUNCED THAT THE PROJECT WAS NO LONGER DO ABLE BECAUSE IT LACKED THE HERITAGE COMMITTEE'S SUPPORT. IT WOULD SEEM THAT HAD THIS PROJECT CONTINUED, IT WOULD HAVE INTERFERED WITH THE MAYOR'S BOARD WALK DEVELOPMENT. IRONICALLY, THE SECOND AQUEDUCT PROJECT WAS PART OF THE ORIGINAL BOARDWALK PROJECT IN 1984.

## PAPER TRAIL SUPPORTING SHORELINE EROSION

### SOURCE

1981-83

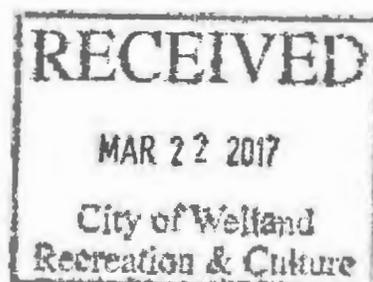
ROMEO PARENT;  
ORIGINAL MEMBER OF THE  
WELLAND CANAL ADVISORY  
PARKWAY BOARD

VIDEO; CANAL CONCERNS  
PT. 2 1989 RESPONSE TO  
THE FEDERAL PROPOSAL  
TO PRIVATIZE THE LAND  
FOR SALE TO DEVELOPERS

### EVIDENCE

“WHILE SERVING ON THE  
PARKWAY ADVISORY BOARD  
I WAS AWARE THAT A LARGE  
PORTION OF THE \$ 3 AND A  
HALF MILLION FOR  
DEVELOPMENT WAS SPENT  
ON SHORELINE EROSION”

STAN NETHERY, MEMBER  
OF THE PLANNING DEPT.  
POINTS OUT THAT THE  
CANAL BANK JUST NORTH  
OF THE LINCOLN ST. BRIDGE  
WAS ERODING AGAIN  
EVEN THOUGH THIS AREA  
WAS ALREADY REMEDIATED



CONFIDENTIAL LETTER FROM  
JON RICHARD REUTER TO  
THE HON. GIB PARENT,  
SPEAKER OF THE HOUSE  
OF COMMONS, OTTAWA  
ON, APRIL 14, 1994

“THESE LIABILITIES ARE THE  
POSSIBLE COLLAPSE OF  
OF THE AQUEDUCT,  
COLLAPSE OF THE CANAL  
BANKS AND THEIR  
RETAINING STRUCTURE....  
AS AN ILLUSTRATION OF  
THE DETERIORATING  
CONDITIONS, WE ARE  
ENCLOSING PICTURES OF  
THE RAPIDLY ERODING  
RETAINING WALLS AND  
BANKS IN ORDER THAT  
YOU CAN SEE FIRST-  
HAND THAT THE  
SITUATION HAS TO SOON  
BE RECTIFIED”

CONFIDENTIAL LETTER FROM  
JON RICHARD REUTER TO  
THE HON. GIB PARENT,  
SPEAKER OF THE HOUSE  
OF COMMONS, OTTAWA  
ON, APRIL 14, 1994

“THESE LIABILITIES ARE THE  
POSSIBLE COLLAPSE OF  
OF THE AQUEDUCT,  
COLLAPSE OF THE CANAL  
BANKS AND THEIR  
RETAINING STRUCTURE....  
AS AN ILLUSTRATION OF  
THE DETERIORATING  
CONDITIONS, WE ARE  
ENCLOSING PICTURES OF  
THE RAPIDLY ERODING  
RETAINING WALLS AND  
BANKS IN ORDER THAT  
YOU CAN SEE FIRST-  
HAND THAT THE  
SITUATION HAS TO SOON  
BE RECTIFIED”

1995 ENVIRONMENTAL STUDIES INITIATED BY PWC ON THE CANAL LANDS AND THE ADJOINING WELLAND R.

THE ACTION OF THE WAVES DUE TO HEAVY WAKES CAUSED BY POWER BOATS, PERSONAL WATER CRAFT AND WATER SKIERS ACCELERATED THE PROCESS. THE NORTH REACH (NORTH OF THE AQUEDUCT TO THE TRAIN TRESTLE) HAS EXPERIENCED MOST OF THIS PHENOMENA BECAUSE OF THE HIGH BANKS IN THIS PORTION OF THE CANAL. MOST OF THE MONEY FOR BANK STABILITY HAS BEEN SPENT ON THIS AREA SINCE 1982.

**A CASE STUDY ON  
CANAL BANK  
STABILITY  
  
SHORELINE EROSION  
  
CANAL BANK MOVEMENT**



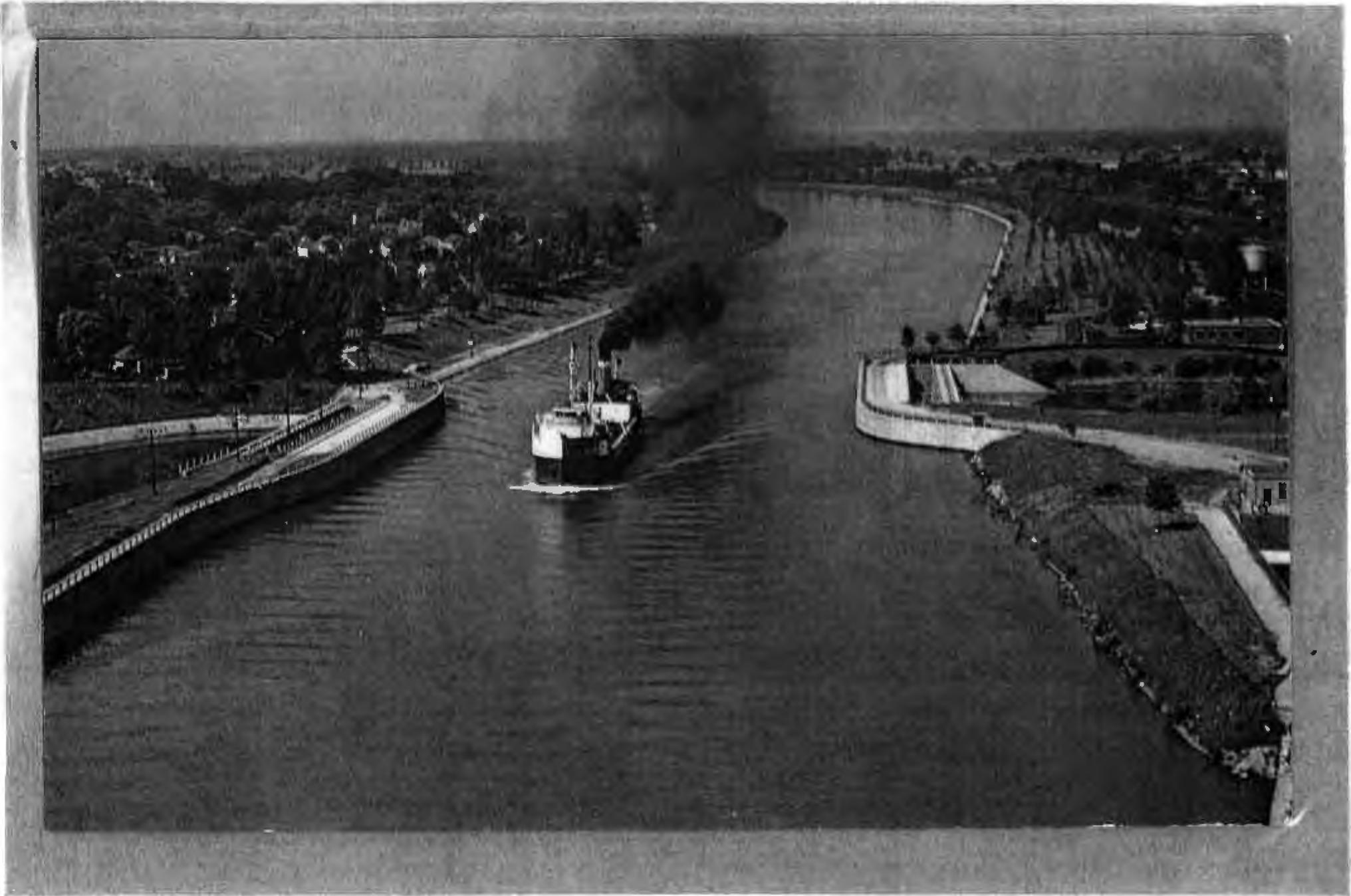
1931



1932



1934



1954



1959

Figure 18.12 Two varieties of earth flow. (After E. Raisz.)

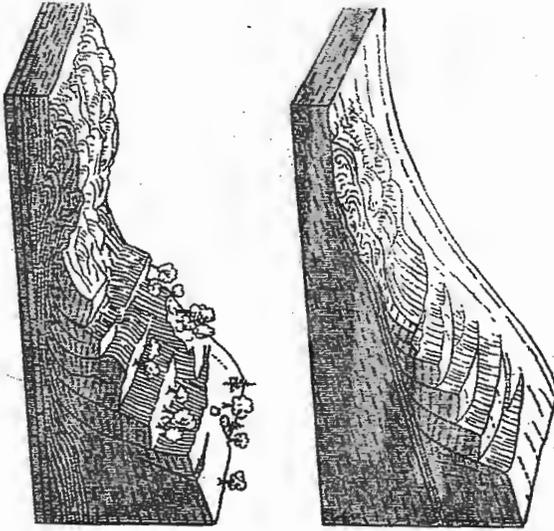


Figure 18.13 Slow, downhill creep of soil and weathered strata is evident in various ways. (After C. F. S. Sharpe.)

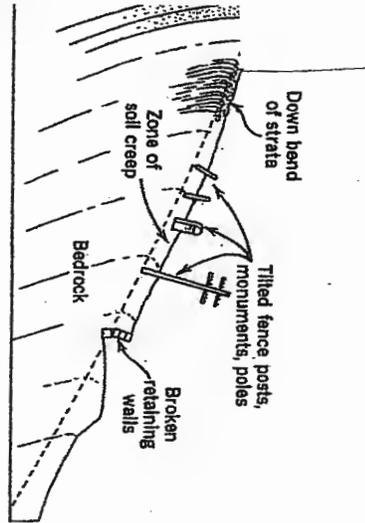


Fig. 156. STATION 990+00

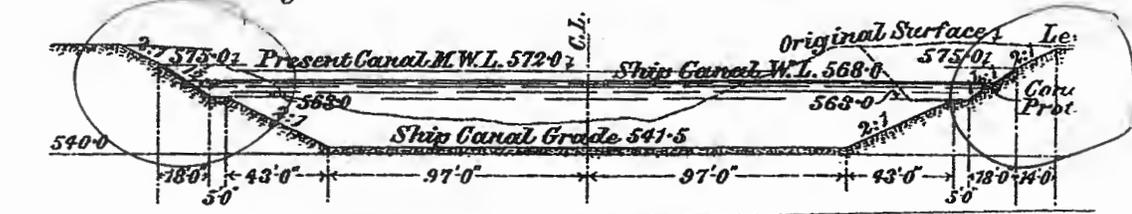
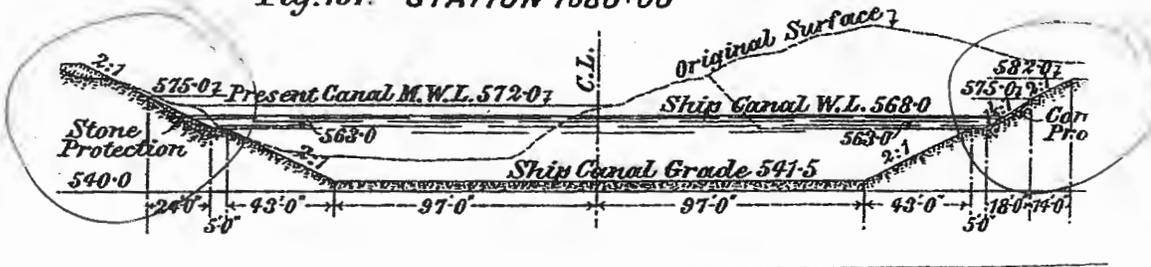


Fig. 157. STATION 1080+00



TO MEMBERS OF CITY COUNCIL,

RECENTLY, I REQUESTED THE CITY CLERK'S OFFICE TO SPEAK TO YOU ON THE EROSION ISSUE FACING THE CITY IF MOTORIZED CRAFT WERE ALLOWED IN THE WATERWAY. FOR THE SECOND TIME, I WAS TURNED DOWN SITING THE FACT THAT THE PUBLIC WILL BE GIVEN THE OPPORTUNITY TO SHARE THEIR THOUGHTS AT A PUBLIC HEARING AT A FUTURE COUNCIL MEETING. ANY OF YOU KNOW THAT PUBLIC HEARINGS CAN TAKE A NASTY TURN ON CONTROVERSIAL ISSUES, AND EXPERIENCE WITH BOATERS FALLS INTO THIS CATEGORY. THEY TEND TO UPSET THE CONCENTRATION REQUIRED BY MEMBERS OF COUNCIL BY THEIR ROUDINESS NO MATTER WHAT MAYOR CHAIRS THIS KIND OF MEETING.

