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REPORT:

A. Border Related News Media

Environmental impact statement leaves border fencing a possibility Watertown Daily Times – October 6, 2011

Residents of the St. Regis Mohawk Reservation and the village of Massena told U.S. Customs and Border Protection representatives Tuesday night they do not want a fence along the northern border. Representatives of the border security agency came to solicit feedback and official reaction of the Northern Border Draft Programmatic Environmental Impact Statement, which purposes to “provide a well-integrated, reasonable framework for sustaining and enhancing security” over the next five to seven years. Of the 30 people who attended the meeting at the Massena Veterans of Foreign Wars post, most did not know much about the document, but they did know a fence was discussed. Corey Tarbell, 37, Akwesasne, found out about an hour before the meeting and rushed over, he said. “I don’t know what they’re trying to accomplish today,” Mr. Tarbell said. A PowerPoint presentation and posters throughout the room explained possible security situations. Future administrations will look at the report when making decisions about how to handle future threats, Customs and Border Protection representative Don Beckham said. Mr. Tarbell and many others were agitated when told they could not speak at the meeting but could record their comments in a microphone in the back of the room. “I’m steaming about this,” he said. “These recordings don’t mean anything to them.” Speaking into the recording device or giving a written statement were the only ways audience members could make official comments. The group, though, decided to speak its opinions aloud for about 30 minutes. “We can’t predict what the security will be,” Mr. Beckham said. “Please put your comments on the record.” Many did walk to the back of the conference room to speak into a recording machine, but some left after just speaking to the audience. Jessica L. Jock, Massena, said drafting a report that covers the entire border and not each specific area doesn’t do the area justice. She also said another meeting should be held to explain better the future security in the local area. According to the impact statement, fencing off the border in “trouble spots” could be used to deter illegal activity. “They are screaming terrorism and taking away our civil liberties,” said Kakawerais, a 55-year-old grandmother from Akwesasne. “You don’t care about the people, and you don’t care about the environment.” Mr. Beckham, though, said fencing would be in specific areas only and would not blanket the border. Many at the meeting said the presenters were not familiar with the area and were reading information they could present to people anywhere along the northern border. “It’s just blanket information — not specific,” Mr. Tarbell said. “I still don’t know what’s going on.” Mr. Tarbell, who crosses the border five to seven times a day for work, also said the United States is trying to make people afraid. “They have done everything else; a fence is next,” Mr. Tarbell said. Those who would like to submit an official comment can do so at www.northernborderpeis.com.

Bridge Authority’s Horr adds international role to résumé Watertown Daily Times - October 6, 2011

WHO: Robert G. Horr III, 54, Sackets Harbor, executive director of the Thousand Islands Bridge Authority, which administers the 8½-mile-long binational bridge. A former village of Sackets Harbor justice and town of Hounsfield supervisor, Mr. Horr had worked for the bridge authority since 1997 and took leadership of the

organization in 2003. Mr. Horr and his wife, Susan B., have three sons, David W., Sackets Harbor, Samuel E., Durham, N.C., and Zachary R., McGuire Air Force Base, NJ. Following in the footsteps of his predecessors — W. Grant Mitchell and Russel I. Wilcox — Mr. Horr will soon assume the role of president of the International Bridge, Tunnel and Turnpike Association, a worldwide organization representing the toll industry, in 2013 after serving as the organization's first vice president in 2012. IBTTA, founded in 1932, represents 250 members in 23 countries on six continents and aims to educate and advocate for federal and state initiatives impacting the toll industry, according to its website.

How long have you worked for the Thousand Islands Bridge Authority? “My dad (Robert G. Horr Jr., who died in 1999 at age 72, was the owner of the Greenwood Buick Honda car dealership in Watertown and a former banker with the Jefferson County Savings Bank) was actually on this board from 1972-ish until 1992 or 1993, I believe. I came to work here in 1997. I was the director of administration and operations, which means I was in charge of the office and the toll section of the business. “I had interviewed for the executive director position and the board had offered me the job, it might have been in the fall of 2001. Russ retired at the end of 2002 and I took over in January 2003.”

How do you normally spend your day at work? “Fifty percent of my day is spent with dealing with border issues, which really doesn't have a lot to do with collecting toll and running a bridge operation and a castle. If the border isn't working well, or if there's a new policy, if we don't have an understanding about it and advocate for ourselves, we're going to lose revenue. And by losing revenue, we can't do the things we need to do, which is maintaining the bridge system. “A change in policy, from Ottawa or Washington, as 2001 happened, brought a real change in how customs does business. We really make an effort to work with the local personnel at both customs as frequently as we can to assist them. And that's really paid off a lot. “Even though we've got backups and delays at the border, if you've got every lane open, there's not much more you can do. That's why you're seeing us advocate for a new U.S. port facility and more inspection lanes.

What are some of the challenges you face as a bridge operator? “This bridge crossing is probably one of the most unique in North America for one simple reason: the border is in the middle of our system. If you look at the traditional international bridge crossings, the customs is on either end of the bridge. Here we essentially have a nine-mile system with the border in the middle. So what happens in the middle affects the ends, instead of the ends affecting middle. “That is a big challenge for us. And we've worked very hard to with the local customs people to get them to understand that we are different.”

Is there anything you don't like about being in charge of a bridge? “My biggest fear is that we have a catastrophic event that would significantly damage one of the long-span bridges — whether it's an accident, a fire, an act of vandalism, terrorism — those are the things that keep me up at night. “We try to mitigate all of our risks, we have all kinds of emergency response plans and security plans that are constantly being evaluated, but there's always that chance of something bad happening. And God-forbid it ever does. It would be a huge economic impact, not only for the authority, but for the whole region to lose a vital link. “And we have to do everything we can, not only to protect the infrastructure, but also our most valuable resource, our human resources. We have employees that work on high steel, work around electricity and over water. Just everywhere you work in this organization, there's a place to get hurt. One of my fears is that somebody gets seriously hurt, or worse, and I'm the one that has to make that phone call. “Everything we do, safety is the number one thing talked about.”

What are some common complaints you hear from travelers? “We have a pretty high level of customer service here. When there's a complaint, and they happen periodically, regardless of what it is, I want to know about it. Things like, somebody gave the toll collector a \$20 bill and they got change back for \$5, and that stuff happens but I want to know about it. Because I want to make sure the customer gets an answer. We don't see ourselves as being so big that we can't talk to everyone that has a concern or comment. “Sometimes we get complaints, how come we're not EZPass? I have an EZPass myself and sure, I'd like to see it, too. But there are some obstacles that we have to overcome and the industry has to overcome before it's viable here. But we are studying it and we are looking at it and hopefully someday we'll have it.”

How long is that bridge supposed to last? “When I ask our engineers, ‘with the bridge in its current condition and its current maintenance plan we have in place, how long can it last?’ They say, forever. I always laugh when they say that but certainly it's got a long life left in it, if it's maintained to the level it is today. “As the structures get older, they require more maintenance. These things are machines, they're not static. They have

bearings in them, they have cables, there are moving objects, so things wear. It's also a painted structure. So we are very proactive in how we maintain that."

And how long does it take to paint the bridge? "It really takes forever. But if you were to start at one end and work your way to the other, it would take seven years. But we don't paint every area every year. "It all depends where the rust is showing."

What do you have to offer as IBTTA's president in 2013? "I always say IBTTA gives a lot more to me than I bring to them. I've been on the board of directors for five years and I had the opportunity to move up through the chairs of leadership, if you will. "Interoperability and transportation finance are two really big items that the association has done some strategic planning on. "Interoperability, EZPass and all of that, that's a real hot topic in the industry and in the association. The toll booths are dinosaurs, and they'll be gone eventually. And you'll see what they call all-electric tolling. But you have to get through this interoperability problem with all these systems that are out there. We have several committees working on white papers on interoperability in tolling systems. We very much believe the industry needs to solve this problem, not the government. "I think there are some big challenges for the government and the industry on how to fund transportation. We're a little bit behind in how we look at user-financed transportation. Toll roads, they don't work everywhere, but I think they are going to be looked at more and more as money dries up. The Obama administration has said they are open to tolling new capacities in the interstate system, but they are opposed to tolling existing interstates. As transportation budgets are drying up, states are realizing that they are not getting money from the feds to maintain this stuff."

