

**SECTION IV: APPENDIX A.6**

**185 MILL STREET, ALSO KNOWN AS THE LINK/CLIFFE CRAFT BUILDINGS, GANANOQUE  
LOTS 1017 TO 1021, PLAN 86 WEST, TOWN OF GANANOQUE**

**HERITAGE DESIGNATION BY-LAW NO. 2006-21**

**HERITAGE ANALYSIS REPORT: REAPPRAISAL, by Edgar Tumak Heritage, 2020**



*Figure 1: 185 Mill Street, viewed from the southwest ca. 2014 with the Stone Building on the left and the Brick Building on the right (source, Brennan Custom Homes Inc., ca. 2014, in "185 Mill Street and 15 Clarence Street," Heritage Impact Statement, prepared by BRAY Heritage with Jennifer McKendry, for Brennan Custom Homes Inc./Clarence Street Developments Inc., March 2014, Appendix A, p.7).*



*Figure 2: 185 Mill Street, viewed from the southwest after intervention to the Stone Building (E. Tumak, Jan. 2020).*

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*Figure 3: Stone (right) and Brick (left) Buildings viewed from the northeast, with the former Parmenter & Bulloch/Textron Building on the far right (E. Tumak, March 2020).*

### FOREWORD

There are two main buildings forming the complex at 185 Mill Street (Figures 4-6): a 2.5 storey stone structure of 1871 at the north end of the site on a north-south axis, which will be called the Stone Building; and a 2.5 storey brick structure, which will be called the Brick Building. The Brick Building has a stone foundation of almost a full storey on the south with an east-west axis – the stone foundation dates from 1872 and the brick superstructure from ca. 1895, with a two-storey wing at the west end of ca. 1895-1900. The two buildings are proposed to be re-purposed for waterfront residential accommodation.

The review of the heritage designation by-law of 185 Mill Street can only be pursued within the context of what the property was designated for, i.e., prior to recent interventions. This cut off can be set to ca. 2015, around the time of the completion of a Heritage Impact Statement in March 2014, prepared for the developer owner.

Since then the Stone Building has had notable changes to its heritage attributes, e.g., fenestration, entrances and reduction of detailing. Also since that time the Brick Building, has shown serious deterioration, particularly of the northeast end. While this appears to have been an issue of some duration as demonstrated by traditional steel-capped tie rods between the ground and upper levels, photographic evidence in a development report commissioned in 2014 shows a major breach of the

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north side of the roof at the east end that has not been secured since then (Figures 11-15 and 29).<sup>1</sup> Moisture infiltration and damage has exacerbated the issue.

As part of the heritage designation by-law review for 185 Mill Street, this research report has been prepared to augment the supporting historical information of the original by-law. In this manner it was possible to fully respond to the Ont. Reg. 9/06 criteria required by the review, as well as a revised list of heritage attributes. The original supporting information (see Appendix A.6original) correctly identified that the property was appropriate for heritage designation, however, there was a focus on its architectural significance, very limited analysis of its historical context, and nothing pertaining to environmental/contextual significance which are all part of the three main categories under Ont. Reg. 9/06. Additionally, there was limited listing of heritage attributes (see Appendix A.6original).

Notably, additional research into the uses of the buildings has shown that the Brick Building is likely the only structure in Gananoque of national historic significance stemming from its association with the construction of Link Aviation Trainers for the Second World War, British Commonwealth Air Training Plan (BCATP) – a programme that has been deemed of national historic significance by the Historic Sites and Monuments Board of Canada.

## INTRODUCTION

The Stone Building of 1871 at the north end of the site on a north-south axis and the Brick Building at the south end of the property with an east-west axis – resting on a stone foundation of 1872 and consisting of a brick superstructure from ca. 1895, have had numerous additions over time. These are primarily gone, including an elevated connecting covered passageway constructed in 1951. The structures they have had multiple uses, which is not uncommon in Gananoque or elsewhere for industrial architecture. However, the histories of the structures at 185 Mill Street are a bit more remarkable than most industrial structures particularly for a small town – save perhaps for the Gananoque Inn, which emerged in 1896 out of the structure of the former Gananoque Carriage Company.<sup>2</sup>

Initially the Stone and Brick Buildings were associated with the fairly typical industrial economy of Gananoque of the late-19<sup>th</sup> and early-20<sup>th</sup> centuries which included a foundry, woolen mill, and carriage works – which briefly included the nationally significant McLaughlin Carriage Company, a later key component of General Motors. Later, more distinctively, the two buildings served as providers for the aviation industry producing exceptionally important flight trainers and simulators known as Link Trainers, and then for much of the second half of the 20<sup>th</sup> century they were contributors to the

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<sup>1</sup> “185 Mill Street and 15 Clarence Street” Heritage Impact Statement, prepared by BRAY Heritage with Jennifer McKendry, for Brennan Custom Homes Inc./Clarence Street Developments Inc., March 2014, p. 9.

<sup>2</sup> E. Tumak, Heritage Research Report, Gananoque Inn, 550 Stone Street South, Gananoque, Ontario, December 2018.

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recreational boat industry, where Cliffe Craft industries produced highly revered small water craft which were also used by police for surveillance in complex fresh water areas.



*Figure 4: 185 Mill Street, Stone Building, viewed from the southwest after recent renovation interventions affecting the fenestration and entrances (E. Tumak, Jan. 2020).*



*Figure 5: 185 Mill Street, viewed from the northwest prior to recent renovations showing more traditional opening arrangements, but with a combination of temporary closures and areas filled in with stone (E. Tumak, Oct. 2013).*

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*Figure 6: 185 Mill Street, viewed from the northeast, prior to renovation interventions, with the Stone Building on the right/north and the Brick Building on the left/south (source, Mark Thompson Brandt Architect and Associates, Peer Review: Heritage Impact Statement, “Mill St. & Clarence St. Development, ‘Riverstone,’ Gananoque, ON,” 2014).*



*Figure 7: 185 Mill Street Brick Building viewed from the southwest, south elevation on the right and west elevation on the left (source, “185 Mill Street and 15 Clarence Street,” Heritage Impact Statement, March 2014, Appendix A, p.23).*

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*Figure 8: 185 Mill Street, Brick Building, west elevation. The two-storey brick extension in the foreground dates from ca. 1895-1900. (E. Tumak, Jan. 2020).*



*Figure 9: View from the east, showing the sheet-metal clad link between the Stone and Brick Buildings, ca. 1951 (source, "185 Mill Street and 15 Clarence Street," Heritage Impact Statement, March 2014, Appendix A, p. 48).*

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*Figure 10: 185 Mill Street Brick Building viewed from the northeast, north elevation on the right and east elevation on the left, with the raised, sheet-metal clad link on the far right (source, "185 Mill Street and 15 Clarence Street," Heritage Impact Statement, March 2014, p. 6).*



*Figure 11: Brick Building, 185 Mill Street, waterfront/east elevation, showing the caps for interior metal tie rods between the main and upper levels on the west/left and north/right elevations (source, Peer Review: Heritage Impact Assessment, 2014, p. 3.)*

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Figure 12: Brick Building, 185 Mill Street, viewed from the southeast (E. Tumak, May 2020).



Figure 13: View from the north, showing the partially collapsed north roof of the Brick Building (E. Tumak, March 2020).



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*Figure 14: Brick Building, viewed from the northwest, showing the deterioration and bowing of the northeast wall (E. Tumak, March 2020).*



*Figure 15: Brick Building upper level interior looking east, showing the breach in the roof at the northeast end as early as 2014, and the resulting moisture/snow infiltration (source, "185 Mill Street and 15 Clarence Street" Heritage Impact Statement, March 2014, Appendix A, p. 28).*

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### Historical Associations:

The two main buildings forming 185 Mill Street have had multiple uses in their capacities as large-scale industrial structures from the third quarter of the 19<sup>th</sup> century for foundry, woolen mill, and carriage works, and then re-purposed in the 20<sup>th</sup> century for the aviation industry to produce flight simulators known as Link Trainers, and then for the second half of the 20<sup>th</sup> century and into the 21<sup>st</sup> century as part of the recreation industry economy, producing highly revered small water craft – which were also used for police surveillance (the latter being the most extended use of their history).