THIS ISSUE IS A VERY COMPLEX ONE. ALL YOU HAVE TO DO IS RECALL THE LETTER THAT I SENT YOU ON LIABILITY. TO FIND ANSWERS TO THE MANY QUESTIONS RAISED IN THAT LETTER IS DAUNTING. THE ISSUE OF EROSION IS ALSO VERY IMPORTANT.

THE MATERIAL PRESENTED TO YOU HERE IS BASED ON THE FOLLOWING SOURCES; ENGINEERING, THE WELLAND SHIP CANAL 1913-33, THE WELLAND CANALS – A COMPREHENSIVE GUIDE, THE TRIBUNE-1958, PUBLIC WORKS CANADA, ACRES CORP., ARCHIVES OF THE FEDERAL DEPT. OF RAILWAYS AND CANALS, MINUTES OF THE WELLAND CANAL PARKWAY DEVELOPMENT BOARD - 1995 AND INFORMATION I WAS PRIVY TO AS CANAL BOARD CHAIR WHEN NEGOTIATIONS WERE HELD WITH THE CITY TO PURCHASE THE CANAL LANDS. IT IS FACTUAL AND LEADS ONE TO CONCLUDE THAT THE CITY CAN LOOK FORWARD TO SPENDING HUGE SUMS OF MONEY OVER MANY YEARS TO REMEDY THE

SITUATION. WOULD YOU CONSIDER MY REQUEST TO SPEAK TO COUNCIL ON JAN. 19, 2016 WITH A POWER POINT PRESENTATION TO ELABORATE ON THIS TOPIC OF EROSION SO THAT YOU CAN MAKE AN INFORMED DECISION ON ADMITTING POWERED WATER CRAFT INTO THE WATERWAY WITHOUT THE DISTRACTIONS OF A PUBLIC MEETING?

TERRY HUGHES 905 735-5930

FRIDAY, AUGUST 5, 2005 A7

S SAY

# Erosion of canal a big joke: writer

I am not a powerboat enthusiast, but I respect those that are.

Council instead of bending a little found loopholes and purposely denied the powerboaters the right to use the local waterway for their sport. That, I think, is wrong.

One reason that they used was that these boats caused erosion, something that I think is a joke.

I've lived by this same canal my whole life and at different times have seen lake boats as long as 500 feet sail up and down this canal and some caused the water level to dip down about two feet, causing a current that was impossible to swim against. We used to live to jump in the water and face the waves that these ships produced.

If there was any erosion, I surely didn't see any. And to accuse these powerboats that are in the 16-foot range, give or take, of causing erosion is a joke. Just like this present council.

Since Day 1, when they christened themselves at the golf course pavilion, there has been nothing but turmoil throughout the city.

Now, talking about erosion, here

we have a city that is reeking with eroded water lines that are leaking so badly that about half the water that is bought never reaches its destination.

Their answer to that was to borrow money and force water meters down the people's throats, saying that it would conserve water, fix the leaks later. Hellem's Avenue is a good example. So now they are not councillors, they are magicians.

Secondly, on the canal matter, if they are afraid of being sued, why couldn't they post signs in designated areas and even put ads in the local paper saying they are not responsible for anything that these powerboaters are guilty of, and specify that they use the waterway at their own risk.

As for the two councillors who said zero and still voted for the ban, well, you can expect that from your followers.

In closing, I sympathize with the powerboaters and I hope they get their revenge in the coming elections.

MIKE HOMINUCK  
WELLAND

## SHORELINE EROSION ON THE RECREATIONAL WATERWAY

PREVENTABLE METHODS PUT IN PLACE DURING THE CONSTRUCTION OF THE FOURTH CANAL TO RETARD SHORELINE EROSION WERE NEGATED BY 40 YEARS OF SHIPPING FROM 1932 TO 1972. THE ENDANGERED SHORELINE WAS EXPOSED TO FURTHER EROSION BY POWERED WATER CRAFT AFTER 1972. THIS CASE STUDY ILLUSTRATES HOW THAT HAPPENED.

1926-30 (SEE VISUAL PRESENTATION) CONSTRUCTION OF 4<sup>TH</sup> CANAL

1931 5,810 SHIPS PASS THROUGH THE CANAL.

1932 -53 A MAJOR SHORELINE FAILURE OCCURRED ALONG THE CANAL TO THE EAST OF NOTRE DAME COLLEGE SCHOOL

1953 9,666 SHIPS PASS THROUGH THE CANAL

1954 FIRST SHIP OF ITS SIZE, THE 715 ft T.R.MCLAGAN PASSES THROUGH THE CANAL

1956 WITH THE CONSTRUCTION OF THE WEST SIDE ROAD, AN OVERPASS WAS REQUIRED OVER THE N.Y.C. TRACKS NEAR THE SWING BRIDGE. THE WEIGHT OF THIS STRUCTURE CAUSED THE WEST BANK OF THE CANAL TO MOVE THE ABUTMENT, JAMMING THE SWING BRIDGE.

THE N.Y.C. HAD TO BUILD NEW APPROACH SPANS TO CORRECT THIS SITUATION.

BRIDGE 13 DAILY MOVEMENTS 1964 - 34, 1965 – 36, 1967 – 45,  
1971 – 50

1972 NAVIGATION ENDS ON THE CANAL THROUGH THE CITY

1982-83

AFTER PUBLIC WORKS CANADA TOOK OVER THE CANAL LANDS FROM THE SEAWAY AUTHORITY, NEARLY HALF OF THE \$3.7 MILLION BUDGETED FOR INITIAL DEVELOPMENT WAS SPENT ON BANK STABILIZATION ALONG THE ABANDONED WATERWAY. (SEE ACCOMPANYING MAP FOR LOCATIONS)

1973-1997

POWER CRAFT OF ALL TYPES ACCOMPANIED BY WATER SKIING USED THE WATERWAY DURING THIS TIME ACCELERATING CANAL BANK EROSION AT SEVERAL LOCATIONS (SEE ACCOMPANYING MAP) STARTING AT THE INTERNATIONAL FLAT-WATER COURSE EROSION OF THE CANAL BANKS WORSENS AS YOU PROCEED NORTH ENDING AT THE HIGHWAY 406 BRIDGE CROSSING.

1996-7

JUST BEFORE THE CITY TOOK OVER THE CANAL LANDS, A STUDY OF THE SHORELINE OF THE RECREATIONAL WATERWAY CONDUCTED BY PUBLIC WORKS CANADA INDICATED THAT \$250,00 PER YEAR FOR THE NEXT 20 YEARS WOULD HAVE TO BE SPENT ON BANK STABILIZATION.

IN PARTICULAR, THE WEST BANK OF THE CANAL AT MERRITT ISLAND IS IN DANGER OF COLLAPSING AND REQUIRES REMEDIATION. THIS KIND OF INVESTMENT WOULD EAT UP THE YEARLY BUDGET NORMALLY NEEDED FOR CANAL LAND MAINTENANCE.

THEIR FINDINGS WERE BASED ON CONTINUAL USE OF THE WATERWAY BY MOTORIZED WATERCRAFT AND RELATED ACTIVITIES..... THE MAIN SOURCE OF CANAL BANK EROSION! FACTORING THE ENFORCING CANADIAN COAST GUARD RULES WITH QUALIFIED PERSONNEL, RELATED EQUIPMENT AND SHORELINE REPAIRS, THE COSTS WOULD BECOME ASTRONOMICAL. (SEASON MAY-OCTOBER)

THIS WAS ONE REASON WHY THE CITY APPROVED STOPPING THE USE OF MOTORIZED WATER CRAFT ON THE WATERWAY. SINCE THAT TIME THERE HAVE BEEN ONLY A FEW SHORELINE ISSUES.

FYI

DID YOU KNOW THAT BOATERS USING THE TRENT-SEVERN AND RIDEAU WATERWAYS ARE LIMITED TO 6 MPH IN CONFINED CHANNELS TO LIMIT SHORELINE EROSION?

SHIPS USING THE CANAL WERE LIMITED TO 7 MPH TO LIMIT SHORELINE EROSION. (SEE ACCOMPANYING NEWSPAPER ARTICLE) A 9 MPH LIMIT APPLIES TO THE BY-PASS TODAY.

Public Input Section 4 - Email and Hard Copy Submissions  
WHILE MOST SHIPS USING THE CANAL WHEN IT WAS OPENED IN 1932  
DISPLACED 3,000 TONS, VESSELS DISPLACING 25,000 TONS WERE  
PASSING THROUGH THE CANAL WHEN IT CLOSED.

THE INCREASING NUMBER OF SHIPS AND THEIR DISPLACEMENTS  
CONTRIBUTED TO THE WEAKENING OF THE SHORELINE BEFORE THE  
APPEARANCE OF MOTORIZED WATER CRAFT. THESE WATERCRAFT  
HAVE SINCE ERODED THE UNPROTECTED SHORELINE.

CITY COUNCIL IS INVITED TO TOUR THE WATERWAY AND VIEW THE  
SHORELINES IN QUESTION NOTING OTHER AREAS OF CONCERN NOT  
MENTIONED HERE IN THIS PRESENTATION!

# MAJOR BANK FAILURE

## 1930'S-1950'S

**POTENTIAL BANK FAILURE**

### BANK RESTORATION

## 1981-82

**BANK FAILURES**

## 1990'S-2005

# Local Bridgemen Are in "On Top Of World"

1958-9

constantly on seeing fellow from time to putting proper strange to Welland canal is just part oximately 8- the men who work night to Novem- 9,000 bet- he St. Lawr- crease canal bridges sky-

ward at an increased tempo. Just what this will mean to the bridgemen was shown on recent visits to the aluminum-coated Main St. Bridge where Bridgemen Vernal Young and Jack Scholes of Welland explained operations and demonstrated the bridge controls. It was a windy sun-soaked morning as Bridgeman Young, at the controls on the "eight till four trick" detailed the bridge statistics, while waiting for the next ship due "up" to Lake Erie. Outside the control cabin, the 192 new lifting cables, installed during the winter months, clacked noisily in the breeze. Below,

traffic rumbled vibrating the sitting span.