Though Ogdensburg port traffic is down, bridge and airport numbers climb Watertown Daily Times – October 6, 2011

The Port of Ogdensburg is preparing for a series of ships unloading road salt to come in. Though use of Ogdensburg's international bridge and airport remains high, the port has experienced a lack of activity. "Our port operating income is off because we haven't had ships come in this year," said Frederick S. Morrill, chief financial officer for the Ogdensburg Bridge and Port Authority. "It should correct itself." In a budget report submitted to the OBPA board of directors, Mr. Morrill said revenue was more than \$480,000 under the projected amount through Sept. 30. The OBPA, which operates the bridge, airport and port, expects the port will make up for its inactivity before the St. Lawrence Seaway closes. "We're committed for three port ships," said Wade A. Davis, OBPA executive director. "Ships are on the way." The vessels will offload road salt. "Cargill will bring in three vessels," said John A. Rische, OBPA director of commerce and industrial development. He said he is discussing three more potential shipments of road salt, one from Morton Salt and two from the North American Salt Co., and the OBPA is hoping to load a vessel for Richardson International, a large Canadian grain company. Mr. Rische is also in discussion with other port prospects. James Ma, the Chinese businessman who purchased the former Ivy Ridge and Sholette's Restaurant buildings, has expressed interest in container shipments, Mr. Rische said. Another possibility is shipment of wind turbines. "When I went to New Orleans last year, we had a very good meeting with a wind turbine manufacturer," he said. "They are interested in using our facilities for two projects in 2012." The authority also entertained potential port customers at the Sept. 28 Port Commerce Day, where it offered a tour of facilities and testimonials from its current customers. The board also approved the purchase of a salt and grain loader. Previously, the OBPA rented such a loader for \$5,000 a month. During periods of inactivity, the authority still paid for the equipment. Though this year's activity at the Port of Ogdensburg has lagged, Ogdensburg International Airport is thriving. "We had 683 air passengers in September," Mr. Morrill said. "Just a year ago, our September totals were 313." Mr. Morrill reported positive numbers for the Ogdensburg-Prescott International Bridge. From April to September, 403,583 passenger vehicles crossed, an increase of more than 50,000 over last year. "Our auto crossings are up 19 percent for the month and 17 percent for the year," he said. "Our average revenue per auto crossing continues to be weak." Mr. Morrill said the popularity of commuter cards, which allow frequent travelers to cross the bridge at a discounted toll, accounts for the decrease in revenue.

Curtain rises on new Port of Rochester plans Rochester Democrat & Chronicle – October 7, 2011

A revised plan to redevelop the Port of Rochester increases potential building heights, preserves more parking than previously envisioned and adds boat slips at a new marina. The number of developable lots is reduced again, eliminating those closest to Ontario Beach Park. City officials will release the plan today. A public hearing is set for Nov. 1. Developers could be asked to begin offering proposals by early next year. Marina construction could start in late 2012. "It's a fairly heavy lift," said Mark Gregor, the city's port development manager, explaining that the first phase of construction could be done by 2015, at the earliest. "We believe this will become not only a place for people in the Rochester area to keep their boats but also a destination." Planning for the port has been ongoing and often controversial the past 30 years, with multiple revisions. The area totals more than 20 city-owned acres that for years have been an expansive parking lot around the terminal building between Lake Avenue and the Genesee River. The first phase of construction involves a \$19.7 million public investment for an initial, 85-slip marina catering to larger boats and visitors. The city has secured federal and state grants to pay for one-third of the expense and will offset the city portion with money from the sale of the Hemlock and Canadice lakes watershed. Property at the southeast corner of Lake Avenue and Corrigan Street, and continuing south on Lake Avenue, would be the first offered to private developers. Between one and three buildings are possible. A second phase of the marina, which could be privately financed and push farther south, would include two additional developable lots and necessitate relocation of the public boat launch. Ultimately, the new marina could accommodate as many as 157 boats. Total density remains estimated at 280 to 430 housing units with condominiums or townhouses possible. Initial plans had the city selling as many as eight development parcels, projected to bring in \$12 million. Revised projections, and with half the available property, are between \$2.2 million and \$4.3 million, the report states. The first three buildings could generate annual tax revenues approaching \$1.7 million. The city is creating a special zoning district, allowing up to 12 stories and as few as two or three, depending on where the parcel is located. Past plans limited building heights to eight stories or less. High rises would have the first two or three floors flush to the sidewalk, with upper floors stepped back so pedestrians would not see a continuous and imposing tower. Scrapping development plans north of Corrigan Street is likely to calm some concerns, by preserving parking and lessening the impact on the park. While some developers saw the park-side parcels as being among the most attractive, James Newton, business development manager for DeWolff Partnership Architects, said the taller building heights allowed should make the other parcels more attractive. "You are going to have fantastic views. Those trees at Ontario Beach aren't very tall," said Newton, who got a preview of the revisions this summer. "I go down there fishing every morning and watch the sun rise. It's just incredible. "It would be very nice to have it developed. Everybody else has a waterfront." By not developing north of Corrigan Street, the city says it preserved more than 200 parking spaces. The latest plan estimates that 446 spaces would be lost, from a current 1,187 down to 741. But some reconfiguration and expansion of parking immediately north of the terminal could put a few more spaces back in. Along with parking, "our biggest concern is not overbuilding, so they have scaled back a bit. ... I think they have taken a good hard look at trying to be forward thinking but not exert their will," said Brian Labigan, board member and past president of the Charlotte Community Association. "I think overall they have taken great pains to listen to us, but I don't believe everybody is going to be satisfied by what they are hearing." "I think there are some concerns it is just going to be for people with a lot of money, but there are going to be promenades along the marina and trail connections," he said, also noting a planned overlook from the lighthouse, "and ... the opportunity for people to put more businesses down there." Designs are 50 percent complete, but Gregor said there remains time for changes if the public demands them. But after decades of planning, urgency is building to get started. "We need to begin the process of talking with the developers and possibly even soliciting proposals fairly soon," he said. "The idea is to get that (private development) moving along parallel (to marina construction)."

Peace Bridge slowed after rollover
Buffalo News - October 3, 2011

A tractor-trailer overturned in the Canadian truck yard at the end of the Peace Bridge about 7 p.m. The crash sent thousands of plastic bottles from the rig all over the truck yard, and has slowed, but not stopped, bridge

traffic, a bridge official said this evening. The truck driver was uninjured and walking around right after his rig overturned, according to the bridge official.

State Senators Form Border Caucus
Watertown Daily Times – October 6, 2011

Seeking a better way to deal with international issues that have plagued the U.S. border with Canada of late, state senators in New York have formed an international border caucus that includes 11 Americans and five Canadians. "Over the past year we have seen an increase in problems along our shared border stemming from US efforts to 'tax' Canadian citizens, an American fisherman pulled over by Canadian authorities, and concerns that tightened security are frightening away people crossing the border to visit our two great nations," state Sen. Patricia A. Ritchie, a co-chairwoman of the committee, said in a news release. The caucus includes: co-chairpersons Ritchie and Sen. Joseph A. Griffo and senators James Alesi, Patrick M. Gallivan, Mark Grisanti, Timothy Kennedy, Elizabeth O'C. Little, George D. Maziarz, Michael F. Nozzolio, David J. Valesky and Catharine M. Young. Canadian members are Canadian Co-Chairman Bob Runciman and representatives Gord Brown, Steve Clark, Guy Lauzon and Ted Hsu, all members of Canada's Parliament. James E. Reagen, spokesman for Mrs. Ritchie, said the group will meet once or twice a year, and the first date hasn't yet been worked out. A news conference with Mrs. Ritchie, Mr. Griffo and Mr. Runciman is scheduled for Friday at the Frederic Remington Art Museum, Ogdensburg. Mr. Reagen also said the membership in the caucus will expand, perhaps to include members of the Assembly, as well.

Tomblin wins governor's race
The Charleston Gazette – October 4, 2011

Earl Ray Tomblin can remove "acting" from his title. Withstanding a \$3.4 million barrage of attack ads funded by a national Republican organization, the Logan County Democrat defeated Republican challenger Bill Maloney by a 50 percent to 47 percent margin in the gubernatorial special election Tuesday. With all of the state's precincts reporting, Tomblin had 150,732 votes to Maloney's 142,889, according to The Associated Press. During a victory speech at the Charleston Marriott shortly after 10 p.m. Tuesday, Tomblin told a packed house of supporters, "We may be open for business, but ladies and gentlemen, West Virginia is not for sale." Tomblin -- who has been acting as governor by virtue of his position as Senate president since Nov. 15, when Joe Manchin stepped down to become a U.S. senator -- will now serve the remainder of Manchin's unexpired term. He told supporters Tuesday he hopes to win re-election to a full four-year term in 2012. "I truly believe our state is poised for greatness, and I'm proud to have played a part in getting us to this point," Tomblin said, sharing the stage with wife, Joanne, and son, Brett. "During the next 14 months and hopefully, the next five years, we have much to accomplish," he said, interrupted by loud cheers from the crowd. The race featured three other candidates on the ballot, most notably the Mountain Party's Bob Henry Baber. Combined, they accounted for 10,003 votes, led by Baber's 6,119 votes. In his concession speech Tuesday night in Morgantown, Maloney said his campaign faced difficult odds. "All along the way, the insiders lined up against us," he said. "Although the race didn't work out as we had hoped, we're proud of all we accomplished," Maloney said. "The people made their choice and I respect the decision." State GOP Chairman Mike Stuart said Tuesday's narrow loss proves the Republican Party can make significant gains in upcoming 2012 elections in West Virginia. He said Maloney had made a good showing, having started the campaign with little name recognition. He was known by 3 percent of voters statewide just months ago, Stuart said. "For a 36-year incumbent [Tomblin] to be winning by such a narrow margin, it's not exactly a sweeping endorsement for the status quo," Stuart said. "This is a new Republican Party, and this shows we have a two-party system in West Virginia." On Tuesday, Maloney stood "toe to toe with the best the Democrats had to offer," Stuart said. "This night may have ended in a loss, but we are not defeated," Stuart said in a statement. "I am reminded of the famous 'Bum' Phillips [former NFL coach] quote: 'Last year, we knocked on the door. This year we beat on it. Next year, we're going to kick it in.'" In a campaign notable for its attack ads on both sides, Maloney and the electioneering arm of the Republican Governors Association portrayed Tomblin, first elected to the Legislature in 1974, as a career politician committed to benefiting himself and family members. For much of the campaign, Maloney and the