The Stone Building was built in 1871 as the Leeds Foundry and Machine Works, for E.E. Abbot, proprietor.<sup>3</sup> Abbott had operated in Gananoque as early as 1858 with the production of woodworking and metalworking machinery. While the new structure on the west side of the Gananoque River, near the confluence of the St. Lawrence greatly facilitated shipping, Gananoque was bypassed 8 km to the north by Grand Trunk Railway, the main Ontario-Quebec east-west rail line that started full operation between Montreal and Sarnia in 1860.

The foundry's general output included fittings for steamboats, agricultural implements, iron and wood working machines, planers, presses, and various other castings and labor-saving utensils. The factory was promoted for its commodious space on three levels, fire-proof roof, a floor area of 42 x 98 feet, a foundry offering 40 x 68 feet of space, and the smith's shop 55 feet in length. The business extended Dominion wide, thus demonstrating Gananoque's 19<sup>th</sup> century booster moniker 'The Little Birmingham on the St. Lawrence.'<sup>4</sup>

The moniker was not only boosterism, it involved technological advancement, and some key manufacturers in Gananoque pursued new ideas and machines. In 1883, Messrs. Parmenter and Bulloch of Gananoque went on a tour of Massachusetts and Connecticut, and returned with new equipment used in the manufacture of wire nails and tire rivets.<sup>5</sup> E.E. Abbott followed suit to Connecticut the same year.<sup>6</sup> Sometimes the technology came in the form of human capital. In 1886 the firms of Parmenter & Bulloch, and Cowan & Britton, brought Hiram Bliss of Massachusetts, to Gananoque to put new machines in their shops – later similar knowledge investment was employed at 185 Mill Street.<sup>7</sup>

In 1890, George Gillies bought Abbott's factory, which by then was known as the Economy and Machine Company.<sup>8</sup> Gillies was one of the more prominent industrialists in Gananoque at that time. He ranked in the realm of industrialists Parmenter & Bulloch, Skinner & Company, Cowan & Britton, the Taylor

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<sup>3</sup> Thad Leavitt, *History of Leeds and Grenville* (Brockville: Recorder Press, 1879; reprint ed., Belleville, Ontario: Mika, 1975), p.175; and J. McKendry in "185 Mill Street and 15 Clarence Street" Heritage Impact Statement, Appendix A, p. 9.

<sup>4</sup> George de Zwaan, "The Little Birmingham on the St. Lawrence: An Industrial and Labour History of Gananoque, Ontario, 1871-1921," PhD thesis (History), Queen's University, 1987; and *Brockville Recorder*, 15 October 1863.

<sup>5</sup> *Gananoque Reporter*, 6 October 1883.

<sup>6</sup> *Gananoque Reporter*, 3 February 1883, cited in Zwaan, p. 54.

<sup>7</sup> *Gananoque Reporter*, 23 January 1886 and 23 February 1889.

<sup>8</sup> J. McKendry in "185 Mill Street and 15 Clarence Street" Heritage Impact Statement, Appendix A, p. 14.

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Carriage Works, the St. Lawrence Steel & Wire Company, and the Ontario Wheel Company. The George Gillies Company produced carriage hardware for markets all over the Dominion, as well as steel harrows and cultivators, and the manufacture of nuts and bolts.<sup>9</sup>

Even as early as 1881 George Gillies was of such manufacturing significance that he expanded his works to accommodate new machinery for his carriage hardware business. In 1882 he put in new machinery to produce spiral springs for locomotives and cars which was new in the country. Further expansion occurred in 1889, when specialists were brought in to put in new equipment.<sup>10</sup>

Unfortunately, for Gananoque, with capital consolidation, and the changes it brought about in the structure of small town industries, Gananoque became more integrated into the vicissitudes of the national economy. As a result, the town became increasingly sensitive to the ups and downs, and draws of national industries and their locations. This was evident as early as the late-19<sup>th</sup> century as the larger Gananoque companies sought to compete in national markets. This resulted in the decision by Gillies to shift the centre of his operations from Gananoque to the Toronto area.<sup>11</sup>

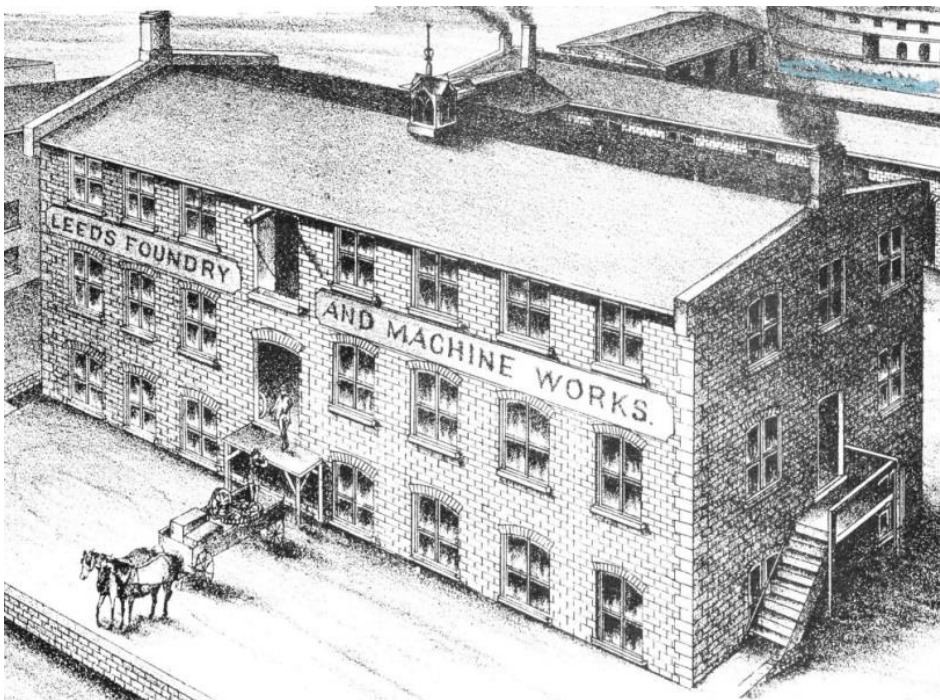


Figure 16: Thad Leavitt, *History of Leeds and Grenville* (Brockville: Recorder Press, 1879; reprint ed., Belleville, ON: Mika, 1975), p.175.

<sup>9</sup> *The Canadian Manufacturer*, 6 April 1883; *The Saturday Glove*, 21 July 1894; Library and Archives Canada, The Fielding Tariff Commission, 1896-97, p. 2417-25 and 4002-23; and *Mail* (Toronto), 9 February 1885, cited in Zwaan, p. 37, 38 and 43.

<sup>10</sup> *Gananoque Reporter*, 23 January 1886 and 23 February 1889, cited in Zwaan, p. 49 and 54.

<sup>11</sup> Zwaan, p. 254.

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At the south end of 185 Mill Street is the Brick Building with its east-west axis. It is believed that the foundations date from an earlier entirely stone structure of 1872, constructed as the St. Lawrence Woolen Mills, Erastus Cook, proprietor. Described in *Industries of Canada* in 1887, and at that time known as the Cook & McIntyre Co.,<sup>12</sup> the mill employed 40 workers and produced an excellent line of tweeds, blankets and flannels. The average woollen mill between the years 1871-91 employed only 16 hands.<sup>13</sup>

It was only in the 1850s and 1860s that the large-scale woollen textile industry became a nationally important endeavour in Canada.<sup>14</sup> During the last half of the 19<sup>th</sup> century, the Mississippi Valley area of Eastern Ontario was one of the most important wool-cloth-producing districts in Canada. The poor agricultural lands of the area, and much of Eastern Ontario, lead farmers to raise livestock, including animals for wool production. Even after local supply of wool ceased to be sufficient for the mills, importation of wool allowed the industry to continue to grow.

