



May 23, 2014

ORIGINAL REPORT

Stage 1 Archaeological Assessment Island Harbour Club Inc. Gananoque, Ontario

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REPORT



Report Number: 1403457

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Executive Summary

The Executive Summary highlights key points from the report only; for complete information and findings, as well as the limitations, the reader should examine the complete report.

Golder Associates Ltd. (Golder) was contracted by Island Harbour Club Inc. to conduct a Stage 1 archaeological assessment of a property at 175 St. Lawrence Street, Part Lots 10 & 11, Concession 1, Town of Gananoque. The total size of the study area is approximately 0.56 ha.

The objective of this assessment was to determine the presence of archaeological resources in the area that may be affected by the proposed development, and; if encountered recommend appropriate strategies for further assessment.

This archaeological assessment is being conducted to comply with the *Planning Act* and Section 2.6.2 of the Provincial Policy Statement (2014). This assessment forms part of the requirements for a complete *Planning Act* (Development Permit System) application.

The study area encompassed the property known municipally as 175 St. Lawrence Street, which is located on the eastern side of St. Lawrence Street and south side of Market Street. The property is bounded by Kate Street to the south and Water Street to the west. Kyle Gonyou and Marcus Létourneau conducted a property inspection on May 1, 2014. The property is currently paved with asphalt and it was formerly used as a municipal parking lot between 1993 and 2013. The building located on the property is currently vacant. A grassed boulevard is located on the east and south boundaries of the property. Parking is located along the Kate Street boundary. And existing building on site is located immediately on the west boundary of the subject property.

The investigation included consultation with the Ministry of Tourism, Culture and Sport's (MTCS) updated archaeological site database, review of relevant historical, archaeological and environmental literature, examination of primary historical documentation including land registry records, assessment roles, census records and aerial photographs.

Based on the site assessment and features of archaeological interest within the study area, a Stage 2 archaeological assessment is required in several areas of the property where historic buildings are present including a possible nineteenth century residence in the southeast corner of the study area. The subject property is within 300 m of a primary water source indicating that it has pre-contact archaeological potential. Stage 2 investigation is to consist of a mechanical excavation.

This report and MTCS consultation has formed the basis for the following recommendations:

- 1) That a Stage 2 archaeological assessment be conducted by a licensed archaeologist, prior to construction. The Stage 2 archaeological assessment should consist of mechanical excavation of trenches (1 x 4 m.) to be situated based on features documented in historic maps and Fire Insurance plans of the study area as well as a sampling of other portions of the property.



Project Personnel

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ISLAND HARBOUR CLUB INC.**

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1.0 PROJECT CONTEXT

1.1 Development context

Golder Associates Ltd. (Golder) was contracted by Island Harbour Club Inc. to undertake a Stage 1 archaeological assessment of a property located at 175 St. Lawrence Street, Part Lots 10 & 11, Concession 1, Town of Gananoque, (Maps 1-2, pp. 31-32). This archaeological assessment is being conducted to comply with the requirements of *Planning Act*, Section 2.6.2 of the *Provincial Policy Statement* (2014), and Town of Gananoque requirements for a complete application. This assessment forms part of the permitting requirements for the development application for a commercial/residential complex on the subject property, to be completed prior to any construction activities (Map 12, p. 42). Permission to enter the property was granted by the client for the site visit on May 1, 2014.

The study area encompassed the property known municipally as 175 St. Lawrence Street is located on the eastern side of St. Lawrence Street and south side of Market Street. The property is bordered with Kate Street on its southern end. The property is currently paved with asphalt and it was formerly used as a municipal parking lot between 1993 and 2013. The building located on the property is currently vacant.

1.2 Objectives

This Stage 1 Archaeological Assessment was completed to identify known archaeological resources on and in the vicinity of the study area as well as assess the archaeological potential of the subject property. The assessment will determine if any additional archaeological investigations are required. The objectives of a Stage 1 assessment are based on principles outlined in the *Ontario Heritage Act* (Consolidated 2007), and comply with the Ministry of Tourism, Culture and Sports' *Standards and Guidelines for Consulting Archaeologists* (2011). More specifically, studies were completed with the following objectives:

- To provide information about the property's geography, history, previous archaeological fieldwork and current land condition; and,
- To evaluate in detail the property's archaeological potential, which will support recommendations for Stage 2 survey for all or parts of the property.



2.0 HISTORICAL OVERVIEW

2.1 Regional Pre-Contact Historical Overview

The earliest human occupation of southern Ontario began approximately 11,000 years ago with the arrival of small groups of hunter-gatherers; however, the St. Lawrence Valley remained very much on the fringe of the portions of the province occupied by Paleo-Indian populations. Late Paleo material has been recovered along the St. Lawrence on Gordon Island and in the neighbouring Cataraqui River Drainage Basin as Allen Point. The first evidence for significant occupation of the St. Lawrence Valley appears during the Archaic period, sometime between 5,500 and 4,500 B.C., with Middle and Late Archaic Period sites identified in the Kingston area including Wolfe Island, and to the east in Prescott.

Between roughly 7,000 and 1,000 B.C., populations continued to follow a mobile hunter-gatherer subsistence strategy. The Woodland Period (c. 800 B.C.–A.D. 1550) is characterized by the introduction of ceramics and eventually domesticated plants to southeastern Ontario. The region of the study area was fairly intensively occupied by Middle Woodland (400 B.C.–500 A.D.) populations with a number of sites identified in the 1,000 islands and within the Gananoque River Basin at Charleston and South Lakes. By the end of the Late Woodland Period, St. Lawrence Iroquois had become established in the St. Lawrence Valley east of Gananoque while there is evidence for utilization of areas to the west by ancestral Huron populations.

The population shifts of the late sixteenth and early seventeenth centuries were certainly, in part, a result of the disruption of traditional trade and exchange patterns among all First Nations peoples that resulted from European influences in the sixteenth and seventeenth centuries. Points of contact in the general area including Fort Frontenac, established 1673 (Kingston), and Fort de La Présentation, established 1671 (near Ogdensburg, New York across from Prescott, Ontario).

With the end of the American Revolutionary War (1775–1783), an exodus of United Empire Loyalists and disbanded soldiers moving north across the St. Lawrence River required the acquisition and settling of new lands. In response, the British Government acquired the lands on the north shore of the St. Lawrence River and Lake Ontario through hurried negotiations with their Mississauga military allies. Captain William Redford Crawford negotiated on behalf of the British government, acquiring what would become Leeds and Grenville Counties as part of the “Crawford Purchase”.

2.2 Regional Post-Contact Historical Overview

As an outcome of the influx of Loyalist refugees from the Thirteen Colonies, Governor-in-Chief of Canada Sir Frederick Haldimand (1718–1791) sent the Surveyor-General of Quebec, Major Samuel Holland (1728–1801) to examine lands on the north side of the St. Lawrence River for settlement. Lieutenant Gersham French of the Loyal Rangers was sent to explore the Ottawa River, the Rideau River, and the “River Gananocoué” (Gananoque River) down to the St. Lawrence River (McKenzie 1967, 6; Scott 1982, 26). Although French suggested the land was too rocky to cultivate, carrying places were identified as good sites for mills.

Surveying activities began in earnest in 1784, with townships laid out along the front and numbered, rather than named. Royal Townships, numbered one through eight, located east of Quebec and Cataraqui Townships, numbered one through four, located west of the Cataraqui River, were the first laid out. Loyalist settlers henceforth were able to draw for grants of land in the available townships. Sites along the waterfront, in particular those with river access, were of crucial importance to settlers, and were often the first properties granted.



As land available in the original townships surveyed was quickly granted to Loyalists, additional townships were surveyed along the north shore of the St. Lawrence River. What would become the three southern concessions of Leeds, Lansdowne, and Escott townships were laid out by James and Hugh McDonell in 1787 (Lockwood 1995, 45).¹ However, settlers had already begun the process of petitioning for this land. In 1787, Joel Stone, a United Empire Loyalist from Connecticut, petitioned the Crown for land at the mouth of the Gananoque River. Sir John Johnson petitioned for the same territory. In 1792, Johnson was granted 1,000 acres on the east side of the Gananoque River and Stone was granted 700 acres on the west side (Hawke 1974, 8; Smith 1995, 5).

What attracted both Stone and Johnson to this locale was the availability of waterpower at the mouth of the Gananoque River. In addition, iron ore had been identified as a natural resource of the area—foreshadowing Gananoque's role as an industrial centre in Upper Canada. The requirements of government land grants to clear the land of trees for cultivation and settlement coupled with the water power of the Gananoque River to feed mills prompted Johnson to quickly establish a saw mill on his property. Although the government had constructed a grist and saw mill at Cataraqui (Kingston Mills) in 1784, many settlers were a great distance from available mills in early settlement (McKenzie 1967, 26). To alleviate this pressure, some settlers constructed their own mills. Johnson's mill was noted by Lady John Graves Simcoe on July 1, 1792, during her visit to Gananoque (Hawke 1974, 8) (Image 1, p. 23). Stone's mill, across the river from Johnson's, was under construction at the time and operational in 1795.

Stone, unlike Johnson, permanently settled in Gananoque. In 1796, Stone built a two-storey house, locally known as Red House (Scott 1982, 41). It was approximately located near the present-day corner of St. Lawrence Street and Main Street. Although the house has been relocated to 80 Garden Street, the site is of historic importance as Stone's residence, Gananoque's first store, and the site of Gananoque's first post office (Scott 1982, 41) (Image 2, p. 23). His land holdings prompted much of the early settlement of the community to develop on the west side of the Gananoque River (Scott 1982, 34). Settlement grew slowly, with three houses by 1803 (Leavitt 1879, 62). Following the disruption of the Forsyth Raid during the War of 1812, Gananoque grew to 46 houses and 319 inhabitants by 1818 (Leavitt 1879, 129). Industrial operations had expanded from the two initial mills to include four saw mills and one grist mill. These milling operations were the impetus for permanent settlement at the mouth of the Gananoque River.

As an early capitalist and community leader, Stone started considerable business projects which served to grow the area into the industrial town it would become. Notable early projects of Stone's included the construction of the first general store, an inn, an orchard, construction of a 17-tonne schooner, numerous dams and canals on the Gananoque River and a Customs House (Hawke 1974, 9,13-14; Akenson 1984, 71). Stone would also serve as Justice of the Peace and a Colonel of the Second Leeds Militia during this time (Hawke 1974, 14; Akenson 1984, 71-72).

Following the death of his only son and heir, Stone's holdings passed to Charles McDonald, husband to his daughter Mary. With Stone's support, McDonald purchased Johnson's land holdings on the east side of the Gananoque River from Mrs. Maria Johnson Bowes, daughter of Sir John Johnson, in 1823 (McKenzie 1967, 27). This acquisition secured the water rights to the entire width of the Gananoque River enabling McDonald to expand his industrial applications beyond the saw and grist mills he already owned. Together with his brother John, Charles McDonald began to ship large quantities of lumber to Quebec and Kingston from the Gananoque

¹ It was not until 1795 that Grant Lewis surveyed the northern concessions of Leeds, Lansdowne, and Escott townships (Lockwood 1995, 45).



STAGE 1 ARCHAEOLOGICAL ASSESSMENT ISLAND HARBOUR CLUB INC.

River watershed (Leavitt 1879, 126). In 1826, the McDonalds formed C. & J. McDonald & Brother, which included many business interests. They constructed the largest flour mill in the province which had a capacity of producing 250 barrels of flour per day that supplied nearly one quarter of all flour received in the port of Montreal annually. In the 1840s, the McDonalds were milling about 30,000 barrels of flour annually (Leavitt 1879, 126).

McDonald's success spread, propelling growth in Gananoque. Many spinoff industries were developed, including cooperages and shipping facilities on the waterfront. The success of the milling operations relied on the transportation of goods to market.

Gananoque's role in the transshipment industry grew as it became established as a principal wooding station supplying cordwood from the mill for steamships (Smith 1995, 7). As timber supplies diminished, coal from Pennsylvania was transported to Gananoque and used to fuel many of the lake vessels which came to port at the harbour.² Stone expanded into schooners for transportation on the St. Lawrence River and Lake Ontario with the construction of the *Leeds Trader* in 1793 (Smith 1995, 5). Although Loyalists successfully petitioned for a road from Catarauqui (Kingston) to Montreal, travelling along "The King's Highway" or "Kings Street" was difficult and rough. The first road from Catarauqui to Gananoque passed through Kingston Mills to avoid the cost of constructing a bridge over the Catarauqui River (Smith 1995, 6).³ Early travellers often preferred travelling via the St. Lawrence River on steamships, which overtook batteau as the most common form of transportation for people and goods.

The dependence of water-based power elevated the prominence of the McDonald family and the prosperity of their industries. Initially considered to be part of a military canal linking the St. Lawrence River and the Ottawa River in the 1820s, the Rideau River was selected over the Gananoque River as the preferred route. Construction of the Rideau Canal had negative implications for the water levels in the Gananoque River's watershed (Lockwood 1996, 117).⁴ Flooding as a result of the Rideau Canal reduced the flow of water over the Gananoque Falls and increased periods where water was not a reliable source of power for the industries in Gananoque. While many adapted to steam-based power, the economic prominence of the McDonald family decreased. In 1868, the McDonald relinquished their control of the power monopoly to a joint stock company of local industrialists (De Zwaan 1987, 17). The amount of water each manufacturer could use was proportional to the number of shares held in the company. While water-based power remained the cheapest mode for iron and steel manufacturing, a system of regulation and distribution was required. With the growth of industrial output, the size of the St. Lawrence River locks limited the shipment of goods to Montreal and beyond. The distribution of manufactured goods would shift from the travel modes of the St. Lawrence River.

Efforts to organize year-round transportation from Hamilton to Kingston with connection to Cape Vincent, New York had been active since the 1840s (Smith 1995, 15). However, dominant Montreal merchants wanted to retain control over Canada West's trade and stalled the initiative, concentrating their own efforts in a railway with a terminus in Montreal.

The completion of the Grand Trunk Railway between Montreal and Toronto in 1856 brought increased and cheaper access to larger markets for manufactured products. Rather than follow the shoreline of Lake Ontario,

² Coal scuttles from Oswego, New York remained an active part of Gananoque's harbour until the 1950s when coal stoves were converted to oil (Smith 1995, 10).

³ When the bridge between Barriefield and Kingston was completed in 1829, the Front Road (now Highway 2) provided a more efficient link to Gananoque (Smith 1995, 6). Despite its efficiency, it was still a poorly maintained toll road.

