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REPORT:

A. Border Related News Media

Conflicting customs reporting rules for U.S. and Canadian boaters may break a treaty requiring free, equal and open navigation Watertown Daily Times – July 20, 2011

The recent flap over conflicting customs reporting requirements in U.S. and Canadian waters may call into question a 1909 treaty governing the nations' shared waters and prohibiting each from discriminating against the other's citizens in navigating those waters. The 1909 Boundary Waters Treaty requires that navigation "shall forever remain free and open" and that while the nations may each regulate their own territory, those regulations must be consistent with free navigation and must apply "equally and without discrimination to the inhabitants, ships, vessels, and boats of both countries." Current regulations as described by the United States and Canada require that U.S. citizens stopping to fish in Canadian waters on the St. Lawrence River without anchoring must report to the Canada Border Services Agency. But Canadian boaters in the same situation in U.S. waters need not report to U.S. Customs and Border Patrol, officials have said. As the debate escalated in recent weeks around the detention of a Thousand Islands fisherman, neither side mentioned the treaty that has governed policies along the waterway for more than a century.

And neither side appeared prepared for questions about it Tuesday. A spokesman for the U.S.-Canada International Joint Commission, which was created to implement and ensure compliance with the treaty, said the IJC would not become involved unless the nations asked for its advice on the issue. The spokesman referred questions to the U.S. State Department, which did not return emailed questions, and to the Canadian Embassy, which did not have anyone immediately available for comment. It is not entirely clear whether the treaty applies to such situations, as it has typically governed such issues as the use of water on the shared waterway and the management of water levels. But the treaty also plainly deals with issues related to navigation — although recreational boating was not the major economic driver then that is it today, and the St. Lawrence Seaway had not been built. Rep. William L. Owens, D-Plattsburgh, Tuesday questioned whether each nation's rules really diverge. He said the guidance he has received from U.S. Customs and Border Patrol is that Canadian boaters are, in fact, required by law to check in even if they do not set anchor. The issue, he said, is whether that requirement is enforced, which it is not. "I think what's different is how it's being enforced," Mr. Owens said. However, that conflicts with repeated comments that CBP has made to the Watertown Daily Times asserting that boaters who visit U.S. waters without anchoring, tying up to another boat or taking merchandise, are not required by law to report to Customs. Both nations agree that boaters who transit through, without stopping, between two points in the same country, need not report. Ultimately, Mr. Owens said, he hopes to introduce legislation prescribing that boaters in that situation need not report to Customs. He said he is working with Gordon Brown, a member of the Canadian Parliament from the Thousand Islands, to craft matching legislation in Ottawa. "We hope that we can get the interest of a broad swath of people," Mr. Owens said. The Canadian government recently announced that it would make the requirement easier to meet by allowing U.S. boaters to call the CBSA by cell phone from their boats, rather than reporting through an agency phone onshore. Had the onshore requirement remained, U.S. boaters would have had to report back to U.S. authorities upon return.

'Low-risk' travelers smuggling at border The Niagara Gazette - July 20, 2011

People whose backgrounds were thoroughly checked as part of the NEXUS program — it helps motorists to avoid delay at the U.S.-Canada border — have been betraying that trust. That is evident from the Canada Border Services Agency records, which confirm that more than 100 Nexus travelers

were found to be smuggling items as they crossed the border in the second half of 2010. In most cases, the offenders had their NEXUS passes revoked. Meanwhile, the U.S. Customs and Border Protection, based in Buffalo, has also revoked the passes for various reasons, in addition to smuggling. No precise numbers were immediately available. "Each (revocation) is on a case-by-case basis," said Thomas Rusert, public affairs liaison for the U.S. customs agency. Rusert emphasized that all NEXUS card holders need to make a proper declaration of any goods they're bringing into the United States. If they don't, they are in violation of the NEXUS regulations. The goods people tried to smuggle into Canada ranged from a couple of undeclared bottles of beer to a \$16,000 engagement ring. One Ontario resident attempted to declare a boat as Canadian goods but a customs officer discovered it was actually being imported. In another case, a Quebec traveler bought tires online from a business in the U.S. and had them installed on his car although he never declared that purchase at the border. A recent Toronto Star article, quoting the reaction of some people caught smuggling, included a driver who admitted to willingly not declaring goods "because customs is a hassle." A joint project of the U.S. and Canada governments, NEXUS was launched in 2000 for low-risk travelers to cross the international spans with minimal delay. The passes are issued to pre-screened people approved after an in-depth background check. A basic objective of the program was to expedite traffic flows and reduce unnecessary delays at the bridges. Applicants cannot have a criminal record or have violated customs and immigration laws. A \$50 fee also is required. The NEXUS program is said to have more than 500,000 members.

New Rochester-Toronto ferry idea being floated **Rochester Democrat & Chronicle – July 20, 2011**