RGA made issue of Tomblin votes in the early 1990s to increase greyhound racing purses for dogs bred in West Virginia, contending that Tomblin had "directed" greyhound funds to his mother and brother, who are greyhound breeders. Tomblin and the electioneering arm of the Democratic Governors' Association depicted Maloney as a millionaire businessman out-of-touch with average West Virginians, who supported policies that, they said, would discourage business investments in the state, and would cut funding for public schools. The DGA spent more than \$2 million on its own attack ads. In the closing days of the election, the RGA launched an ad attempting to tie Tomblin to Obama, contending that the administration's failure to join other states in suing to overturn Obama's health reform plan amounted to support for the president. With no other seriously contested gubernatorial races this year, the RGA and DGA combined to pour nearly \$6 million of independent expenditures into the election, far outpacing the candidates' own campaign spending, and turning the race on a national level into a referendum on Obama. Over the weekend, the RGA bought more than \$600,000 of air time on Washington, D.C., TV stations to broadcast the anti-Obama ad -- a move that Politico's David Cantanese suggested was aimed as much at the White House as it was at reaching voters in the Eastern Panhandle. The Tomblin campaign never directly countered the Obama ad, but did launch a late-campaign ad featuring Manchin -- the most popular politician in the state, according to Public Policy Polling -- endorsing Tomblin as "the right man to keep West Virginia on the right course." According to the PPP poll released Monday, Manchin had a 61 percent approval rating among state voters, compared to Obama's 28 percent approval rating. Otherwise, Tomblin touted his ability to lead the state, noting that he had helped craft fiscal policies that allowed West Virginia to be one of a handful of states to come through the recession with a budget surplus, while lowering taxes on businesses and consumers, making the state more attractive for business investments. Maloney countered that the state remains ranked low in most economic rankings, and pledged reforms of the judicial system and tax code intended to make West Virginia business friendly. Maloney, a Morgantown businessman who established a successful mine drilling company, said he would bring his business acumen to shake up politics as usual in Charleston. Tomblin picked up virtually all major endorsements by state and national organizations, including business and labor groups, and most state newspapers. Maloney's campaign downplayed the endorsements, saying they represented special interests that would benefit from maintaining the status quo.

Youngstown mayor dies
The Niagara Gazette - October 1, 2011

Mayor Neil C. Riordan, 66, who garnered a reputation as the No. 1 village booster during the 10 years he served as the local government leader, died Thursday at his home. His record of public service started in 1979, when he was elected to the Village Board. Riordan had been admitted to Roswell Park Cancer Institute in mid-August for a blockage in his intestinal tract and recently underwent surgery, according to a statement that his wife, Dottie, had released earlier to the trustees and other village officials. Riordan's death shocked the community because many residents were generally unaware of his serious illness. Trustee Raleigh B. Reynolds had been named deputy mayor in 2010 and is expected to serve as interim mayor. Active in countless activities, Riordan appeared in fine health this past summer at the concert series in Falkner Park. He had been a prime mover and staunch supporter of those popular weekly programs featuring area musical groups. The rotund and good-natured mayor was deeply committed to public service. If he missed a community function — a rare happening — he was out of town on business or dealing with an urgent matter. Riordan was the vice president of sales and marketing for the Viatran Corp., based for many years on Grand Island until it moved to Wheatfield. He had a solid rapport with other officials at the local, county and state levels. He also was known for keeping the channels of communication open to the media. Steven Suitor, a village trustee, recalled how Riordan had helped him when he was elected to the board some three years ago. Suitor said: "Being brand new to public service, I often looked to Neil for advice and he became one of my greatest mentors. He was always level-headed and it was hard to have a conversation with him where you didn't laugh. He always had a pun for the occasion." Suitor noted the mayor constantly referred — in a loving manner — to Youngstown as "Mayberry" (the sleepy little town of TV fame) and that he worked relentlessly to maintain the way of life for the village and its prosperity. "The mayor's death marks a major loss to everyone who knew him," said Porter Supervisor Merton K. Wiepert. "Neil and I worked on many projects together. We got along real well. The mayor always was

trying to find ways to improve the quality of life for the community.” Fred Stephens, longtime resident and ex-trustee, said: “For six years, I had the privilege of serving with him on the board. I saw first hand his total involvement with all village matters. Whether it was Friday night concerts, soccer tournaments, 5K runs or the village budget, he was fully involved. His performance will be a target to aim for but hard to equal. ‘Mayberry’ won’t be the same.” A longtime village employee, a former trustee and a friend of the mayor for some 30 years, Margaret (Peggy) Hanson said: “Next to his own family, he loved the village and everything he could do to help make it a better place.” Funeral arrangements were incomplete on Friday.

Strike averted at St. Lawrence Seaway
Buffalo News – October 3, 2011

The Canadian Auto Workers union has reached a tentative labor agreement for its members at the St. Lawrence Seaway, averting a strike that could have closed one of North America's major shipping routes. The union gave its 72-hour strike notice on Friday but talks continued through the weekend, ahead of a noon deadline on Monday. The CAW said Monday morning that bargaining committees for five locals at the Seaway were unanimously recommending tentative three-year agreements. Details weren't disclosed. The St. Lawrence Seaway Management Corp. had said Friday that the Seaway would be closed to all traffic in the event of a strike. The company is responsible for the movement of marine traffic through the Canadian Seaway facilities, which includes 13 of the 15 locks that lift and lower ships between Montreal and Lake Erie.

New chamber of commerce off the ground in the Falls
The Niagara Gazette – October 4, 2011

It looks as though the city of Niagara Falls will once again have its own chamber of commerce. Years after a merger resulted in the dissolution of the old Niagara Falls Area Chamber of Commerce, a new group has stepped forward to announced the formation of its own business advocacy organization in the city. Initial plans for the new chamber were announced Tuesday. Organizers have scheduled a press conference for 5 p.m. Thursday at the Giacomo where they are expected to discuss the future of their organization in greater detail. “Not since 1994 has Niagara Falls been properly serviced by a chamber of commerce whose sole purpose is to grow the economic base of the city”, said Frank Thomas Croisdale, a spokesman for the steering committee behind the new chamber organization. Niagara Falls had its own chamber organization up until 2001 when it joined with the Eastern Niagara Chamber of Commerce as part of a merger that produced the Niagara USA Chamber, an organization designed to promote business interests countywide. Niagara USA’s board Chairman Kevin Schuler said he’s does not view the formation of the new chamber as a reflection on the work done by his organization in the Falls to date. Schuler is not expecting the new group to compete directly with his organization, saying he believes it will operate more as a “niche” organization focusing on downtown Niagara Falls in a manner similar to business associations that currently exist on Pine Avenue, Main Street and other parts of the city. “We’re really about advocating for business at the three levels of government — county, state and federal — and that’s what our focus is,” Schuler said. Schuler said the Niagara USA chamber was aware that a new business organization was being formed but said there was no direct contact between representatives from the two groups before Tuesday’s announcement. Schuler said his chamber wishes the new group well and would be open to working with its representatives in the future. “We certainly can’t be afraid of anybody that wants to compete with us,” Schuler said. According to a release issued Tuesday, the new chamber will be temporarily housed at 1220 Main St., but members plan to announce a new, permanent location at a later date. In addition to Croisdale, the steering committee consists of former city councilwoman Candra Thomason, city Planning Board Chairman Rick Smith, Georgia Brannan and Anne Smith. Republican Mayoral candidate Johnny Destino is listed as a non-voting legal advisor to the organization. Former city attorney Ron Anton is listed as the organization’s legal counsel. According to the group’s release, the new chamber will “focus on small businesses and reaching out to the business associations to help bridge and create open communications.” It will also offer a free Web presence to all businesses with membership and a “comprehensive health insurance option.” Thursday’s press conference will feature a “sneak preview” of the new chamber’s website and

insurance benefits package. “We’re bullish on Niagara and while the water flows downward, the city has only upward to go,” said Croisdale, who also serves on the board of directors for the group, Niagara Rises.