⁴ In addition to adding an estimated 10 miles of canal, the Gananoque River had already been dammed by Stone and Johnson for the operation of their mills. The St. Lawrence River remained the main transportation corridor for Gananoque.



the Grand Trunk would pass 8-10 miles inland as the shortest possible route between Toronto and Montreal (Smith 1995, 16). This resulted in opposition from many waterfront communities who thought they would be located on the main line. The act to incorporate the Grand Trunk Railway Company of Canada (1852) specified that the railway would pass through Kingston, Prescott, and Brockville in addition to its terminuses in Toronto and Montreal; regardless, the railway would pass near enough to Gananoque to be of economic benefit. Although located outside of Gananoque proper (the station would become known as Gananoque Junction), the Grand Trunk Railway was an important link to the national economy. Coupled with the diminished capacity of the Gananoque River and the decline of the McDonald mill, the local economy of Gananoque began to transition from a local focus to a larger market based tied to national trends.

The former McDonald mill became known as The Globe Works, encompassing a hive of industry (Leavitt 1879, 126; De Zwaan 1987, 20). It housed a large number of metal working shops: a foundry, a machine shop, a bolt factory, a rivet factory, a wrench and kettle factory, scythe shop, a spoon factory, a wood turning shop, a piano case and pattern shop among others (Leavitt 1879, 174; De Zwaan 1987, 21). The transition of the Gananoque economy away from the refinement of timber and cash crop resources brought a second wave of industrialism. Many small shops established during the mid-nineteenth century continued to grow, invest in more advanced machinery, and began producing products for consumption beyond the local market. By 1871, Gananoque was still a factory town of small workshops, but some firms were starting to pull ahead. In the decades that followed, the industrial output of Gananoque doubled while population grew only eighty percent (De Zwaan 1987, 33). Gananoque's industrial output was greater than Perth's or Smiths Falls'; Brockville only barely exceeded Gananoque's output despite twice the population (De Zwaan 1987, 36). Through capital consolidation and ties to the national economy, Gananoque became known as the "Birmingham of Eastern Ontario" (Leavitt 1879, 174; Nalon 1985; De Zwaan 1987; Smith 1995, 19).

"Gananoque has with justice been called the Birmingham of Eastern Ontario, the Gananoque River furnishing an almost unlimited water power which has been utilized by the construction of an hydraulic canal, thus passing from one factory to another as the motive power in setting in motion the wheels of industry" (Leavitt 1879, 174).

While initial efforts to bring the Grand Trunk Railway main line closer to Gananoque were not successful, local efforts to develop rail linkages remained persistent in the latter half of the nineteenth century. The Gananoque & Rideau Railway was incorporated in 1871 with the initiative to connect Gananoque's waterfront with the Grand Trunk main line. Due to financial constraints, the railway did not come into fruition until 1883 with the support of the Rathbun Company of Desoronto (Smith 1995, 53). Conveniently, the railway linked the Rathbun wharf in Lowertown to the main line of the Grand Trunk Railway with stops at King Street, the cemetery, and Gananoque Junction. Shortly after its construction, the railway was renamed Thousand Islands Railway. Thousand Islands Railway was sold to Grand Trunk in 1910 and the wharf was rebuilt in 1911 (Smith 1995, 53). Until 1930, all passenger service between Toronto and Montreal stopped at Gananoque Junction, which provided a ready market for the tourism interest in the Thousand Islands. Freight service, however, remained a vital link for the factories in Gananoque's Lowertown to larger markets.

The growth of Gananoque's industrial shops and factory shifted following the turn of the nineteenth century with the rise of large national and multi-national companies with multi-plant operations (image 5-6, p. 25). Large corporate mergers in 1910 and 1913 drastically reshaped Gananoque's economic prospects (De Zwaan 1987, 140). Critically, this shifted the control of Gananoque's manufacturing base away from local ownership and



therefore local control. Having separated from the United Counties of Leeds and Grenville in 1922, the Town of Gananoque unsuccessfully attempted to attract new business to the community. Between 1911 and 1921, Gananoque's population stagnated and began to decline (De Zwaan 1987, 139). The traditional advantages of Gananoque's water power, natural resources, and capital resources were losing weight within the context of the national economy. Transportation tariffs favoured towns and cities to the west of Toronto for shipment and eastern Ontario's late adoption of electrical power were barriers to new industries locating in Gananoque (De Zwaan 1987, 154). Gananoque could not attract new business.

A brief reprieve during the war efforts for World War II brought manufacturing for the Link Trainer to Gananoque. The Link Trainer was a tool for pilots to learn to fly "blind." The Link factory in Gananoque produced more than 5,000 of the Link Trainers built for the Allies in during the war. The importance of the Link Trainer is indicated by Winston Churchill, who stated that without the Link Trainer the Battle of Britain would not have been won (Taylor 2012).

Building upon the increasingly availability of transportation to the region, Gananoque quickly grew during the 1880s as a popular tourist destination and resort town. Coupled with the freight service of the Thousand Island Railway, passenger service provided a ready stream of tourists. George Pullman's purchase of Sweet Island (now Pullman Island) in 1864 and President Ulysses S. Grant's influential visit to the island in 1872 brought continental fame to the region (Smith 1995, 8). Gananoque's prominence grew as the "Gateway to the Thousand Islands" during the late nineteenth century. In 1927, gates were erected to mark the entrance to Gananoque, solidifying this moniker (Images 3-4, p. 24).

Many excursion lines were developed during this time, offering leisure cruises through the Thousand Islands. For example, Gildersleeves' Lake Ontario and Bay of Quinte Line offered Saturday service called the "Grand Cheap Excursion" to the Thousand Islands which departed from Gananoque (Smith 1995, 9) (Image 8, p. 26). Steamships diverted traffic away from Gananoque to the American resorts during the summertime, such as those located near Clayton and Alexandria following the expansion of the Utica & Black River Railroad to the area in 1873 (Smith 1995, 8). Not until the establishment of the Gananoque Inn in 1896, did the north shore of the St. Lawrence River begin to capitalize on the tourism trade.

Tourism appealed to the wealthy who owned retreat estates in the Thousand Islands as well as those of more modest means who enjoyed excursions on steamboats, picnics, and camping or small hotel accommodations. Gananoque became a supply centre for the construction, servicing, and maintenance of the summer homes and hotels of the Thousand Islands.

While boating and river culture of the Thousand Islands and St. Lawrence River remained vital to the popularity of Gananoque, the development of a provincial highway system changed the ways which people accessed the region. Following the passage of the Provincial Highways Act in 1915, efforts to construct a hard-surfaced trunk road from Windsor to the Quebec border facilitated the development of Highway 2 in Gananoque in 1921. The opening of the Macdonald-Cartier Freeway (Highway 401) on August 6, 1959 further increased access to Gananoque and its summer resorts (Smith 1995, 88).

Passenger rail service on the Thousand Islands Railway continued until 1965, having largely been overshadowed by private automobile traffic (Smith 1995, 90). The tracks leading to the harbour were increasingly disused by the 1980s as most manufacturing plants along the waterfront had closed and the tracks



were removed in 1995. Factories and plants in Lowertown have since closed; many remain vacant, and some have been demolished and replaced by parking lots.

The historic station building on the Gananoque wharf was acquired by the Town of Gananoque in 1969. It was repurposed as a restaurant and commercial space, serving visitors of Gananoque Boat Lines which still use Gananoque's wharf (Images 9-10, p. 27). The former station building burnt in 1990 and was rebuilt as the Arthur Child Heritage Centre, which brought renewed interest to Gananoque's Lowertown. Part of the former industrial waterfront at the tip of Lowertown has been repurposed as Joel Stone Park (opened in 2012).

2.3 Property History

Following his initial settlement on the property in 1787, Joel Stone obtained the official patent for Lots 10 and 11 lying south of the Gananoque River in the first concession of the geographic Township of Leeds in the County of Leeds and Grenville. Stone's patent was granted on December 31, 1798. Upon his death in 1835, the property passed to his grandchildren, William S., John L., and Charles MacDonald (Instrument O-268). In 1848, a portion of the property was granted to Alexander Auchivole with restrictions (Instrument AG-29). Charles MacDonald transferred his interests in the property to William S. MacDonald on June 26 1852 (Instrument AG-218).

On January 6 1853, a plan prepared by Michael Deane, Deputy Provincial Surveyor, was registered on the MacDonald's property (Plan 105). A subsequent plan in 1885, prepared by B. J. Saunders, Public Lands Surveyor, for W. S. MacDonald was registered on the property on November 21, 1885 (Plan 75). Prepared by Walter Beaty, Public Lands Surveyor, Plan 86 was registered on the property by the Corporation of the Village of Gananoque on January 3, 1887, which effectively established the existing lot pattern and street grid which remains today (see Map 3, p. 33).

Property records for each of the subdivided parcels are discussed below.

2.3.1 Lot 546, Lot 547, Lot 550, Lot 551, Lot 553, and Lot 554

Lot 546, Lot 547, Lot 550, Lot 551, Lot 553, and Lot 554 of Registered Plan 86 remained in the MacDonald family until it was sold by William S. MacDonald on October 12, 1912 to David A. Mitchell for \$1,000 (Instrument 12-6336). On September 2, 1938, the property was transferred by the executors of David A. Mitchell's estate to Mitchell & Wilson Ltd. Mitchell & Wilson then sold the property to Saleslie Inc. on March 25, 1988 (Instrument 183933). Saleslie Inc. transferred the property to the Corporation of the Town of Gananoque in 1993 for the sum of \$500,000 (Instrument 243443). The Town of Gananoque retained ownership of the property until it was transferred to the present owner, Island Harbour Club Inc. in 2013.

2.3.2 Lot 548 and Lot 549

Lot 548 and Lot 549 of Registered Plan 86, located at the east of the subject property, remained in the McDonald family until it was sold by Charles MacDonald and wife on August 2, 1904 to the Gananoque Spring & Axel Company Ltd. for \$600 (Instrument 11-4863). As part of corporate consolidation that was occurring, The Ontario Steel Products Company Limited acquired the property on October 15, 1913 (Instrument 12-6544). It was sold to Imperial Oil Limited on May 20, 1921, for \$1,800 (Instrument 13-7533).

The southern half of Lot 548 was granted to Hugh K. McGlade and Anastasia D. McGlade on January 24, 1941 by Imperial Oil for \$800 (Instrument 16-50). Hugh K. McGlade's interests in the property were transferred solely to Anastasia D. McGlade on June 13, 1947 (Instrument 16-1258). Imperial Oil Limited granted the remaining



north half of Lot 548 to Anastasia D. McGlade on February 3, 1959 (Instrument 5243). Shortly thereafter, Anastasia D. McGlade sold the property to Shortall Fuel Company on June 17, 1959 (Instrument 5377). In 1965, the Shortall Fuel Company sold the property to Gananoque District Co-operative for \$23,500 (Instrument 7413). It was transferred to the United Co-operatives of Ontario on August 28, 1970 (Instrument 36932) and to the Gananoque Boat Line Limited on July 22, 1971 (Instrument 42817).

Lot 548 was purchased by Mitchell & Wilson Ltd., who owned the other parcels located on the block, in 1972 for \$10,000 (Instrument 52304). Mitchell & Wilson then sold the property to Saleslie Inc. on March 25, 1988 (Instrument 183933). Saleslie Inc. transferred the property to the Corporation of the Town of Gananoque in 1993 for the sum of \$500,000 (Instrument 243443). The Town of Gananoque retained ownership of the property until it was transferred to the present owner, RMP Construction & Development Ltd. in 2013.

2.3.3 Lot 552

Lot 552 of Registered Plan 86, located at the south of the subject property, remained in the MacDonald family until it was sold by Charles MacDonald to Almira Lasha on November 24, 1903 (Instrument 4721). Almira and William Lasha sold the property back to Charles MacDonald on August 17, 1905 (Instrument 5059). Lot 552 remained in the MacDonald family until it was sold to Mitchell & Wilson Ltd. on December 15, 1927 (Instrument 8519). Mitchell & Wilson transferred the property to Saleslie Inc. on March 25, 1988 (Instrument 183933). Saleslie Inc. sold the property to the Corporation of the Town of Gananoque in 1993 for the sum of \$500,000 (Instrument 243443). The Town of Gananoque retained ownership of the property until it was transferred to the present owner, Island Harbour Club Inc. in 2013.

2.4 Historic Maps

The earliest available mapping of the subject property shows it in the possession of Captain J. Stone (McNiff 1787) (Map 6A, p. 36). Completed shortly after the American Revolution, Patrick McNiff's *Surveyor's Map of Gananoque* (1787) begins to show the initial development at the mouth of the Gananoque River with Captain J. Stone's property on the west bank and Sir John Johnson's on the east bank. There are no notable details of the subject property.

Completed following the conflict of the War of 1812, the *Sketch of Gananoque Garrison* (1815) takes a unique perspective of the area (Map 6B, p. 36). Oriented from the high ground on the west bank of the Gananoque River, near the present day King Street Bridge, the sketch shows the damming of the Gananoque River, a plan of the Blockhouse (constructed in 1813), and a selection of buildings located in what is known as Lowertown. Two structures are identified on the eastern tip of Lowertown, in the vicinity of the subject property. Interestingly, the perspective looking into the St. Lawrence River shifts to show the topographic elevations of the islands adjacent to Gananoque.

E. S. Smith's *Plan of Gananoqui* (1817) takes a more conventional approach to mapping the area (Map 6C, p. 36). Again, the Blockhouse and dam are shown, but greater detail is paid to the topography on the shore of the Gananoque River as well as the identification of structures in the area. A greater concentration of structures is located on the west side of the Gananoque River, on Joel Stone's land, compared to Sir John Johnson's land on the east side of the river. What developed into King Street is shown on the *Plan* (marked "To Prescott and Montreal" or "To Kingston," as well as at road into Lowertown that appears to be Main Street. A one-and-a-half-storey dwelling with twin chimneys is shown on the eastern tip of Lowertown, marked with the name Downes. A review of land registry records does not reveal Downes as an owner of the subject property.



By 1858, the urban form of the Town of Gananoque has begun to take the shape as seen today in the *Plan of the Town of Gananoque* (Map 6D, p. 36). Development is springing up along “King’s Road” as well as below the dam of the Gananoque River. Market Street and St. Lawrence Street, which form the east and north boundaries of the subject property, are marked. Road allowances, which are believed to be Kate Street and Water Street, remain unmarked. There is no development shown on the subject property, which conforms to the information obtained through the land registry records.