An idea to restart a Lake Ontario ferry service is being floated both in Rochester and Toronto by a descendant of the prominent Sibley family who manages a Bahamas beach resort. Harper Sibley said Tuesday that he hopes to have a passenger-only ferry operational in mid-May 2012, and wants to add a second ship the following year. He is seeking investors, claims to have commitments for about half the \$3 million he needs in addition to his own unspecified outlay, and already has identified at least two potential ships for purchase. "We have to do it right this time," said Sibley, 56. "The city can't afford for us not to do it right." Ferry service had a brief but unforgettable run in Rochester in 2004 and 2005, first as a private venture then as a city-backed endeavor. Both efforts failed and lost millions in taxpayer dollars. Those familiar with the Sibley discussions, including Rochester Mayor Thomas Richards, say talks remain preliminary. The operation envisioned would be substantially smaller than the prior, high-speed ferry, with a heavy focus on excursions. Sibley said he is looking at 150-passenger ships, whereas the fast ferry had room for 774 people plus vehicles. "We have met with him twice, and we have asked him to come back with more information," said Angus Armstrong, harbormaster and chief of security for the Toronto Port Authority. When it comes to legitimate inquiries, he added, "this is one of the first ones. But, certainly, what I think he is looking at is more of a package deal that would consist of coming over and going to a show." What's next? "We are just waiting on him," Armstrong said. Sibley said the next step is to identify the vessel, since that affects staffing, customs and expenses, if more than one daily roundtrip is possible. He has a self-imposed 90-day deadline, giving himself until mid-October to raise remaining funds and buy the first ship, he said, or else wait another year to launch operations. Former Mayor Robert Duffy, now the state's lieutenant governor, shut down the former fast ferry in 2006 and placed Richards, the city's corporation counsel at the time, in charge of selling the high-speed ship. "Our attitude about (restarting ferry service) is the same as it's been all along," Richards said in a recent interview. "If somebody comes along that does not require substantial investment, public funds or our taking an operational role, we'd be open to it." Richards has not met with Sibley and said city officials have not talked financials, timeframe or other matters, though Sibley said he has a verbal agreement to lease space in the Rochester ferry terminal and has had initial talks about space in Toronto. He said he will not seek local, state or federal funds. "Nothing we've done has gone far," Richards said. "One of the criteria we would want is someone to demonstrate that they have the capability to do this." Sibley, whose ancestors founded Western Union, is the managing director of Valentine's Resort and Marina on Harbour Island, the Bahamas. His

LinkedIn page describes Valentine's as a \$40 million resort/marina development, while also listing him as former CEO of the New Atlantic Hotels, a development company he since sold that was based in Portland, Maine. In launching a new ferry service, he plans to rely on his hospitality experience to craft mini-vacation packages tied to festivals, the Finger Lakes and more but otherwise rely on a qualified management company to operate the ship. The plan is for seasonal ferry service running six months of the year, changing over to bus service in the winter if demand exists. There are many questions, of course. Passengers would arrive without vehicles, for one, and Rochester is mostly a driving community. But the Canadian dollar currently is stronger than the U.S. dollar, and VisitRochester has an active marketing campaign on the other side of the lake. "There's no question, the Canadians are coming, and they are spending enormous amounts of money," said Greg Marshall, senior vice president and director of marketing for VisitRochester, noting merchants seeing Canadians accounting for anywhere from 10 percent to 40 percent of their business. "The future looks incredibly bright. (And) we think a fast ferry or a ferry creates a top-of-mind awareness in the Canadian market that can't be replaced by anything else." Sibley grew up in a family of varied business interests. His father, Harper Sibley Jr., founded insurance and mortgage companies and served as the city of Rochester's public safety commissioner in the mid-1960s. He later built several clubs and resorts in Florida and elsewhere, and for a time owned an interest in the Miami Dolphins. At one point, he had the largest hog-breeding operation in upstate New York, located in Mendon, according to an obituary that ran in the Miami Herald in 2009. The younger Sibley said he moved back to Rochester from the Bahamas in December to focus on the ferry venture. "He's been all over town, trying to raise funds," local industrialist John M. "Dutch" Summers said of Sibley. Summers, president and majority owner of Jasco Tools Inc., said Sibley approached him two or three months ago, but Summers declined to invest. Sibley had found a "magnificent boat, remarkably cheap," thanks to the sour economy, Summers said. But, as he understood the deal, investors would front the money, Sibley would manage the operation and take the lion's share of the profits. At the port, planning and preparations to redevelop the ferry terminal and surrounding parking lots continue but no significant changes would be required to accommodate a ferry's return, Richards said.

**Bombardier Transportation receives 300-railcar order - 14 more months for 180 jobs
Plattsburgh Press Republican - July 22, 2011**

Bombardier Transportation has a \$331 million order from the Chicago Transit Authority for 300 railcars to be assembled in the City of Plattsburgh. That means 180 employees working on the Chicago Transit Authority contract will have an extra 14 months of employment, said Bombardier spokeswoman Maryanne Roberts. The new order is an option on a 2006 contract to build 406 railcars. The total contract for 706 railcars is valued at about \$1 billion. Roberts said the company started work on 10 prototypes in June 2008 and started work on the original 406 about a year ago. That work was originally going to end in spring 2013 before the 14-month extension.

MODEL SAVES ENERGY - Roberts said the company plans to add about 100 employees by the end of the year to work on a New Jersey Transit Corp. contract for 100 MultiLevel commuter railcars announced last September. Bombardier Transportation North America President Raymond Bachant said the order shows the confidence the Chicago Transit Authority has in Bombardier and its products. "We are proud to be a partner with CTA in providing modern, efficient and environmentally friendly transportation to the citizens of Chicago," he said in a statement. The 5000-Series railcars will be the first in the Chicago Transit Authority fleet to use alternating current propulsion. That allows dynamic braking regeneration, which stores the energy released when the brakes are applied and re-uses it during acceleration and operation. The Bombardier Transportation website says that can reduce energy consumption by 30 percent. The cars are also designed to have lower maintenance costs and increased reliability.