‘War of 1812’ revisited in PBS film Documentary covers fight against British, Canadian forces on all fronts
Watertown Daily Times – October 6, 2011

A Buffalo public television station has produced a documentary on the War of 1812 that includes educational lesson plans for classrooms and a companion book about battle sites. “The War of 1812” premieres at 9 p.m. Monday on PBS stations, including Watertown-based WPBS. The two-hour documentary narrated by Joe Mantegna uses re-enactments, animation and commentary about the war, in which Americans battled against the British and Canadian colonists and American Indians. Donald K. Boswell, president and CEO of WNED, said the documentary was created for audiences in the U.S. and Canada. “This timely examination of a shared history allows us to celebrate our past together,” he said. “The War of 1812” explores the events leading up to the conflict, the many causes of the war and the questions that emerged about the way a new democracy should conduct the war. Dozens of battles were fought on land in Canada and throughout the United States. The St. Lawrence/Lake Champlain theater plays an important role in the documentary. American leaders recognized in the broad St. Lawrence Valley a wide-open invasion route into Canada. However, U.S. attempts to seize control of the St. Lawrence were poorly led and steadfastly opposed by British regulars and both English- and French-speaking militiamen. Consequently, campaigns targeting Montreal in 1812 and 1813 failed miserably. Then in 1814 the British marched down the banks of the Richelieu River and Lake Champlain only to be turned back when their fleet was defeated in Plattsburgh Bay. The U.S. proved surprisingly successful against the British navy, but the war also saw American armies surrender enmasse and the American capital burned. “The War of 1812” recalls defining moments that are more familiar: the burning of Washington, D.C., and First Lady Dolley Madison’s rescue of a portrait of George Washington from the White House; Andrew Jackson’s victory at the Battle of New Orleans, and the birth of the American national anthem, penned by Francis Scott Key during the Battle of Baltimore at Fort McHenry. But producers also note the documentary pierces the heroic mythology that has grown up around the war to reveal a brutal, spiteful conflict dominated by fiascos and blunders. Besides well-known historical figures, the film also recounts dramatic human stories of ordinary citizens, the political alliances of the various American Indian nations and the African-American slaves who reached for their freedom by fighting for the British. The film’s companion book, “The War of 1812: A Guide to Battlefields and Historic Sites,” by John Grant and Ray Jones, is illustrated with more than 120 color photographs and archival paintings. Each chapter focuses on one of several distinct theaters of the war, allowing the reader to follow the course of events and their importance to the war. “The War of 1812” was co-produced by WETA, Washington.

Region seeks Canadian tourists
Rochester Democrat & Chronicle – October 5, 2011

VisitRochester, Monroe County's tourism agency, is going in search of Canadian visitors by launching a print and radio campaign aimed at residents of the Toronto area and much of the rest of Ontario province. VisitRochester is spending \$120,000 on the campaign, which includes inserts in Canadian newspapers as well as radio commercials and a promotional presence at fall festivals in Ontario. The campaign is titled "A Welcome Surprise" and includes participation by other tourism agencies, hotels, motels and restaurants to attract Canadians to Rochester and the Finger Lakes. VisitRochester also launched a campaign named "Family Funtastic" that highlights Rochester's family-friendly attributes and seeks to capitalize on Forbes magazine's ranking last year of Rochester as the third-best place in the United States to raise a family.

It's showtime, Buffalo!
Buffalo News - October 2, 2011

Workers Thursday were repairing stucco on a sun porch at Frank Lloyd Wright's Graycliff Estate in Derby. At Shea's Performing Arts Center, a display of restoration techniques was being readied for the theater's lobby. At the Herschell Carrousel Factory Museum in North Tonawanda, the merry-go-round's brass top pieces and ring holders were being polished. And at the Colored Musicians Club, workers were painting, replacing ceiling tiles and unpacking new bar stools while anticipating the installation next week of fabricated, museum-quality displays. Together, they offer a snapshot of how historic and cultural sites in the Buffalo Niagara region are gearing up to look their best when more than 2,000 people from all 50 states and beyond arrive for the prestigious, four-day National Preservation Conference beginning Oct. 19. The 65th annual conference, put on by the Washington, D.C.-based National Trust for Historic Preservation, will be the first ever held in Buffalo. It's a sign to many that Buffalo -- which has sought to rebrand itself from a downtrodden Rust Belt city to a tourist destination for arts, history and architecture -- has arrived. "There is starting to be a buzz about Buffalo," said Valecia Crisafulli, vice president of partnerships at the National Trust. "The whole region has a richness that our audience is really going to appreciate." "I am so excited that the conference is coming here," said Rae Proefrock, director of the Herschell Carrousel Factory Museum. "I think it's going to show Buffalo and Western New York in a whole new light." In all, visitors on 46 bus, walking and boat tours will view hundreds of sites as far away as Medina, Chautauqua, Rochester and Ontario, Canada. They will be part of 284 planned activities, including 83 educational sessions, more than a half-dozen art exhibitions and 40 events open to the public as well as registrants. "At this point, we feel like we are ready. There are more details to do, but everything is planned and ready to go," said Henry McCartney, executive director of Preservation Buffalo Niagara, the operations center for the conference.

Regional attractions - Buffalo's standout works of architecture, such as the Guaranty Building, Darwin Martin House Complex, Richardson Olmsted Complex and Kleinhans Music Hall will draw plenty of attention. But regional attractions like the Roycroft Campus in East Aurora, the Chautauqua Institution and Fort George National Historic Site in Niagara-on-the-Lake also will be destinations, as well as sites usually closed to the public, such as Wright's Walter V. Davidson House and the William R. Heath House. The spotlight also will shine on churches, museums, African-American sites, schools, parks, grain elevators and neighborhoods. The City of Buffalo, working with Visit Buffalo Niagara, Buffalo Place and Erie County, will roll out the red carpet for out-of-town guests. The city recently removed 26 dead trees in downtown, replacing 18. It is repairing benches, mulching weeded areas, planting mums and cleaning up parts of Main Street, Chippewa Street and Delaware Avenue. Welcoming signage, including architecturally themed banners, are going up in Niagara Square and elsewhere, and additional street sweeping and extra garbage pickup will be available, if needed. "This is a chance to really showcase the great architecture and culture and historic buildings we have in this community to people from all across the country, and internationally as well, and have them tell the Buffalo story," said Mayor Byron W. Brown. "It's a huge opportunity for this community." Visitor guides and walking maps will be handed out, while the Junior League will stuff registration information bags, according to Cindy Sterner Kincaid, director of Visit Buffalo Niagara's Buffalo Ambassador Program. Volunteers will provide concierge services at the Buffalo Niagara Convention Center, where many events are taking place, in the airport's baggage area and at host hotels. Welcome messages will be placed at the airport, Amtrak stations, city buses and NFTA trains on Main Street, along with posters at some bus shelters, while some cab drivers are expected to hand out welcome cards, Kincaid said.

Four years of planning - Street teams of volunteers are also planned to help visitors with questions. The idea for bringing the conference to Western New York began with Visit Buffalo Niagara. It gained momentum after 430 people turned out for a dinner at Kleinhans to honor then-National Trust President Richard Moe, leading to Buffalo's selection in October 2007 over Philadelphia and Hartford. Four years in the planning, the effort has involved foundations, businesses, organizations and volunteers, plus support from local and federal governments and the Canadian consul. Now, the pressure is on. At the former Lafayette Hotel, two crews are racing to restore two long-shuttered rooms, including the Crystal Ballroom. "We have worked especially hard to get ready for the conference," developer Rocco Termini said. That's also true at the Statler Towers, where work was going at a "feverish" pace to finish five venues in time, owner Mark Croce said. The Statler will host an opening cocktail reception and closing event. "We accelerated a lot of our work to really try to get the property to shine in the best light it could for the conference," Croce said. At Kleinhans, lights for the reflecting pool are being repaired so they can be relit for the conference. Parts of the sidewalk around the music hall are being

replaced by the City of Buffalo, with other repairs and beautification efforts to be completed before the conference. Inside the Darwin Martin House, workers this week were busy applying multilayered, translucent color washes on the walls to complete the reception room before the conference. Mortar was being cleaned before gilded finishes could be applied to the horizontal joints, while Wright-designed cabinetry was being installed. Outside, tree trimmers were helping get the landscape in shape. At the Richardson Olmsted Complex, half of the long-shuttered tower building's first floor was recently restored, allowing it to open for the conference and welcome the public, architectural aficionados and potential investors. Work is also finishing up at Karen and Clement Arrison's home at 35 Lincoln Parkway, one of 16 homes between Soldier Place and Delaware Park's Marcy Casino to be visited on a Candlelight Tour. "In essence, we have been preparing for [the conference] for about five years by doing a full historic restoration of the house," Karen Arrison said. "It's the single largest privately funded restoration project in the city, and if we have done our job right, you won't notice anything. It will look like a house from 1930."