### MOTORS ALTERNATED

"We lift to 120 feet above water," he said, explaining that a 200 horsepower motor, one of two installed, powered the bridge up in 90 seconds. The motors were used on alternate days, he indicated.

Although receiving power by private line, it was necessary to have a 300-horsepower gasoline motor installed for emergencies, Mr. Young stated. Later he showed the power units which are housed directly above the control cabin.

As he spoke, a black spume of smoke appeared to the north around a bend in the canal, and Mr. Young phoned through to bridge 14 — at Lincoln St., — and to bridge 15 or the railroad bridge indicating the imminence of a ship.

The black hull of a "laker" appeared, and speared its way forward through the water. "They travel at six knots," he said, and disclosed that ships under 260-feet in length, were allowed to travel up to eight knots.

While he was explaining this, he sounded a warning siren. Pedestrians walking across the bridge seemed to quicken their pace a little. Others who wanted to cross were stopped by attendants at each end.

"The pedestrians are my headache here," he said. "Quite a few duck under the gates, some run to get on the bridge and then they loiter."

While he said this, the siren went again, the gates closed down and the bridge was clear. Traffic lights were controlled from the bridge, he explained.

### CLEARANCE SIGNAL

A buzzer indicating that the bridge was clear, sounded in the cabin. "The gateman at the west end has a buzzer to inform me when the bridge is clear." Mr. Young said. This was also used

when the passing ship cleared the bridge, he revealed.

Moving across the cabin, he operated a "flasher" indicating to the ship that the bridge had power to move, started the motor, threw in the gear and the bridge, started its jarring journey upward.

Quickly climbing, the needle on the polished brass scale showed 70. . .90. . .110. . .and the engine eased at 120 feet. The span seemed to hang on air above the city. Midget humans walked the streets or waited, toylike cars queued.

With slow smoke curling from its stack, the black laker crept down the canal, a soundless silhouette, passing between a green clothed Welland. Its propellers churned a white wake.

The buzzer sounded. The bridge roared downward, settling onto the ground. Gates rose, traffic came tentatively forward and pedestrians resumed their journey. In all the bridge was up four minutes.

At 4 P.M. Bridgeman Jack Scholes came on duty, and that evening, after dark he explained some of the night operations of the bridge.

### WHISTLING POSTS

As red and green lights flashed to blink under the rising Lincoln St. Bridge a boat whistle was heard in the distance. Scholes said ships used their whistles at night, when approaching bridges. He explained the system of whistling posts on the canal, where numbered boards, on posts faced the direction from which ships were coming.

"W. 14 for instance is the whistling post for Lincoln St.," he said referring to a numbered board on the Aqueduct.

By this time the bridge had made its ascent, hovering in the damp night breeze. All around the multi-colored neon lights thrust back the night. Looking

(Continued On Page Ten Section 1)

**Fourth Welland Canal Clippings**

Please click on any available thumbnail to read the article

Thumbnail	Date	Headline	Description	Thumbnail	Date	Headline	Description
	09/06/1967	Canal's New Channel Boon For Welland	Starting of excavations for new channel on Welland Canal; initiated by Transport Minister Pickersgill and Secretary of State Judy La Marsh; Photo included; Fourth Welland Canal (Ship Canal).	7116	26/05/1992	Safety plan to go to feds for approval	Federal officials will be asked to approve new safety plan for Welland Canal recreational waterway; Fourth Welland Canal (Ship Canal).
7001	03/12/1973	Mariners Become TV Stars When Vessels Enter Canal	Welland Canal monitoring system for 8 locks by traffic controllers from St. Catharines; Photo included; Fourth Welland Canal (Ship Canal).	7117	18/11/1992	A \$4 million offer 'heartbreaking'	Federal government offer of \$4 million for land transfer of federal to city canal lands not high enough; Photo included; Fourth Welland Canal (Ship Canal).
	-- /07/1982	Cruising the Canal - Quietly Spectacular,	Linda Bramble's account of her trip on the S.S. JN Mewatters of the Misener fleet ships; Photo included; Fourth Welland Canal (Ship Canal).		02/11/1990	Waves aren't foreseen in talks about future of old canal lands	Prediction as by Joe Spadafora on meetings on negotiation of Canal recreational waterway lands with hired consultants; Fourth Welland Canal (Ship Canal).
	-- /11/1984	Upbound Dream - Through the Welland Canal On A Tall Ship	Article by Bob Malcomson on his canal cruise course ,sponsored by Niagara College, by Empire Sandy, a tall ship; Photo included; Fourth Welland Canal (Ship Canal).		30/03/1995	Region secures route for planned parkway	Canal parkway lands in Niagara approved by planning committee and policy plan for it; Fourth Welland Canal (Ship Canal).
	02/06/1987	A One - Of - A Kind Course	Account of cruise taken by tall ship Empire Sandy sponsored by Niagara College; Photo included; Fourth Welland Canal (Ship Canal).	7121	15/06/1991	Feds may decide ownership issue by the fall	Ownership of Welland Canal recreational waterways may come by September by federal government; Photo included;



HON. FERNAND GUINDON, Ontario minister of tourism and information is shown with

MPP Edna Morringstar at a reception at the Temple Club yesterday. From left to right

are: JIM ALLEN, Atd. Aurore Gervais, Mr. Morringstar, Mr.

Guindon, Fernand Labonte and Gerard Tangway. Tribune photo.

# Tourism Chief Likes Idea Of Old Canal Park Area

Members of the French community in Welland hosted a reception yesterday afternoon for the Hon. Fernand Guindon, Ontario minister of tourism and information. He was making an informal swing through the peninsula to see how the tourist industry is faring this summer.

He said he had wanted to visit Edna Morringstar, even though an election date had not been set, as "I would like to help".

Pressed for an election date, he would only say "I've always felt an election should be held in the middle of October."

Although there will be an official survey of tourists operators later, the comments he was getting from different operators indicate this will be a good year. "There is a healthy increase in tourism all over the province", he felt, up about 12 per cent in the north and as much as 20 per cent in eastern Ontario.

This is his third visit to the Essex City. Mr. Guindon was here for the opening of the first French secondary school in the province, (Confederation) and once to speak at the Richelieu Club.

In his capacity as minister of tourism, he was inquiring what

The Niagara Parks Commission was supposed to look into the matter, he recalled, but they have not yet produced a report.

### PRAISES ELLES

Mr. Guindon praised the work of Welland MPP Edna Morringstar, who was present at the gathering. "I've seen him at work for 14 years, and none of the members of parliament have sent as many letters to various ministries, inquiring after different matters."

"The infamous picture of him was most unfair", said the minister. He noted that they had been sitting every day until 2 a.m. (from 10 a.m.) to clear up matters before the end of that particular session of the legislature, and Welland's member was there every day, unlike others. Mr. Morringstar added that "some of the opposition were known to take a snooze in the afternoon."

Following his brief remarks in English, the minister from Crowell gave a lengthy off-the-cuff address in French, then conducted a question and answer session, mostly in French.

Gerard Tangway raised the point of opening hours for licensed premises. An Arsenal

banquet with our present drinking laws, but said there were many points of view on the matter. "As minister of tourism, I will be glad to inquire about the matter and propose it to the legislature," he promised.

...in terms of promotion of the area. Asked about the future disposition of the old canal and other Seaway lands, he agreed, "parks are definitely more attractive. I would like to see something done along the line of making the old canal into a park."

Two paragraphs opening at 11 a.m., he added, "We advertise Ontario has what tourists want, they can't get any more now," and named the member of the Ontario Tourist Association. Mr. Gumbel agreed parks were more points of interest

7005	03/06/1987	Cruisin' The Canal On A Tall Ship	In Port Colborne, Niagara College programs for ships cruising to Welland Canal by way of Port Colborne to Port Weller; route and tall ship used; Photos included; Fourth Welland Canal (Ship Canal).	7122	22/02/1995	Feds axe canal lands deal to cut costs	Fourth Welland Canal (Ship Canal). Ottawa Treasury Board agenda nixes transfer of lands from federal government to the city and reason; Photo included; Fourth Welland Canal (Ship Canal).
7006	08/06/1979	Earthen Mound Suggested by Stead for Viewing Stand	Efforts made by Port Colborne Parks and Recreation department to erect a Welland Canal viewing stand at Lock 8 park area; Fourth Welland Canal (Ship Canal).	7123	11/03/1995	Pietz blamed for ongoing canal woes	Terry Hughes, chairman of Welland Canal Parkway Development Board, reaction over rejection of turning old canal lands to city; person blamed; Photo included; Fourth Welland Canal (Ship Canal).
	-- / -- /1973	History of The Welland Canals	Documentation of navigation, routes, enlargements, and location of Locks 1 - 8; Charts of dimension for four canals; Photo included; Fourth Welland Canal (Ship Canal).		13/03/1995	Canal lands: 8 years of work - Spadafora	Joe Spadafora comments on collapsed effort over 8 years to transfer Welland Canal lands to the city; Fourth Welland Canal (Ship Canal).
	-- /03/ 1964	Navigation Welland Canals Tolls	Exchange of notes between Canada and the United States; Welland Canal (Ship Canal).		11/12/1992	Ottawa meeting 'positive, upbeat'	City's bid to take over old canal lands hopeful after Ottawa meeting with Treasury Board President Gilles Loiselle; Photo included; Fourth Welland Canal (Ship Canal).
7009		The Four Welland Canals At A Glance	List of lock dimensions of the four Welland Canals; Lake Erie and Ontario's elevation and canal terminals; Fourth Welland Canal (Ship Canal).	7126	09/12/1992	City officials seek 'capital gains' on Ottawa meeting	City delegation for city of Welland hoping to raise offer for compensation package in meeting with Treasury Board President Gilles Loiselle; Photo

	05/06/1985	Department of Transport Principal Features	List of principal features of Welland Canal and ship canal; Dimensions; Fourth Welland Canal (Ship Canal).	7127	31/03/1993	Mayor, local officials build new dreams on old canal	included; Fourth Welland Canal (Ship Canal). Mayor Dick Reuter's hopes that there is promise for end of negotiations for old canal lands in Welland; Photo included; Fourth Welland Canal (Ship Canal).
	05/04/1963	Pipe Under Canal Carries Bell Cable	Elimination of ship anchors being interrupted by Bell Telephone by way of 12 inch pipe under canal; Photo included; Fourth Welland Canal (Ship Canal).	7128	11/08/94	Making the recreational waterway safer	Ways city of Welland and public works are making old canal lands safer; Photo included; Fourth Welland Canal (Ship Canal).
7012	02/07/1929	Thousand Line Canal Banks To View Britannia	The Royal Yacht Britannia's passing through the Welland Canal; Photo included; Fourth Welland Canal (Ship Canal).	7129	04/10/1989	Talk starts tonight on canal lands issue	Meeting between representative of Welland Canal Development Board and city council concerning old canal lands future; Photo included; Fourth Welland Canal (Ship Canal).
		Welland Ship Canals	Dimensions and notable features of ship canal; Statistics on the 1st, 2nd, and 3rd Canals and Locks; Shipping report for 1948 and vessels arrival and departure; Fourth Welland Canal (Ship Canal).		09/09/1989	City's canal bid rejected again	Proposal to turn old canal lands into national sites turned down by federal minister in charge of Parks Canada; Fourth Welland Canal (Ship Canal).
	-- /09/1974	The Welland Section of the St Lawrence Seaway (2 Booklets)	History of Welland Canals and the present Locks; Improvements made on Canal and realignment of Channel; Lock procedures and Commodities; Maps and diagrams included; Fourth		19/11/1992	Ministry mum about canal lands money	No details available of how Public Works Canada negotiates with city of Welland on how they will pay sum for canal lands; Fourth Welland Canal (Ship Canal).