'A GOOD YEAR' - In addition, the cars feature an active suspension system to ensure their floors are level with the station platform, allowing passengers to board or leave the cars more easily. Other features include greater capacity, better communications systems, increased security and real-time

diagnostics to improve reliability. North Country Chamber of Commerce President Garry Douglas said the order is welcome news for Bombardier and the North Country. It provides continued work for hundreds at Bombardier and its area suppliers, and clearly recognizes the quality of their work. "As a hub for transportation equipment companies like Bombardier and Nova Bus, it's essential that they succeed in winning such contracts and orders and, on top of the recent major order from New York City for Nova Bus, this is shaping up to be a good year on that front," he said by email. "Our thanks as well go to our Washington representatives, Senators (Charles) Schumer and (Kirsten) Gillibrand and Congressman (Bill) Owens, for their constant support and promotion." Schumer said the contract is just what the doctor ordered during the ongoing economic downturn. "This is tremendous news that will keep hundreds of North Country workers on the job and once again shows the faith that large transit authorities have in the quality work that Bombardier does in Plattsburgh," he said by email. OUTSTANDING NEWS - Owens said he hopes the order brings some job security and peace of mind to Bombardier employees in Plattsburgh. "I congratulate Bombardier for securing this transit order out of Chicago and am pleased they decided to continue their investment in upstate New York by manufacturing the 300 rapid-transit cars here in the North Country," he said in a statement. City of Plattsburgh Mayor Donald Kasprzak said anything that brings jobs to Plattsburgh or helps retain jobs here is great news. "This news regarding Bombardier is outstanding not only for the City of Plattsburgh but for the region as well. With this order, it appears there is a long-term commitment between Bombardier and the City of Plattsburgh," he said.

North of the border
Pittsburgh Tribune-Review – July 17, 2011

Candy Penny and her husband have owned their novelty shop here just long enough to not know what it was like when American tourists flooded this small Peterborough County town in Canada's "cottage country." "I understand that, before the recession, every other license plate in town was from a different (American) state," said Penny, a Michigan native who moved here when she married a Canadian. "Between that and the spike of gas prices in 2008 and again this summer, and the required passports to cross the border, our main business is Canadian." Her shop is in a century-old wooden church. It is artfully arranged with birdhouses, beach towels, candles, charming retro signs of the Kawartha Lakes, and moose- and deer-antler cottage decor. "And it is pretty good business, at that," she said. That is because, unlike its Yankee neighbor, Canada has a robust economy. Buckhorn is bustling. The parking lot of the provincial liquor store was so full that cars spilled onto both sides of the narrow two-lane road; the Foodland's lot also was full, forcing shoppers to create spots along a slope down to Buckhorn Lake. Teddy's Antiques shop overflowed, and the Olde Icehouse bar's outdoor seating had a long wait for lunch. As America's woeful economy and high unemployment reflect its increasingly pessimistic outlook, things look better up here. Canada's economy is doing better for several reasons, says Matthew Lebo, political science professor at Stony Brook University in New York. It has "a well-regulated banking system, which prevented banks from taking excessive risks with depositors' money and from borrowing based on assets of dubious value," he explained. So it had no need for a public bailout of private companies that took bad risks. Lebo said Canada's diverse population and influx of educated, entrepreneurial immigrants over the last 30 years have led to a constant supply of innovation and new businesses. It also did not have a housing bubble, says former Federal Reserve governor Larry Lindsey, "So, therefore, no crash." Canada's housing sector has been a continuous bright spot, taking the country out of recession swiftly; the U.S. housing market remains abysmal, contributing to a faltering economy and no job growth. "They are also just booming with everything that surrounds the energy industry," said Lindsey. According to Lebo, "Canada is really 13 economies, mostly energy resource-based except for the Windsor-Quebec corridor, where heavy industry and financial and business sectors are concentrated." And here's a blow: More cars are made in Ontario than in Michigan, he said. Canadian provinces are more economically independent than U.S. states, Lebo said, so they have greater power over their economies, health and education systems. One of the things the United States can do to keep up with Canada is to unleash its natural resources,

says John Felmy, chief economist for the American Petroleum Institute. He said shale natural gas has immense potential for the U.S. energy industry. "What they are doing in Canada with their energy recourses is incredible," he said. "We have that same potential thanks to technological advances in hydraulic fracturing." Instead, Canada is America's largest supplier of oil and natural gas. Perhaps we can learn from Canada's example of developing its oil, natural gas, uranium and hydropower resources, generating jobs and improving its trade balance. Along with a booming economy come booming prices, of course: A pound of bacon here costs double its U.S. price, a pint of blueberries is triple the U.S. cost -- and if you want a flimsy bag for groceries, "it's five cents a bag," says a cashier. "Americans don't typically like to hear that, especially if they are stocking their cottages with supplies," she said, sympathetically. Prices at the gas pump are equally painful; the average last week was \$1.25 a liter. With roughly four liters to the gallon, you're staring at \$5 a gallon. A resort owner near Sandy Lake said he really felt the pinch when both countries were in the beginning of recession in 2007: "Cottages sat vacant for too long." This year is back to normal, he said. "All of my cottages are booked through August" -- although with a lot fewer Americans.

Xerox lands exclusive contract with Cirque du Soleil Rochester Democrat & Chronicle – July 16, 2011

Xerox Corp. has landed a contract to be the exclusive provider of office equipment and document services for Cirque du Soleil's Big Top and Arena Touring shows in the U.S., Canada and Europe. Financial terms were not disclosed. Under the arrangement, Xerox will work at Cirque du Soleil's headquarters, satellite offices and on its touring shows to provide print services, help develop cross-media campaigns and simplify document management. Xerox has similar arrangements with the New York Mets, the Buffalo Bills and the Xerox Rochester International Jazz Festival.