There was growth in the woollen mill industry following the introduction of the National Policy in 1879, but this appears to have slowed by the 1880s, and was dominated by a few large companies such the Rosamond, Paton, Cobourg, and Cornwall companies which produced for the national market, and many smaller firms which produced for local markets. In the most substantial history of the woollen mill industry in Canada, the Gananoque mill is not mentioned as a national concern, and while its product was in keeping with smaller firms, it seems to have been somewhere between the two.<sup>15</sup>

Many of the small mills produced coarse, heavy, strong cloth similar to the homespun that it was displacing. When tastes changed and the market demanded finer woollen cloth and worsteds, the smaller mills were unable to adapt to the changes both because they lacked the capital and because locally produced wool fibre was not suited to finer woollens. Successful mills imported more and more of their raw material and as a result came into competition with British and American producers. In spite of the tariff protection, these foreign producers often sold cloth on the Canadian market at prices that Canadian producers with shorter production runs could not match. In addition to competing in the Canadian market for high-quality goods, British manufacturers produced very cheap cloth. Between 1870 and 1900 the consumption of woollens also declined in favour of cotton.<sup>16</sup>

A pre-eminent facility associated with the emergence of the textile industry in Upper Canada, later Ontario, is the 1872 Mississippi Valley Textile Museum, on the Mississippi River, in Almonte, near Ottawa (Part IV, OHA designation 26-1994, 1996 designated a National Historic Site). The Almonte mill

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<sup>12</sup> *Industries of Canada*, p. 132, cited in J. McKendry in "185 Mill Street and 15 Clarence Street" Heritage Impact Statement, Appendix A, p. 20.

<sup>13</sup> A.B. McCullough, *The Primary Textile Industry in Canada, History and Heritage*, Studies in Archaeology, Architecture and History (Ottawa: National Historic Sites, Parks Service, Environment Canada, 1992), p. 71.

<sup>14</sup> Canada's Historic Places, <https://www.historicplaces.ca/en/rep-reg/place-lieu.aspx?id=8881>, accessed March 2020; and W.A.B. Davidson, *The Canadian Encyclopedia*, q.v. "Textile Industry," 2<sup>nd</sup> ed. (Edmonton: Hurtig Publishers, 1988).

<sup>15</sup> McCullough, *The Primary Textile Industry in Canada, History and Heritage*, p. 63 and 71.

<sup>16</sup> *Ibid.*, p. 63.

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originated in nearby Carleton Place in 1848 with the construction of a mill by James Rosamond. In 1852 he relocated to Almonte. It was one of the earliest such mills in Eastern Ontario. In 1866 with the introduction of Montreal woollen manufacturer George Stephen as partner, and his beneficial Montreal financial interests (he was later Baron Mount Stephen, president of the Bank of Montreal and first president of the CPR), the mill in Almonte became one of the largest operations in Canada during the last part of the 19<sup>th</sup> century until the First World War, at its height employing 210, and creating a community business that was prominent for 120 years.<sup>17</sup>



*Figure 17: View of the Stone Building, 185 Mill Street, with its two end chimneys and small central ventilation cupola, seen to the left of the pole in the centre of the image. The Brick Building, which would be located perpendicular to the left, is not present due to almost complete fire damage (save for the foundations which are partially visible) in ca. 1892 (Gananoque Historical Society Newsletter, Sept. 2013, no. 60, p. 1639).*

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<sup>17</sup> <https://almonte.com/great-falls-at-almonte-started-woollen-industry/> , accessed March 2020; <http://winceymills.ca/history/> , accessed March 2020; Cobourg History, <https://www.cobourghistory.ca/histories/cobourg-industries/24-industry-in-cobourg> , accessed March 2020; Dictionary of Canadian Biography, q.v. Bennett Rosamond, [http://www.biographi.ca/en/bio/rosamond\\_bennett\\_13F.html](http://www.biographi.ca/en/bio/rosamond_bennett_13F.html) , accessed March 2020; and A.B. McCullough, *The Primary Textile Industry in Canada, History and Heritage*. Studies in Archaeology, Architecture and History (Ottawa: National Historic Sites, Parks Service, Environment Canada, 1992), p. 71-72.

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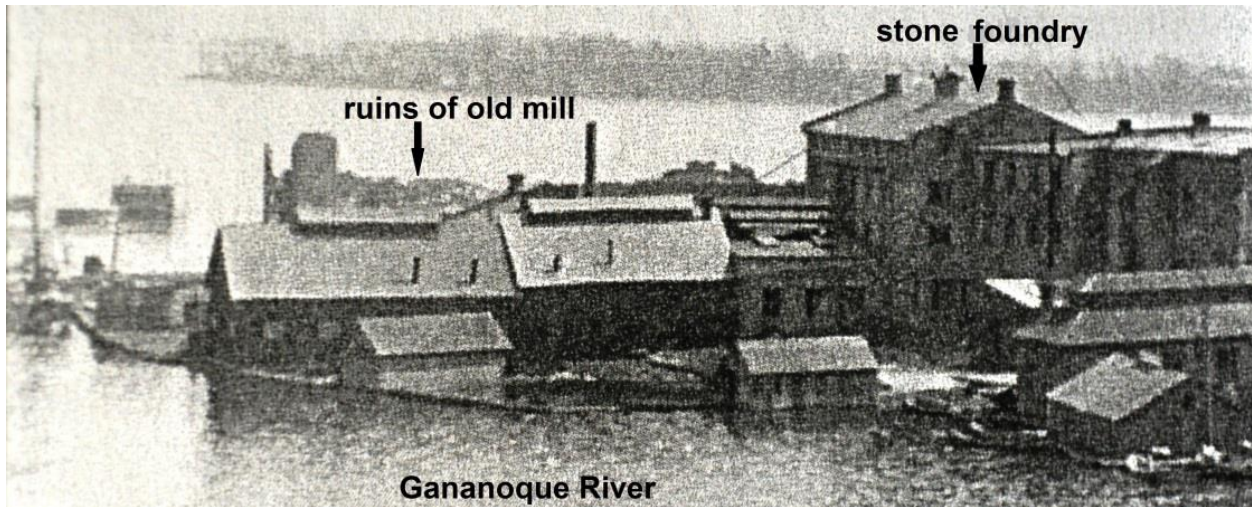


Figure 18: Undated photo showing the existing Stone Building to the far right, and at right angles, the jagged profile of the ruined St. Lawrence Mill (Gananoque Historical Society Newsletter, Sept. 2013, p. 1639).