	?	Route That Will Take The Canal Out Of Welland's Hair	New channel being dug for waterway to increase tonnage and size of ships using Canal; Map included; Fourth Welland Canal (Ship Canal).		17/11/1992	\$4 million offer for canal lands too low: Parent	Gib Parent's reaction to \$4 million offer from federal Treasury Board to take over Welland Canal lands; Photo included; Fourth Welland Canal (Ship Canal).
	03/11/1995	Casino - Bound Northern Belle Paddles Up Welland Canal	New Orleans riverboat casino Northern Belle stops in Port Colborne while making its way to Windsor Casino; Photos included; Fourth Welland Canal (Ship Canal).	7133	10/03/1992	Waterway safety report ready for public release	City reports to improve Canal recreational waterway safety to be released at end of month; Fourth Welland Canal (Ship Canal).
	-- /06/1986	The Day A US Warship Went Through The Welland Canal	On Saturday, August 1948, the aircraft carrier USS Sable docked at Port Colborne, then later went through the Welland Canal during World War Two; Photo included; Fourth Welland Canal (Ship Canal).	7134	11/03/1992	Decision soon on canal lands future?	Future of Welland Canal recreational waterway land decision in federal Treasury Boards hands and impending recommendation plans; Fourth Welland Canal (Ship Canal).
	19/03/1968	Welland Canal Tunnel Projects	Planned locations of 2 proposed Welland Canal tunnels to be built at Townline Road and Main Street East with bypassing canal; Map included; Fourth Welland Canal (Ship Canal).	7135	01/04/1992	One authority should oversee canal safety	Recently completed safety document to give control to Welland of old canal lands; Committee meeting and outline of report; Fourth Welland Canal (Ship Canal).
7019	31/07/1968	Heavy Ship Traffic Causes Pile-ups At Both Welland Canal Entrances	Buildup of ships in Lake Ontario caused by strike delay; ranging from upbound to downbound canal; solution; Photo included; Fourth Welland Canal (Ship Canal).	7136	25/03/1992	Canal safety committee's report will get a public airing next week	Completed Welland Canal recreational waterway report by committee plans public meeting for report review; Fourth Welland Canal (Ship Canal).
	19/11/1985	Stabilize Bank	Canal bank at Merritt Park being	7137	28/03/1992	Meeting will examine	Public meeting to be held for safety



stabilized; Photo included; Fourth Welland Canal (Ship Canal).

waterway safety

rules details for recreational waterway by city committee; Fourth Welland Canal (Ship Canal).



03/10/1967 New Lock 8 Control Tower Boosts September Building

September sets record for construction in areas such as St Lawrence Seaway Authority, Port Colborne Board of Education and Port Colborne itself, and Humberstone; amount spent; Photo included; Fourth Welland Canal (Ship Canal).

7138

01/04/1992 Canal lands: the ball is in Ottawa's court

Joe Spadafora says future of old canal lands is in Welland city councils' control if federal government negotiations are good; Fourth Welland Canal (Ship Canal).

7023

03/06/1966 Thorold Tunnel Construction Inspected

Site of 4 lane tunnel under Welland Canal at Thorold being inspected; Photo included; Fourth Welland Canal (Ship Canal).



28/01/1992 Spending freeze could impact on canal bargaining

Federal bargaining plans for deficit problem by spending freeze might hold off negotiations for Welland Canal recreational waterway lands; Photo included; Fourth Welland Canal (Ship Canal).

7024

14/03/1967 Lockage Fees Set For Welland Canal

Introduction of Welland Canal lockage fees and fares; United States intervening in international St Lawrence Seaway section toll increase; Fourth Welland Canal (Ship Canal).



25/01/1992 Canal safety study nears completion

Report of improvement measures along recreational waterways to be released in next 2 months; Fourth Welland Canal (Ship Canal).

7025

07/10/1967 Work Nears Completion On Thorold Tunnel

Thorold Tunnel under Welland Canal completion time; contractors; Photo included; Fourth Welland Canal (Ship Canal).

7141

25/01/1992 Is canal development initiative dead in the water?

Canal Parkway Development Board's opposition and negotiation attempts for ownership of recreational waterway lands with federal Treasury Board; Photos included; Fourth Welland Canal (Ship Canal).

7026	21/07/1966	Closed Circuit TV To Aid Ship Canal Traffic Flow	To improve vessel dispatch, electronics systems were installed in Welland Canal Locks; other improvements to accommodate ships going through the Canal; Photo included; Fourth Welland Canal (Ship Canal).	7144	08/11/1993	MP to fight for canal lands deal	MP Gib Parent hopes for funds to settle old canal lands and other matters after re-election; Photo included; Fourth Welland Canal (Ship Canal).
7027	14/07/1958	Last Major Construction On Canal Finished in 1931	Ways the Welland Ship Canal complied with standards to boost economy; past and present; reasons for reconstruction; Fourth Welland Canal (Ship Canal).	7146	24/10/1991	Tighter controls on the waterway	Welland recreational waterway jury approves tighter jet skiing laws; Fourth Welland Canal (Ship Canals).
7028	24/01/1980	Welland Canal Handles Record 66 Million Tons Of Cargo During 1979 Season	Tonnage of cargo handled in 1979 and expected tonnage for 1980; Cargo trade statistics; Fourth Welland Canal (Ship Canal).		18/07/1991	Three councilors named by Hardy to new committee	Mayor Roland Hardy appoints three councilors to Canal recreational waterway safety committee; Photo included; Fourth Welland Canal (Ship Canal).
7029	29/08/1966	A Sunday Drive Along The Canal	Tourist impression of St Lawrence Seaway and Welland Canal; Ship building area described; initial tourist areas; Photos included; Fourth Welland Canal (Ship Canal).		28/10/1991	It's before Treasury Board	Negotiations concerning ownership of Canal recreational waterway lands given to federal Treasury Board; Photo included; Fourth Welland Canal (Ship Canal).
7030	04/05/1968	Information Office Keeps Tabs For Crew, Wives	St Lawrence Seaway's Authority information hotline for location of vessels in Welland Canal; Photo included; Fourth Welland Canal (Ship Canal).	7149	10/07/1991	Tossing about ideas on water safety	Recent Welland Canal Parkway Development Board meeting comes up with new ideas for recreational waterway safety ideals; Photo included; Fourth

7031	29/09/1982	Repair Work Underway	Repairs at end of summer season to east bank of Welland Canal near Main Street Bridge; Photo included; Fourth Welland Canal (Ship Canal).	7150	05/08/1991	City and the feds \$20 million apart	Welland Canal (Ship Canal). Opposition from both parties as to how much city of Welland should get if ownership of Canal recreational waterway lands given to city; Fourth Welland Canal (Ship Canal).
7032	30/01/1968	Cars In Canal	Recommendations for avoiding driving a car into the Welland Canal and escaping submerging cars; Fourth Welland Canal (Ship Canal).	7151	09/08/1991	Canal use faces probe	Issue of canal safety being discussed by Joe Spadafora's city planning committee; Photo included; Fourth Welland Canal (Ship Canal).
7033	22/08/1967	Modern Electronic Lighthouse Divides Great Lakes Shipping	Operations of shipping lane lighthouse on Great Lakes and response for setup; other useful means of communications along shipping lanes; Photos included; Fourth Welland Canal (Ship Canal).	7153	15/08/1991	Old canal use 'out of control'	Situation at old Welland Canal is unstable due to erratically driven vehicles in recreational waterway; Photo included; Fourth Welland Canal (Ship Canal).
	07/07/1966	Canada - US Split Seen On Canal Toll Proposal	Agreement by US and Canada. St Lawrence Seaway Authority and Development Corporation split during hearing in Ottawa; Fourth Welland Canal (Ship Canal).		27/08/1991	' Will hold off until coroners inquest '	Death of a jet skier and inquest prompts board to wait on decision about waterway safety along recreational waterway; Photo included; Fourth Welland Canal (Ship Canal).
7035	11/05/1959	Upbound Ships Causing Tie-ups At Inland Ports	Congestion of Port Weller ship entrance to get through inland Waterway to Lake Erie; Prediction of congestion at Port Colborne end; Fourth Welland Canal (Ship Canal).	7155	07/08/1991	Figures on canal lands outdated	Compensation package concerning ownership of Welland Canal recreational waterway land figures outdated; Photos included; Fourth Welland Canal (Ship Canal).
	26/09/1956	Dredge In Use In Canal	Depth of Port Colborne end of		19/08/1991	Do you have suggestions	The distribution about



Deepening For Seaway

Welland Ship Canal expanding and methods; Photo included; Fourth Welland Canal (Ship Canal).



about using canal safely

questionnaires about safety improvement along Welland Canal to get public input; Photo included; Fourth Welland Canal (Ship Canal).



04/11/1983 Angry Workers Block The Canal

Decision by Federal Government not to award Port Weller workers causes protest by workers and the Welland Canal is closed; Photo included; Fourth Welland Canal (Ship Canal).

7157

28/08/1991 No headway in straightening out waterway

Concerns being expressed over safety problems on abandoned Welland Canal portion; Options of city of Welland; Photo included; Fourth Welland Canal (Ship Canal).



09/12/1988 Seaway Closure Race Is On

In Port Colborne, closing of St Lawrence Seaway, Welland Canal, has boats racing to unload cargo as soon as possible on account of winter renovations; Photo included; Fourth Welland Canal (Ship Canal).

7158

12/09/1991 Committee goes behind closed doors

City committee closed meeting on Welland Canal waterway safety investigation, and open meetings to be held when recommendations found; Photo included; Fourth Welland Canal (Ship Canal).

7039

28/02/1967 History Buff Anxious To Save Remaining Lock of 1828 Canal

140 year old wooden lock of first Welland Canal preservation is lobbied by historian; importance of Lock and city's opinions; Photo included; Fourth Welland Canal (Ship Canal).



29/08/1991 Pay For Play On Waterway?

User pay system may be considered for boaters, jet skiers, and others on Welland Canal recreational waterway; Fourth Welland Canal (Ship Canal).

7040

02/04/1990 First collision this season

A Canada Steamline hit west wall of Canal and forced bridge to stay in lift position; Condition of ship and wall and problems; Photo included; Fourth Welland Canal (Ship Canal).



30/08/1991 User fee proposal gets mixed reaction

User fee proposal opinion split by Welland Canal Parkway Development Board; other ways suggested; Photos included; Fourth Welland Canal (Ship Canal).