Town's role in War of 1812 showcased in production, giving glimpse at historic life Buffalo News - July 20, 2011

The burning of Lewiston during the War of 1812 and the crucial role of battles along the Niagara Frontier will be recalled in detail when the Lewiston Council on the Arts performs its latest production, "Marble Orchard: The Spirits of 1812," this weekend at the Hennepin Park gazebo. The audience will be invited to step back in time for a glimpse of what life was like 200 years ago in Lewiston, where some historians say the first shots of the War of 1812 were fired. Actors dressed in period costumes will portray some of the most interesting characters of that era in a series of vignettes, recreating parts of the conflict that ultimately helped to establish the international boundary that still exists between the United States and Canada. "These actors are not strictly re-enactors, and the program isn't strictly a play," according to Eva Nicklas, artistic director of the Lewiston Council on the Arts and one of the authors of the script. "They are actors portraying real characters and recalling real events, but the production does not have a continuous story line like most plays. It's a series of related events that shaped our history." Lewiston was the staging area for the U. S. invasion of Canada in the Battle of Queenston Heights on Oct. 13, 1812, the first major battle of the war. In early December of 1813, American troops burned Fort George and Newark, then the capital of Upper Canada (now Niagara-on-the-Lake, Ont.), leaving the residents homeless during the bitterly cold winter. "Retaliation was swift and savage," according to the website, historiclewiston.org. Combined British and Canadian troops and their Mohawk Indian allies captured Fort Niagara and attacked Lewiston on Dec. 19, 1813, leaving the village in ashes. Buffalo was burned in a similar attack. The assault at Lewiston was stopped when Native Americans from the local Tuscarora village joined American defenders, becoming the "Tuscarora Heroes" who saved the lives of dozens of citizens. The Historical Association of Lewiston plans to unveil a monument of thanksgiving to the Tuscarora Nation on Dec. 19, 2013, the 200th anniversary of the attack. This action and others like it are the basis of "Marble Orchard: The Spirits of 1812" that will be presented free at 7 p. m. Saturday and at 2 p. m. Sunday in Hennepin Park, at Center and South Fourth streets. Nicklas said she and collaborator Tim Henderson carefully researched the

stories and wrote them for public presentation. Michelle Kratts of the Lewiston Library and Tuscarora brothers and historians Tracy and Crandall Johnson also contributed to the writing, as did Bonnie Clark and Sue Campbell, members of the board of the Lewiston Council on the Arts. Among the characters portrayed will be:

- Sacarissa, a Tuscarora chief who went to Canada seeking peace. The Lewiston Independent Order of Odd Fellows named their lodge Sacarissa Bell Rose Lodge 307 in his honor.
- The pioneer family of Lemuel Cooke, credited with being the first European settlers to build a cabin in Lewiston in the early 1800s.
- Sparrow Sage, who built a home and tavern at the base of Indian Hill in what is today the Town of Lewiston. After the British and their Mohawk allies chased everybody out of the burning Lewiston, they stopped at the tavern and did not set it afire. Later, though, a Mohawk kidnapped Sparrow's wife, and he flew into a rage as he tried to rescue her.
- Catherine Hustler, who became famous for inventing the cocktail at Hustler's Tavern in Lewiston — a "gin mixture" stirred with the tail feather of a rooster.
- The Gillette family, who will tell of the terror and tragedy they suffered at the hands of the Mohawks.

Travel: Big cities, natural beauty in Canada **Utica Observer-Dispatch – July 19, 2011**

Fall travel plans are off to the right start when you consider the Great White North. "Fall in Canada evokes all senses. Experiences range from viewing polar bears on the tundra to sipping wine by the lake, sampling locally-harvested cuisine, walking on the ocean floor or kicking up your heels to a lively tune, all in the company of Canada's warm and hospitable people," said Heather Dolan, Canadian Tourism Commission's U.S. representative. While they are cosmopolitan and sophisticated, Canadian cities are on the doorstep of spectacular natural wonders. One of the best reasons to visit Canada is that travelers can find adventure by immersing themselves in nature's water and wildlife, without having to sacrifice their creature comforts. Here are three areas in which to sample all that Canada has to offer.

Bountiful harvest - Dive into a bountiful harvest in Canada's most popular wine regions: the Okanagan in British Columbia and Niagara in Ontario. Two festivals worth mentioning are the Niagara Wine Festival Sept. 16-25 (www.niagaragrapeandwinefestival.com) and the Okanagan Fall Wine Festival, Sept. 30-Oct. 9 (www.winefestivals.com/fallfestival). The Napa of the North, Okanagan has more than 100 wineries, many of which offer stunning, sunny views of the 96-mile-long Okanagan Lake. You can also take a floatplane tour from Kelowna and Okanagan Lake to wine country's Golden Mile; cycle the historic Kettle Valley Rail Trail across the 240-foot-high, 250-foot-long Trout Creek Trestle; and tour through forests of ancient Douglas fir, riding past the lush vineyards and orchards of the Naramata Bench. The Niagara region has more than 70 wineries and is well known for its icewine, made from grapes harvested at 14 to 17.6 degrees or lower — often by moonlight — and pressed while still frozen. For theater lovers, the Stratford Shakespeare Festival wows the crowds now through Oct. 30 (www.stratfordfestival.ca).