One-time opportunity - Volunteers are also busy on a slew of projects at the Central Terminal. The conference will allow his all-volunteer organization to show off Buffalo's East Side landmark to an audience that could take its renovation to another level, said Paul Lang, chairman of the Central Terminal Restoration Corp.'s Architecture Committee. "As soon as the National Trust conference was announced, the organization set that week as a benchmark to really step up to the plate, internally and externally," Lang said. "It's an opportunity we might not have again in terms of commanding that kind of audience and attention." If all goes well, the conference will pay dividends for the region for years to come, said Ed Healy, Visit Buffalo Niagara's spokesman. "Our hope is that when people leave, they will say, 'Wow! Buffalo is incredible; it's not what I thought it was. It is an incredible city, and I'm going to tell all of my friends and people I know who are interested in great architecture, beautiful art and American history to come to Buffalo.'"

Sounding an alarm about Lake Erie algae Buffalo News - October 4, 2011

The worst algae bloom in history severely contaminated the waters of western Lake Erie this summer, prompting environmentalists to say Tuesday that the decades-long effort to clean up the lake could be undone by agricultural runoff and the growth of invasive species. While the algae bloom has not yet damaged the Buffalo end of the lake, experts said the problem could eventually reduce the local population of walleye, a favorite of fishermen. Moreover, the farm runoff that promotes the growth of algae in the western part of the lake and the zebra and quagga mussels at the lake's bottom are combining to create problems that can't necessarily be seen by the naked eye. Lake Erie may look clear and clean in the Buffalo area, "but it's an optical illusion," said Tom Marks, New York director of the Great Lakes Sport Fishing Council. The algae bloom is larger than any the lake has experienced in the 1960s, when algae was so pervasive that experts declared the lake "dead." Starting at the lake's Michigan shore, the bloom extended eastward to the area north of Cleveland, the National Oceanic and Atmospheric Administration reported last month. The algae bloom, 2 feet thick in spots, prompted beach advisories throughout the lake's western basin. Toxins in the algae tested at 1,000 times the World Health Organization's standards for drinking water. That contaminated water remains far away from Buffalo for a simple reason: Lake Erie is shallower at its western end. That fact -- combined with agricultural runoff from the large number of farms in the western part of the lake -- makes it a better breeding ground for algae than the eastern section, said Julie Mida Hinderer, who co-authored a Great Lakes report for the National Wildlife Federation. But people in Buffalo can't take comfort in the fact that the algae remains far away. For one thing, walleye -- one of the most popular sport fish in the eastern section of Lake Erie -- spawn in the lake's western stretches and then migrate toward Buffalo. "If we lose our fish here, you won't be seeing them there," said Michael Murray, the study's co-author. So far, there's no sign of the local walleye population falling, Marks said, but that may be just a matter of time. Smaller algae outbreaks also have occurred in Saginaw Bay, Green Bay and Lake Michigan, the report said. The report, "Feast or Famine in the Great Lakes," details not only the algae problem, but also changes caused by invasive species like zebra and quagga mussels. "Too much food is causing massive algal blooms in Lake Erie and other coastal systems, while too little food is making fish starve in Lake Huron's offshore waters," said Andy Buchsbaum, regional executive director of the wildlife federation's Great Lakes Regional Center. "Nutrient-rich runoff from farms is growing a huge crop of algae along the lakes'

coasts, but those nutrients aren't making it out to the water in the middle of the lakes," Buchsbaum added. "Quagga mussels are consuming almost all of it, leaving nothing ... for fish to eat." That long-known invasive-species problem is a more immediate threat in the Buffalo area than the algae. "One of the reasons the lake looks so clean and so clear is the invasive species," Marks said. "At the bottom, the zebra mussels and the quagga mussels are eating everything and keeping it clean." What they're eating, though, is the food supply for the fish throughout the Great Lakes. For proof, look what's happened in Lake Huron, where the biomass of deep-water prey fish has decreased by 95 percent in the past 15 years. New York's proposed standards for ballast water -- carried in ships' hulls to keep them balanced -- would go a long way toward solving the invasive species problem if they were widely adopted, Marks said. Most of the lakes' invaders have entered the ecosystem through ballast water. The report recommended several measures to address the algae problem:

- * A stronger Great Lakes Water Quality Agreement between the United States and Canada that includes tough standards on farm runoff.
- * Provisions in the next federal Farm Bill aimed at curbing such runoff.
- * Stronger enforcement of the Clean Water Act.
- * Targeting Great Lakes restoration funds toward reducing nutrients entering the lakes.
- * A special emphasis on Lake Erie, the shallowest and most vulnerable lake.

Such measures are essential, lakes experts said, to make sure that history does not repeat itself. "I remember Lake Erie the way it was back in the 1960s, and I don't ever want to see it become what it was back then -- a fishless, dead lake," said Rick Unger, Lake Erie Charter Boat Association president.

Suit filed over pipeline **Buffalo News - October 6, 2011**

U. S. officials illegally allowed a Canadian company to begin preparing the route for its proposed 1,700-mile-long oil pipeline from western Canada to Texas, even though the project hasn't gained final government approval, three conservationist groups contend in a lawsuit filed Wednesday. The U. S. Fish and Wildlife Service should not have allowed TransCanada Corp. to begin clearing a 100-mile corridor through northern Nebraska grasslands because the State Department hasn't signed off on the Keystone XL pipeline project, the groups argue in the suit filed in federal court in Omaha. TransCanada was allowed to mow down delicate grasses and to relocate an endangered species living there, the American burying beetle, they say. The plaintiffs, who also include the Western Nebraska Resources Council and Friends of the Earth, are seeking to stop the preparations for the proposed pipeline, which would carry an estimated 700,000 barrels of crude per day from the oil sands of Alberta, Canada, to Texas Gulf Coast refineries.

TransCanada Pipeline Foes See U.S. Bias in E-Mails **Pittsburgh Post-Gazette - October 4, 2011**

A State Department official provided Fourth of July party invitations, subtle coaching and cheerleading, and inside information about Secretary Hillary Rodham Clinton's meetings to a Washington lobbyist for a Canadian company seeking permission from the department to build a pipeline that would carry crude from the oil sands of Canada to the Gulf of Mexico. E-mails released Monday in response to a Freedom of Information Act request filed by the environmental group Friends of the Earth paint a picture of a sometimes warm and collaborative relationship between the lobbyist for the pipeline company, Trans-Canada, and officials in the State Department, the agency responsible for evaluating and approving the billion-dollar project. The exchanges provide a rare glimpse into how Washington works and the access familiarity can bring. The 200 pages are the second batch of documents and e-mails released so far. They also offer insight into the company's strategy, not revealed publicly before. TransCanada lobbyists exchanged e-mails with State Department officials in July about their intention to drop their request to operate the Keystone XL pipeline at higher pressures than normally allowed in the United States to win political support, but then suggested they would reapply for the exception once the project had been cleared. "You see officials who see it as their business not to be an oversight agency but as a facilitator of TransCanada's plans," said Damon Moglen, the director of the climate and energy project for Friends of the Earth. While the e-mails refer to multiple meetings between TransCanada officials and