7041

15/08/1992

7161

15/05/1991

Section 1  
89/115

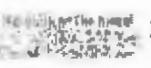
Canal under control	Description of part of second Welland Canal and history; Control system of canal; Photo included; Fourth Welland Canal (Ship Canal).	Waterway safety under study	Plan to discuss safety issue on recreational waterway by Welland Canal Parkway Development Board and City officials; Photo included; Fourth Welland Canal (Ship Canal).
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7042	27/04/1994 Canal viewing proposal deferred three months	Councilman Vince Bellantino's plan to create observation area along Welland Canal and ways we could save money; Fourth Welland Canal (Ship Canal).	 25/04/1991 Action promised to clean up canal lands	Unclean conditions by canal lands being discussed by city planning committee and others involved; Photos included; Fourth Welland Canal (Ship Canal).
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	12/06/1991 Safety fears on waterway spark petition	Petition will be given to city council to do something about recreational waterway safety; Fourth Welland Canal (Ship Canal).	 11/04/1991 Parties studying canal lands report	Consultants report on Welland Canal developments now handled by city officials; negotiation plans; Photo included; Fourth Welland Canal (Ship Canal).
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	13/06/1991 Ideas are needed on waterway safety	Brian O'Brine on how he'd rather see concrete proposals on Canal recreational waterway safety than petitions; Photo included; Fourth Welland Canal (Ship Canal).	7165 23/01/85 ' Mutiny on Fort Henry ' a hit in city hall	City aldermen split on spending money on downtown Welland freighter and their arguments; Photo included; Fourth Welland Canal (Ship Canal).
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	17/06/1991 Task force urged to study canal safety	Proposal by Joe Spadafora about canal safety by a task force to be introduced; Photo included; Fourth Welland Canal (Ship Canal).	7166 23/01/1991 Canal report ready too soon	Announcement that recreational waterway lands will be ready soon and other developments by Welland Canal Development Board; Photo included; Fourth Welland Canal (Ship Canal).
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	27/05/1994 No gunk in the canal	Positive results of water and sediment testing of Welland Canal	7167 18/12/1990 Parties accept consultants proposal	Methods to which consultant will use to create model plan
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			due to zebra mussels; Fourth Welland Canal (Ship Canal).				development agreed upon by Canal recreational waterways by all parties; ownership unresolved; Fourth Welland Canal (Ship Canal).
7047	05/05/1994	Woodlands to rise from barren canal site	Strip of land between Welland and Port Colborne will become site for Welland Canal Woodlands Project; Fourth Welland Canal (Ship Canal).	7168	03/01/1991	Canal lands use remains local	Welland brought back to square one by deal over transfer of lands, starting with Welland Canal bypass; Fourth Welland Canal (Ship Canal).
7048	11/05/1994	The birth of a forest	Students help firm plant trees on Welland Canal banks; Photo included; Fourth Welland Canal (Ship Canal).	7169	05/12/1990	Recreation use high priority	Campgrounds and golf course agreed on for recreational use along old Welland Canal; Project plans; Fourth Welland Canal (Ship Canal).
7049	18/03/1993	Plans underway for fourth Welland Canal	History of fourth Canal and reasons for it to be built; Photo included; Fourth Welland Canal (Ship Canal).		26/12/1990	Model plans for canal lands	Agreement reached by groups involved in Welland Canal recreational waterways and the method of development for properties; Photo included; Fourth Welland Canal (Ship Canal).
7050	25/03/1993	The fourth canal cost 118 lives	An account of the building of the fourth canal and accidents; Photo included; Fourth Welland Canal (Ship Canal).		29/08/1990	Canal study moves closer	Meeting with consulting firm by city and Parkway Development Board to be held to investigate public and private uses for land; Fourth Welland Canal (Ship Canal).
7051	29/06/1989	The Welland Canal, work and playground	Photos of Port Colborne's waterway at work and play; Fourth Welland Canal (Ship Canal).	7172	11/10/1989	'We've nothing to hide' - Spadafora	Meeting of Canal recreational waterways held to update on negotiation plays; outcome; Fourth Welland Canal (Ship Canal).
7052	19/02/1994			7173	05/06/1990		

New study starts on old canal

Environmental study of Welland Canal lands to go over the next six months; Photo included; Fourth Welland Canal (Ship Canal).

Talks fruitful, parties admit

Spokesman for Parkway Development Board and other for city task force report good outcome for meeting to discuss study of future land uses of the canal; Fourth Welland Canal (Ship Canal).

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|------|------------|--|---|---|------------|-----------------------------------|---|
| 7053 | 12/07/1967 | Two Mile Canal Swim Memories On Orange Day | Orangeman's Day in Welland brings back memory of Orange celebration of 57 years ago; Fourth Welland Canal (Ship Canal). |  | 07/12/1989 | Deadline stretched in canal talks | Negotiation time extension for decision of ownership between city and Welland Canal Development board by federal minister of public works; Fourth Welland Canal (Ship Canal). |
|------|------------|--|---|---|------------|-----------------------------------|---|
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|------|------------|--|---|--|------------|---|--|
| 7053 | 19/06/1991 | Task force to work on waterway use regulations | Canal recreational waterway safety petition by citizens prompts supportive action from city council; Photo included; Fourth Welland Canal (Ship Canal). |  | 08/09/1989 | Canal board updated on site use proposals | Banks of old Welland Canal to be developed regardless of city approval; Proposals by Parkway Development Board; Fourth Welland Canal (Ship Canal). |
|------|------------|--|---|--|------------|---|--|
- |  |            |                      |   |   |            |   |  |
|--|------------|----------------------|---|---|------------|---|--|
|  | 23/02/1982 | Working against time | Completion of vital repairs to Welland Canal and crew; Photo included; Fourth Welland Canal (Ship Canal). |  | 22/09/1989 | Fight brewing over feds plan to ditch lands | Residents of Welland opposing ownership of land by petitioning Mayor Hardy; Photo included; Fourth Welland Canal (Ship Canal). |
|--|------------|----------------------|---|---|------------|---|--|
- |  |            |                                    |   |      |            |              |   |
|--|------------|------------------------------------|---|------|------------|--------------|---|
|  | 23/05/1981 | Canal study group sets sail in bus | Viewing of canal section by members of Welland Canal Study Group for land use; Fourth Welland Canal (Ship Canal). | 7178 | 20/09/1989 | "Rip - off!" | Appearance of schoolteacher saying Welland loses land along Canal recreational waterway by federal government at city council meeting; Fourth Welland Canal (Ship Canal). |
|--|------------|------------------------------------|---|------|------------|--------------|---|
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|  | 16/06/1981 |  |  | 7179 | 05/10/1989 |  |  |
|--|------------|--|--|------|------------|--|--|

'Alarming  
inaction' on  
canal

Transport Minister  
Jean Luc Pepin is  
accused of  
inaction in dealing  
with congestion on  
St Lawrence  
Seaway; Fourth  
Welland Canal  
(Ship Canal).

Public lands -  
private talks

Meeting of joint  
committee  
deciding future of  
Welland Canal  
recreational  
waterways closed  
to public and  
press; press  
briefing  
scheduled  
afterwards; Photo  
included; Fourth  
Welland Canal  
(Ship Canal).



19/11/1979 Allanburg  
accident

History of motor  
vessel Agawa  
Canayon and  
importance; Photo  
included; Fourth  
Welland Canal  
(Ship Canal).

7180

13/10/1989 Canal lands  
can be yours,  
Gib tells city

Gib Parent's  
opinion that city  
should be able to  
accept ownership  
of Welland Canal  
waterway  
recreational land  
and source of  
funding; Photo  
included; Fourth  
Welland Canal  
(Ship Canal).



04/10/1971 Inches to  
spare

The Alcoa  
Seaprobe, a  
drilling vessel,  
makes its way  
under the Lincoln  
Street bridge  
toward Lake  
Ontario; Photo  
included; Fourth  
Welland Canal  
(Ship Canal).



18/10/1988 City wants  
clearer picture

Regional  
advisory  
committee set up  
by staff making  
revamp to  
Regional Niagara  
development  
guide for canal  
corridor by  
making things  
easier to read;  
Photo included;  
Fourth Welland  
Canal (Ship  
Canal).

7060

21/01/1982 The ultimate  
in  
outdoorsmen

Ice fishermen use  
ice on Welland  
Ship Canal for  
fishing; Photo  
included; Fourth  
Welland Canal  
(Ship Canal).

7182

07/07/1989 East - side site  
considered

Canal officials  
debate over  
using south  
section of old  
canal of east side  
Lake Erie  
entrance for  
marine  
development;  
Photo included;  
Fourth Welland  
Canal (Ship  
Canal).



15/02/1983 Canal rink

Clean section of  
ice by Presyterian  
church converted  
into rink for  
hockey game;  
Photo included;  
Fourth Welland

7183

05/08/1989 O'Neil outlines  
plans for canal

Seaway  
president Bill  
O'Neil delivers  
speech at 30th  
anniversary  
outlining plans  
and expectations;  
Photo included;  
Fourth

Section Four  
93/115

21/02/2017

		01/10/1979 Canal's longevity could be increased with the use of shunters	Canal (Ship Canal). Remote controlled shunter system to speed flow of vessels in canal being used by St Lawrence Seaway Authority; Photo included; Fourth Welland Canal (Ship Canal).	7184	15/10/1988 Millions to be spent	Welland Canal (Ship Canal). Plan outline to mount \$4 million ship display with outdoor marine and reasons for major tourist attraction proposals worth \$60 million; Fourth Welland Canal (Ship Canal).
		03/11/1972 Hovercraft kicks up spray in canal transit	Navigation of the canal and its system; Photos included; Fourth Welland Canal (Ship Canal).		18/04/1989 Reaction is cautious, but positive	At press conference, development proposal outlines for Welland Canal lands released; Photo included; Fourth Welland Canal (Ship Canal).
7064		11/03/1967 Tunnel almost finished but not useable until '68	Near completion of tunnel in Thorold under Welland Canal and prediction of date of use; Photos included; Fourth Welland Canal (Ship Canal).		17/04/1989 Canal lands to be sold?	MP Gib Parent's concerns over releasing a consultants report and other items to Welland Canal Development Board; Photo included; Fourth Welland Canal (Ship Canal).
7065		-- /01/1982 Busy throughout the year	Off - season Welland ship canal busiest time but maintenance done during that time; Photo included; Fourth Welland Canal (Ship Canal).		05/05/1989 Carse back in calm waters after stormy time at helm	Andy Carse resigns as board chairman of Canal Parkway Development Board; Photo included; Fourth Welland Canal (Ship Canal).
7066		26/05/1981 Need expanded canal	Temporary improvements must be made to most congested part of St Lawrence seaway system, Welland Canal, to avoid shipping problems; Photo included; Fourth Welland Canal (Ship Canal).	7188	08/05/1989 Seaway opts out of session	Continuing negotiations on abandoned section of Welland Canal and proposal to turn into ship repair facility; Fourth Welland Canal (Ship Canal).
7067		13/11/1962	Proposal for \$10,000,000	7189	10/05/1989 City quick off mark reviewing pro	City hall review of Section 1 94/115

Welland to get tunnel under canal tunnel - Welland Canal see 1964 start approved by Highway Ministry and Premier Roberts; Photo included; Fourth Welland Canal (Ship Canal).

canal lands scheme

developments along old Welland Canal to meet; Fourth Welland Canal (Ship Canal).



09/06/1968 Welland Canal lures tourists by thousands

Canal named busiest because of ships that sail through carry trade and have high market value; Fourth Welland Canal (Ship Canal).



07/07/1989 Marina means big \$\$\$\$

Construction of marina in Welland proposed by owner of Wainfleet's Long Beach resort, could raise annual city profit; Fourth Welland Canal (Ship Canal).

7069 09/01/1968 Maintenance & Repair Work Gets Underway As Canal Drained, Closed For Season

Repairs for lower reaches of Welland Canal causes closure until April; Photo included; Fourth Welland Canal (Ship Canal).

7191 26/04/1989 Public Service Announcement

Public information booth set up by Public Works Canada and Parkway Development Board to learn about development opportunities; Map and photos included; Fourth Welland Canal (Ship Canal).

7070 25/10/1966 Timber One blocks canal after bridge cable snaps

Replacement of a drive - shaft cable causes traffic from vehicles and ships; Photo included; Fourth Welland Canal (Ship Canal).

7192 19/04/1989 Public access will remain

Banks of recreational waterway to be maintained no matter what is done to opposite land; Photo included; Fourth Welland Canal (Ship Canal).

7071 26/04/1994 Cost blocks Welland Canal observation area plan

Too high a cost for city to build observation area for ships by Highway 140; Fourth Welland Canal (Ship Canal).

7193 19/04/1989 Board bashed over the way report released

Welland Canal Parkway Development Board criticized for way public report on future of canal lands is released; Fourth Welland Canal (Ship Canal).