Atlantic Canada - Fall is a great time to visit Atlantic Canada, which is comprised of the provinces of New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland and Labrador. Besides the stunning landscape of fall colors throughout these destinations, from the hills to the parks to the seaside villages, popular festivals include Fall Flavours culinary festival Sept. 2-25 (www.fallflavors.ca) and the Shellfish Festival in Prince Edward Island Sept. 15-18 (www.peishellfish.com). Other east coast highlights include:

- Home to the highest tides in the world, the Bay of Fundy, a 170-mile-long ocean bay that stretches between New Brunswick and Nova Scotia. Try hunting for amethysts on the ocean floor when the tide is out.
- Feeling adventurous? Take one of the world's greatest road trips along the winding roads and sweeping vistas of Cape Breton's Cabot Trail. Or take it easy with a game of golf on the scenic Highland's Links.

- Visit Anne of Green Gables and friends at Avonlea Village and Anne's "home" in Price Edward Island National Park in Cavendish.

Romancing the rails - Taking the train is one of Canada's iconic travel experiences, and fall is a great time for any of its routes from Atlantic to Pacific (www.viarail.ca). In the north along the Hudson Bay, Churchill, Manitoba, is Canada's only sub-Arctic seaport. The only way to get to Churchill is by plane or train, which takes two days. Then the fun begins. Bundle up and board a tundra buggy and take in one of the rarest wildlife wonders: polar bears migrating to the Hudson Bay for their annual feast. After a day of wildlife spotting, head in to town for a feast of your own. On the menu are roasted caribou, poached arctic char and Manitoba pickerel. If the skies are clear, step outside for some after-dinner entertainment and view the Northern Lights.

Ice wine is sweet taste of winter for summer night
Pittsburgh Tribune-Review - July 19, 2011

"So, who won the War of 1812?" Nicklas asked. "It depends on which side of the Niagara River the historian lived on," she said. "In reality, neither side won." The Treaty of Ghent, which ended the war, was proclaimed on Feb. 18, 1815. This weekend's performances are free, but donations will be accepted. "Marble Orchard" is the colloquial local name for the Lewiston Village Cemetery. In the midst of July's heat and humidity, winter's chill and ice do not readily come to mind, unless you happen to be Randy Dufour, Inniskillin Winery's ambassador of icewine. Dufour circles the globe explaining the magic behind icewine's exquisite delights. "I started working while in college at a Vancouver restaurant and saw firsthand the sheer joy that customers took in ordering and enjoying wine," says Dufour, who initially considered a legal career. "At the time, people just called me the wine guy, not sommelier." To his parents' initial chagrin, he said goodbye to the law and worked for a New York wine-exporting firm. For 10 years, Dufour did little with icewines, but that quickly changed in 2004 when he returned home to Canada to work for Vincor, Inniskillin Winery's parent company. Today, Inniskillin Vidal Icewine sells in 72 countries and reigns as the topselling retail wine in global travel duty-free shops. The articulate and engaging Dufour deserves much credit, but he points to the product's quality and unique terroir as the real foundation for success. The story started in 1974 when Karl Kaiser, an Austrian-born chemist, and Donald Ziraldo, an Italian-Canadian agriculture graduate, founded Inniskillin. They believed passionately that grapes grown on Ontario's Niagara Peninsula could produce world-class wines. Quality, not quantity, became their credo. Then a breakthrough occurred. "Being of Germanic descent, Kaiser quickly understood the potential of southern Ontario's climate for producing terrific icewines," Dufour says. Kaiser recognized that conditions resembled those in Germany where monks accidentally discovered the icewine process after an early frost in the 1700s froze their grapes. "Most Americans think of Canada as a vast country to the far north," Dufour says. "But the Niagara Peninsula lies just north of Buffalo, N.Y., at the 43rd parallel in line with Oregon and northern Italy." As a result, warm, even balmy, summers ripen grapes fully in healthy condition. The peninsula's proximity to Lake Ontario, Lake Erie and the Niagara River enhances quality. In summer, lake breezes create cool nights to preserve the grapes' vibrant acidity. Conversely, in winter, the "lake-effect" acts as the vineyards' crucial heater. "The lake absorbs heat all summer," Dufour says. "In winter, steam actually rises off the lake as the stored heat releases into the cold air. The heat flows over the vineyards and warms the air just enough to keep the vines alive in winter." Coincidentally, those same dramatically cold winter temperatures create the opportunity to make icewine. As cold winds, rain and snow swirl, Inniskillin's patient winegrower's allow fully ripened grapes to hang on the vines. Leaves drop from the vines to expose the grapes to the elements. Repeated freezing and thawing takes place. "The grapes slowly and naturally dehydrate to intensify flavors and concentration," Dufour says. "The key is to wait until 14 degrees Fahrenheit to pick." In such frigid temperatures, water, but not precious nectar, freezes inside the grapes. Before temperatures plunge further, Inniskillin's teams quickly hand-pick and press each bunch to obtain just a few drops of luscious juice from each grape. The miniscule yields amount to only 8 percent of a normal pressing. "The aromas and concentration are just amazing, but its natural acidity that sets icewines apart from

cloying, sweet wines," Dufour says. "Acidity balances the fruitiness and sweet intensity." Inniskillin's first icewine appeared in 1984, and, by 1991, Inniskillin Vidal Icewine won a prestigious prize on the world stage at Bordeaux's Vinexpo Competition. This singular moment vindicated the founders' belief in the Niagara Peninsula. Today, Inniskillin makes icewines in both Ontario and British Columbia using Vidal -- a French hybrid grape -- Riesling and Cabernet Franc, a red-skinned grape. With their superb balance, the icewines make excellent desserts sipped by themselves. Or, pair them with either fresh summer berries and cream or soft cheeses and walnuts. Icewine also makes a memorable gift, as millions of duty free purchasers prove annually. At home, try: 2007 Inniskillin Winery, Vidal "Pearl" Icewine, VQA Niagara Peninsula, Ontario, Canada (Luxury 21099; \$59.99 for 375 ml.): The golden color offers intense tropical fruit and honey aromas opening to luscious, pure flavors. Fresh acidity and mineral notes balance the sweet finish beautifully. Recommended.