Walling’s *Map of the United Counties of Leeds and Grenville* (1861) contains an inset of the Town of Gananoque (Map 6E, p. 36). Development significantly increased in the three years between the *Plan of the Town of Gananoque* and Walling’s *Map*. Gananoque Street is renamed Clarence Street and the unnamed road allowance south of the subject property is pushed through and named Water Street. Curiously, St. Lawrence Street is absent from Walling’s *Map*. William S. McDonald’s wharf and Captain Chryslers wharf are marked on the waterfront of Lowertown; industrial development is spreading along the banks of the Gananoque River and onto the St. Lawrence River. There does not appear to be any development located on the subject property.

A historic photograph, dated circa 1905, provides a rare and early birds eye view of Gananoque’s Lowertown from what appears to be the steeple of St. John the Evangelist Catholic Church, located at 270 Stone Street South (Map 7E, p. 37). Factories line the Gananoque River in the foreground of the photograph, with the subject property just visible in the background. Fortunately, the smoke stack of the Pump House serves as a beacon in locating the subject property and also provides context to dating the photograph following the completion of the structure. The Customs Houses is another recognizable landmark in Lowertown. The subject property appears to be largely vacant. A two-storey frame structure appears to be located at the south corner of the property, which appears to be residential in nature. A small structure with a chimney located at the centre of the roof appears to be located at the north corner of the subject property, at the intersection of St. Lawrence Street and Market Street. Other structures that suggest a residential use are located on the west side of Water Street.

Having acquired the property in 1912, evidence of Mitchell & Wilson’s lumber yard is shown on Charles E. Goad’s *Fire Insurance Plan* (1914) (Map 7F, p. 37). The two-storey planning mill, still located at the north corner of the subject property, is shown on the *Fire Insurance Plan* with a single-storey office wing to the east. It appears to have replaced the small structure identified in the 1905 historic photograph. A two-and-a-half-storey lumber shed is also shown on the property, as well as some identified storage areas for lumber. A two-storey frame structure is located at the south corner of the subject property (identified as residential in nature in the 1905 historic photograph), with a one-storey building marked “lime” and a one-storey building marked “lumber” adjacent. A two-storey hipped roof structure is located at the rear of the frame structure. Railway tracks are shown leading to the subject property along Water Street. The Pumping Station is marked as an adjacent property. Several frame buildings are marked on the west side of Water Street, as well as the Engine House and coal shed for the Thousand Islands Railway, which were identified in the 1950 historic photograph (Image 12, p. 28).

A 1919 oblique air photograph of the subject property by McCarthy Aero Service corroborates the information obtained from the 1914 *Fire Insurance Plan* (Map 7F&G, p. 37). It appears that the two-storey frame structure located at the south corner of the subject property was removed between 1914 and 1919, further emphasizing the transition of the area from residential use to industrial use. The air photograph also identifies the primary use of the property for the storage of lumber products and raw materials for refinement in Mitchell & Wilson’s planing mill. There does not appear to be any development on the west parcels of the subject property (Lots 548 and 549). Two large boat houses are located on the waterfront with access to the Mitchell & Wilson property



afforded by crossing Kate Street. Details of the 1919 air photograph suggest that a large structure on Water Street, opposite Mitchell & Wilson's property, is under construction. Railway tracks are identifiable as well as the availability of electricity through hydro poles in the area.

Structures identified on the 1914 *Fire Insurance Plan* and 1919 air photograph appear to remain present on the 1926 *Fire Insurance Plan* (Map 7G, p. 37). In addition, the lumber shed now features a large single-storey wing to the east. The property is now marked "Mitchell & Wilson Ltd." An inset detail shows the Waterworks Pump House as well as a path to Mitchell & Wilson's waterfront boat houses. At the west corner of the property, at the intersection of Market Street and Water Street, evidence of Imperial Oil Ltd.'s oil and gas tanks is shown as well as a single-storey "Oil Pump House." To the east of the subject property, a two-storey frame "Club & Boat House" is shown.

A 1936 oblique air photograph of Lowertown taken by Lieutenant Colonel Eric Warwick shows the above ground oil and gas tanks located on the Imperial Oil property (Map 8D, p. 38). Railcars are shown directly outside of the Mitchell & Wilson property, likely loading/unloading lumber or supplies.

The 1947 *Fire Insurance Plan* shows further increased development on the subject property (Map 7H, p. 37). The Lumber Shed is again added to, with a single-storey structure identified with the purpose of housing lumber roofing. Several of the structures are now identified as frame structures with iron or metal cladding. On the Imperial Oil parcel, the "Oil Pump House" has been replaced by a larger structure along Water Street identified as "Shortall Coal Yard Coal Shed." Buried tanks are identified on the parcel, as well as a small pump house and oil house. Shortall's Coal Yard is also identified on the property across from the subject property on Market Street, with a collection of single-storey frame structures. It appears that Mitchell & Wilson's waterfront boat houses have been demolished, although the firm's name still appears to be attached to the waterfront property with docks. There are an increased number of railway tracks adjacent to the subject property and across Water Street, the collection of frame structures has been replaced by a large factory identified as the Cow & Gate (Canada) Ltd. factory.

Details obtained in the 1947 *Fire Insurance Plan* are supported by the 1967 air photographs of the area (Map 10, p. 40). The 1978 air photograph, however, begins to identify the demolition of some of the factories that lined the banks of the Gananoque River (Map 10J, p. 40). The industrial base of the town was slowly eroding. Although the tracks appear to be present in the 1978 air photograph, an increasing number of vehicles are present in Lowertown, particularly on vacant parcels. The large lumber shed that first appeared in the 1914 *Fire Insurance Plan* appears to have been replaced by a gable roof structure adjacent to the planing mill. Structures have been reorganized at the southern end of the subject property with a greater consolidation in massing. A wall appears to have been constructed along Water Street, with resources stored against it as well as in the general yard of the subject property. As Mitchell & Wilson acquired the former Imperial Oil property in 1972, there are no internal division of the property. A photograph of the Mitchell & Wilson Homecare Building Centre shows the former appearance of the planing mill and adjacent lumber storage shed circa 1980 (Image 12, p. 28).

Drastic changes in Lowertown are visible in the 1986 and 1994 air photographs of the area (Map 10K-M, p. 40). The Cow & Gate factory was demolished in 1984, leaving a vacant waterfront across from the subject property. Additionally, following the acquisition of the subject property by the Town of Gananoque 1993, it appears that the subject property has been cleaned up.



STAGE 1 ARCHAEOLOGICAL ASSESSMENT ISLAND HARBOUR CLUB INC.

None of the outbuildings formerly associated with the property remain. Only the original planing mill remains. A new structure adjacent to the Pump House has also been completed, replacing a shed/boathouse formerly located on the waterfront. Furthermore, the tracks of the Thousand Islands Railway appear to have been removed.



3.0 ARCHAEOLOGICAL CONTEXT

3.1 Study area

The subject property, 175 St. Lawrence Street, is comprised of the entire block bound by St. Lawrence Street, Kate Street, Water Street, and Market Street, in the Town of Gananoque's Lowertown area. Lowertown is a historic area of Gananoque that is generally described as the area south of King Street along the Gananoque River and to the west along the St. Lawrence River waterfront. Historically dominated by industrial uses, including the Thousand Islands Railway, the waterfront adjacent to the subject property is now home to Joel Stone Park. To the west of the subject property and also located on the waterfront is the Pump House (110 Kate Street), which is designated under the *Ontario Heritage Act*. A fenced gravel yard housing a Gananoque Boat Lines boat is located to the north of the subject property on St. Lawrence Street; beyond that, the area transitions into a residential neighbourhood. A parking lot associated with the Gananoque Boat Line is located across Market Street from the subject property.

3.2 Environmental

The assessment of present and past environmental conditions in the study area is a necessary component in determining the potential for past occupation of the property. Factors such as proximity to water, soil types, forest cover and topography all contribute to the suitability of the site for the production of food sources for pre-contact peoples. As well, an examination of the geophysical evolution of the study area provides an indication of the possible range in age of pre-contact sites that could be found on the property.

The study area is situated within the Leeds Knobs and Flats physiographic region which consists of outcrops of Precambrian rock interrupted by flat to undulating areas with clay soils (Chapman & Putnam 1984:186-187 and 196). Geologic mapping at a scale of 1:250,000 shows the bedrock geology of the study area to be bordering on the Beekmantown group of Dolostone and sandstone bedrock and the late Felsic plutonic bedrock comprised mostly of granite gneisses with migmatites and pegmatities (OGS 2003a), while the surficial geology for the study area falls within a Bedrock-drift complex in Paleozoic terrain (OGS 2003b). Soil mapping of the area indicates that the project falls within the Nappanee Clay soils series which is characterized by low organic matter, poor drainage on nearly level terrain.

Gananoque lies within the Huron-Ontario Sub-region of the Great Lakes-St. Lawrence Forest Region. Deciduous trees common to this area include sugar and red maples, beech, basswood, white and red ashes, yellow birch, and red, white and burr oaks, while coniferous trees include eastern hemlock, eastern white pine and balsam fir (Rowe 1972: 93). The study area would have been cleared of its original growth forest in the late eighteenth or early nineteenth century.

The shoreline waters of Lake Ontario, the St. Lawrence River and the mouth of the Gananoque River, all within close proximity to the study area, are important as a migratory stop-over and wintering area for waterfowl (Johnson 1971). Lands adjacent to these bodies of water display Class 3 (slight limitations) capability for the production of waterfowl. As the subject property lies within an area of urban development, there is no data available for ungulate capability (Canada Land Inventory 1970).

3.3 Previous Archaeological Research

The primary source for information regarding known archaeological sites is the *Archaeological Sites Database* maintained in Ontario by the Ministry of Tourism, Culture and Sport (MTCS). The database largely consists of



STAGE 1 ARCHAEOLOGICAL ASSESSMENT ISLAND HARBOUR CLUB INC.

archaeological sites discovered by professional archaeologists conducting archaeological assessments required by legislated processes under land use development planning (mostly since the late 1980s). A request for a search of the database for all registered sites located within a one-kilometre radius of the study area was made. Notification from the *Archaeological Data Coordinator* indicated that one site has been registered within one kilometre of the present study area.

There have been no known archaeological investigations within 50 meters of the subject property and very few within the Town of Gananoque. Past Recovery completed a Stage 1 archaeological assessment of 129 South Street on the east side of the Gananoque River (Past Recovery, 2013).

The registered site is BbGa-5, named Stone's Mill, and is located on the shore of the Gananoque River off Mill Street near the King Street Bridge. Detailed information on the site was unavailable; however, it appears that a researcher by the name of Bob Wilkes excavated a small area to the north of a mill building at this location in the early 1990s.



4.0 FIELD METHODS

4.1 Site Visit

A property inspection was carried out on May 1, 2014. Permission was granted by the client prior to entry. The objective of the inspection was to help identify the appropriate Stage 2 archaeological assessment strategy and to determine the presence or absence features of archaeological potential. The inspection consisted of walking through the subject property and it covered the entire study area and was conducted in partially cloudy weather, with a temperature of 6 degrees Celsius.

Field notes and photographs of the property were taken during the inspections. The photograph locations and directions were noted and are represented in the photo catalogue in Appendix A. The majority of the study area is currently underneath the asphalt parking lot (Images 13-14, p. 29). No archaeological remains were noted during the course of the property inspection.

4.2 Archaeological Potential

The archaeological potential of a given area is determined by a number of variables including physiographic features, property histories and disturbances. These criteria are consistent with Ministry of Tourism, Culture and Sport's guidelines for archaeological resource potential (2011).

A number of criteria are used to determine archaeological site potential. For pre-contact or prehistoric sites these criteria are principally focussed on topographical features such as the distance to and the nature of the nearest water source. Elevation is also important—ridges, knolls and eskers providing well-drained living areas as well as excellent vantage points (depending upon the surrounding vegetation). Other factors involved in determining pre-contact site location are the existence of raw materials such as exploitable supplies of lithic material, clay, shell, and copper. The presence of previously recorded pre-contact sites is also a major factor in assessing the potential of an area as such sites often occur in clusters. .

The assessment of historic site potential is usually dependent upon historical research (e.g. land registry records, census and assessment rolls, historical cartography and aerial photographs) and the inspection of the study area for possible above ground remains or other evidence of demolished historic structures. Areas within 100 metres of historic churches, cemeteries, commercial buildings, industrial sites and roads are required to be assessed. Also considered in the assessment is the proximity of known archaeological sites. These guidelines were applied to the study area after the research and site inspection described above, generating recommendations presented below.

The historic maps suggest that early to mid-nineteenth century development occurred around the subject property with the earliest documented structures being the existing concrete block building at the northwest corner a lumber shed along St. Lawrence Street south of the main building and some structures along Kate Street including a possible residence at the corner of Kate and Water Streets. The Imperial Oil facility and a coal storage shed were located in the northeast corner of the property through the mid twentieth century. The nature of the development on the block consisting of frame lumber sheds that would not have required extensive foundations suggests that there remains considerable potential for intact resources below the paved areas. Map 9, p. 39, illustrates the former structures present in the study area based on the fire insurance maps. Based on the historic mapping and aerial photographs it is apparent that there are several historic structures that were present on the subject property including a possible nineteenth century residence in the southeast corner that



STAGE 1 ARCHAEOLOGICAL ASSESSMENT ISLAND HARBOUR CLUB INC.

are no longer visible above ground. The study area is also located within 300 metres of a primary water source and is considered to have pre-contact archaeological significance. These factors attribute both historical and pre-contact high archaeological potential to the subject property (Map 13, p. 43).



5.0 SUMMARY AND RECOMMENDATIONS

Golder Associates Ltd. (Golder) was contracted by Island Harbour Club Inc. to conduct a Stage 1 archaeological assessment of a property at 175 St. Lawrence Street, Part Lots 10 & 11, Concession 1, Town of Gananoque. The total size of the study area is approximately 0.56 ha.

The objective of this assessment was to determine the presence of archaeological resources in the area that may be affected by the proposed development, and; if encountered recommend appropriate strategies for further assessment.

This archaeological assessment is being conducted to comply with the *Planning Act*; Section 2.6.2 of the Provincial Policy Statement (2014); and Town of Gananoque requirements. This assessment forms part of the requirements for a complete application for a Planning Act (Development Permit System) application and is to be completed as part of the pre-submission phase of the application process.

The study area, known municipally as 175 St. Lawrence Street, is located on the eastern side of St. Lawrence Street and south side of Market Street. The property is bordered by Kate Street on its southern end. Kyle Gonyou and Marcus Létourneau conducted a property inspection on May 1, 2014. The property is currently paved with asphalt and it was formerly used as a municipal parking lot between 1993 and 2013. The building located on the property is currently vacant.

The subject property was first patented on December 31, 1798 to Joel Stone. Upon his death in 1835, the property passed to his grandchildren, William S., John L., and Charles McDonald.