7072 11/07/1968 He provides a vital link for ships stranded by Welland Canal strike

Captain of ship Venture I and his services during canal strike; Photos included; Fourth Welland

7194 18/04/1989 Mix private development - public lands

Developments of Welland recreational waterway will be conducted by private sector

Section 1  
95/115

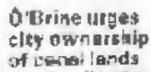
Canal (Ship Canal).

and remain open to general public; Fourth Welland Canal (Ship Canal).

7073	14/10/1966	Stonefox sinks in Canal	The Stonefox, a 4,000 ton self-unloader sinks in the Welland Canal by cause of collision; Photo included; Fourth Welland Canal (Ship Canal).	7195	05/09/1989	City poised for early canal lands parley, Hardy says	City representatives willing to meet Parkway Development Board over canal lands disposition; Fourth Welland Canal (Ship Canal).
7074	14/06/1989	Navigating the canal - just another day at work	Navigation of the canal and its system; Photos included; Fourth Welland Canal (Ship Canal).	7196	24/06/1989	Waterway - is it ours or theirs	Water parkway and city council look over land use review to make suggestions on use of public lands and use as basis of discussion; Map included; Fourth Welland Canal (Ship Canal).
7075	08/03/1986	Damage heavy in ship fire	A blaze broke out on a ship at Lock 8 on Welland Canal and damages; Photos included; Fourth Welland Canal (Ship Canal).		25/08/1989	Invite ministers to tour waterway	Two federal Cabinet ministers invited to tour Canal recreational waterway for future uses of it; Photos included; Fourth Welland Canal (Ship Canal).
7076	29/06/1967	Wellanders welcome naval centennial visitors	Centennial Festival committee plans welcoming activities for 2 ships (destroyer and naval) for Centennial Ships Visits; Photos included; Fourth Welland Canal (Ship Canal).		07/09/1989	Welland Canal lands' future on the agenda	City and Welland Canal Parkway Development Board agreed to discuss future of old Canal lands and ownership; Photo included; Fourth Welland Canal (Ship Canal).
	?	Welland Ship Canal in Picture and Story	Pictures and short stories presented as history of Welland Ship Canal; Fourth Welland Canal (Ship Canal).		12/09.1989	Chamber joins debate on use of canal lands	Greater Welland Chamber Of Commerce enters debate on control of canal lands; Fourth Welland Canal (Ship Canal).
7077	27/06/1973		Abandoned portion of Old		02/11/1989	Both sides sailing	Parties negotiating

		Swim in Old Canal: Whose Supervision?	Canal said to be dangerous for swimmers by Council and Seaway Authority; Fourth Welland Canal (Ship Canal).			together on recreational waterway	Welland Canal recreational waterway seem to be going the same way concerning development; Fourth Welland Canal (Ship Canal).
7078	?	Up from the deep	Stolen cars found in Welland Canal when water level lowered; Photos included; Fourth Welland Canal (Ship Canal).		26/10/1989	Welland citizens 'think tank' thinks city should get lands	Citizens want Welland Canal recreational waterway lands to be given to city as soon as possible; Photo included; Fourth Welland Canal (Ship Canal).
7080	12/09/1977	Power boats take over canal	Closed course Can - Am Kilo power boat races held at old Welland Canal at Dain City; Photo included; Fourth Welland Canal (ship canal).		27/10/1989	Seguin seeks task force to study waterway lands	Acting Mayor Mike Seguin urges task force to study disposition of excess land along Welland Canal recreational waterway; Fourth Welland Canal (Shi-p Canal).
7081	21/05/1989	City committee rejects federal plan	Federal government recommendation to turn Canal recreational waterway lands over to private sector rejected by planning committee; Fourth Welland Canal (Ship Canal).		01/11/1989	Canal talks to go ahead	Meeting about future of old Welland Canal lands to be continued; Fourth Welland Canal (Ship Canal).
7082	01/09/1989	Canal lands talks must start - O'Brine	Federal government says no to declaring Welland Canal recreational waterway a federal park; Fourth Welland Canal (Ship Canal).	7204	04/08/1990	City may adopt its canal lands	Brian O'Brine, of Parkway Development Board, announces a financial impact study on Welland Canal Lands; Photo included; Fourth Welland Canal (Ship Canal).
	16/06/1973	Canal control queried by recreation director	Welland's directors of recreation distressed over St Lawrence		30/05/1990	Crunching canal numbers	Federal and city officials hold meeting to determine how much canal lands

			Seaway's allowing boaters to use old canal; Fourth Welland Canal (Ship Canal).				maintenance would cost; Fourth Welland Canal (Ship Canal).
7084	12/06/1973	Sailing School Scheduled In Old Canal	Mobile Sailing School lessons to be taught in old Canal in Welland by July; Fourth Welland Canal (Ship Canal).	7206	23/05/1990	Region in city's corner in canal lands talk	Regional Niagara joins negotiations for ownership of parklands around old Welland Canal; Fourth Welland Canal (Ship Canal).
7085	?	Council OK's rejection of federal plan	City council endorses rejection of federal recommendation concerning Welland Canal recreational waterway; Photo included; Fourth Welland Canal (Ship Canal).		23/10/1989	Canal lands available for lease	St Lawrence Seaway Authority is leasing surplus land until fifth canal is needed; Fourth Welland Canal (Ship Canal).
7086	27/07/1977	Danger increases for canal swimmers	Officials predict serious accidents may occur on old canal if not controlled; Photos included; Fourth Welland Canal (Ship Canal).		25/10/1989	Water key to land talks	Joe Spadafora says the debate over Canal recreational waterways lies in water in canal; Fourth Welland Canal (Ship Canal).
7087	15/07/1989	Parent, St Catharine likes the idea	Resolution for Parks Canada to assume ownership of Canal recreational waterway has support of MP Gib Parent; Photo included; Fourth Welland Canal (Ship Canal).		18/10/1989	Task force will monitor canal lands issue	City councilors agree to establish canal lands task force to make recommendations on them; Fourth Welland Canal (Ship Canal).
7088	15/06/1989	More 'ifs' creep into canal marina proposals	New aspects of marina proposal to turn Welland Canal recreational waterway into a marina; Fourth Welland Canal (Ship Canal).	7210	26/10/1989	Two party canal talks , O'Brine says	Federal government will only negotiate with city of Welland over Canal recreational waterway ownership; Fourth Welland Canal (Ship Canal).
	06/09/1989	O'Brine urges city ownership of canal lands	Brain O'Brine wants Welland City Council to		28/10/1989	Robbins concerned about rumors	Councilman Leo Robbins is concerned about



O'Brien urges city ownership of canal lands

			negotiate with federal government to take over old Welland Canal; Fourth Welland Canal (Ship Canal).				rumors surrounding transfer of Welland Canal lands; Photo included; Fourth Welland Canal (Ship Canal).
7090	29/08/1989	Still seek a meeting with two ministers	Transfer request by city to give ownership of Canal recreational waterway lands from one department to another rejected; Photo included; Fourth Welland Canal (Ship Canal).	7212	19/06/1990	Key meeting Monday on canal lands negotiation	Choice of consulting firm will be released for economical impact study on Welland Canal recreational waterway; Photo included; Fourth Welland Canal (Ship Canal).
	31/08/1989	Video on canal lands provides ammunition for city's case	City of Welland provides video to why Canal recreational waterway should be turned into a national park; Fourth Welland Canal (Ship Canal).		09/09/1990	Ripples smoothed over in talks on old canal lands	Negotiations between city and federal government over Welland Canal lands progressing; Fourth Welland Canal (Ship Canal).
7092	30/08/1989	Husband to city reps: 'Let's talk'	Rejection of proposals for Canal recreational waterway to make national parkland status means future of waterway is back to city court; Fourth Welland Canal (Ship Canal).	7214	28/05/1990	Complex talks set to start on canal lands disposition	Steps Joe Spadafora is using to resolve eventual ownership of Canal recreational waterway; Photo included; Fourth Welland Canal (Ship Canal).
	27/07/1989	Waterway ownership a problem	City eligible for waterfront development grants except for Welland recreational waterway, which is still under federal government ownership; Fourth Welland Canal (Ship Canal).	7215	24/07/1990	Week's wait for canal consultant	A week's wait is the time needed to find consultant for economical impact study for Canal recreational waterway lands; Photo included; Fourth Welland Canal (Ship Canal).
	03/04/1989	Mayor Hardy gives city planning committee watchdog role in canal lands development	Any future developments on Welland Canal recreational waterway is in hands of city's planning committee; Photo		02/06/1990	Canal lands study up for tenders after 'most productive' meeting	Two sides in old Welland Canal lands negotiation agreed on terms of reference for study on cost and revenues of land; Fourth Welland Canal

Public Input Section 1 - Email and Hard Copy Submissions

included: Fourth Welland Canal (Ship Canal).

Canal (Ship Canal).

	11/07/1989	St Catharines council endorses resolution on old canal lands	Endorsement by city of St Catharines to Welland Council for ownership of Canal recreational waterways transferred to Parks Canada; Fourth Welland Canal (Ship Canal).		09/03/1990	Canal land committee will grow	A Regional representative soon joins committee negotiating Welland Canal lands transfer to city of Welland; Fourth Welland Canal (Ship Canal).
	28/06/1973	Old Canal off limits to swimmers	St Lawrence Seaway Authority prohibits swimming in Old Canal; Fourth Welland Canal (Ship Canal).		14/03/1990	O'Brine says study planned for canal lands	Study will be conducted in summer on cost of maintenance of Canal recreational waterway lands if turned over to the city; Fourth Welland Canal (Ship Canal).
7097	16/10/1976	Ottawa will soon have spent \$1 million on abandoned canal	Draft report by intergovernmental group states federal government will have spent more than \$1 million on abandoned section of Welland Canal lands; Fourth Welland Canal (Ship Canal).	7219	21/02/1990	O'Brine's advice to Region - "Butt out!"	Brian O'Brine dislikes future involvement of Niagara Region in Canal recreational lands discussions; Fourth Welland Canal (Ship Canal).
7098	23/02/1977	Federal money 'giant step' but still not enough: Mayor	Mayor Allan Pietz says \$5 million not enough to let Welland build crossings over abandoned canal; Fourth Welland Canal (Ship Canal).		02/01/1990	City wants to know canal lands' worth	City search for consultant to determine value of Welland Canal land and cost to maintain it; Fourth Welland Canal (Ship Canal).
7099	1957(?)	Remove Another Landmark Of Old Welland Canal Days	Another landmark of early canal days, an old bascule bridge near Welland South bridge, is being removed; Photos included. Fourth Welland Canal (Ship Canal).		20/10/1989	Land talks break off	Negotiations on future disposition of Welland Canal recreational waterway may have stopped; Photo included; Fourth Welland Canal (Ship Canal).
7100	26/05/1991	Pilot's without wings	The marine pilots who steer the	7222	15/03/1977	Consulting firm of Proctor, Redfern,	