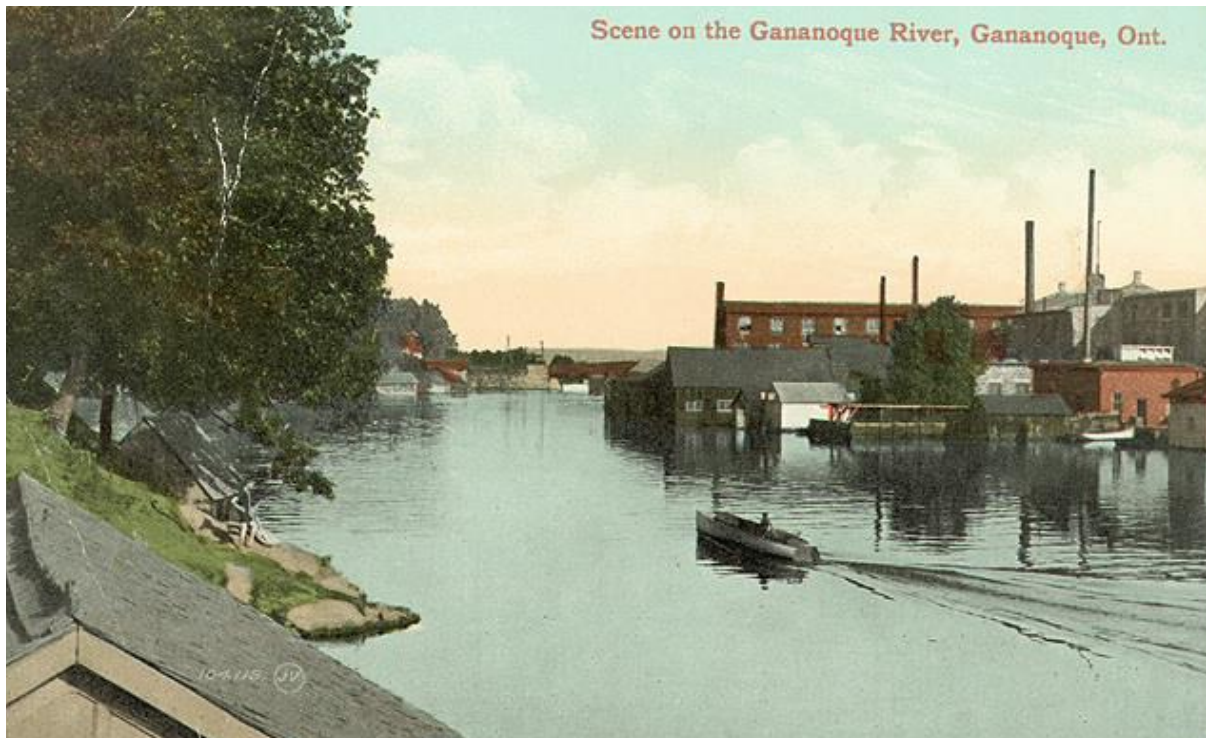


Figure 19: Detail from an early 20th-century postcard showing the Brick Building towards the centre right and the Stone building to its immediate right/far right (Toronto Public Library).

During the 1880s the woollen sector sought improved tariff protection and to a certain extent received it, and by 1890 it had been increased to 28.7%. While other sectors of the textile industry grew, by the

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end of the 19<sup>th</sup> century the Canadian woollen industry was in near collapse, and the election in 1896 of a government generally favourable to lower tariffs was a further setback.<sup>18</sup> However, even before this, it was clear that new mills could not compete.

After the 1892 fire, the factory was rebuilt ca. 1895 with a brick superstructure, but for the Thousand Islands Carriage Co. Ltd.<sup>19</sup> The two-storey projecting wing on the west elevation is of ca. 1895-1900 (Figures 1-2, 8-9, and 20-21). The opening of the Thousand Islands Carriage Co. was facilitated with municipal funding. The Gananoque Carriage Company relocated to Brockville in full in 1894, despite municipal support for the Swing Bridge to give rail access to its factory on the east side of the Gananoque River. As a response, the local Board of Trade agreed to support a proposal for a new carriage company to be formed in the village, and a group of local merchants and businessmen offered to form a company if \$25,000 in stock could be subscribed, and if the village would give a tax exemption and pay the interest on a \$10,000 loan. The village council approved, and by November 1894, the Thousand Islands Carriage Company was in operation in the Brick Building. However, the new firm did not prosper, and closed in January 1899.<sup>20</sup>

The Brick Building was still unoccupied when a devastating fire on 7 December 1899 destroyed the plant of the large Oshawa-based, McLaughlin Carriage Company (including the designs for the carriages and parts). McLaughlin later became a key component of General Motors.

Towns jostled to lure McLaughlin to their municipality, and two days after the fire, Gananoque Town Council proposed the Brick Building to McLaughlin, as it was fully equipped for carriage manufacture, and could be powered by water, steam or electric power. The monthly rent was \$100., and the town put up \$800 towards six months' rent and moving expenses. Additionally, the two buildings were located to the immediate east of the Thousand Island Railway which ran along Mill Street. Built in 1883 the small railway line linked the south end of Gananoque to the main Grand Trunk Railway line 8 km to the north and thence to the rest of Canada (for freight until 1995).<sup>21</sup>

By 23 December, McLaughlin took possession of the building.<sup>22</sup>

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<sup>18</sup> McCullough, *The Primary Textile Industry in Canada, History and Heritage*, p. 64-69 and 74.

<sup>19</sup> J. Haddock, *Souvenir of the Thousand Islands*, 1895, p. 315, cited in J. McKendry in "185 Mill Street and 15 Clarence Street" Heritage Impact Statement, Appendix A, p. 21.

<sup>20</sup> *Gananoque Reporter*, 11 August 1894, 12 May 1894, 1 June 1895, and 30 September 1899, cited in Zwaan, "The Little Birmingham on the St. Lawrence," p. 78.

<sup>21</sup> R.L. Kennedy, "Thousand Islands Railway," *Old Time Trains*, <http://www.trainweb.org/oldtimetrains/CNR/TIR.htm>, accessed November 2020; Wikipedia, q.v. Thousand Islands Railway, [https://en.wikipedia.org/wiki/Thousand\\_Islands\\_Railway](https://en.wikipedia.org/wiki/Thousand_Islands_Railway), accessed November 2020

<sup>22</sup> J. McKendry in "185 Mill Street and 15 Clarence Street" Heritage Impact Statement, Appendix A, p. 21-22. See also recollections of Robert Samuel McLaughlin, [www.gm.ca](http://www.gm.ca).

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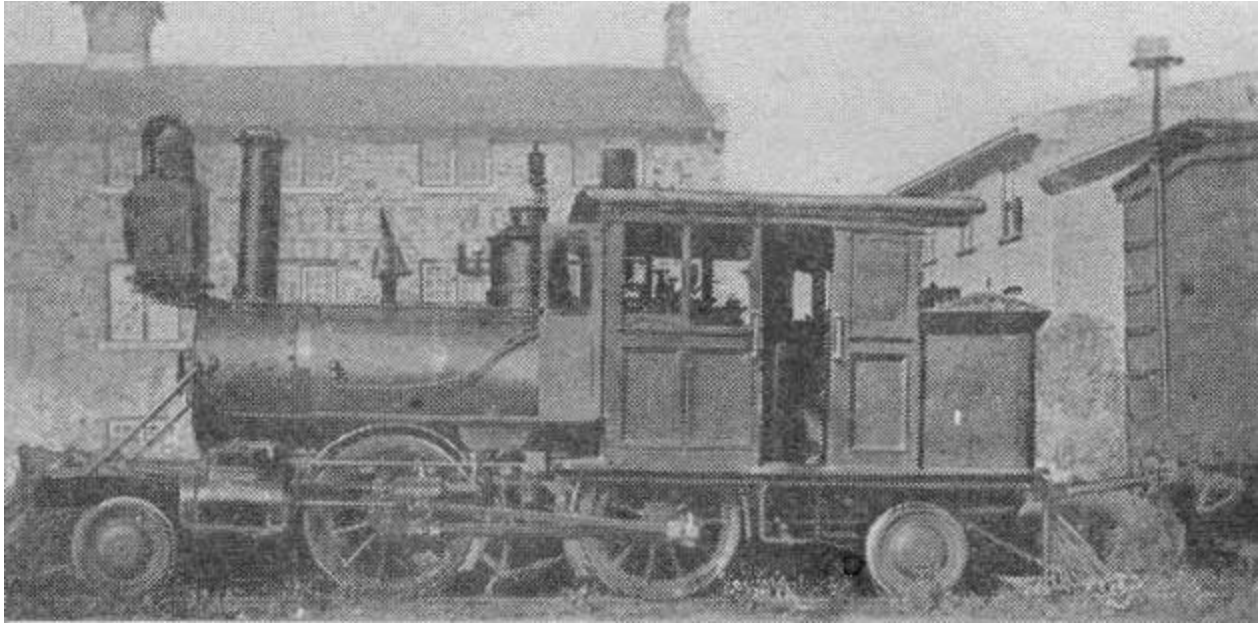
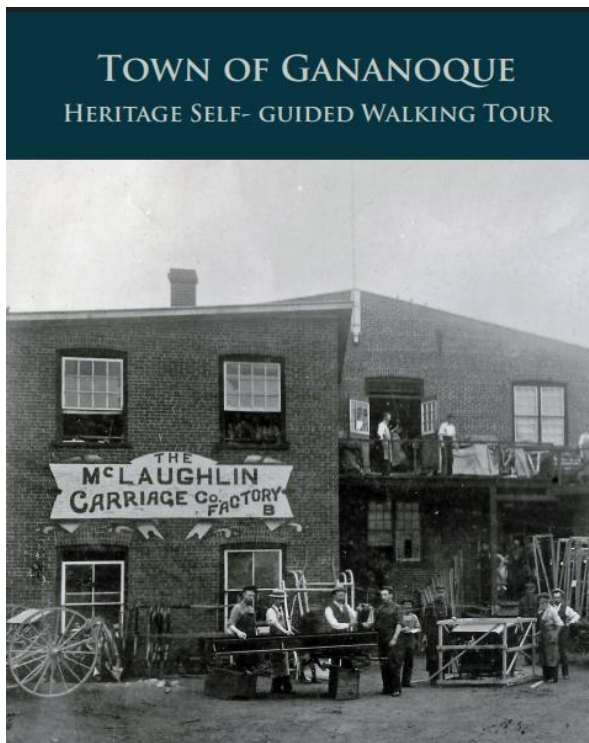