assistant secretaries of state, he said, such access was denied to environmentalists seeking input, who had only one group meeting at that level. Environmental groups argue that the 1,700-mile pipeline, which could carry 700,000 barrels a day from Alberta to the Gulf Coast of Texas, would result in unacceptably high emissions and disrupt pristine ecosystems. Wendy Nassmacher, a State Department spokeswoman, disputed that the e-mails showed a pro-pipeline bias. "We are committed to a fair, transparent and thorough process," she said in an e-mail. "Throughout the process we have been in communication with industry as well as environmental groups, both in the United States and in Canada." TransCanada's chief Washington lobbyist is Paul Elliott, a top official in Mrs. Clinton's 2008 presidential campaign. All of the documents pertain to contacts between Mr. Elliott and government officials. "What differentiates this case is the potential for conflict of interest. That really raises eyebrows," said Jake Wiens, an investigator with the Project on Government Oversight in Washington. Many of the e-mails released Monday are between Mr. Elliott and Marja Verloop, the counselor for energy and environment at the United States Embassy in Ottawa. On Sept. 10, 2010, in response to an e-mail from Mr. Elliott announcing that Senator Max Baucus of Montana was supporting the pipeline, Ms. Verloop wrote, "Go Paul!" In an e-mail to David Jacobson, the United States ambassador to Canada, she described TransCanada as "comfortable and on board" with some developments in the review process. In a fragmented exchange, Ms. Verloop wondered whether TransCanada could reapply to use higher pipeline pressures in the future, to which Mr. Elliott replied, "You are correct." Such a request after the State Department signed off on the pipeline would require approval only by the Pipeline and Hazardous Materials Safety Administration, a small federal agency, bypassing broader political scrutiny. Shawn Howard, a spokesman for TransCanada, said Mr. Elliott lobbied the State Department officials as did lobbyists for many environmental groups. "Mr. Elliott was and is simply doing his job," Mr. Howard said. "No laws have been broken." The State Department is tasked with granting permission, according to the "national interest," for pipelines that cross national borders and is weighing the environmental impact of Keystone XL against the benefit of expanding the fuel supply for the United States. Its third and final environmental impact statement, released in late August, said the pipeline would have "limited adverse environmental impacts" if operated according to regulations. The Environmental Protection Agency, which may offer comments on such pipelines but is not empowered to rule on their authorization, sharply criticized the State Department's previous environmental assessments as inadequate but has not yet weighed in on the August report. Though the pipeline would help ensure a stable fuel supply from a friendly neighbor, environmental groups oppose it because much of the crude would be extracted from subterranean oil sands in a process that they say results in heavy emissions and destroys the overlying forests. In addition, the pipeline would go through the Ogallala Aquifer, one of the Great Plains' principal water sources, where a spill could prove disastrous. While acknowledging that the extraction produces higher emissions than conventional oil drilling, proponents say that environmental groups exaggerate the difference and that new processes are making it cleaner. Some of the e-mails have a cozy tone while others reveal a sometimes tense and conflicted relationship. Officials in Washington repeatedly rejected and parried requests for meetings with TransCanada executives even while trying to placate Canada; Keystone XL has the strong support of the Canadian government and would provide a lucrative new outlet for Canadian oil. This year, for example, State Department officials struggled with how to respond to Mr. Elliott's request for a second meeting with Jose W. Fernandez, assistant secretary for economic, energy and business affairs. "I definitely think that Fernandez should NOT meet with TransCanada folks at this point," one e-mail said. Another said: "It would be unusual for an Assistant Secretary to meet twice with the same company in such a short time, and we wouldn't be sending a message that we're unwilling to meet since others of us will be meeting with them." Environmental groups have long argued that Mr. Elliott's lobbying of the State Department is a conflict of interest since he served as Mrs. Clinton's deputy national campaign director and chief of delegate selection in 2008. The department has said the decision about whether to permit the pipeline "is not and will not be influenced by prior relationships that current government officials have had." In the first cache of e-mails, made public in September, State Department officials seem at times to advise TransCanada officials on how to maximize their chances for pipeline approval. That tone continued on Dec. 14, when Ms. Verloop sent Mr. Elliott a copy of an article raising questions about his conflicts of interest with information about Mrs. Clinton's trip to Canada for a meeting of North American foreign ministers, noting: "Oversaw S's trip to Ottawa yesterday for the trilat. KXL not raised, but Doer flew back on the plane with her." Gary Doer is Canada's ambassador to the United States. Mr. Elliott responded by saying the coverage made him ill. Ms. Verloop replied: "Sorry for the stomach pains

but at the end of the day it's precisely because you have connections that you're sought after and hired." For emphasis, she added a frowning emoticon. With a judge now checking to make sure the State Department complies with Friends of the Earth's document requests, Mr. Moglen anticipates more e-mails will be released. A final decision on the pipeline is expected by the end of the year.

B. Border Communications

Make your return to Canada easier this Thanksgiving Day long weekend

Ottawa, Ontario, October 6, 2011 – The Canadian Thanksgiving Day long weekend traditionally sees an increase in traveller volumes and border wait times at Canada's ports of entry. With this in mind, the Canada Border Services Agency (CBSA) would like to offer the following tips:

Bring the correct travel documents.

- Canadian adults and children returning home are encouraged to carry proper identification to assist in confirming their legal right to enter Canada. A passport is not mandatory for entry into Canada, but it is a preferable piece of identification. U.S. citizens do not need to carry a passport to enter Canada; however, they should carry proof of citizenship, such as a birth certificate, as well as photo identification.
- Other acceptable identification includes an enhanced driver's license, a birth certificate with accompanying photo ID such as a regular driver's license, a permanent residence card, a citizenship card, a certificate of Indian Status or a NEXUS card when crossing the Canada-U.S. border.

Planning on doing some shopping?

After returning from a trip outside Canada, Canadian residents may qualify for a personal exemption, depending on the length of time they were away. Please be advised that Canadian residents who have been absent from Canada for less than 24 hours are not eligible for a personal exemption and will be required to pay applicable duty and taxes on all goods they bring in. You are also reminded to always keep your receipts close at hand.

Personal exemption limits are as follows:

- **After each absence of 24 hours or more** – You can claim up to CAN\$50 worth of goods without paying any duty and taxes. You must have the goods with you when you arrive in Canada, and you cannot include tobacco products or alcoholic beverages in this exemption. If the goods you bring in are worth more than CAN\$50 in total, you cannot claim this exemption. Instead, you have to pay full duty and taxes on all goods you bring in.
- **After each absence of 48 hours or more** – You can claim up to CAN\$400 worth of goods without paying any duty and taxes. You must have the goods with you when you arrive in Canada. Although you can include some tobacco products and alcoholic beverages, a partial exemption may apply to cigarettes, tobacco products and manufactured tobacco.
- **After each absence of 7 days or more** – You can claim up to CAN\$750 worth of goods without paying any duty and taxes. Although you can include some tobacco products and alcoholic beverages, a partial exemption may apply to cigarettes, tobacco products and manufactured tobacco. With the exception of tobacco products and alcoholic beverages, you do not need to have the goods with you when you arrive.

And don't forget!

Souvenirs can be a fun way to remember your trip abroad, but certain goods are prohibited from entering Canada, including some food, plant and animal products. Be aware of what goods are prohibited from entering Canada by consulting the *I Declare* publication, available on the [CBSA Web site](#).

Visit our [Web site](#) for more information, including entry requirements into Canada for non-Canadians, and to download a copy of *I Declare*, a detailed publication describing what to expect when bringing goods into Canada.

Canadians returning home and visitors to Canada are reminded that they can plan their border crossing to avoid peak times and that they should check Canada-bound border wait times on our [Web site](#) and on [Twitter](#).

Want to save time at the border? Why wait?

Consider joining [NEXUS](#) to take advantage of simplified and expedited border clearance for low-risk, pre-approved members!

CBSA advises travellers to plan ahead this Thanksgiving Day weekend

Lansdowne, Ontario, October 6, 2011 – The Canada Border Services Agency (CBSA) reminds travellers to plan their border crossing into Canada to avoid delays during the upcoming Thanksgiving Day weekend.

In anticipation of higher traffic volumes and limits to the volume of traffic that can be processed at some ports of entry this weekend, travellers are advised to consider the potential for delays at the **Lansdowne and Cornwall ports of entry** on Monday, October 10. Peak traffic volumes at both ports are anticipated between 4 p.m. and 11 p.m. and border wait times may exceed 60 minutes.

Travellers may also enter Canada via the **Prescott port of entry**; however, due to construction at this port of entry, our traffic volume capacity has been reduced to only two primary inspection lanes in operation.

Peak traffic volume information and anticipated border wait times are based on historical data. The CBSA anticipates an increase in traffic this weekend from previous years based on traffic volume trends to date in 2011. The forecasted traffic volumes may vary from one port of entry to another depending on numerous factors, including weather conditions.

Border wait times are available for both the Lansdowne and Cornwall ports of entry. For more information on border wait times and for instructions on how to receive [Twitter](#) messages for border wait times at some ports of entry, visit the [CBSA Web site](#). You can also visit the Government of Canada Wireless Portal through your Web-enabled mobile device at [www.wap.gc.ca](#) or [www.gc.ca](#).

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Minister of State Bernier Launches New Tourism Strategy to Strengthen Canada's Tourism Advantage

Ottawa, October 6, 2011 — Today, the Honourable Maxime Bernier, Minister of State (Small Business and Tourism), launched Canada's Federal Tourism Strategy to help position Canada's tourism sector for long-term growth and global competitiveness. The Strategy will improve coordination among the numerous federal partners that support the visitor economy, significantly expanding Canada's tourism advantage.

"Canada continues to build on its success of the Vancouver 2010 Olympic and Paralympic Winter Games, the granting of Approved Destination Status by China and our recent designation as the number one country in the world by FutureBrand's 2010 Country Brand Index," said Minister of State Bernier. "The Federal Tourism

Strategy provides the scope and direction to help industry take advantage of this growth opportunity, increase tourism revenues and create jobs in all regions of Canada."

The Federal Tourism Strategy formalizes a whole-of-government initiative that will better align the tourism activities of some 15 federal departments and agencies. It is a long-term strategy to bring greater coherence to the policies and programs that support tourism. The Strategy sets out some 30 initial measures in four priority areas: increasing awareness of Canada as a premier tourist destination, facilitating access and travel to Canada, encouraging development of extraordinary tourism experiences, and fostering an adequate supply of skills and labour.