			ships through the Welland Canal keep Canadian/American commerce running through St Lawrence Seaway; Photo included; Fourth Welland Canal (Ship Canal).			Planners See Great Potential For City	Bousfield and Bacon see potential for Welland Canal lands at meeting; suggestions; Photo included; Fourth Welland Canal (Ship Canal).
7101	23/10/1991	Testimony calls for stricter control on waterway	Death of a jet skier on Welland recreational waterway inquest has testimonies recommending stricter control; Photo included; Fourth Welland Canal (Ship Canal).	7223	29/03/1990	Minister is happy with negotiations	Federal Public Works Minister Elmer McKay is pleased with the way the negotiations are going over waterway lands; Photo included; Fourth Welland Canal (Ship Canal).
7102	22/05/1991	June 4 pegged for canal briefings	Combination of financial packages possibly revealed on June 4 to city of Welland to place Canal recreational waterway ownership; Fourth Welland Canal (Ship Canal).		23/08/1971	City's Plan For Old Canal	Map of plan for the old Welland Canal prepared by city engineer's office; Fourth Welland Canal (Ship Canal).
	06/11/1992	City, Seaway at odds over sale of land	Seaway Authority want to sell surplus land in Welland planning committee sees a problem; Photo included; Fourth Welland Canal (Ship Canal).	7225	26/06/1973	Old Canal Can Give City Needed Identity, Says Former Alderman	Former Alderman Dorothy Porter says old Welland Canal lands can give Welland an identity; Fourth Welland Canal (Ship Canal).
7104	24/02/1993	City delivers new canal lands pitch	Mayor Dick Reuter's new bid to take ownership and maintenance of Canal lands; Photo included; Fourth Welland Canal (Ship Canal).	7226	20/01/1971	Ogden Cities Impressive Possibilities Of Old Canal	Report of recreation director for Welland parks and recreation board cites possible use of old canal; Fourth Welland Canal (Ship Canal).
7105	18/09/1990	February decision on canal lands issue	Owners of Welland Canal recreational waterway still in negotiation with city of Welland	7228	17/01/1973	City Consultant Reviews Alternatives, Objectives	Meeting held to update the public on old canal lands situation and outline steps and proposals; Section 1



			should come to a decision by February; Fourth Welland Canal (Ship Canal).			Photo included; Fourth Welland Canal (Ship Canal).
7106	21/09/1990	Feds studying possible uses of canal lands	Preliminary document on future uses of canal recreational waterway could be presented next month; Still studying economy; Fourth Welland Canal (Ship Canal).	7229	18/01/1971	Keep Canal Entact, Urges Ogden Recreation director Wes Ogden urges old Welland Canal area be kept a recreational area; Fourth Welland Canal (Ship Canal).
	03/08/1990	Consultant is hired for canal land study	Group chosen to conduct economic study of Welland Canal recreational waterway lands; cost; Fourth Welland Canal (Ship Canal).		18/06/1973	Old Canal Wins Praise As Water Sports Site President of the Canadian Association of Amateur Oarsmen, Jim Minards is impressed with potential to use old canal lands as sports site; Fourth Welland Canal (Ship Canal).
7108	12/11/1990	Spadafora confident of fair treatment in canal lands study	Councilman Joe Spadafora's update on recent developments on Canal land negotiations; Fourth Welland Canal (Ship Canal).		03/02/1973	Fill in old canal, it's rat infested! Ed Mayer, Chief health inspector with Niagara Regional Health Unit, said downtown Welland Canal should be filled in to remove rat infestation; Fourth Welland Canal (Ship Canal).
7109	23/06/1992	Safety program is now doubtful for next year	Reason for delay of Welland Canal recreational waterway safety program; Photo included; Fourth Welland Canal (Ship Canal).	7232	10/01/1973	Welland Council Calls Special Meeting To Discuss Canal Future Resolution of injunction from Alderman Michael Perenack to prevent blocking of old abandoned canal sparks debate and new meeting; Fourth Welland Canal (Ship Canal).
	09/06/1992	Canal negotiators here awaiting decision by feds	The amount of money allocated for city to take over Canal recreational waterway and time needed; Photos	7233	17/01/1973	City going to Ottawa to push canal demands Welland Council seeking meeting in Ottawa with Transport Minister Jean Marchand to carry out plans



included; Fourth Welland Canal (Ship Canal).

for abandoned canal section; Photo included; Fourth Welland Canal (Ship Canal).

7111

06/07/1992 Waiting game drags on in canal issue

Canal land transfer still on between government and city waiting word from federal government; Fourth Welland Canal (Ship Canal).



27/08/1971 Tourism Chief Likes Idea Of Old Canal Park Area

Fernand Guindon, Ontario's Minister of Tourism and Information, likes the idea of old canal lands as parks as tourist attractions; Photo included; Fourth Welland Canal (Ship Canal).

7112

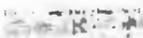
01/06/1994 Old canal lands deal expected from feds

Welland Canal land ownership prediction and expectations of Joe Spadafora; Photo included; Fourth Welland Canal (Ship Canal).



16/07/1932 Official Opening of Welland Canal & Review of Great Undertaking

Article on opening of Welland Ship Canal; the canals and their history and structure; Photos included; Fourth Welland Canal (Ship Canal).



26/05/1992 Canal lands could be in city's hands June 1

The date Brian O'Brine predicts Canada Minister of Public Works will say how much funding will be given for takeover for canal lands; Fourth Welland Canal (Ship Canal).

7233

17/01/1973 City going to Ottawa to push canal demands

Welland Council seeking meeting in Ottawa with Transport Minister Jean Marchand to carry out plans for abandoned canal section; Photo included; Fourth Welland Canal (Ship Canal).

7114

11/01/1995 Canal deal facing stiff competition

MP Gib Parent's price for city to look after lands and land transfer expectations; length of deadline; Fourth Welland Canal (Ship Canal).



27/08/1971 Tourism Chief Likes Idea Of Old Canal Park Area

Fernand Guindon, Ontario's Minister of Tourism and Information, likes the idea of old canal lands as parks as tourist attractions; Photo included; Fourth Welland Canal (Ship Canal).

7115

14/12/1991 Safety measures expected in time for 1992 season

Safety improvements for Welland Canal recreational waterway to be

16/07/1932 Official Opening of Welland Canal & Review of

Article on opening of Welland Ship Canal; the canals and their history

*Jan. 25/92 Welland Canal 4th*  
Public meetings planned

# Canal safety study nears completion

WELLAND (Staff) — A report on measures to improve water safety along the Welland Canal recreational waterway should be in the hands of the public within the next two months.

A city-appointed committee has been studying measures to ensure safe use of the waterway ever since a boating-ski jet accident occurred last May which claimed the life of a 43-year-old Welland man.

It is now up to committee chairman Coun. Joe Spadafora and committee member Penny Arsenault to bring all the committee recommendations together into one report which will then be presented to the public, according to Spadafora.

"The committee has outlined the direction it wants to take," he said. "We're preparing a draft report and we've been given three weeks to present it to the safety committee for review."

"After that we'll present it for review by the city solicitor and then we'll call public meetings to ask for suggestions," he said.

final report will be presented to city council," said Spadafora.

He said after the report is accepted by city council it will be presented to the Welland Canal Parkway Development Board which represents Public Works Canada which own the waterway and adjacent lands.

"We're hoping everything will be in place by the start of the boating season," said Spadafora.

Brian O'Brine, chairman of the parkway development board, said his group is willing to work with the city to make the waterway as safe as possible for recreational use.

His group has come up with some suggestions, including restricting boating use of the waterway to one area of the old canal; improved policing to prevent youngsters from diving off bridges which span the waterway; installing pylons to slow boating traffic in certain areas and possibly licencing boaters who launch their crafts into the waterway.

O'Brine has presented the board's recommendation to the city committee.

"We've worked in a spirit of cooperation in the hopes we'll have a

“Once that’s done it will all go  
back to the committee and then a

operation in the hopes we’ll have a  
safe recreational area for anyone  
who wants to use it.” he said.

MAY 2004 Welland Canal

## Members named to new committee

# Canal use faces probe

By KEN AVEY  
Tribune staff writer

WELLAND — Hoping to provide public input into canal safety, Coun. Joe Spadafora has announced the formation of a seven-member committee to probe the issue.

Spadafora, chairman of the city's planning committee, was appointed by Mayor Roland Hardy along with Coun. Vince Belantino and Coun. Dan Degazio to look at safety measures which could prevent accidents or drownings along the eight-mile stretch of waterway which runs through the centre of the city.

Told he had a mandate to appoint members from the public, Spadafora said yesterday he has added Penny Arsenault, a former member of the Welland Canal Parkway Development Board, Jim Sauer, a long-time member of the Welland Water Ski Club, Coun. Leo Robbins and Jeff Swallow, a safety officer with Blenkhorn and Sawle Ltd. to the committee.

The committee will work hand-in-hand with the parkway devel-

opment board on trying to devise plans to increase safety along the waterway.

The move came as a result of several complaints following a May accident in which a 43-year-old man lost his life in a collision between a jet ski and a motorboat.



Spadafora...  
sees need

and fines, Niagara Regional Police said recently.

The parkway development board has met on two occasions to discuss safety.

Chairman Brian O'Brine said his group wants to work with the city and policing officials to make the area a safer place for recreation.

Spadafora said the first meeting of the new city-appointed commit-

tee will be Wednesday at 7 p.m. at the Rose City Senior's Centre.

"We're hoping that what will happen is the once the meetings are held on a regular basis the public will come out to take part and provide us with their suggestions to make the waterway safer," he said.

"Let's face it sooner or later, because the waterway is widely used and will be used more in the future, we have to devise safety regulations," he said.

"We want public input and we're going to encourage that as much as possible," said Spadafora.

O'Brine said his group is willing to work with the new city committee.

"We (the board) will be meeting and will pass on any recommendations we come up with, or which are presented to us, to the appropriate federal authorities," said O'Brine.

"We join with the city committee in seeking public input, because we want any possible danger to users of the canal minimized, if not eradicated," said O'Brine.

Since then there has also been concern raised at city council by the public about uncontrolled swimming in the waterway and people jumping off bridges crossing the old canal.

Jumpers could face prosecution

# Hardy, O'Brine respond *Aug. 30/97* *Welland Canal*

## User fee proposal gets mixed reactions

By KENAVEY  
Tribune staff writer

WELLAND — User fees for operation of boats, jet-skis and other recreational vehicles along the old canal recreational waterway may, or may not, be the answer to better safety.



**Hardy...**  
*'can't charge'*

There has to be better policing of waterway laws to protect public safety.

That is the opinion of both Mayor Roland

Hardy and Brian O'Brine, chairman of the Welland Canal Parkway Development Board.

In interviews yesterday both agreed safety along the eight-mile recreational waterway is a public concern.

Both also said the efforts of the city-appointed Old Welland Canal Safety committee to find ways to improve safety along the waterway should be supported.

Hardy said a recommendation presented to a meeting this week of the committee that a user fee policy be adopted should not, in

cerned about the safety of the public using the waterway.

He said the board supports the city's attempts to make the waterway safe for all recreational users and the holding of public meetings to gain input on ways to make the waterway safe.

"We've talked about registration . . . requiring boaters to take safety courses and pass a test before they're allowed on the water," said O'Brine.

"Any safety regulations would be under the auspices of Public Works Canada as long as it owns the lands and the waterway," he said.

"I'm supportive of the fact the city's committee is going to distribute questionnaires to get public input on ways to increase safety along the canal," said O'Brine.

"The more input the better," he said.

"User fees might or might not be the right idea," he said.

"However



**O'Brine...**  
*questionnaire*

# Safety fears on waterway spark petition

By PAT BAREVICH  
Tribune staff writer

WELLAND — Fear and concern have prompted more than 100 people to sign a petition asking council to do something about safety on the recreational waterway.

"We're getting really sick of all this," said Andrea Jagoe-Lynett, who lives on Maple Street on the west side of the canal. "We're asking the city to do whatever they can to make the canal less dangerous . . . the traffic on the water is getting really bad."

Lynett and her husband, Bill,

were eyewitnesses to the tragic jet ski fatality May 11, which claimed the life of a 43-year-old city man.

On Monday afternoon, there was another accident which saw a water skier taken to hospital after he tumbled into the shoreline rocks near the Lincoln Street bridge.