The topography of the subject property crests along the north-south alignment, sloping to the east and west. With the exception of two existing buildings, the property has been paved in asphalt. Most recently, it served as a parking lot. A grassed boulevard is located on the east and south boundaries of the property. Parking is located along the Kate Street boundary. The existing building is located immediately on the west boundary of the subject property.

Based on the site assessment and features of archaeological interest within the study area, a Stage 2 archaeological assessment is required in several areas of the property where historic buildings were present. The subject property is also within 300 m of a primary water source indicating that it has pre-contact archaeological potential. Stage 2 investigation is to consist of a mechanical excavation.

This report and MTCS consultation has formed the basis for the following recommendations:

That a Stage 2 archaeological assessment be conducted by a licensed archaeologist, prior to construction. The Stage 2 archaeological assessment should consist of mechanical excavation of trenches (1 x 4 m.) to be situated based on features documented in historic maps and Fire Insurance plans of the study area as well as a sampling of other portions of the property.



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- Archives of Ontario. Gananoque. c. 1919. McCarthy Aero Services. Black and white print. Reference Code C 285-1-0-0-220. Digital Image Number I0010143
- Gananoque Historical Society Archives
- Private collection



Ontario Legislation and Policy

- *Ontario Heritage Act*
- *Planning Act (Ontario)*
- *Provincial Policy Statement (2014)*
- Regulation 9/06 of the *Ontario Heritage Act*



7.0 ADVICE ON COMPLIANCE WITH LEGISLATION

This report is submitted to the Minister of Tourism, Culture and Sport as a condition of licensing in accordance with Part VI of the *Ontario Heritage Act*, R.S.O. 1990, c 0.18. The report is reviewed to ensure that it complies with the standards and guidelines that are issued by the Minister, and that the archaeological fieldwork and report recommendations ensure the conservation, protection and preservation of the cultural heritage of Ontario. When all matters relating to archaeological sites within the project area of a development proposal have been addressed to the satisfaction of the Ministry of Tourism, Culture and Sport, a letter will be issued by the ministry stating that there are no further concerns with regard to alterations to archaeological sites by the proposed development.

It is an offence under Sections 48 and 69 of the *Ontario Heritage Act* for any party other than a licensed archaeologist to make any alteration to a known archaeological site or to remove any artifact or other physical evidence of past human use or activity from the site, until such time as a licensed archaeologist has completed archaeological fieldwork on the site, submitted a report to the Minister stating that the site has no further cultural heritage value or interest, and the report has been filed in the Ontario Public Register of Archaeology Reports referred to in Section 65.1 of the *Ontario Heritage Act*.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48 (1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out archaeological fieldwork, in compliance with Section 48 (1) of the *Ontario Heritage Act*.

The *Cemeteries Act*, R.S.O. 1990 c. C.4 and the *Funeral, Burial and Cremation Services Act*, 2002, S.O. 2002, c.33 (when proclaimed in force) require that any person discovering human remains must notify the police or coroner and the Registrar of Cemeteries at the Ministry of Consumer Services.



8.0 IMPORTANT INFORMATION AND LIMITATIONS OF THIS REPORT

Golder Associates Ltd. (Golder) has prepared this report in a manner consistent with that level of care and skill ordinarily exercised by members of the archaeological profession currently practicing under similar conditions in the jurisdiction in which the services are provided, subject to the time limits and physical constraints applicable to this report. No other warranty, expressed or implied is made.

This report has been prepared for the specific site, design objective, developments and purpose described to Golder by Island Harbour Club Inc. (the Client). The factual data, interpretations and recommendations pertain to a specific project as described in this report and are not applicable to any other project or site location.

The information, recommendations and opinions expressed in this report are for the sole benefit of the Client. No other party may use or rely on this report or any portion thereof without Golder's express written consent. If the report was prepared to be included for a specific permit application process, then upon the reasonable request of the client, Golder may authorize in writing the use of this report by the regulatory agency as an Approved User for the specific and identified purpose of the applicable permit review process. Any other use of this report by others is prohibited and is without responsibility to Golder. The report, all plans, data, drawings and other documents as well as all electronic media prepared by Golder are considered its professional work product and shall remain the copyright property of Golder, who authorizes only the Client and Approved Users to make copies of the report, but only in such quantities as are reasonably necessary for the use of the report by those parties. The Client and Approved Users may not give, lend, sell, or otherwise make available the report or any portion thereof to any other party without the express written permission of Golder. The Client acknowledges the electronic media is susceptible to unauthorized modification, deterioration and incompatibility and therefore the Client cannot rely upon the electronic media versions of Golder's report or other work products.

Unless otherwise stated, the suggestions, recommendations and opinions given in this report are intended only for the guidance of the Client in the design of the specific project.

Special risks occur whenever archaeological investigations are applied to identify subsurface conditions and even a comprehensive investigation, sampling and testing program may fail to detect all or certain archaeological resources. The sampling strategies incorporated in this study comply with those identified in the Ministry of Tourism, Culture and Sports' *Standards and Guidelines for Consultant Archaeologists* (2011).



9.0 IMAGES



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT
ISLAND HARBOUR CLUB INC.**



Image 1: Lady Simcoe's watercolour of Sir John Johnson's mill at Gananoque (1792) (Archives of Ontario).



Image 2: 80 Garden Street, formerly known as Red House, was built by Joel Stone in 1796. The building was formerly located in Lowertown until it was removed to its present location in 1852.



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT
ISLAND HARBOUR CLUB INC.**



Image 3: A bronze diorama was recently installed in Joel Stone Park showing Gananoque contemporary to the War of 1812.



Image 4: Historic postcard focusing on the factories on the west bank of the Gananoque River (circa 1905) (Private collection).



Image 5: Historic postcard of the factories lining the Gananoque River (circa 1910) (Private collection).



Image 6: Western Gate to Gananoque, original built by Mitchell & Wilson in 1927 act as a symbolic entrance to the Thousand Islands (postcard circa 1944) (Private collection).



Image 7: Western Gate to Gananoque, in its restored condition today.



Image 8: Historic postcard of summer tourists at the Lowertown wharf (no date) (Private collection).



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT
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Image 9: Lowertown wharf circa 1973 (Private collection).



Image 10: Postcard of Gananoque Boat Line docking at the Lowertown wharf (no date) (Private collection).



**STAGE 1 ARCHAEOLOGICAL ASSESSMENT
ISLAND HARBOUR CLUB INC.**



Image 11: Thousand Island Railway tracks along Water Street looking towards Shortall's Coal Shed (right) and the Cow & Gate factory (left) (circa 1905) (Courtesy of Gananoque Historical Society Archives).



Image 12: The commercial storefront of Mitchell & Wilson (Jeff Garrah, courtesy of Gananoque Historical Society Archives).



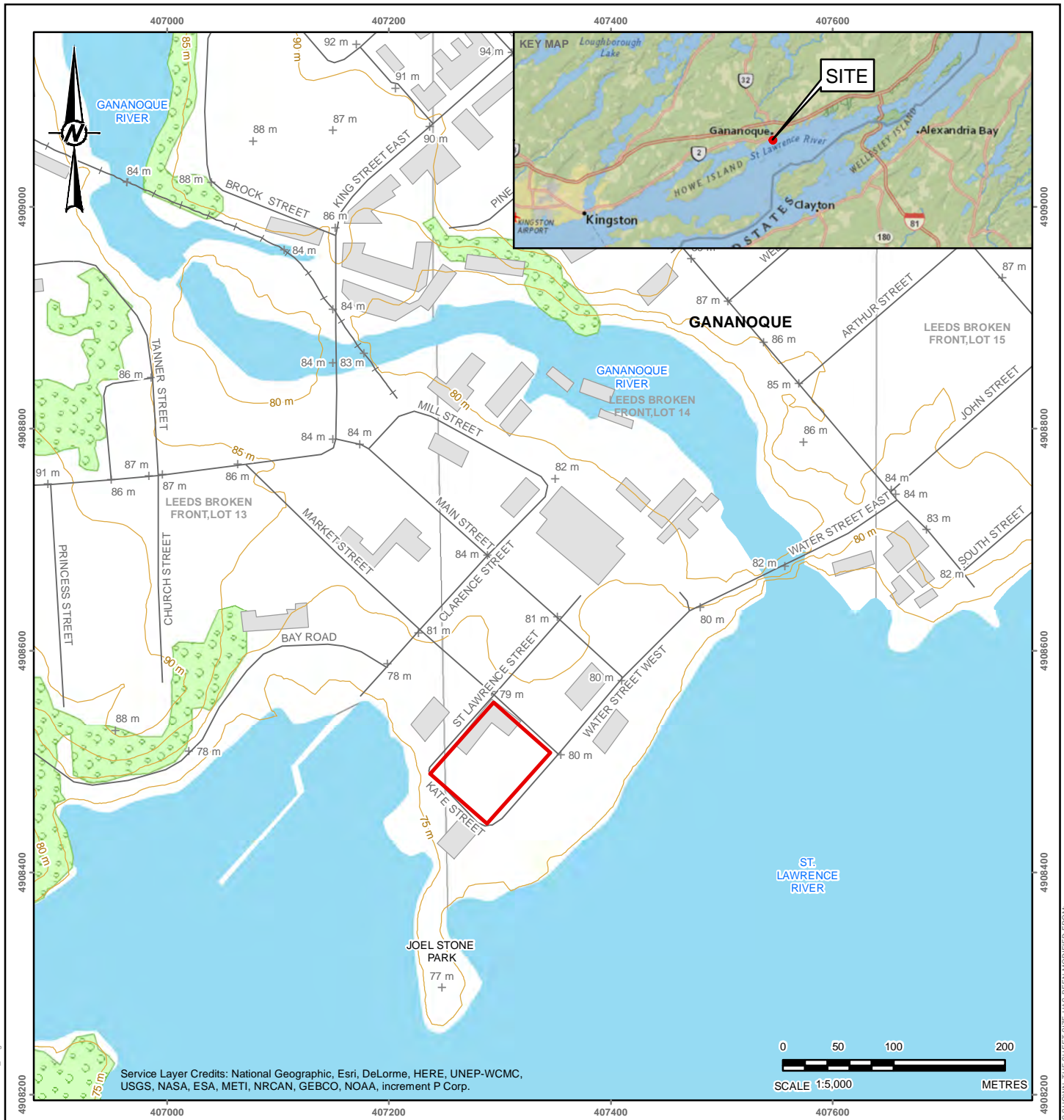
Image 13: Study area showing parking lot facing northeast.



Image 14: Study area showing parking lot facing southwest.



10.0 MAPS



Service Layer Credits: National Geographic, Esri, DeLorme, HERE, UNEP-WCMC, USGS, NASA, ESA, METI, NRCAN, GEBCO, NOAA, increment P Corp.

LEGEND

- + SPOT HEIGHT, m
- ROAD
- RAIL ROAD
- TOPOGRAPHIC CONTOUR, m
- BUILDING FOOTPRINT
- WATER BODY
- WOODED AREA
- CONCESSION AND LOT
- APPROXIMATE PROPERTY BOUNDARY

NOTES

THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE

LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES. © QUEENS PRINTER 2011
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83
 COORDINATE SYSTEM: UTM ZONE 18

CLIENT

ISLAND HARBOUR CLUB INC.

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT
 ISLAND HARBOUR CLUB
 175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

TITLE

LOCATION PLAN

CONSULTANT



YYYY-MM-DD 2014-05-23

PREPARED BR

DESIGN BR

REVIEW HJD

APPROVED HJD

PROJECT
1403457

PHASE
2000

Rev.
0

MAP
1

IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM 25mm



LEGEND

- ROAD
- APPROXIMATE PROPERTY BOUNDARY

NOTES

THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE

GOOGLE EARTH PRO, 2013.
 LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2011
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83
 COORDINATE SYSTEM: UTM ZONE 18

CLIENT

ISLAND HARBOUR CLUB INC.

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT
 ISLAND HARBOUR CLUB
 175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

TITLE

KEY PLAN

CONSULTANT



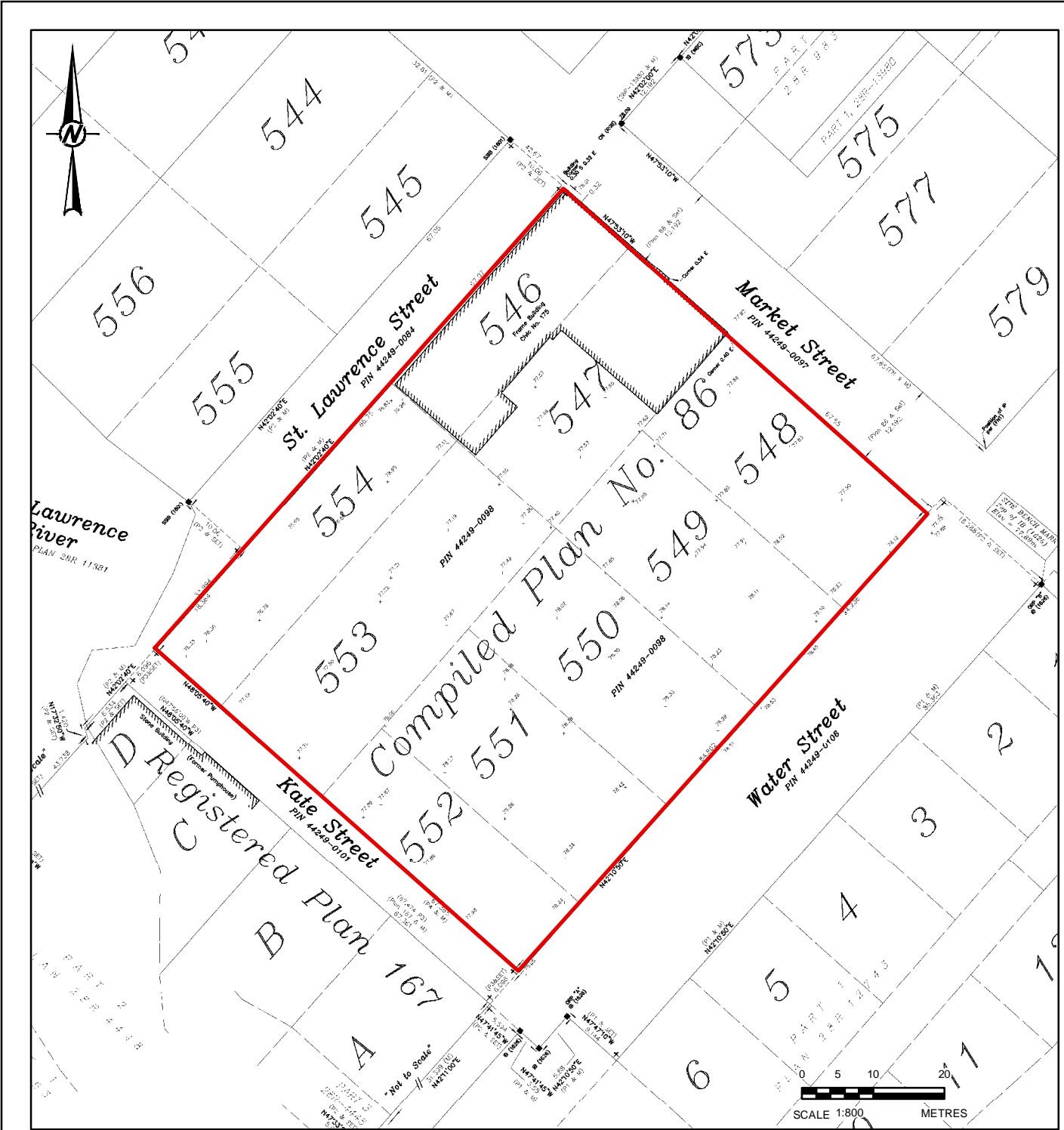
YYYY-MM-DD	2014-05-23
PREPARED	BR
DESIGN	BR
REVIEW	HJD
APPROVED	HJD

PROJECT
1403457

PHASE
2000

Rev.
0

MAP
2



LEGEND

 APPROXIMATE PROPERTY BOUNDARY

NOTES

THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING
GOLDER ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE

GEOREFERENCED SURVEY PLAN USING GOOGLE EARTH. LOCATIONS ARE APPROXIMATE.
PROVIDED IN PDF FORMAT BY HOPKINS, CORMIER AND CHITTY SURVEYING CONSULTANTS
INC., PROJECT NO. 2012-265, 2012.
PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83
COORDINATE SYSTEM: UTM ZONE 18

CLIENT

ISLAND HARBOUR CLUB INC.