Figure 20: The Stone Building to the left (showing the cupola and the south chimney) and the Brick Building to the right with a locomotive in the foreground on Mill Street – likely that of the Thousand Islands Railway, n.d. (R.L. Kennedy, “Thousand Islands Railway,” *Old Time Trains*, <http://www.trainweb.org/oldtimetrains/CNR/TIR.htm> , accessed November 2020).



Subsidies from municipal governments were not uncommon, particularly as factories provided employment and were viewed as an index of progress for the municipality. As early as the 1870s local governments offered cash grants and tax holidays to firms as incentives to locate in their area. A 20-year tax exemption became a standard item in financing the construction of a mill. Cash grants could be negotiated and in later years companies would demand grants to finance re-equipping plants. On occasion grants were offered to firms to move existing mills from one town to another, as occurred when Brockville lured the Gananoque Carriage Company away in 1891 with a \$50,000 offer.<sup>23</sup>

Figure 21: West elevation of the Brick Building 1900, as illustrated on the front cover of the Town of Gananoque Heritage Self-Guided Walking Tour (Town of Gananoque website,

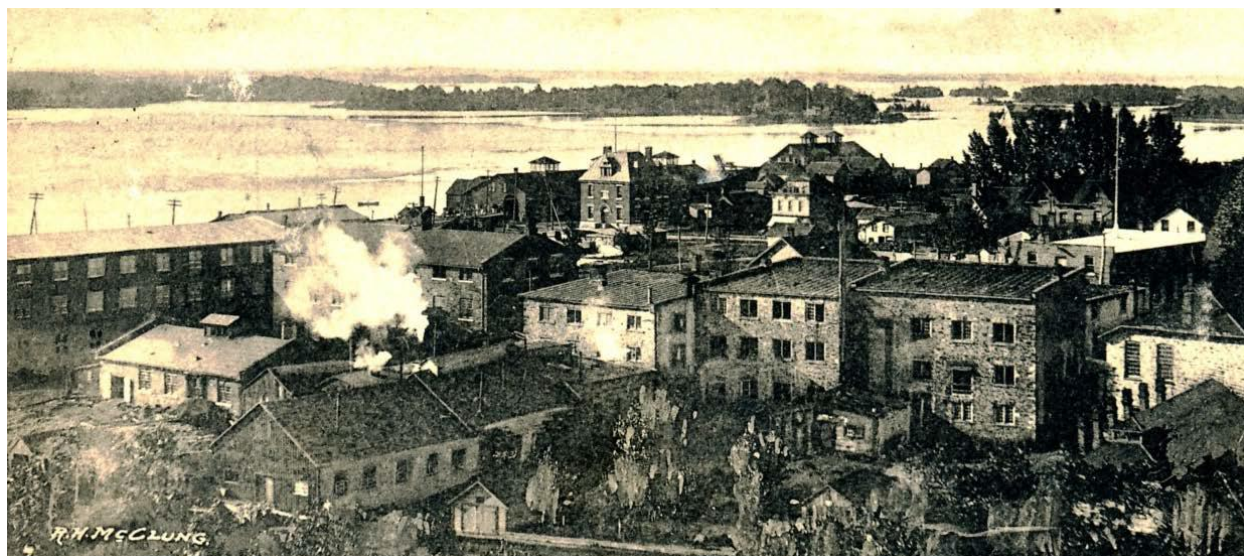
<sup>23</sup> Edgar Tumak, “Gananoque Inn, 550 Stone Street South, Gananoque, Ontario,” Heritage Research Report for the Town of Gananoque, December 2018.



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<https://www.gananoque.ca/sites/gananoque.ca/files/Heritage-Walking-Tour-EN.pdf> , accessed March 2020).

With this in mind, *The Gananoque Reporter* noted at the time of the McLaughlin transition to Gananoque, that Oshawa offered a far greater bid to have the company return, which the company did in six months.<sup>24</sup> Nonetheless, for a brief period there was a work force of almost 200 (many came from the Oshawa factory and brought their skills with them), which benefited Gananoque's economy with the need of lodgings, supplies, and an operation running day and night. For the size of McLaughlin the Gananoque factory was makeshift, but it kept the company as a going concern, and 3000 carriages were produced, albeit only enough to supply the most urgent orders.<sup>25</sup>



*Figure 22: The Brick Building on the far left, the Stone Building to its immediate right with the small ventilation cupola on top (the building is partially obscured by smoke), viewed from the northeast (postcard cancelled 1906, coll. J. McKendry).*

By 1915, both structures were part of the Canada Nut and Bolt Company (a branch of the Steel Company of Canada).<sup>26</sup>

In 1937 both the Stone and Brick Building became part of aviation development and training that preceded looming war, when the facilities became the Canadian centres for the manufacture of Link Trainers that provided ground-based initial flight training and simulation.<sup>27</sup> With the declaration of

<sup>24</sup> *Gananoque Reporter*, 16 Dec. 1899.

<sup>25</sup> J. McKendry in "185 Mill Street and 15 Clarence Street" Heritage Impact Statement, Appendix A, p. 21-22. See also recollections of Robert Samuel McLaughlin, [www.gm.ca](http://www.gm.ca).

<sup>26</sup> "185 Mill Street and 15 Clarence Street" Heritage Impact Statement, p. 11.

<sup>27</sup> John and Jim Taylor, "A Link to Victory," *Vintage Wings of Canada*, 2019, reprinted in Thousand Islands Life, [thousandislandslife.com](http://thousandislandslife.com). An exhibit with a Link Trainer was held at the 1000 Islands History Museum, Gananoque, from November 2019 – January 2020.

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World War II, the Link Trainers became a de facto part of the British Commonwealth Air Training Plan (BCATP). To achieve the required degree of proficiency, ground training was required. A poor mark on the Link Trainer virtually barred the way to pilot training.<sup>28</sup>

The BCATP was created in 1939, and became operational in 1940, with Canada its centre of operation – or more correctly in hundreds of areas across Canada. However, only in Gananoque were Link Trainers produced in Canada. The BCATP was one of Canada’s most important contributions to the Allied war effort with its mandate to train all the British Commonwealth’s aircrews, including pilots, navigators, bomb aimers, wireless operators, air gunners and flight engineers. More than 130,000 people were trained between the years 1939-45, and more than 104,000 people staffed and operated the programme.<sup>29</sup> Based on this, U.S. President Franklin Roosevelt named Canada the “aerodrome of democracy” (penned by future Prime Minister, Lester B. Pearson, as the President’s speech writer).<sup>30</sup> The BCATP has been declared to be of national historic significance by the Historic Sites and Monuments Board of Canada, thereby making the Brick Building likely the only building in Gananoque to have national historic significance.