B. Border Communications

Government of Canada Enlists Help of Canadians to Enforce Canada's Immigration Laws

Government will not tolerate war criminals in our communities

Toronto, Ontario July 21, 2011 – Today, the federal government asked Canadians to help in [identifying 30 individuals](#) accused of, or complicit in, war crimes or crimes against humanity, and who are thought to be hiding out in locations across Canada. The announcement was made in Toronto by Public Safety Minister Vic Toews, Minister of Citizenship, Immigration, and Multiculturalism, Jason Kenney, and Luc Portelance, President of the Canada Border Services Agency (CBSA).

"We all have a part to play in making our communities safe, and today we are asking for Canadians' assistance," said Minister Toews. "In releasing the names of individuals, who are residing illegally in Canada and who are complicit in committing war crimes and crimes against humanity, it is our hope that new information will help our law-enforcement officials track them down and remove them from Canada."

Canada is recognized around the world for its leadership in global efforts to hold persons suspected of, or complicit in, serious human rights abuses accountable for their crimes through cooperation with other countries and international tribunals.

"Our Government received a strong mandate from Canadians to maintain the integrity of our immigration system. Those who have been involved in war crimes or crimes against humanity will find no haven on our shores," said Minister Kenney. "Should they arrive here by fraud, they will be identified, they will be located, and they will face the consequences."

The CBSA, Citizenship and Immigration Canada, the Department of Justice, and the Royal Canadian Mounted Police work cooperatively with international partners to ensure that those who have engaged in such crimes find no sanctuary in Canada.

"We hope that reaching out to the public today will enhance the ability of the CBSA and its partner organizations to effectively deal with persons complicit in these acts," said President Portelance. "I'm here with the Minister of Public Safety and the Minister of Citizenship, Immigration and Multiculturalism, to encourage the public to provide any information to the CBSA about violations of our immigration law or suspicious cross-border activity by calling the Border Watch Toll-free line or their local police."

The Government of Canada will continue to be vigilant at our border and around the world, making our communities a safer place to live and our citizens more secure.

Help us keep our borders safe. If you have information about suspicious cross-border activity or immigration-related offences, please contact the Canada Border Services Agency Border Watch Toll-free Line at 1-888-502-9060.

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Travel tips on crossing the Canadian border upon returning from vacation this summer

Montreal, Quebec, July 19, 2011 – The summer holiday season is upon us, and many Canadians will likely be travelling abroad over the coming weeks. The Canada Border Services Agency (CBSA) is making every effort to minimize border wait times during this peak period; travellers can facilitate their re-entry into Canada by keeping the following five tips in mind.

1. **Plan ahead to avoid delays at the Canada–U.S. land border.** The CBSA suggests that you avoid travelling during peak periods such as afternoons and weekends, and use the Internet to keep track of wait times. You can consult border wait times on the [CBSA Web site](#), on Twitter at www.twitter.com/CBSA_BWT, or on your cell phone at wap.gc.ca or www.gc.ca.
2. **Bring appropriate identification** for yourself and for all children travelling with you, regardless of their age. CBSA officers watch closely for missing children and may ask you detailed questions about the children you are travelling with. If you have or share legal custody of the children, have copies of the relevant legal documents, such as custody rights, on hand.
3. **Declare all merchandise you have bought and have all your receipts on hand.** Officers may ask you to show receipts for the goods you have purchased and your hotel receipts to verify the length of your stay outside Canada. Keep all of your receipts together and on hand to avoid unnecessary delays.
4. **Be aware of your personal exemptions.** Depending on the length of your stay abroad, you may be entitled to certain personal exemptions.

After being away for...	You can bring back goods, tax- and duty-free, worth up to...
24 hours or more	CAN\$50
48 hours or more	CAN\$400
7 days or more	CAN\$750

Alcoholic beverages and tobacco products may be included in your 48-hour or seven-day exemption, provided you are of legal age. Certain restrictions apply.

5. **Know before you go.** Certain goods are prohibited or restricted from entering Canada (weapons, certain plant and animal products, etc.). You can find out more about this by consulting the [I Declare](#) brochure.

Finally, use your NEXUS card and save time at marine, land and air ports of entry when entering Canada or the United States. Visit www.nexus.gc.ca for more information or to apply for a membership.

For more information, visit the [CBSA Web site](#) or contact the Border Information Service at 1-800-959-2036.

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CBP Officers Assist New York State Police in DWI Arrest

(Monday, July 18, 2011)

Niagra Falls, N.Y. - U.S. Customs and Border Protection (CBP) Field Operations assisted in the New York State Police arrest of an individual on charges of driving while intoxicated.

On July 16, CBP officers encountered Blair Boyer, a 46-year-old Canadian citizen at the Rainbow Bridge border crossing in Niagara Falls, N.Y. Mr. Boyer presented himself for inspection at the primary booth where the CBP officer noticed Mr. Boyer's speech was slurred during the primary interview. Mr. Boyer was escorted for a secondary inspection after he admitted to the primary officer that he had been drinking that night.