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT
ISLAND HARBOUR CLUB
175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

TITLE

PLAN OF SURVEY

CONSULTANT



YYYY-MM-DD 2014-05-23

PREPARED BR

DESIGN BR

REVIEW HJD

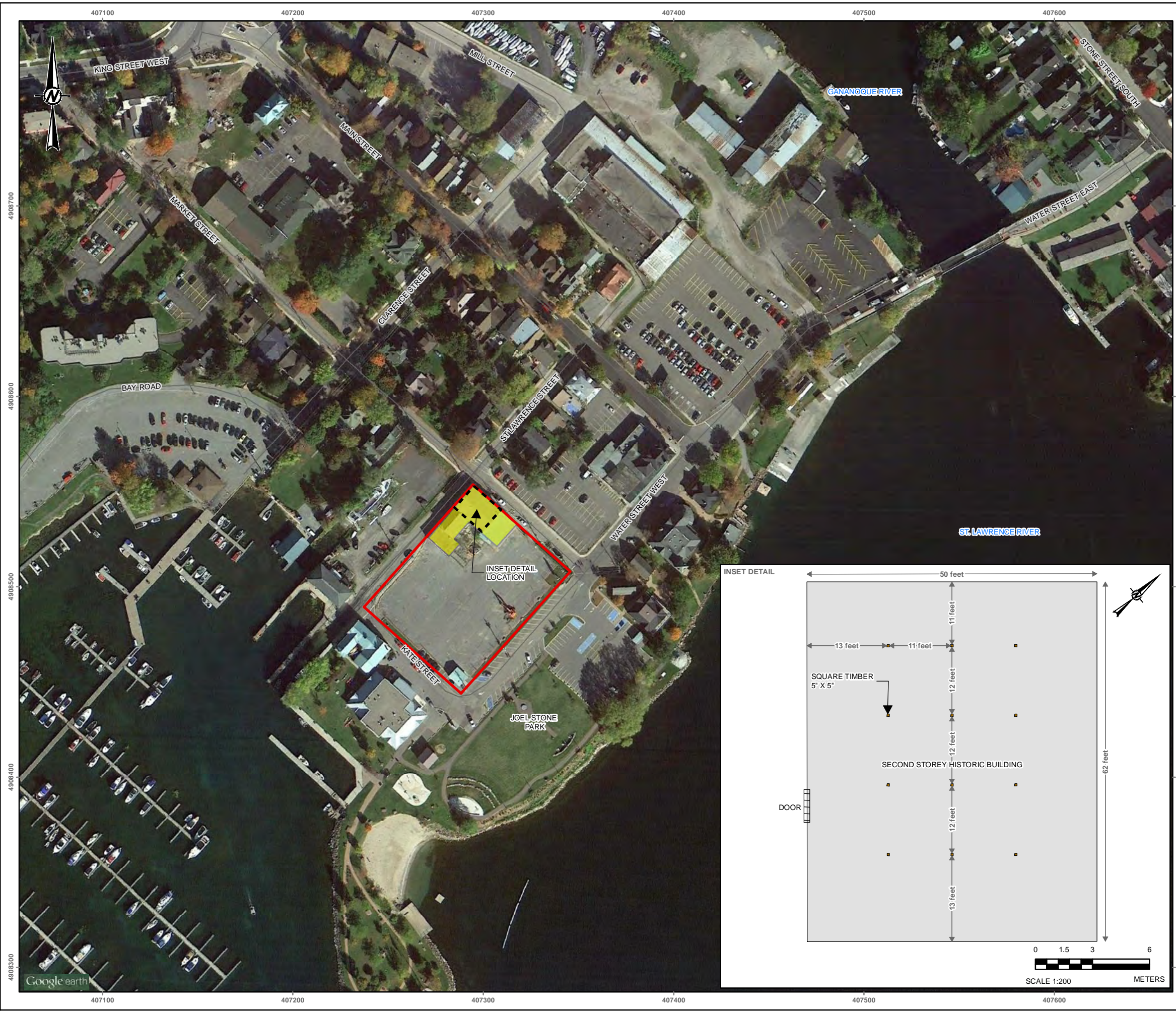
APPROVED HJD

PROJECT
1403457

PHASE
2000

Rev.
0

MAP
3



LEGEND

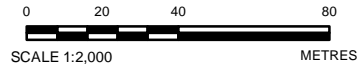
- APPROXIMATE PROPERTY BOUNDARY
- BUILDING FOOTPRINT OF EXISTING STRUCTURE
- ROAD

NOTES

THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE

BUILDING FOOTPRINT OF EXISTING STRUCTURE AND HISTORIC SECOND STOREY BUILDING BASED ON SKETCH.
 GOOGLE EARTH PRO, 2013.
 LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2011
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83
 COORDINATE SYSTEM: UTM ZONE 18



CLIENT
ISLAND HARBOUR CLUB INC.

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
ISLAND HARBOUR CLUB
175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

TITLE
EXISTING SITE PLAN

CONSULTANT	YYYY-MM-DD	2014-05-23
PREPARED	BR	
DESIGN	BR	
REVIEW	HJD	
APPROVED	HJD	

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM 24mm



LEGEND

- ROAD
- APPROXIMATE PROPERTY BOUNDARY
- DESIGNATED RESOURCE: 110 KATE STREET
- LISTED RESOURCE: WATER STREET BRIDGE
- ARTHUR CHILD HERITAGE MUSEUM AND HERITAGE VILLAGE

NOTES

THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1403457. ALL LANDS SHOWN ARE LOCATED WITHIN GANANOQUE'S LOWERTOWN AREA.

REFERENCE

GOOGLE EARTH PRO, 2013.
 LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDER ASSOCIATES LTD. UNDER LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2011
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83
 COORDINATE SYSTEM: UTM ZONE 18

CLIENT

ISLAND HARBOUR CLUB INC.

PROJECT

STAGE 1 ARCHAEOLOGICAL ASSESSMENT
 ISLAND HARBOUR CLUB
 175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

TITLE

HERITAGE RESOURCES

CONSULTANT



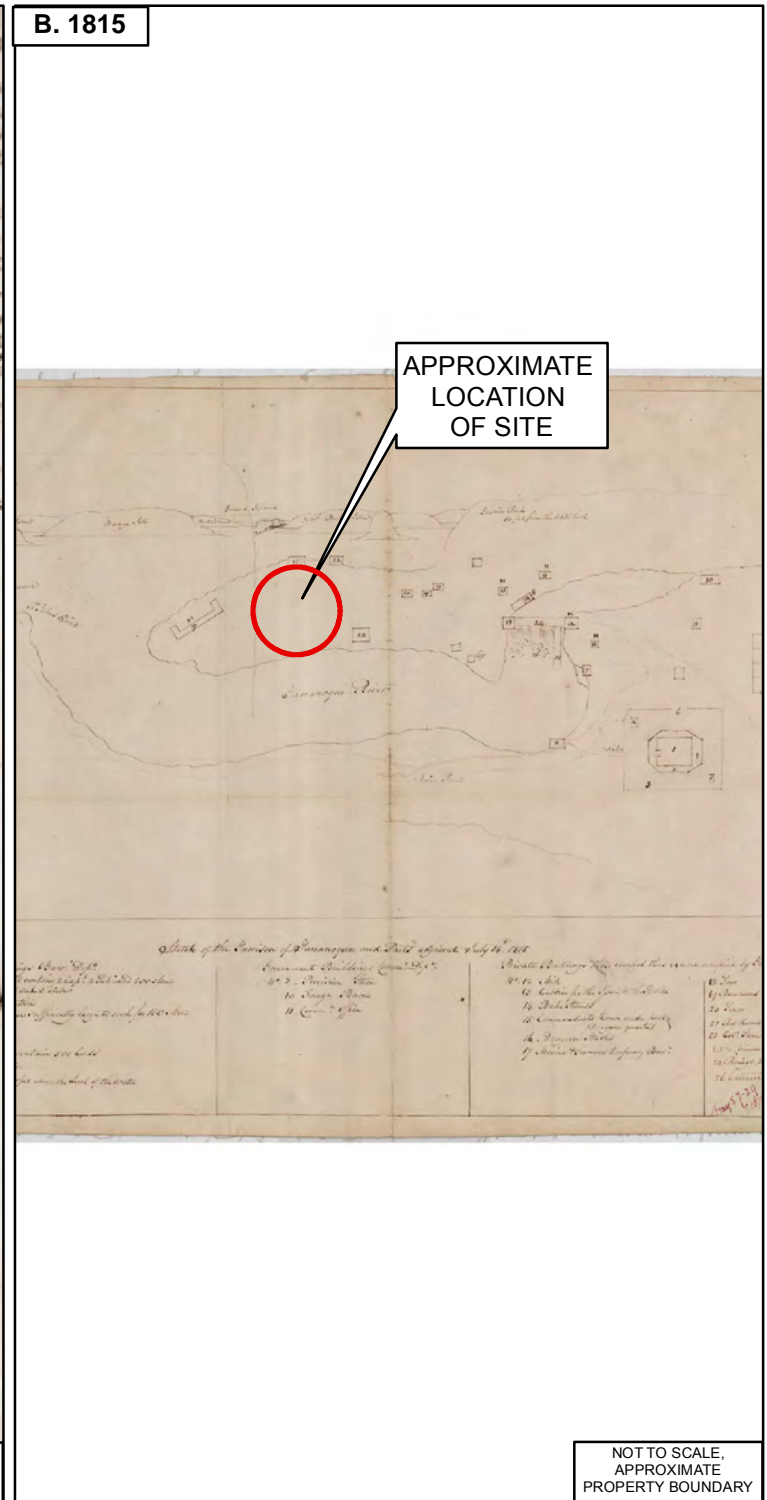
YYYY-MM-DD	2014-05-23
PREPARED	BR
DESIGN	BR
REVIEW	HJD
APPROVED	HJD

PROJECT
1403457

PHASE
2000

Rev.
0

MAP
5



LEGEND

APPROXIMATE PROPERTY BOUNDARY

NOTES

THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE

A. 1787, MCNIFF, SURVEYOR'S MAP OF GANANOQUE
 B. 1815, SKETCH OF GANANOQUE GARRISON AND PARTS ADJACENT (JULY 14, 1815) (MIKAN NO. 4515181)
 C. 1817, PLAN OF GANANOQUE, SURVEYED IN APRIL 1817 BY LIEUTENANT E. S. SMITH (MIKAN NO. 4134688)
 D. 1858, PLAN OF GANANOQUE IN THE TOWNSHIP OF LEEDS AND DISTRICT OF JOHNSTOWN (MIKAN NO. 4134683)
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 18

CLIENT
 ISLAND HARBOUR CLUB INC.