BCATP Training was not without its dangers, 856 participants lost their lives during training, but the Link Trainer mitigated this. Many communities hoped that the infrastructure left by the BCATP would be their ticket into the world of modern aviation after the War. Unfortunately, most centres, especially in smaller areas were simply sold, dismantled or abandoned. In Gananoque, the facility was re-purposed for small craft recreational boat fabrication, an enterprise which meshed well with long-standing Thousand Island cottage and tourism industry. The enterprise was sold to its longest, and perhaps most community popular use – that of Cliffe Craft, a recreational boat building industry that operated until recently.

The water system of the Great Lakes and St. Lawrence River systems incorporates about 30% of the earth’s fresh surface water area, and serves an immense industry, which includes the creation, repair and restoration of the significant small recreational boat industry. In 2005 in Ontario and Quebec, there were more than 2 million recreational boats associated with the Great Lakes and St. Lawrence River systems.<sup>31</sup> The Cliffe Craft company was for decades a part of this industry and recreational passion.

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<sup>28</sup> F.J. Hatch, *The Aerodrome of Democracy: Canada and the British Commonwealth Air Training Plan, 1939-45*, (Department of National Defence, Directorate of History, 1983), p. 48 and 145-46.

<sup>29</sup> Hatch, *The Aerodrome of Democracy: Canada and the British Commonwealth Air Training Plan*; Historic Sites and Monuments Board of Canada, Submission Report – Place, 2001-05A, “Commonwealth Air Training Plan Museum, Brandon, Manitoba”; Elizabeth Vincent, Historic Sites and Monuments Board of Canada, Agenda Paper 1990-11, “British Commonwealth Air Training Plan”; and Elizabeth Vincent, Historic Sites and Monuments Board of Canada, Agenda Paper 1989-OB-05, “RCAF Station Aylmer and the British Commonwealth Air Training Plan.”

<sup>30</sup> Hatch, *The Aerodrome of Democracy: Canada and the British Commonwealth Air Training Plan*, p. iv.

<sup>31</sup>

<https://books.google.ca/books?id=KXfAMN0b8mkC&pg=PP6&lpg=PP6&dq=recreational+boat+industry+ontario&source=bl&ots=RHzjYwuKGS&sig=ACfU3U1BjTBrpNxc5u6gygHfKHv tkfBA&hl=en&sa=X&ved=2ahUKewi-5lGl8c3oAhVMnOAKHYscCWg4UBDoATAQegQICRAv#v=onepage&q=recreational%20boat%20industry%20ontario&f=false ; accessed March 2020 .>

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The proposed redevelopment of 185 Mill Street, as well as other waterfront condominium developments in Gananoque, reflect this importance, as they include docking features for small recreational water craft. For 185 Mill Street, numerous slips along the Gananoque River are shown in the condominium development proposal (Figure 37). Even without the proposed development of 185 Mill Street, there are currently more boat slips in the Gananoque area (public and private) than in nearby, larger Kingston.<sup>32</sup>

A spectrum of small craft facilities line both sides of the Gananoque River between the King Street Bridge down river to the Swing Bridge at the confluence of the St. Lawrence River. The Swing Bridge was designed to allow water craft to pass from the Gananoque into the St. Lawrence.<sup>33</sup> Initially this was primarily for industrial watercraft, but by the mid-20<sup>th</sup> century had become increasingly for recreational craft, and now is almost exclusively so. This was in no small measure supported by the boat building facilities at 185 Mill Street, first under the Link enterprises when it transitioned from the Trainers to recreational boat manufacture and then Cliffe Craft. Other nearby prominent related facilities include the Gananoque Municipal Marina, and numerous storage facilities.

The Thousand Islands Boat Museum in Gananoque, and the Antique Boat Museum in Clayton, New York (established in 1980 and now with the largest collection of antique and classic boats in North America) – on the opposite side of the St Lawrence River,<sup>34</sup> underscore the importance of the small water craft industry in the region.

### Person/Event

There are numerous people of note associated with the Stone and Brick Buildings at 185 Mill Street.

The builder of the Stone Building was Elijah E. Abbott, born in 1827 in Connecticut, who at an early age turned his attention to mechanical pursuits.<sup>35</sup> In 1855, he relocated to Canada, and was engaged as a superintendent of iron works in Kingston. He moved to Gananoque in 1858, and opened an industrial shop on the east side of the river, named Leeds Foundry. With his business growing, in 1871, he built the Leeds Foundry and Machine Works on the west side of the Gananoque River, near the confluence of the St. Lawrence – current address 185 Mill Street, which greatly facilitated shipping.

In 1890, George Gillies bought Abbott's factory, which by then was known as the Economy and Machine Company of Gananoque. Two years later, he was assessed for two-sixths of an acre, composed of lots

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<sup>32</sup> Premier-ranked Tourist Destination Framework, *1000 Islands - St. Lawrence Seaway Regional Report*, February 2008, p 13.

<sup>33</sup> Edgar Tumak, Heritage Designation Report, "Gananoque Swing Bridge, Water Street, Gananoque, Ontario," 2013.

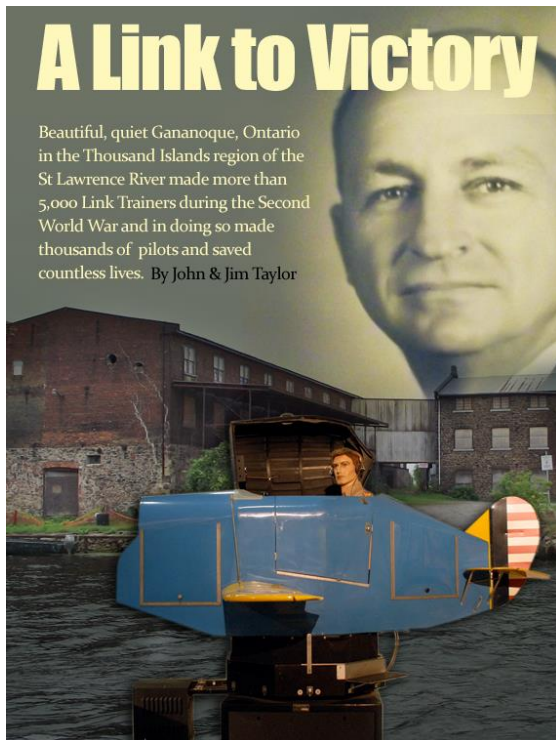
<sup>34</sup> Antique Boat Museum, Clayton, New York, <https://www.abm.org/index.php/about-us/museum-history-3/>

<sup>35</sup> Thad Leavitt, *History of Leeds and Grenville* (Brockville: Recorder Press, 1879; reprint ed., Belleville, Ontario: Mika, 1975), p.175; and "185 Mill Street and 15 Clarence Street" Heritage Impact Statement, Appendix A, p. 9; and <http://vintagemachinery.org/mfgindex/detail.aspx?id=1933>, accessed March 2020.

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1018 and 1019 (the factory straddles both), as well as lots 1017 and the north half of lot 1016 to the north. Born in 1851, Gillies was involved in manufacturing in Gananoque since at least 1879, when he ran the Agricultural Implements Works. He became involved with Toronto factories by 1896. In 1901, for example, he was in the West York area of Toronto, manufacturing bolts and carriage hardware. In the 1927 directory, the company is described as the Steel Company of Canada.<sup>36</sup>

Little is known about Erastus Cook, for whom the Brick Building was constructed or his later co-proprietor, Malcolm McIntyre other than they were born in Ontario in 1834 and 1831 respectively, and that McIntyre was Reeve of the town for number of years.<sup>37</sup>



*Figure 23: The Link Trainer shown in front of a photo montage back drop of 185 Mill Street viewed from the east and a portrait of Edwin Link (n.d.) in the upper right corner. Note the Brick Building has an open gallery on its north elevation at the time of the photograph that is no longer present (illustrated in “A Link to Victory,” Vintage Wings of Canada, 2019).*

Shortly before and during the Second World War the buildings were re-purposed for the war effort for the production of flight simulators known as the Link Trainer which could be used to simulate flying in different weather conditions and times of night and day, thereby making it a cost effective trainer.