During secondary inspection the New York State Police were contacted and responded to administer field sobriety tests. Mr. Boyer failed the field sobriety tests and was arrested by the New York State Police on charges of driving while intoxicated.

U.S. Customs and Border Protection is the unified border agency within the Department of Homeland Security charged with the management, control and protection of our nation's borders at and between the official ports of entry. CBP is charged with keeping terrorists and terrorist weapons out of the country while enforcing hundreds of U.S. laws.

Representatives Higgins & Hochul Call for Homeland Security Hearing on Hezbollah's Influence in North America

WASHINGTON, DC – Representatives Brian Higgins (NY-27) and Kathy Hochul (NY-26), Members of the House Committee on Homeland Security, have asked for a committee hearing to discuss Hezbollah's influence in North America. The two Members are particularly focused on the militant group's presence in Toronto, Canada, an area only about 100 miles from the Western New York region that Higgins and Hochul represent.

"The issues brought to light during a recent hearing raises serious concerns about potential threats to America including new evidence of infiltration dangerously close to home," said Congressman Higgins. "We take this information very seriously and are seeking further investigation into this matter including details related to ongoing measures to protect our community and country."

"The safety and security of Western New Yorkers is my top priority," said Congresswoman Hochul. "Having a branch of a known terrorist organization in 15 U.S. cities and in Toronto is a cause of major concern; therefore we are requesting a full briefing from our law enforcement community on the nature of the threat and what is being done to counter it."

During a recent meeting of the Homeland Security Subcommittee on Counterterrorism and Intelligence, entitled "Hezbollah in Latin America – Implications for U.S. Homeland Security" held on July 7, 2011, Members were briefed on Hezbollah's activities beyond Lebanon. Testimony at the hearing included warnings of an increase in Hezbollah operatives in and around the United States. ([link to testimony by Higgins and Hochul](#))

Representatives Higgins and Hochul sent a [letter](#) to Homeland Security Committee Chairman Peter King and Counterterrorism and Intelligence Subcommittee Chairman Patrick Meehan requesting a second hearing that would bring federal agency leaders to the table for further discussion. In addition, the Representatives [wrote](#) to the Department of Homeland Security Secretary, Attorney General and FBI Director requesting their participation in the proposed meeting.

Hezbollah is listed on the U.S. State Department's register of Foreign Terrorist Organizations. According to the [State Department](#), the organization, formed in Lebanon in 1982, has taken credit for and is suspected of being involved in a number of direct attacks against United States' interests and today maintains several thousand members worldwide.

Higgins Offers Amendments to Protect Great Lakes

During today's markup on the Foreign Relations Authorization Act for Fiscal Year 2012 (H.R. 2583), Congressman Brian Higgins (NY-27), a member of the House Foreign Affairs Committee, offered amendments which seek to protect the Great Lakes. "The Great Lakes are vital economic and environmental resources for the communities I represent and the environmental health of those lakes is critical to our future," Higgins said during the hearing.

One amendment presented by Congressman Higgins would have restored \$750,000 in funding to the International Joint Commission to allow it to continue its efforts along the Country's Northern Border with Canada, which has included addressing issues of water quality in the Great Lakes.

The second amendment would have restored \$7.6 million in funding to the International Fisheries Commission to allow the Great Lakes Fisheries Commission to continue their efforts to combat invasive species that threaten the Great Lakes. Great Lakes fisheries and recreational boating industries are worth over \$7 billion and \$16

billion respectively. Both amendments failed to receive a majority of votes by a slim margin.

Congressman Higgins is a member of the Congressional Great Lakes Caucus and recently called on the Ohio Governor to veto legislation that would have siphoned 5 gallons of water a day from Lake Erie.

Gillibrand Introduces New Measure To Improve Funding For Border Infrastructure Projects in NYS

Gillibrand Bill Boosts Investment, Provides Flexibility by Including Rail in Coordinated Border Infrastructure Program – Set to Expire Sept. 30

July 13, 2011

Washington, D.C. – As Congress begins debate on the National Transportation Reauthorization, U.S. Senator Kirsten Gillibrand, a member of the Environment and Public Works Committee, today introduced legislation with Vermont Senator Bernie Sanders to improve and offer more flexibility to the Coordinated Border Infrastructure (CBI) Program, which authorizes funding under the U.S. Department of Transportation for infrastructure projects in border regions. Senator Gillibrand's measure would reauthorize the program for an additional 5 years at the current level plus inflation, and allow states to use the funding for freight and passenger rail projects. Last year, New York State accounted for 15 percent of all rail trade between the U.S. and Canada. The CBI program is set to expire on September 30, 2011 without reauthorization.

"From the Peace Bridge to the Thousand Islands Bridge to Rouses Point, New York State is home to some of the largest and most significant border crossings in the country," **Senator Gillibrand** said. "When we invest in infrastructure upgrades at New York's border regions, we create new construction jobs immediately, and help grow our local economies over the long term by connecting more businesses in New York to Canada. This legislation provides resources for infrastructure projects to move forward, offering flexibility to help attract more new businesses and grow our economy."

New York has received more than 13 percent of the available funding for this program, \$157 million in CBI funds, since the passage of the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

Senator Gillibrand's measure would authorize the CBI funding over the next 5 years at approximately \$230 million per year, including approximately \$30 million per year to New York State.

CBI funding is available for the following types of improvements to facilitate and expedite cross border motor vehicle and cargo movements:

- Improvements to existing transportation and supporting infrastructure;
- Construction of highways and related safety and safety enforcement facilities related to international trade;
- Operational improvements, including those related to electronic data interchange and use of telecommunications;
- Modifications to regulatory procedures; and
- International coordination of transportation planning, programming, and border operation with Canada and Mexico.