Lynett said the busy waterway is turning such disasters "into a normal occurrence. Last Sunday we saw four water skiers, two jet skis and a lot of swimmers in the canal . . . it's just crazy."

Lynett said their concerns prompted the petition which they intend to present to Welland City council at next Tuesday's meeting.

"We keep getting more and more worried. We don't know what else has to happen before somebody does something."



While the operation of motorized pleasure craft within a water body has not been specifically identified as a prescribed drinking water threat under the *Clean Water Act, 2006*, the handling and storage of fuel has. It should be noted that the transportation, storage or handling of diesel/gasoline (identified by event-based modeling of fuel spills containing benzene) has been identified as a significant drinking water threat for the Welland IPZ-3 (see figure 1, above).

As the owner and operating authority of the Welland Water Treatment Plant, the Niagara Region would like to encourage Welland Council to consider the increased risks to the municipal source water supply when making their decision regarding the allowance of motorized pleasure crafts within the Old Welland Canal.

Sincerely,



Mike Janas, C.E.T.  
Director Water and Wastewater Services (Acting)  
Niagara Region  
JCr/m

- cc.
- Carmen D' Angelo, Chief Administrative Officer, Niagara Region
  - Ron Tripp, Commissioner of Public Works, Niagara Region
  - Deanna Barrow, Associate Director Water Operations and Maintenance (Acting), Niagara Region
  - Jen Croswell, Manager Quality and Compliance (Acting), Niagara Region
  - Jayne Campbell, Supervisor Special Projects, Niagara Peninsula Conservation Authority
  - Gary Long, Chief Administrative Officer, City of Welland
  - Sal Iannello, General Manager of Infrastructure and Development Services

## Public Input Section 1 - Email and Hard Copy Submissions

Hello,

I would like to thank you and the Welland mayor for having these talks. I do have more comments to make and will send you my presentation after I add more to it to address some of the points made that I was not allowed to address by shortening my 10 minute talk and after it.

For example, after talking to the water treatment plant employee and water quality expert the next day, I was assured that gasoline is not in our drinking water since there have been certain boats in the canal for special interest groups. They were to phone you about how water quality is assured and invite you to see the process of how such contaminants are removed. It is a matter of chemistry that oil and water are not soluble. Since I am a chemistry and science teacher, I consider myself to have a little more expertise in that area and taught about water treatment and Walkerton to my students.

Additionally, there is no evidence that the "shoreline" is better since the illegal removal of some boaters 12 years ago after the 22 minute presentation of the fellow talking about soil erosion in the canal. In fact, even he pointed out that there has been no assessment since 1997 but I even question whether that was an assessment because the only one I saw for about that time was a quote to fix the walls of the aqueduct and maintenance issues, which is not based on a scientific study such as the one I talked about. There is an actual formula that I gave to the mayor used to assess that. WRCC had been given federal money to do maintenance on the canal and I believe that money was illegally spent in other areas.

The major point I wanted to express was the questions being explored by these hearings, in my view, should have been how can we accommodate boats in the canal to comply to the Navigational Water Act? Welland does not have jurisdiction over these waters nor is it illegal to use boats in an artificial waterway designed for motorized boats. The illegal bylaw has been in existence for 12 years. It needs to end.

Many of us have been extremely patient in these circumstances after we spent thousands of dollars for 12 years driving to to other locations, which are not as safe or as deep as the canal. In fact, we had over \$6,000 damage to our boat because we had to go to a lake which was obviously unsafe to use because of huge rocks, which destroyed the steering, prop and part of the bottom of our boat. I consider the city of Welland responsible for the damage, trauma, and fear this situation created when we could have been skiing in a deep and safe canal.

In addition, any discussion which refutes the statements of another person, this person should be allowed to address them. In other words, disagreeing and allowing one to clarify is a matter of correct debate format. I do agree that disrespectful statements should not be allowed but that does not preclude a respectful debate and discussion. Furthermore, statements made by individuals should be backed by evidence not solely on impressions or accusations or lack of facts.

In fact, Welland gives the impression that they have the legal authority to regulate the waters of a Navigational waterway. This is untrue as stated by law pointed out by the legal advice of Douglas Thomas, who has the expertise to make these statements. It is not to say that psychological and social factors should not be taken into account but based on evidence but that does not change the law. For example, one person said it was disrespectful to say the canal is not used enough by stating that it is used by watching it. With all due respect, this was not a disrespectful statement but one based on fact. In addition, stating that watching is use is like saying watching your bike is using it. That statement holds no merit.

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## Public Input Section 1 - Email and Hard Copy Submissions

Furthermore, discussions of how to use the canal should be addressed to inform the public of legal obligations that cannot be changed by the municipality of Welland. That is to say, the hearing should have stipulated the limitations to the legal rights of Welland to imply certain uses of the canal can be done or are possible.

Whether people like it or not, boats are legally allowed on the canal. That is not to say accommodations could be made for homeowners or kayakers or rowers but it not stipulated by law. For example, having boating away from where houses are located may help. But purchasing a home on a canal means there will be boats as there have been long before the houses were built.

In fact, one of the reasons we moved to Welland was to use the Canal for waterskiing. At that time, no one questioned it until special interest groups influenced Welland. That polarized the city like Trump did to America. Despite the fact that rowing and kayaking events happened long before the WRCC, there was a move to extend their use to all the canal. For example, despite the stipulation of having only one rowing club, the Catholic School Board got to form their own club allowing for discriminatory practices that allowed only Catholics to compete in some competitions. This was lobbied by Steven Fisher whose conflict of interest was blatant because his daughter was in rowing at that school.

In addition, members of the WRCC and the city only allowed certain people who advanced the special interest agenda onto the committee. For example, highly qualified people who had an interest in boating and kayaking such as lawyer, Douglas Thomas, was not allowed on the committee. Why because he asked for accountability and asked Welland to follow the law? Who knows why? It seems quite blatant.

I have much more to say including the fact that the mayor campaigned to bring back waterskiing and boating in the canal along with bringing back competitions in these events to help pay the huge debt created by expenses to accommodate rowers and kayakers. Despite this huge debt none of these groups pay for the use of the canal to help pay for the costs of their activities such as boaters and the Welland Waterski Club did. This must stop!

It seems that the only people paying for others to use the canal is for those who pay taxes and suffer restrictions that non-taxpayers do not. To clarify, how many people in these clubs are Welland residents whose taxes pay for the water resources only they are allowed to use? Do they pay enough to cover their costs? Boaters and Waterskiers did not cost the city or taxpayers anything. Why are we being taken advantage of? I am a kayaker and waterskier and taxpayer and I should be able to do both because Welland does not have the right to override federal law. In addition to that, it is immoral and selfish to squander resources for so few.

Linda Thomas

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## Public Input Section 1 - Email and Hard Copy Submissions

Hello,

Thank you for your response. I have told the mayor, boats will be returning to the canal until the city solicitor advises us that we cannot legally do that. The report you make will not change that. I have asked that the kayakers and rowers will be informed by the mayor or someone he deems to speak to them.

Linda Thomas

## Public Input Section 1 - Email and Hard Copy Submissions

Hello Richard,

I wanted to address some of the points you made in your email to me yesterday. I thought you may want to have a definition of transparency from Merriam-Webster Dictionary (<https://www.merriam-webster.com/dictionary/transparent>).

2. Definition of transparency.

- a : free from pretense or deceit : frank
- b : easily detected or seen through : obvious
- c : readily understood

d : characterized by visibility or accessibility of information especially concerning business practices

If indeed the mandate of your role is to be transparent, then it seems to me the city is doing exactly the opposite. I was not well-informed of the goal of the GoQuietly public hearings nor given informed consent about putting me on Facebook amongst others things. I even doubt that the most of the public was even aware of it. In fact, I did not know of the survey til I happened to hear about it the last day but it was too late to let others know. These were hearings giving the "public" the impression the Welland legally have the right to override a federal law. To say that you intend to be transparent, then the public needs to be informed about the limits of their legal powers over navigational waterways.

Did the city solicitor speak at these hearings to clarify, be frank, make it readily understood of Welland's limitations so people could be well-informed, and more? I am thankful that Doug Thomas was available to let us know of the law concerning these issues.

The city survey does not specify exactly what is being sought or provide informed consent as to how this information is to be used or to the limitations of Welland's rights. In the online survey I conducted, this was clearly stated before the survey began. I find it curious that the term community and public is used despite not having a randomized group representing the community. Can the city guarantee the participants in these hearing represent the public? The city is doing research about something they mislead the public they have the right to do and are not even guaranteeing that random sampling and fair representation of this population is assured.

This research process seems to have been haphazard without adequate preparation to ensure that all the public has a say, which could have been done during the election, which was suggested by one of the counsellors but his suggestion was overturned. But that is mute when the very premise of the these hearings are misleading. There are laws that prohibit misleading or fraudulent practices.

I am not suggesting that you are intending to skew the results but biased sampling is not always intentional. If transparency is your goal, it first starts with being honest about the limitations not only of legal issues but the researcher (one doing the investigation) biases, the limits to the representativeness of the people in these hearings and the likelihood of skewing the results in multiple ways. This can be statistically and objectively calculated if the demographics of the sample is clear.

(page 1/2)

## Public Input Section 1 - Email and Hard Copy Submissions

In my research, everyone in our area was informed either in person or by pamphlet if they were not home so there was a greater likelihood of getting a non-biased sample. However, it did not have a title that implied the GoQuietly bylaw was the major objective and it was not. It simply had a few questions about recreational use of the canal. There are limits to all research as there was to ours. But we did not have access to any particular group, nor informed only one group and it was anonymous and did not ask for one's address. We gave the survey respondents the opportunity to give us their contact information if they wished and that this information would be kept confidential. You may want to ask Brian Roy about valid and reliable survey techniques that could also apply to public hearings if you do not take my word for it. I do now have the data for our survey but I did assure confidentiality for that data. The results were the exact opposite of yours.

There is also a need to address assumptions such as those concerning using Facebook as a way to address transparency. How does that assure transparency? I have already let the mayor know how that made me feel and how that likely discouraged others from speaking. You may want to read about how to do high quality research. I have a few suggestions (see below) and perhaps you could ask Brian Roy for some. There are also several free courses on coursera.org provided by high standard universities that provide information that would help the city research have higher quality standards. This may help make sure that certain participants are not over or underrepresented. These are what are called threats to external validity. You need probability sampling that will ensure that the people speaking for the "public" actually represent the public. You may just be reporting what people say but it is critical that these people are well-informed about the limits to what Welland can do and that they indeed represent the public voice. Additionally, if this is not a referendum on the GoQuietly bylaw, then explain the title of the survey.

My goal is not to demean you or accuse you but let you know that the city requires high standards that include honesty and transparency in ways that have not been done before with high quality research. Learning how to do this, gives you skills that will ensure high quality employment for a lifetime. I am a kayaker and waterskier. At no point do I want to infringe on the rights of others. I only ask they not infringe on our legal and moral right to use water guaranteed by law.

Linda Thomas

PS: Research books:

Frankfort-Nachmias, C., & Leon-Guerrero, A. (2015). *Social statistics for a diverse society* (7th ed.). Thousand Oaks, CA: Sage Publications.

- 

Chapter 6, "The Normal Distribution" (pp. 177–205)

- 

Chapter 7, "Sampling and Sampling Distributions" (pp. 206–236)

- 

Chapter 8, "Estimation" (pp. 237–266)

Wagner, W. E. (2016). *Using IBM® SPSS® statistics for research methods and social science statistics* (6th ed.). Thousand Oaks, CA: Sage Publications.

- 

Chapter 3, "Selecting and Sampling Cases"

- 

Chapter 5, "Charts and Graphs"

- 

Chapter 11, "Editing Output"

(page 2/2)