Edwin Albert Link 1904-81 (youngest son of Katherine (Martin) and Edwin A. Link, sr.; m. 1931 Marion Clayton (of Iliion, NY); sons William Martin 1941 and Edwin

Clayton 1947), was born in Huntington, Indiana.<sup>38</sup> The family moved to Binghamton, NY, when his father purchased the bankrupt Binghamton Automatic Music Corporation in 1910, it was renamed the Link Piano and Organ Company, which enjoyed a reputation as a manufacturer of reasonably priced player pianos, nickelodeons, and theatre organs. The younger Edwin showed poor aptitude academically but excelled with mechanical design. After his parents separated in 1918 he was transferred to various schools where he did best with technical pursuits. In 1922 he started working for his father and

<sup>36</sup> “185 Mill Street and 15 Clarence Street” Heritage Impact Statement, Appendix A, p. 13.

<sup>37</sup> Ibid. , Appendix A, p. 20.

<sup>38</sup> This biography of Edwin A. Link is primarily from the Link Collections, Register of Papers of Edwin A. Link, Marion Clayton Link, The Link Foundation, Hughes Training, Inc. Martha Clark and Marion Hanscom, rev. by Beth Turcy Kilmarx and Jeanne Eichelberger Binghamton University, State University of New York 1981, rev. 1999, [https://www.binghamton.edu/libraries/special-collections/researchandcollections/findingaids/link\\_FA.pdf](https://www.binghamton.edu/libraries/special-collections/researchandcollections/findingaids/link_FA.pdf), accessed March 2020. See also, the development of Link Trainer, described in an article on the website [www.canadianflight.org](http://www.canadianflight.org) of the Canadian Museum of Flight, Langley, B.C.

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developed skill in organ rebuilding and repair which laid the basis for his eventual work with the flight trainer, notably compressed air that later operated the trainer.

He started to learn to fly in the 1920s and, recognising of the cost of lessons as an impediment not only for himself but others, he conceived of the idea to develop an initial ground-based trainer which would simulate flight. He patented the Link Trainer in April 1929 and formed Link Aeronautical Corporation shortly thereafter.

However, most of his initial sales were to amusement parks, so to promote interest with the flying community Link organised the Link Flying School in 1930, featuring the Trainer as a core part of the curriculum. However, it was not until 1934, when the aviation industry became a fuller part of travel, business, postal delivery and global militarisation, that interest in the Trainer increased. By 1940 Trainers had been shipped to 35 countries. The Trainer greatly improved safety as not only did it allow initial training on the ground but assisted pilots to fly at night and in bad weather, with the aid of instruments rather than purely by sight.

The Gananoque plant to produce Link Trainers was established in 1937 because, as a Dominion, British contracts at that time required that military equipment had to be manufactured within a Commonwealth country such as Canada. The Link industries were based in Binghamton, New York at the time. The Gananoque site was conveniently selected because Link owned an island east of Gananoque and frequently flew from his principal residence in Binghamton, NY, in his amphibious plane to his cottage. As he always checked in with Customs and Immigration at Gananoque, he got to know the collector of Customs, and asked about a suitable location. The Customs House, at the south end of Main Street along the waterfront, is .25 km from 185 Mill Street, and had rail access to the immediate west.

During the war years Link Trainers became increasingly sophisticated in instrumentation, simulation of flight, and the ability of the instructor to monitor the progress of students. Many of the changes mirrored advances in design and instrumentation of military fighter planes. Originally, trainers were for a composite, general airplane, however, with increasingly advanced military jets the trainers sought to simulate these craft as closely as possible.

Ultimately, over 5000 Link Trainers were built at the site. Further, the Link Trainer holds a significant place in aviation history. It was the first true flight simulator, provided safer training to hundreds of thousands of student pilots during the 1930s and 40s, and served as a navigational aid in inclement weather and dark skies. The postwar period was a time of flux in the market for flight trainers, later known as simulators, and in 1954, Link sold Link Aviation to General Precision Equipment Corporation, of New York City.

Although Link did not completely divest himself of avionic flight training with the controlling transfer to General Precision, he subsequently pursued a new career involving sailing that focussed on underwater exploration and archaeology, and the requisite engineering and mechanical inventions associated with

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this. These activities occurred off Florida/Bahama/Bermuda, in the Caribbean (e.g., the excavation of Port Royal, Jamaica, that slid into the sea in 1692 after a catastrophic earthquake), off Israel (e.g., with the American Israel Society), and off numerous other countries in the Mediterranean. He converted and designed boats to facilitate these activities, as well as multiple designs and prototypes over many years for a variety of submersible chambers and support facilities to safely and comfortably work underwater at deep levels, and then attend to decompression, to avoid the bends (nitrogen narcosis). The latter involved the National Geographic Society, Jacques Cousteau, the U.S. Navy, and the Smithsonian. In 1981 he was presented with a Doctor of Science, honoris causa, SUNY Binghamton.

After Link ceased production in Gananoque of the Trainers and then recreational water craft, 185 Mill Street was sold to Charlie Cliffe (1921-2017), who specialised in small wood motor boats of several designs. It is estimated he built over 2500 boats in a 67-year career starting in his Wilstead family farm house east of Gananoque, and the complex is often best known locally as the Cliffe Craft site.<sup>39</sup>



Figure 24: Charlie Cliffe, n.d. (Thousand Islands Boat Museum, <https://www.facebook.com/thousandislandsboatmuseum/posts/meet-the-man-behind-cliffe-craft-boats-tomorrow-at-130pm-the-local-gananoque-boa/1641345622789748/> 9 August 2015, accessed March 2020).

Prior to establishing his own boat building business Cliffe worked for the Link Company, learning aspects of the boat building trade in their employ in 1947. It is not certain the magnitude of the boat building activity of the Link companies, but considering the aquatic direction of the Edwin Link enterprises at this

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<sup>39</sup> ``Cliffe Craft Exhibit`` <https://www.tiboatmuseum.org/exhibits.html>, accessed January 2020; Tom King, "No son, It is a Cliffe Craft," *thousandislandslife.com* , 13 November 2011; 'Cliffe Craft' Exhibit, <https://www.tiboatmuseum.org/exhibits.html> , accessed January 2020; *Thousand Islands life.com* , <http://tilife.org/BackIssues/Archive/tabid/393/articleType/ArticleView/articleId/783/IdquoNo-son-It-is-a-Cliffe-Crafterdquohellip.aspx> ; Wayne Lowrie, *Kingston Whig Standard*, "Flotilla Honours Gananoque Boat Builder," August 26, 2014, <https://www.thewhig.com/2014/08/26/flotilla-honours-gananoque-boat-builder/wcm/07b30b30-2169-a468-51df-a2df9a263414> ; *Canadian Yachting*, <http://www.canadianyachting.ca/boat-reviews/boat-yards/5099-ontario-boat-builders-cliffe-craft> ; and Gerry Hatherley, *Canadian Yachting*, "Ontario Boat Builders: Cliffe Craft," 13 June 2019 <http://www.canadianyachting.ca/boat-reviews/boat-yards/5099-ontario-boat-builders-cliffe-craft>.

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time, it was not insignificant. When the Link owned company ceased its boat building section in Gananoque in 1952, it sold the materials and boat moulds to Cliffe, who returned to the Wilstead farm and established what was to become a niche of boat building history.

In 1960 Cliffe purchased his former employer's Gananoque property, the Link Company, at 185 Mill Street, to design and manufacture a greater number and variety of wood boats. It provided larger space and was on the water. As part of the expansion Cliffe took on a new partner, Joe MacDonald. One particularly noteworthy boat design was for the Ontario Provincial Police, it was one of the largest ever produced by the company measuring 35 feet.

Sales of wooden boats fell during the 1970s, and Cliffe Craft began to focus more on custom building. Finding it too expensive to switch to fiberglass production, the company instead sold boats by other manufacturers, but continued with the repair and restoration of existing wood craft. In the late 1990s the company shifted to manufacturing wood reels, around which time Cliffe retired.