PROJECT
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT
 ISLAND HARBOUR CLUB
 175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

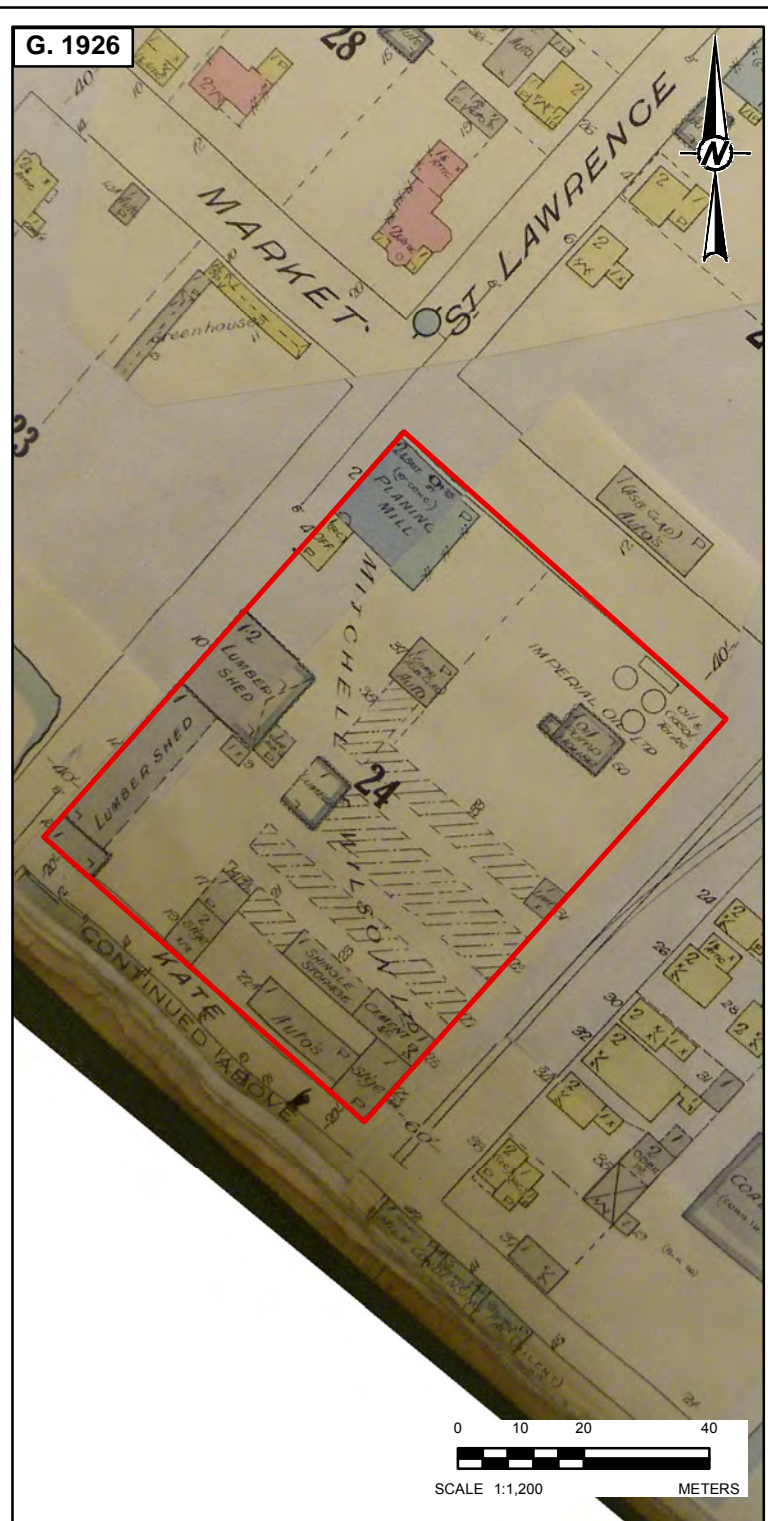
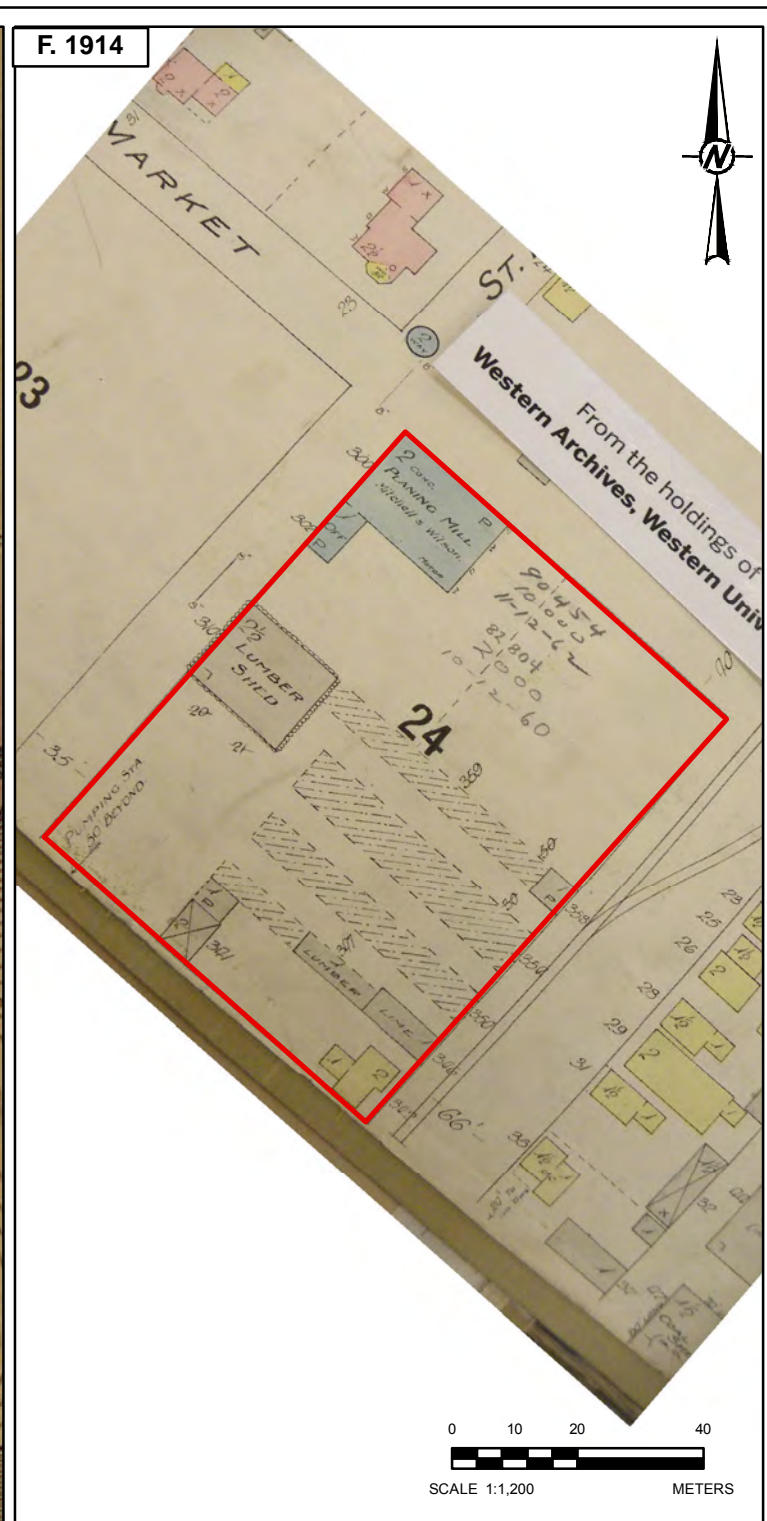
TITLE
HISTORIC MAPPING
(A. 1787, B. 1815, C. 1817, D. 1858)

CONSULTANT	YYYY-MM-DD	2014-05-23
PREPARED	BR	
DESIGN	BR	
REVIEW	HJD	
APPROVED	HJD	

PROJECT No. 1403457 PHASE 2000 Rev. 0 MAP 6

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26mm IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE STREET SIZE HAS BEEN MODIFIED FROM



LEGEND
 APPROXIMATE PROPERTY BOUNDARY

NOTES
 THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE
 E. 1861, WALLING, UNITED COUNTIES OF LEEDS AND GRENVILLE (GANANOQUE INSET) (MIKAN NO. 3997726)
 F. 1914 FIRE INSURANCE PLAN, WESTERN ARCHIVES, WESTERN UNIVERSITY
 G. 1926 FIRE INSURANCE PLAN, WESTERN ARCHIVES, WESTERN UNIVERSITY
 H. 1947 FIRE INSURANCE PLAN, W. D. JORDAN SPECIAL COLLECTIONS - LORNE PIERCE, QUEEN'S UNIVERSITY LIBRARY
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 18

CLIENT
 ISLAND HARBOUR CLUB INC.

PROJECT
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT
 ISLAND HARBOUR CLUB
 175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

TITLE
 HISTORIC MAPPING
 (E. 1861, F. 1914, G. 1926, H. 1947)

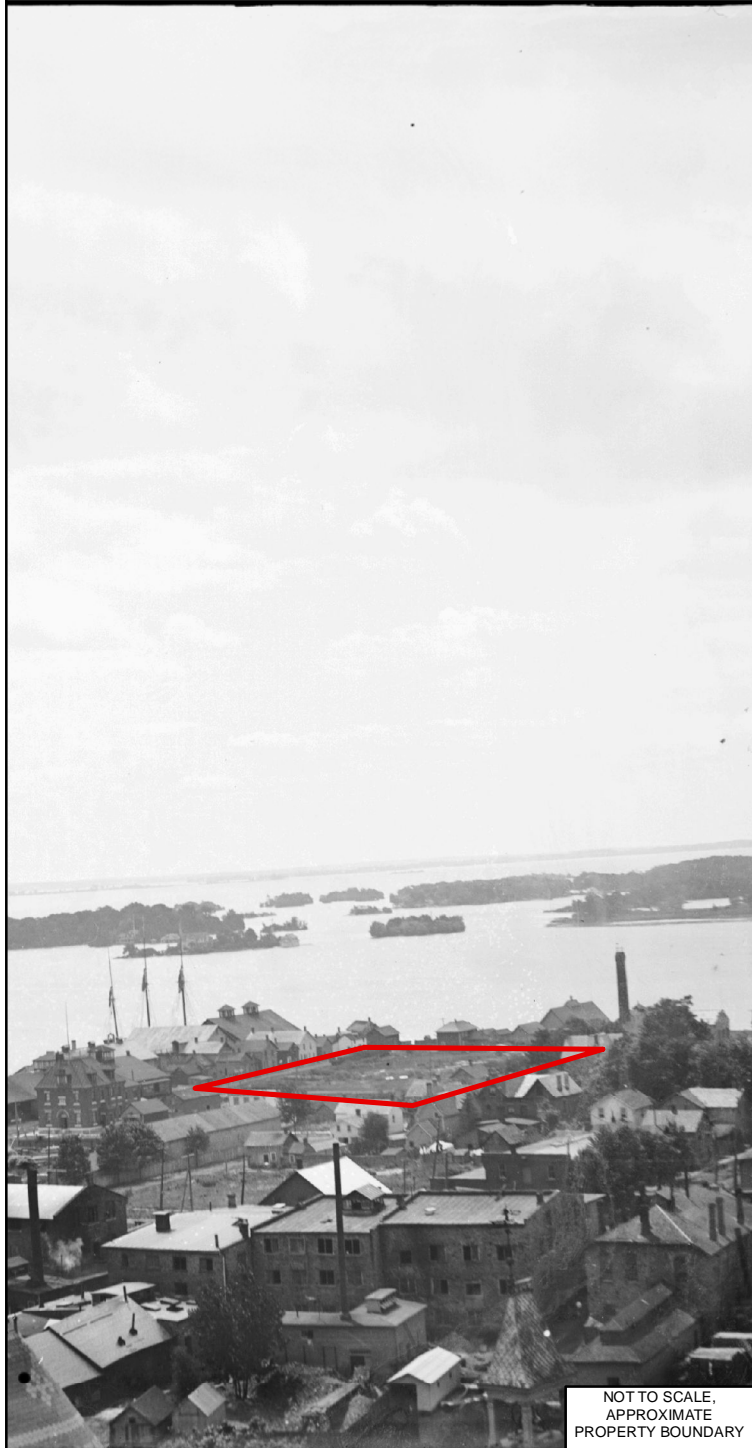
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PREPARED	BR	
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REVIEW	HJD	
APPROVED	HJD	



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A. 1905



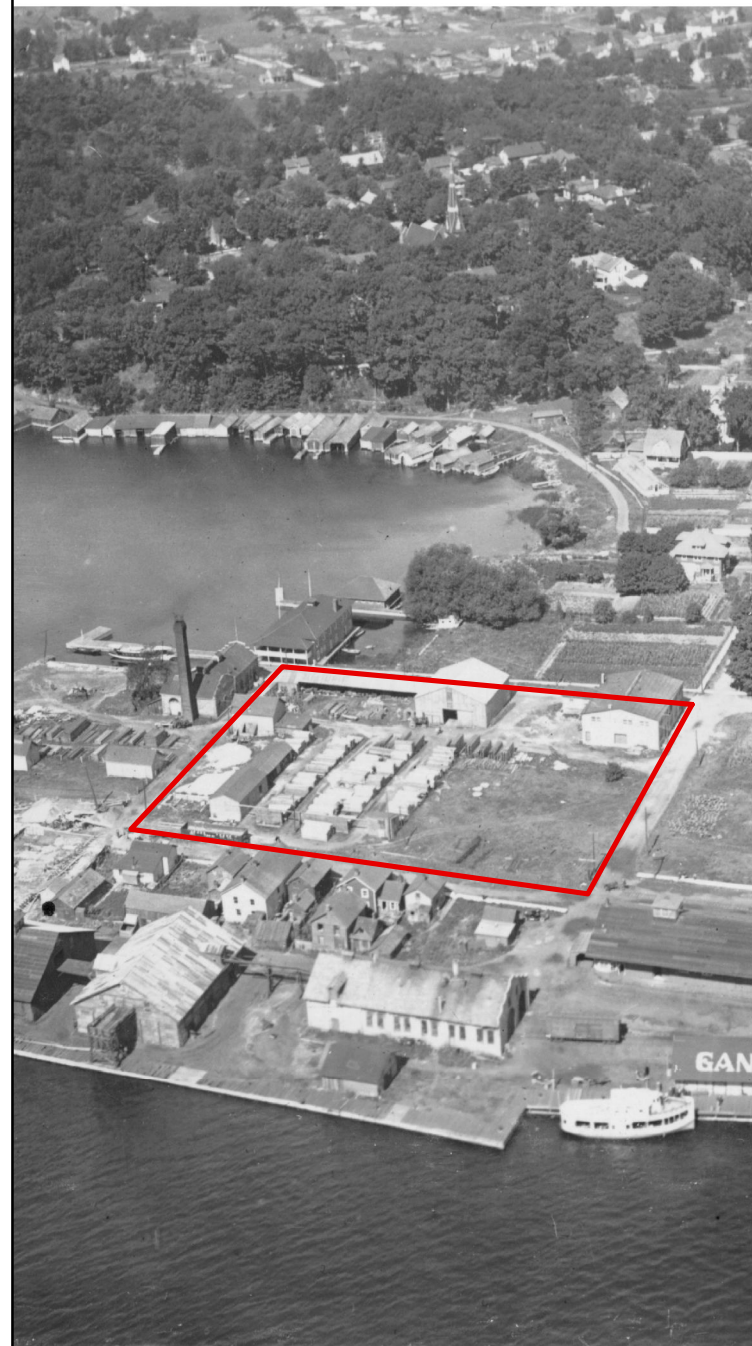
NOT TO SCALE,
APPROXIMATE
PROPERTY BOUNDARY