"International tourism arrivals are expected to reach 1.6 billion globally by 2020," said Minister of State Bernier. "Canada's tourism sector is in a strong position to seize new opportunities that will have important economic and social benefits for Canadians."

Tourism makes a significant contribution to Canada's economy. It represents approximately 2 percent of our gross domestic product and employs nearly 600,000 people across all regions of Canada. Recognizing tourism as a key economic driver, Prime Minister Harper met with senior industry leaders and announced the framework for the Federal Tourism Strategy in June 2009.

To download a copy of the Federal Tourism Strategy and for further information, please visit [our federal tourism website](#).

RITCHIE, GRIFFO FORMING INTERNATIONAL BORDER CAUCUS

Posted by Patty Ritchie on Wednesday, October 5th, 2011

Panel of Bi-National Lawmakers Will Explore Closer Ties, Job Growth and Cooperation

State Senator Patty Ritchie and Joseph Griffo are announcing the formation of a bipartisan, bi-national, International Border Caucus that will bring together legislative representatives of New York's northern border with Canadian legislators from Quebec and Ontario to work together to solve problems, improve communications and help grow our economy.

The panel is being co-chaired by Senators Ritchie and Griffo, and Senator Robert Runciman, on the Canadian side of the border, and includes elected representatives from across the state's Northern border, which spans more than 450 miles, and is one of the most significant in terms of commerce, history and culture.

The international group will provide an opportunity for US and Canadian legislators to raise issues of shared concerns, improve communication and cooperation between state, national and provincial governments, and work together to explore opportunities to create new jobs.

New York now ranks third in US surface trade with Canada, after Michigan and Illinois, following a 12 percent increase since last year, according to the Bureau of Transportation Statistics, a federal agency. More than \$30 billion in goods—and more people than any other state—cross the New York-Canada border each year, figures that representatives on both sides would like to see grow.

"Over the past year we have seen an increase in problems along our shared border stemming from US efforts to 'tax' Canadian citizens, an American fisherman pulled over by Canadian authorities, and concerns that tightened security are frightening away people crossing the border to visit our two great nations," Senator Ritchie said. "Senator Runciman and I have been working together to find joint solutions to these problems. This initiative will help open new lines of communication and create a chance to explore new opportunities that can benefit both New York and Canada."

“The United States and Canada share one of the longest open borders in the world, including nearly 450 miles of water and land border between New York and the Provinces of Ontario and Quebec,” Senator Griffo said. “The residents on both sides of the border enjoy a unique bond based on a common history, a shared ancestry and friendships based on more than two centuries as trading partners. Our cooperative caucus will ensure that this mutual respect will help both sides of the St. Lawrence, when we address issues that affect us all.”

“Northern New York and Eastern Ontario share not just a common border, but face the same challenges and opportunities,” said Senator Runciman. “It makes economic sense to look for joint solutions. And the people in border communities are not just neighbors, but we’re good friends, too. I see this group as a way to reinforce that message.”

The bipartisan caucus includes all 11 New York State Senators representing the entire Northern border and five Canadian representatives. The membership is expected to grow.

The caucus includes: Co-Chairs Ritchie and Griffo, and New York State Sens James Alesi, Patrick M. Gallivan, Mark Grisanti, Timothy Kennedy, Betty O’C. Little, George D. Maziarz, Michael F. Nozzolio, David J. Valesky and Catharine M. Young.

Canadian members include: Canadian Co-Chair Bob Runciman and Canadian representatives Gord Brown, Steve Clark, Guy Lauzon, and Ted Hsu.

U.S. Co-Chairs Senators Ritchie and Griffo, and Canadian Co-Chair Senator Runciman and his staff will be meeting Friday, Oct. 7 at the Frederic Remington Museum in Ogdensburg to discuss their plans. A press availability will be held at 12:40 p.m. at the museum.

Senators Schumer, Gillibrand Introduce Bill to Create Jobs by Boosting Tourism in New York

Legislation Partners Public & Private Dollars for Smart Investment

October 6, 2011

Washington, DC – To create jobs in New York and across the country and strengthen the American tourism industry, U.S. Senators Charles E. Schumer and Kirsten Gillibrand today joined with Senators Mark Begich, Mark Pryor, and Amy Klobuchar to introduce the Travel Regional Investment Partnership (TRIP) Act. The TRIP Act would promote domestic tourism by partnering public and private dollars through a competitive matching grant program within the U.S. Department of Commerce.

“New York is chock full of first-rate tourist destinations that attract visitors, and their tourism dollars, each and every year,” Senator Schumer said. “This sector of our economy is a proven job creator, and the TRIP Act would help us build on that success. The TRIP Act would help New York museums, parks, and a host of other tourist destinations make critical investments in their infrastructure, helping them grow for years to come.”

“From world class vineyards in the Finger Lakes to Niagara Falls to the beautiful Adirondacks and all the attractions of New York City, there is absolutely no place better to vacation than New York,” said Senator Gillibrand. “Visitors add billions of dollars to our state’s economy each year and support thousands of jobs right here at home. Many New Yorkers get their very first job in the tourism industry. As we rebuild our economy, this critical legislation would help promote New York’s tourism and ensure long term growth. I have long

advocated for this type of federal initiative into tourism promotion because I believe it would bring tremendous economic opportunity to the families of our state.”

Tourism is a critical industry in New York State. According to the U.S. Travel Association, domestic and international travelers to New York spent \$51.3 billion in 2007 and generated \$9.9 billion to federal, state and local governments. According to Tourism Economics, the tourism sector supported more than 660,000 jobs in New York last year. The recent economic downturn has taken a toll on the travel and tourism industry nationwide. Tourism supports over seven million domestic jobs and accounts for 2.8 percent of the United States’ gross domestic product.

The TRIP Act would allow local tourism promotion organizations, such as convention and visitors' bureaus, to partner with other regional tourism entities, such as parks or resorts, to receive federal funding to market their destination across the United States. Funding would come in the form of matching grants totaling between \$100,000 and \$1 million. The grants would leverage millions more from the private sector and attract billions in economic activity and consumer spending. The TRIP Act would present New York organizations and localities the opportunity to compete for more resources and leverage public-private partnerships to attract visitors.

The TRIP Act could encourage people across the country to visit New York, and would complement the Travel Promotion Act which passed last Congress and aims to encourage tourism from overseas.

CSG/ERC Canada-U.S. Relations Update...

October 2011

American Jobs Act Includes Buy American Clause

President Obama’s proposed “American Jobs Act” includes a new “Buy American” provision similar to one in the 2009 “Stimulus Bill” which caused serious tension in U.S. – Canadian relations.

The provision in the proposed bill, which was released by the White House last month, requires that none of the funds proposed for school renovation and infrastructure improvements be used for “the construction, alteration, maintenance, or repair of a public building or public work unless all of the iron, steel, and manufactured goods used in the project are produced in the United States.” The requirement may be waived if the use of all-U.S. products increases the cost by more than 25% or if a product is not manufactured or available in the U.S. However, waivers would be subject to notice in the Federal Register including a “detailed written justification as to why the provision is being waived.”

The U.S. and Canadian governments spent much of 2009 negotiating a partial waiver for Canada from the Buy American provisions of the Stimulus Bill. A settlement was reached in early 2010 under which the U.S. agreed to exempt certain Canadian products, and in return Canadian provincial and local governments agreed to expand procurement access to U.S. firms. However, several outstanding issues involving the scope and timing of that agreement have yet to be fully resolved.

The president’s proposed legislation would dedicate \$447 billion to a broad array of job creation efforts, about \$100 billion of which would be available for building and infrastructure projects.

Mackay: Cross-Border Security Improving

Canadian Defense Minister Peter MacKay lauded the state of U.S. – Canadian security cooperation and said the two countries are working to broaden the relationship.

Speaking at a conference in New York assessing the development of cross-border security since September 11, 2001, MacKay said the two countries are safer today and better equipped to deal with terrorist threats.

“The last decade of bilateral and multilateral cooperation with the U.S., our greatest ally, in the fight against terrorism, has led our two countries towards a more secure future,” said MacKay. “Canada and the U.S. now work together in a more integrated, cooperative way than ever before, addressing security challenges before they become serious threats,” he said.

McKay cited on-going negotiations over “perimeter security” as an example of improved cross-border cooperation: “This initiative will enable our countries to thrive in a globally competitive world economy, protecting ourselves from common threats that may impede our prosperity.”

MacKay spoke at a forum sponsored by the Foreign Policy Association.

Customs Officers Seek Tighter Controls

The union representing Canadian Customs officials is calling for stepped-up screening of cross-border travelers.