Embassy: Canada's Foreign Policy Newsweekly - <http://www.embassymag.ca/>

C. Editorials/Columns

Canada's oil to miss U.S., flow to China Pittsburgh Tribune-Review - July 17, 2011

There is just too much oil around. This has to be frustrating to the good souls who worry that the world is running out. Or that burning it in our cars is too terribly polluting. Natural gas and coal are also distressingly abundant, but stick with the national schizophrenia on oil for a moment. Some 500 miles north of the border in Canada, near Edmonton where hockey teams go to play (so it's lots closer than the Arctic), a whole Saudi Arabia is under foot. The oil reserves are Mideast-sized, the source friendly, and the drills grind into dry land, not blue water. So what's holding up a pipeline to bring all this Canadian supply down to us? Just the U.S. State Department, says Rick Manning, communications chief at Americans for Limited Government, a Washington think tank. Secretary of State Hillary Clinton's foreign affairs bunch has been "sitting on the approval of a pipeline for more than three years," he writes. Why on earth? Because environmental groups don't want Alberta's oil sands developed, according to Manning. "They believe getting the oil out of the ground will cause increased greenhouse gas emissions." And naturally the Obama administration snaps to attention. Environmentalists speaking! The save-the-world lobby opposes a Canada-U.S. pipeline, and that's it. This is maddening from more than merely a supply viewpoint. What comes to mind when you think pipelines? Tons of steel tubing, right? Earthmovers to dig the long, long trench. And hardhat jobs galore. Talk about stimulus. There's more, writes Manning in the NetRightDaily blog. We're not even saving Alberta's pay dirt from the evils of development with all this high-minded oilophobia. The Chinese are doing it. China is investing billions to lay a pipeline "from these very fields to a Pacific Ocean port facility in British Columbia." Beautiful. The oil won't come here but is fated to be burnt in cars and factories under the same atmosphere halfway around the earthly envelope -- where you can bet the steel, bulldozer and job orders will go, too. Does this make any sense as energy strategy? Manning sees only a twisted connection: that environmentalists simply have a deep-down hostility to fuels that are cheap, the so-called fossil fuels laid down eons ago by a generous nature. Only in that light, he says, would enviro groups be stirring up public misgivings over the discovery of vast new fields of clean-burning natural gas far below the water table. (Gas producers might have a more solid worry: that an oversupply of their great fuel will bring prices down too much.) Coal supplies half of this country's electricity, a clean enough source for most reasonable folks. But it's got to get squeaky, maybe impossibly, cleaner. Or no comfort can be taken from America's hundreds of years' supply. It ought to be obvious, says Manning, that fossil fuels intersect directly with national security. For Obama's people not to see that it's better for Canada's oil to ship to U.S. refineries and consumers than to China's is just baffling. So baffling that he thinks it's time environmental groups should publicly disclose "who gives them money to throw their weight around against our nation's economic interests." Time, in short, to clear the air. – *Jack Markowitz - Retired business editor Jack Markowitz's columns are published on Sundays and Thursdays.*

**New plaza urgently needed
Buffalo News - July 19, 2011**

So, the grand plaza is dead. That doesn't have to mean that a dramatic new bridge is similarly deceased, though. It may be delayed, but supporters need to remain on duty. That goes for those who have so far been AWOL on the issue as well: Mayor Byron W. Brown and Buffalo's Common Council prominently among them. Here's where things stand. Because of a lack of leadership and money, together with a spate of bad decisions, the Peace Bridge Authority concluded it had no choice but to abandon the large Customs and Border Protection plaza it had been planning and that the federal government was going to fund. Instead, it plans basically to reconfigure what it has, while enlarging the existing plaza by seven acres to a total of 25. The original plan called for a 37-acre plaza. That need is urgent, authority officials say, because the existing design of the plaza is causing traffic to back up onto the bridge, delaying entry into the United States and discouraging motorists and especially truckers from using the bridge. To get the plaza job done, the authority is planning to use its own money, instead of Washington's, to upgrade the plaza and later to redeck the existing bridge, which still uses the decking that was laid when it was built more than 80 years ago. Paying for the renovation work itself will speed the project because the authority has to jump through fewer regulatory hoops. To improve the plaza, though, the authority will need the support of the Common Council and the mayor. They can no longer stand in the way of a project that remains critical to the regional economy. In particular, they need to support the authority's effort to take one more house to add to the ones it already owns along Busti Avenue and then to convey the avenue to the authority for incorporation in the new design. Then, the scaled-down project can proceed. The reworked plaza will have to be enough for now; later, when the economy is once again firing, the authority wants to secure federal funds to build the bridge that remains the ultimate goal of this project. That will be a reasonable request of the federal government, since the authority will be using money that had been meant for the bridge to build the plaza. When it comes to the bridge, we hope the authority will reconsider the matter of design and settle on something more dramatic than the triple-arch favored in unscientific surveys of residents. It's a shame the project came to this. With better leadership, it could have been on its way to completion before the economy collapsed and federal funding became impossible to secure. But here is where we are, and it's time to make the best of a bad set of circumstances. For the time being they won't build a bridge and a grand plaza entrance to Buffalo, but traffic backups are still hurting the region and creating unnecessary pollution. It is essential that Brown and the Common Council get involved and promote this scaled-down project. They have a job to do and Buffalo -- all of Buffalo -- has a right to expect them, finally, to do it.

D. Citizens Views (write-in letters)