B. 1919



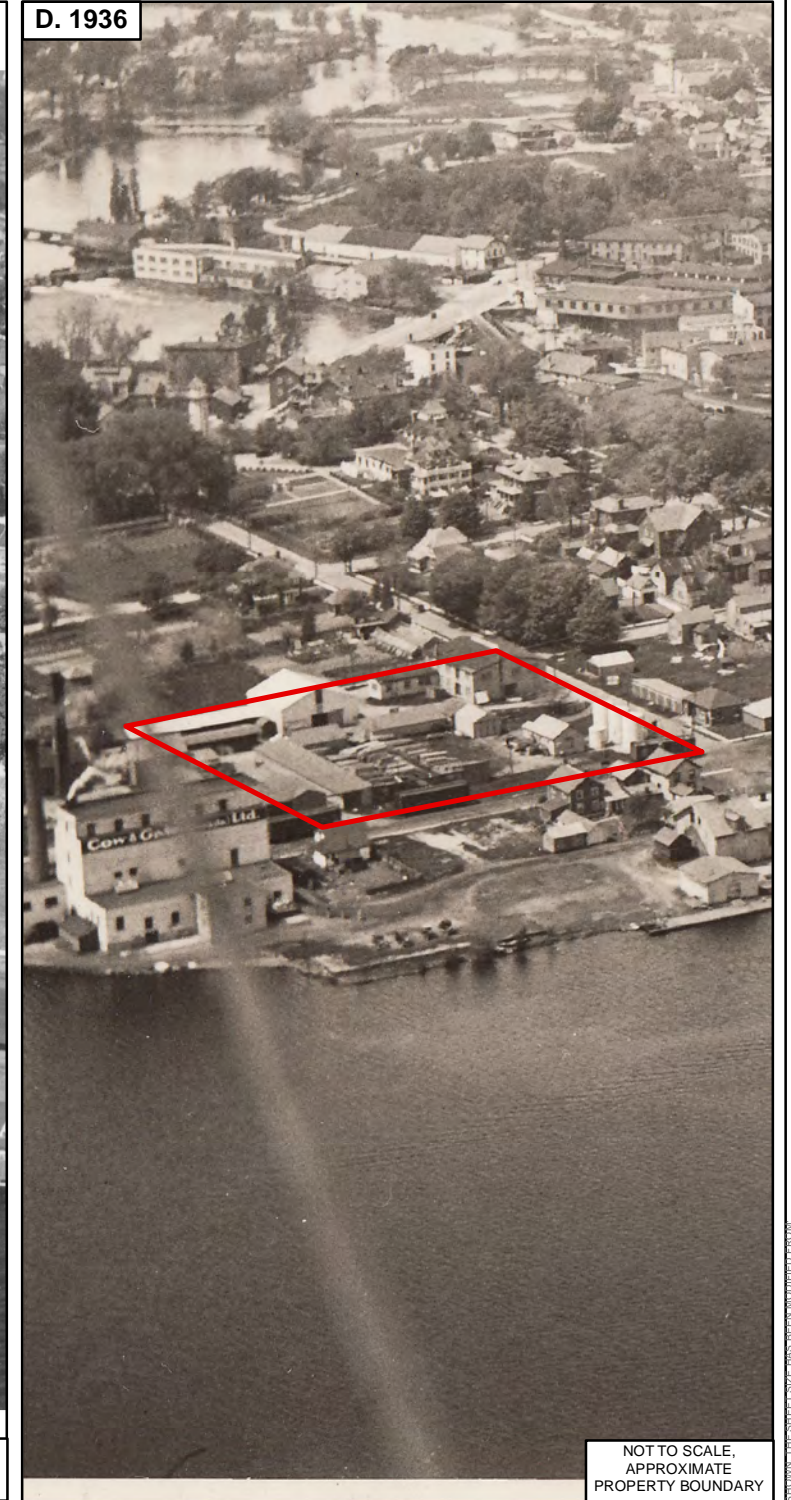
NOT TO SCALE,
APPROXIMATE
PROPERTY BOUNDARY

C. 1919



NOT TO SCALE,
APPROXIMATE
PROPERTY BOUNDARY

D. 1936



NOT TO SCALE,
APPROXIMATE
PROPERTY BOUNDARY

LEGEND

 APPROXIMATE PROPERTY BOUNDARY

NOTES

THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING
GOLDER ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE

A. 1905. GANANOQUE WATERFRONT, MARSDEN KEMP, I0003947, ARCHIVES OF ONTARIO
B. 1919. GANANOQUE, MCCARTHY AERO SERVICES, I0010141, ARCHIVES OF ONTARIO
C. 1919. GANANOQUE, MCCARTHY AERO SERVICES, I0010143, ARCHIVES OF ONTARIO
D. 1936. LT. COL. ERIC WARWICK AIR PHOTOGRAPH, GANANOQUE HISTORICAL SOCIETY
ARCHIVES

CLIENT
ISLAND HARBOUR CLUB INC.

PROJECT
STAGE 1 ARCHAEOLOGICAL ASSESSMENT
ISLAND HARBOUR CLUB
175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

TITLE
AIR PHOTOGRAPHS
(A. 1905, B. 1919, C. 1919, D. 1936)

CONSULTANT	YYYY-MM-DD	2014-05-23
PREPARED	BR	
DESIGN	BR	
REVIEW	HJD	
APPROVED	HJD	



PROJECT No. 1403457	PHASE 2000	Rev. 0	MAP 8
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E. 1948



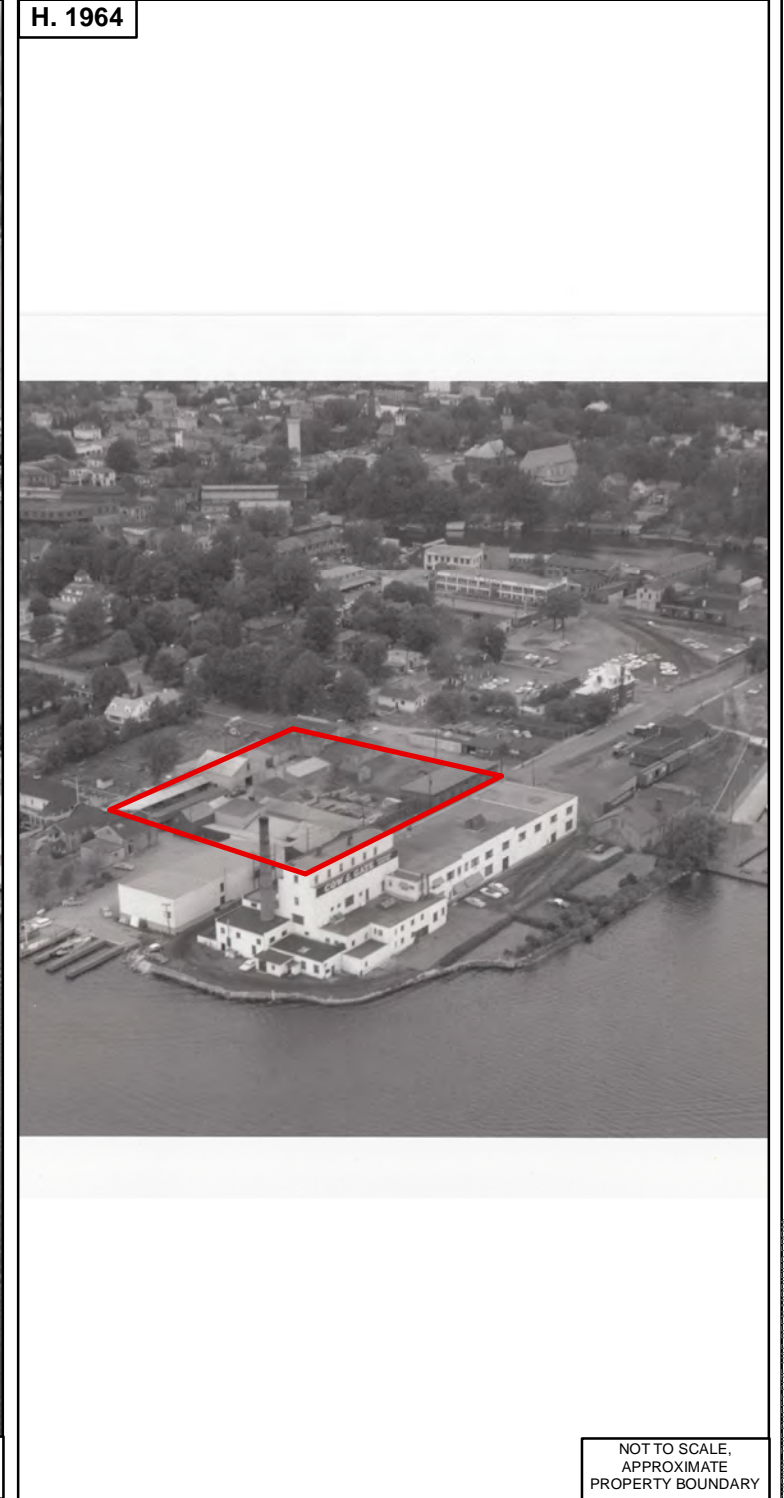
F. 1959



G. 1959



H. 1964



LEGEND

 APPROXIMATE PROPERTY BOUNDARY

NOTES

THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1403457.


REFERENCE

E. 1948, FLIGHT LINE A11463, PHOTOGRAPH 51, 1:15,000, 1948-05-27, NATIONAL AIR PHOTO LIBRARY, CANADA
 F. 1959, AIR PHOTOGRAPH, ED CLARK, ONTARIO DEPARTMENT OF TRAVEL AND PUBLICITY, GANANOQUE HISTORICAL SOCIETY ARCHIVES
 G. 1959, FLIGHT LINE A16531, PHOTOGRAPH 15, 1:30,000, 1959-05-31, NATIONAL AIR PHOTO LIBRARY, CANADA
 H. 1964, PETER EARLE, GANANOQUE HISTORICAL SOCIETY ARCHIVES
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 18

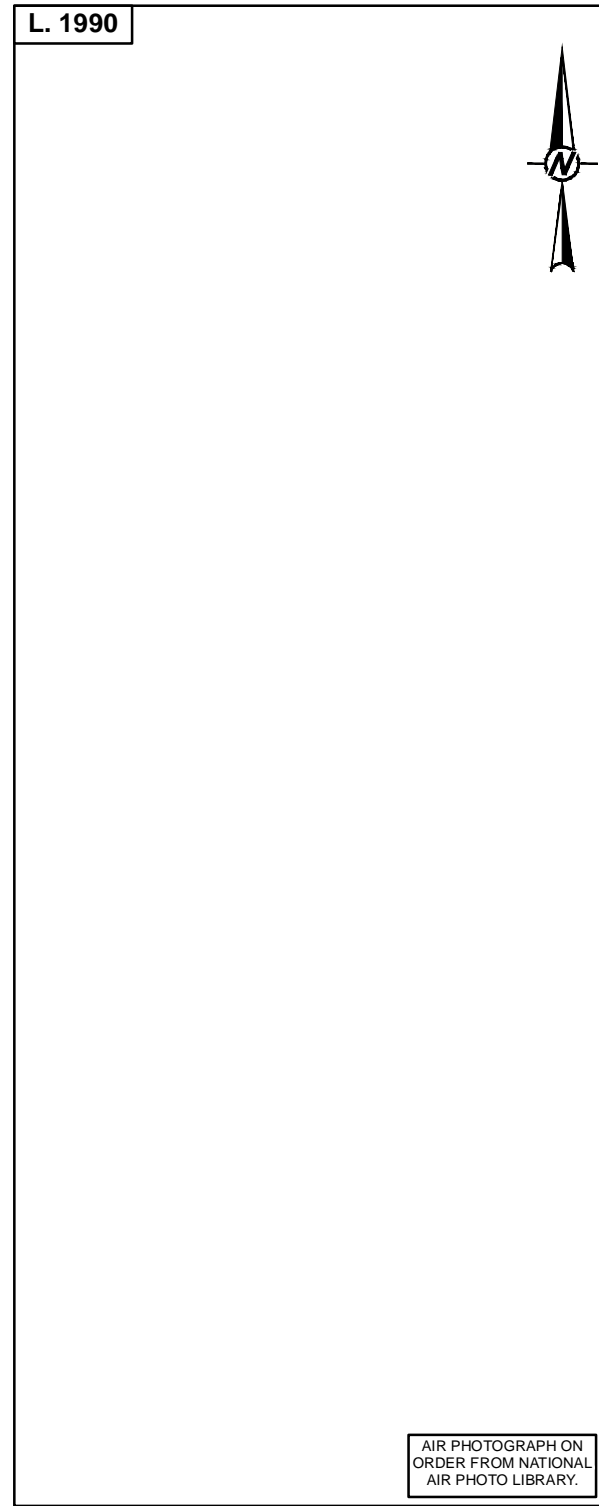
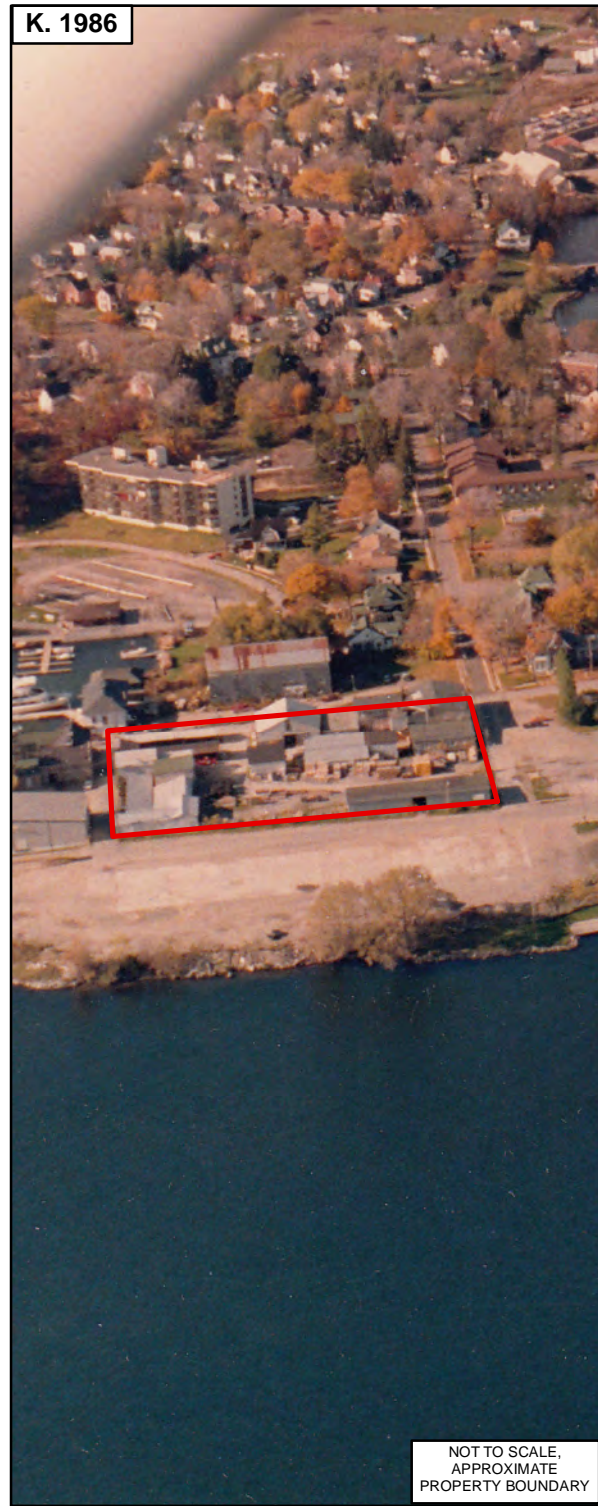
CLIENT
ISLAND HARBOUR CLUB INC.