The Customs and Immigration Union, which represents Canada Border Services Agency employees, is asking the government to approve a biometric face-recognition system to assist officers in targeting suspected terrorists and other criminals. The union also supports a jointly managed U.S. – Canadian database designed to track individuals as they enter or leave either country, with the information to be shared between the two. The perimeter security negotiations currently underway between the two countries reportedly envision such a system.

The union also said it opposes the recent closing of two border crossing stations in Quebec and one in Saskatchewan and reduction in operating hours at others.

CBP Cites Selective Fencing as Border Option

U.S. Customs and Border Protection (CBP) has identified “selective fencing” as one of a number of future options to improve access control along the U.S. – Canadian border.

The idea is among several potential “future border security activities” described in a recently released CBP study. However, in response to largely negative coverage in Canadian media, CBP officials were quick to release a statement saying “a border fence along the northern border is not being considered at this time.”

According to CBP, the purpose of the study is to create a “baseline of the environmental effects” of employing certain options designed to improve border security. The reference to potential fencing is in the context of what CBP calls “tactical security infrastructure.” Enhancements in this area could include construction of “additional barriers, access roads, and related facilities” at “trouble spots” where it is difficult to detect and apprehend violators.

The barriers could include fencing, trenching, and vehicle barriers at selected points along the border in order to “deter and delay cross-border violators” and increase interdiction.

Another option described in the study is enhancement of electronic surveillance including greater use of remote sensors, short-range radar, and remote and mobile video surveillance systems.

CBP is seeking public comment on the options and will conduct a number of listening sessions in U.S. cities.

The move comes at a time when the U.S. and Canada are involved in high-level “perimeter security” discussions aimed at improving cross-border security while lessening impediments to travel and trade. A joint announcement on the progress of the talks is expected within weeks.

Canada Institute News

Welcome back for the October 6th edition of Canada Institute’s *News*, our biweekly newsletter that keeps you up-to-date on the activities of the Canada Institute and important events and news concerning the Canada-U.S. relationship.

During our summer hiatus, the Wilson Center launched its new website. Visit [the Canada Institute](#) online to see the new interface and try out new features.

Many recipients are receiving *News* for the first time. Along with the updated website, we have streamlined our communications in order to reach all those who have expressed interest in our work. [Unsubscribe here](#).

UPCOMING EVENTS

Montréal Awards Dinner

Monday, October 24, 2011

The Wilson Center will present the Woodrow Wilson Awards at a dinner to benefit the Canada Institute. Jean Charest will receive the Award for Public Service and Monique Leroux the Award for Corporate Citizenship. [Details here](#). See past recipients.

RECENT EVENTS

Is the Proposed Keystone XL Pipeline in the National Interest?

Thursday, September 22, 2011

The Canada Institute hosted a discussion surrounding the national and energy security, labor and economic benefits, and other consequences of the proposed Keystone XL pipeline. Watch and read more about the event online. The final State Department hearing on the pipeline takes place at the Reagan Building tomorrow.

JOB OPENING

Program Associate with the Canada Institute

Announcement posted here, please pass along. Pay particular attention to page 2.

NEWS

Buy American will hurt North America’s competitiveness

The proposed American Jobs Act contains Buy American measures that will hurt the economic competitiveness of both Canada and the United States according to Public Policy Scholar Laura Dawson and Paul Frazer, co-chair of the Canada Institute’s Advisory Board. Listen to Dawson’s [interview](#).

Big week for Canadian provincial politics

This week saw the [Northwest Territories](#), [Prince Edward Island](#), [Manitoba](#), and [Ontario](#) head to the polls with the [Yukon](#) and [Newfoundland](#) scheduled to vote on October 11. [Alberta’s premier-designate](#) Alison Redford prepares for the job.

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

C. Editorials/Columns

The Forgotten War of 1812 - As the bicentennial nears, the Canadians are psyched, the Americans oblivious - By David Shribman

Pittsburgh Post-Gazette - October 2, 2011

The deficit remains a threat to the United States, economic crises persist in Europe, two wars rage halfway around the world, the Republicans are beginning to focus on their nomination fight and even the Russians are planning an election for next March. So you have ample reason not to feel guilty about not having focused on this urgent question that the United States, Canada and Great Britain face next year: What is the best way to commemorate the 200th anniversary of the War of 1812? This may not be the best time to plan a war commemorative. The United States is marking the 150th anniversary of the Civil War, which will consume five years and already has attracted considerable attention. Seven years ago the attempt to commemorate the 250th anniversary of the French and Indian War was a dud. There's not a huge appetite for yet another set of commemorative books, historical novels, re-enactments and school dioramas. But this landmark will not go away, even if most people's memories of the War of 1812 disappeared the last time they picked up a Kenneth Roberts novel. And embedded in this anniversary are several sticky questions, such as: How does Canada celebrate its victories over American invaders without alienating its biggest trading partner? How does the United States approach a war in which its principal adversary, Great Britain, is now one of its closest friends? And do the British pause to mark this event at all, given that for them it was but a brief, minor sideshow in the far more important Napoleonic Wars? Along with the Korean War, the War of 1812, which most Americans remember dimly as being about impressment on the high seas and freedom of movement on the Great Lakes, is often called the Forgotten War. It is sad that Americans are so forgetful, for this conflict, which lasted roughly two and a half years, gave the United States its national anthem and its national identity, cemented in large measure the nation's cultural and geographical boundaries, ushered in 200 years of peace with Britain and Canada, made the White House white and provided durable heroes such as Andrew Jackson, William Henry Harrison, Zachary Taylor, Oliver Hazard Perry and Tecumseh. It ended in virtual stalemate -- no side lost substantial territory except, of course, the Indians -- and was a decidedly mixed experience for Americans, whose generals were execrable, whose militia didn't fight well and whose twin theories of warfare (that the French Canadians would rush to the U.S. side and that Canada would collapse into American arms) were ludicrous. "The acquisition of Canada this year, as far as the neighborhood of Quebec, will be a mere matter of marching," wrote Thomas Jefferson, then out of office, "and will give us experience for the attack of Halifax the next and the final expulsion of England from the American continent." Maybe Jefferson wasn't a genius after all. At the same time, however, the American Navy excelled, forcing the British to lose whole squadrons, which had rarely happened before. American naval prowess in the Great Lakes is still the stuff of legend, as is the old warship, the USS Constitution, known then and now as Old Ironsides. But from the viewpoint of Canada, whose War of 1812 heroes are Isaac Brock and Laura Secord, the conflict is a different matter altogether, remembered for its glorious victories over American invaders. "Thus the war that was supposed to attach the British North American colonies to the United States accomplished exactly the opposite," the late Canadian historian Pierre Berton wrote in his two-volume history of the conflict. "It ensured that Canada would never become a part of the Union to the south. Because of it, an alternative form of democracy grew out of the British

colonial oligarchy in the northern half of the continent." All this was two centuries ago, but it remains potentially awkward today. Stephen Harper's Conservative government, which often stresses renowned moments in Canadian history, vowed in its federal election platform to undertake a vigorous commemoration of the war. Now, however, it is trying quietly to steer the commemoration away from noisy celebrations of American defeat, an effort that may not be entirely successful. Canadian military historian Jack Granatstein believes the commemoration will be the occasion for what he calls an anti-American festival. "The normal discourse in Canada is anti-American," he says. "It's a secular religion, and this is the only acceptable form of bigotry in Canada. So when we have a chance to get up on our high horse and be self-righteous and say we whipped the United States, we'll do so. It doesn't mean more than one Canadian in a hundred knows a thing about the war. They don't. Usually we have a moral superiority. This time we have 200-years'-old military superiority." But few people on this side of the 49th parallel are likely to notice. "Americans are not exactly fascinated with the War of 1812," says Richard J. Finch, director of the Fort Meigs State Memorial in Perrysburg, Ohio, the largest reconstructed War of 1812 site in the country. "It's sandwiched between the American Revolution and the Civil War so it tends to get neglected." Even in Ohio, one of the focal points of the War of 1812, the bicentennial commission is unfunded, although Fort Meigs is planning a lecture series, a teachers' institute, a winter encampment and a re-enactment. The Michigan Commission for Commemoration of the Bicentennial of the War of 1812 is planning a documentary film, a lecture series and a website. "Even people in Ohio and Michigan don't know much about this," says Phil Porter, who heads the Michigan effort and is director of the Mackinac State Historic Parks. The only people in the United States unabashedly excited about this event are Navy officials, who are planning events in New Orleans, New York, Norfolk, Baltimore, Boston, Chicago -- and Toronto. The war ended in a draw, but the contest to conduct the most comprehensive commemoration isn't even close. The Canadians have appropriated millions, the Americans hardly anything. At this rate, the Canadians will appropriate the war entirely, at least for the next several years. Which brings us to a lesson for our time: Even forgotten wars can be lost 200 years later. - *David M. Shribman is executive editor of the Post-Gazette (dshribman@post-gazette.com, 412 263-1890).*

D. Citizens Views (write-in letters)