PROJECT
**STAGE 1 ARCHAEOLOGICAL ASSESSMENT
 ISLAND HARBOUR CLUB
 175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO**

TITLE
**AIR PHOTOGRAPHS
 (E. 1948, F. 1959, G. 1959, H. 1964)**

CONSULTANT	YYYY-MM-DD	2014-05-23
	PREPARED	BR
	DESIGN	BR
	REVIEW	HJD
	APPROVED	HJD

PROJECT No. 1403457	PHASE 2000	Rev. 0	MAP 9
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LEGEND

 APPROXIMATE PROPERTY BOUNDARY

NOTES

THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE

I. 1967, FLIGHT LINE A30111, PHOTOGRAPH 50, 1:12,000, 1967-09-16, NATIONAL AIR PHOTO LIBRARY, CANADA
 J. 1978, FLIGHT LINE 4423, ROLL 78, PHOTOGRAPH 23530, MINISTRY OF NATURAL RESOURCES, ONTARIO
 K. 1986, AIR PHOTOGRAPH, GANANOQUE HISTORICAL SOCIETY ARCHIVES
 L. 1990, FLIGHT LINE A27607, PHOTOGRAPH 50, 1:6,000, 1990-07-19, NATIONAL AIR PHOTO LIBRARY, CANADA
 M. 1994, FLIGHT LINE A28143, PHOTOGRAPH 5, 1:6,000, 1994-10-07, NATIONAL AIR PHOTO LIBRARY
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83 COORDINATE SYSTEM: UTM ZONE 18

CLIENT
 ISLAND HARBOUR CLUB INC.

PROJECT
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT
 ISLAND HARBOUR CLUB
 175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

TITLE
AIR PHOTOGRAPHS
(I. 1967, J. 1978, K. 1986, L. 1990, M. 1994)

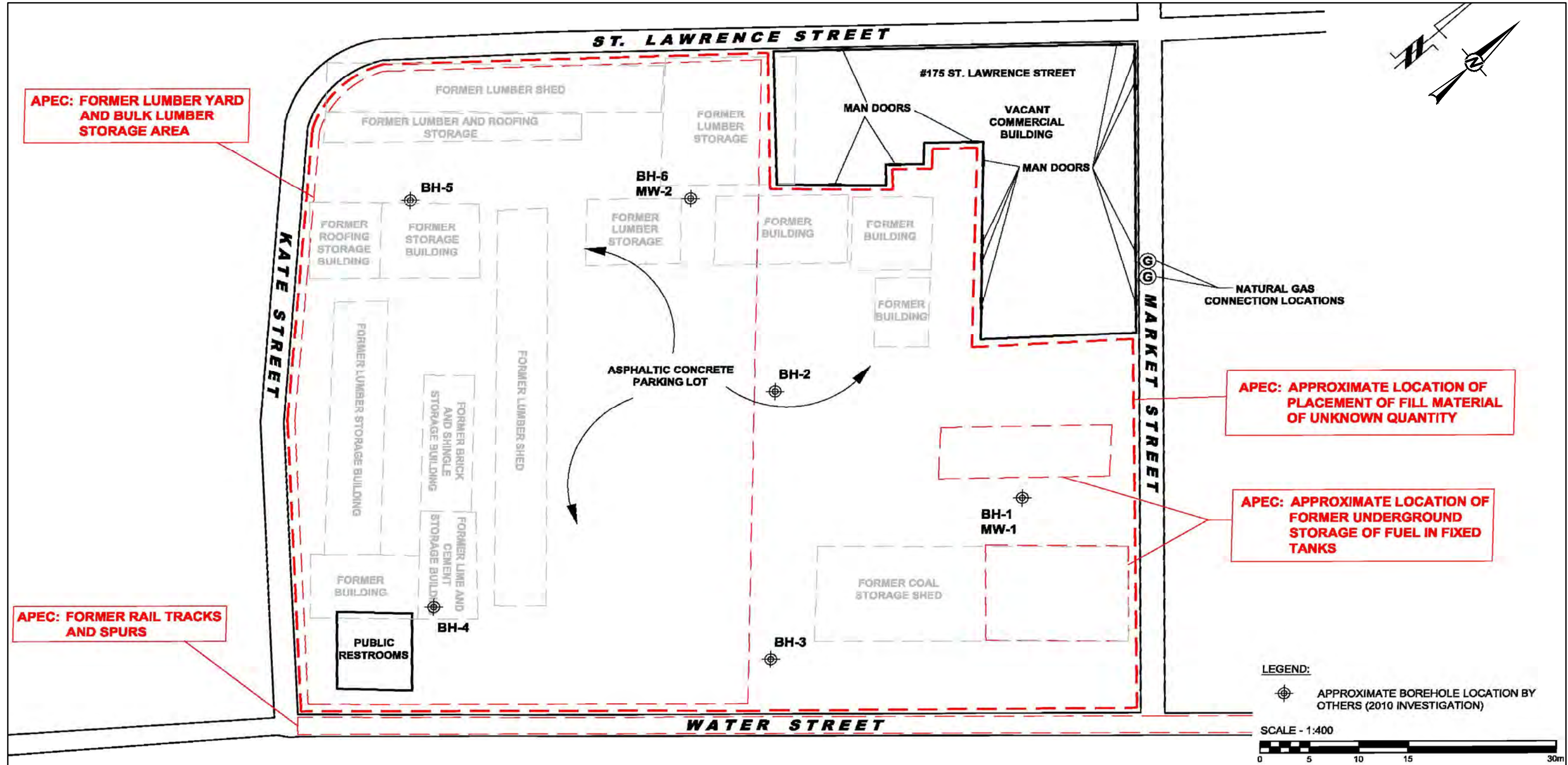
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DESIGN	BR	
REVIEW	HJD	
APPROVED	HJD	



PROJECT No. 1403457	PHASE 2000	Rev. 0	MAP 10
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25mm



APEC: FORMER LUMBER YARD AND BULK LUMBER STORAGE AREA

APEC: FORMER RAIL TRACKS AND SPURS

APEC: APPROXIMATE LOCATION OF PLACEMENT OF FILL MATERIAL OF UNKNOWN QUANTITY

APEC: APPROXIMATE LOCATION OF FORMER UNDERGROUND STORAGE OF FUEL IN FIXED TANKS

LEGEND:
 APPROXIMATE BOREHOLE LOCATION BY OTHERS (2010 INVESTIGATION)
SCALE - 1:400

CLIENT
 ISLAND HARBOUR CLUB INC.
 PROJECT
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT
 ISLAND HARBOUR CLUB
 175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO
 TITLE
HISTORIC STRUCTURE OVERLAY

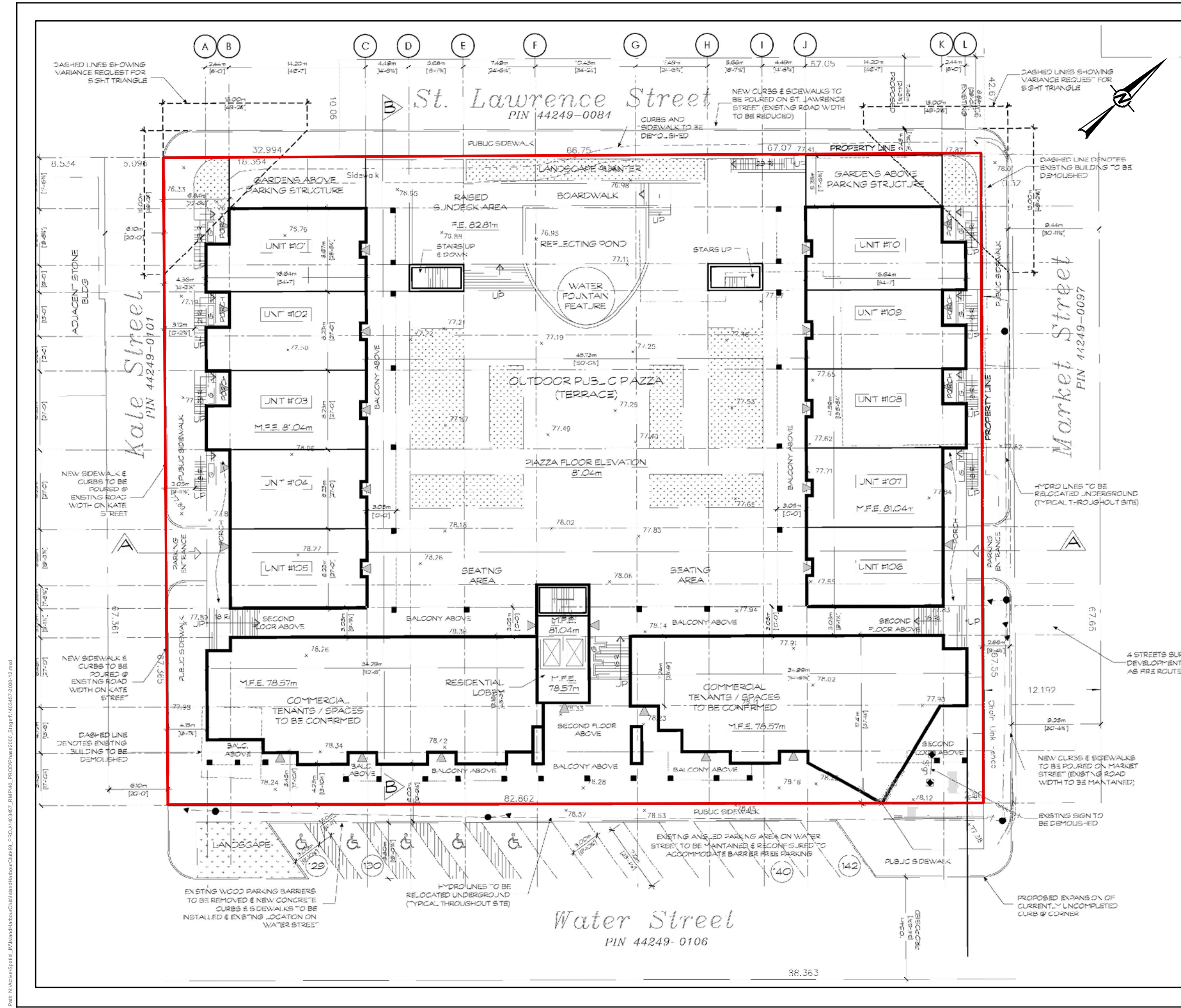
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	PREPARED	BR
	DESIGN	BR
	REVIEW	HJD
	APPROVED	HJD

NOTES
 THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE
 PATTERSON GROUP, PHASE I - ENVIRONMENTAL SITE ASSESSMENT - CONCEPTUAL SITE MODEL: SITE PLAN, 07/2013.
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83
 COORDINATE SYSTEM: UTM ZONE 18

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM 24mm



LEGEND
 APPROXIMATE PROPERTY BOUNDARY

NOTES
 THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING GOLDER ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE
 PROPOSED SITE PLAN PDF DRAWING PROVIDED BY CLIENT.
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83
 COORDINATE SYSTEM: UTM ZONE 18

CLIENT
 ISLAND HARBOUR CLUB INC.

PROJECT
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT
 ISLAND HARBOUR CLUB
 175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

TITLE
 DEVELOPMENT PLAN

CONSULTANT	YYYY-MM-DD	2014-05-23
PREPARED	BR	
DESIGN	BR	
REVIEW	HJD	
APPROVED	HJD	

PROJECT No. 1403457 PHASE 2000 Rev. 0 MAP 12

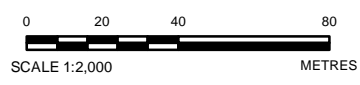
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 If this measurement does not match what is shown, the sheet size has been modified from 25mm



- LEGEND**
- ARCHAEOLOGY POTENTIAL
 - APPROXIMATE PROPERTY BOUNDARY
 - ROAD

NOTES
 THIS FIGURE IS TO BE READ IN CONJUNCTION WITH THE ACCOMPANYING
 GOLDR ASSOCIATES LTD. REPORT NO. 1403457.

REFERENCE
 GOOGLE EARTH PRO, 2013.
 LAND INFORMATION ONTARIO (LIO) DATA PRODUCED BY GOLDR ASSOCIATES LTD. UNDER
 LICENCE FROM ONTARIO MINISTRY OF NATURAL RESOURCES, © QUEENS PRINTER 2011
 PROJECTION: TRANSVERSE MERCATOR DATUM: NAD 83
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CLIENT
 ISLAND HARBOUR CLUB INC.

PROJECT
 STAGE 1 ARCHAEOLOGICAL ASSESSMENT
 ISLAND HARBOUR CLUB
 175 ST. LAWRENCE STREET, TOWN OF GANANOQUE, ONTARIO

TITLE
 ARCHAEOLOGY POTENTIAL

CONSULTANT	YYYY-MM-DD	2014-05-23
Golder Associates	PREPARED	BR
	DESIGN	BR
	REVIEW	HJD
	APPROVED	HJD

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IF THIS MEASUREMENT DOES NOT MATCH WHAT IS SHOWN, THE SHEET SIZE HAS BEEN MODIFIED FROM 28mm



CLOSURE

We trust that this report meets your current needs. If you have any questions, or if we may be of further assistance, please contact the undersigned.

GOLDER ASSOCIATES LTD.

Shan Ling, MA
Archaeologist

Hugh J. Daechsel, MA
Principal, Senior Archaeologist

STWL/HJD/lrb

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n:\active\2014\1122 - dgl\1403457 gananoque island harbour club_rmp\05 - stage 1 arch assessment\final\1403457 stage 1 gananoque island harbour club_rmp_23may2014.docx



APPENDIX A

Photographic Catalogue



APPENDIX A Photographic Catalogue

Photo #	Description	Direction	Date	Photographer
001	Study area showing study area facing northeast	NE	May 1, 2014	KG
002	Study area Showing study area facing southwest	SW	May 1, 2014	KG

KG – Kyle Gonyou

n:\active\2014\1122 - clg\1403457 gananoque island harbour club_rmp\05 - stage 1 arch assessment\final\appendix a - photographic catalogue.docx

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North America	+ 1 800 275 3281
South America	+ 56 2 2616 2000

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