## ARCHITECTURE

### Design

Images of the Stone Building prior to 2015 (from E. Tumak, BRAY Heritage, J. McKendry and M. Thompson Brandt Architect & Associates), show a two-storey structure, of roughly coursed local stone, solid plain window sills, a shallow gable roof, and a higher basement level on the east/water side (Figures 1-3 and 5-6. The shorter north and south elevations are terminated by raised parapets extended by corbeled console ends, and quoined corners. The long west and east elevations have eight bays, and there are three bays on the short north and south elevations.

In comparison with earlier archival images, many of these bays became irregular over time. On the west elevation of the Stone Building, the fourth bay from the north at both the bottom and top levels, was differently widened for loading bays, and the remaining bays of the ground level were sealed with masonry (mostly stone). All the other remaining apertures were boarded over by 2014. Modest basement openings are present. The east/water side was less disturbed in 2014, with the upper level windows still present. The basement for this elevation basically forms a full level. Ghosting of a formerly attached shed is visible at the northeast corner.

On the north elevation of the Stone Building the openings were more regular and intact. Paired nine-over-nine sash windows were still observable in 2014 on the upper level, and match the height of the main level windows (boarded over). The basement windows are equally generous in width. The central main level loading door has been shortened. A chimney was present on the south elevation until at least 2014, and formerly there was a matching chimney also rising from the centre of the north parapet. For the most part the doors and windows are topped by very shallow arches formed of stone voussoirs, save for the upper windows of east and west elevations which directly meet the eaves of the roof.

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Originally, the off-centre main and upper loading doors of the west and east elevations had roof-level winches, and there was a ventilation cupola at the ridge of the roof in Gothic Revival style. As with most early industrial buildings in town, a mill race ran below the building (parallel to the Gananoque River) to provide power.<sup>40</sup> The ventilation cupola is still visible in 1920 aerial images but not in a 1959 aerial image (Figures 28-29 and 31).

In the recent work, ca. 2019, the off-centre loading door pattern has been erased, as has any original fenestration, the loading winches and the remaining chimney.

Images of the Brick Building, also from 2013-14 (from E. Tumak, BRAY Heritage, J. McKendry and M. Thompson Brandt Architect & Associates), show a two-level structure formed of common brick bond, atop a high sandstone basement of rubble construction – basically a full storey for most of the length of the building towards the east (Figures 1, 3, 6-8 and 10-12). A shallow gable roof covers the main portion of the building, with the shorter west and east elevations terminated by raised parapets extended by corbeled console-shaped stone ends. A forward projecting, two-storey, brick wing of ca. 1895-1900 covers about half of the west elevation and was likely built as an office. It originally featured sash windows and was covered by a very shallow single-slope roof (south to north slope), over which a hipped roof was later placed. The west end is also marked by loading bays of different eras at different levels, and a steel lift apparatus from the 20<sup>th</sup> century.

The long, south elevation of the Brick Building has eleven regular bays, save for one modified towards the east end. Paired nine-over-nine sash windows are still observable on the upper level and match the height of the main level windows (boarded over). All the original windows of the brick superstructure are set under shallow arches formed of rowlock brick voussoirs. Shallow brick arches top the windows of the stone basement window and door openings. The long, north elevation is a match with the south elevation – including paired nine-over-nine sash windows only observable on the upper level, but until at least 2014 was interrupted by a raised, sheet-metal clad link with the south end of the Stone Building. The short east elevation of the building is blind, save for a door at the basement level, and shows rudimentary quoining of the stone foundation.

There is visible exterior cracking at the eastern end of the Brick Building, and the roof towards the east end has partially collapsed.

The proposal for the redevelopment of the Stone and Brick Buildings significantly modifies the arrangement of the openings of the two buildings, even the structures. The Stone Building has new entrances created. With the Brick Building the windows appear that they will be enlarged in breadth and height which means replacing the arches, removing the sills, and adding balconies to many. Major openings will be cut into the stone foundation to provide vehicle size access. The office extension on the west is to be removed. In fact, the Brick Building appears to be a completely new building albeit

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<sup>40</sup> “185 Mill Street and 15 Clarence Street” Heritage Impact Statement, Appendix A, p. 15.



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made of similar form and materials, i.e., a stone base, two-storey brick superstructure, and low gable roof.



*Figure 25: Proposed view of the Riverstone Development from the east, with the Brick Building on the left, the Stone Building in the middle, and a new structure on the right (north), which show major changes to the heritage attributes of both buildings (Riverstone Development, <https://www.condopromo.com/riverstone-condos-towns-gananoque/>).*



*Figure 26: Proposed view of the east/Gananoque River side of the redevelopment of the Stone Building, which shows significant modification to the original openings (Riverwalk proposal, in “185 Mill Street and 15 Clarence Street” Heritage Impact Statement, March 2014, p.22).*



*Figure 27: Proposed view of the Mill Street side of the redevelopment of the Stone Building, which shows significant modification to the original openings. The position of the two entrances are further apart in recent actual redevelopment work (Riverwalk proposal, in “185 Mill Street and 15 Clarence Street” Heritage Impact Statement, March 2014, p.22).*

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### Style

The Stone and Brick Buildings at 185 Mill Street have no stylistic pretensions. They are vernacular industrial buildings of the late-Victorian era. Neither vernacular nor late-Victorian categories are styles. In architecture, vernacular denotes a structure not designed by an architect or regular designer, and usually derives its form and materials from local or inherited tradition.<sup>41</sup> However, there are vernacular interpretations of every style. Late-Victorian refers to a time. It is not to be confused with High Victorian which is associated with a phase of the Gothic Revival style.<sup>42</sup>

The 2006 designation report described the Stone Building as Georgian. General consensus is that that very, very late Georgian stopped in Ontario ca. 1860.<sup>43</sup> The Stone Building was constructed in 1871. The simplicity of the form of this building, and the regularity of its fenestration have classical associations, which was a basis of the Georgian style, but this does not make it Georgian, as the Brick Building has the same regularity of fenestration and the superstructure dates from ca. 1895. Further, the roof of the Stone Building was originally topped with a small ventilation cupola with Gothic Revival arches on each side.

### Architect, Designer, Builder

No architect, designer, or builder is known for the Stone or Brick Buildings at 185 Mill Street.

## ENVIRONMENT/CONTEXT

### Compatibility with Heritage Environs

As can be seen below in oblique aerial imagery from 1920 and a Fire Insurance Plan updated to 1924 (Figures 28-30), the Brick and Stone Buildings at 185 Mill Street had significantly more structures immediately to the north and west, and even between them. There were also additions on the two buildings. However, the majority of the space to the south, towards Water Street, was a large open area save for a few shoreline structures hugging the west side of the Gananoque River. A Fire Insurance Plan updated to 1947 and a low oblique aerial image from 1959, shows similar development except there appears to be fewer structures to the north and some development to the south (Figures 31-32). An aerial image of ca. 2014 shows that the clutch of buildings around the Stone and Brick Buildings is gone, and most of the additions, although stone foundation ruins to the north of the Stone Building are present (Figure 33).

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<sup>41</sup> Leslie Maitland, Jacqueline Hucker and Shannon Ricketts, *A Guide to Canadian Architectural Styles* (Peterborough: Broadview Press, 1992), p. 210.

<sup>42</sup> *Ibid.*, p. 77-83.

<sup>43</sup> John Blumenson, *Ontario Architecture: A Guide to Styles and Building Terms 1784 to the Present* (Toronto: Fitzhenry and Whiteside), p. 5-12.

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The open space to the south on either side of Mill Street was primarily occupied by rail tracks, a rail yard, for the south end of Thousand Islands Railway built in 1883. The main in-town train station was located on the south side of Water Street, opposite the former Customs House. The building was destroyed by fire in 1990 and the Thousand Islands Museum (former Arthur Child Museum) was built on the site. The expansive area was required to allow trains to turn from the north-south Mill Street onto the east-west Water Street to reach the station and the Swing Bridge. The Thousand Island Railway was formally taken over by the Canadian National Railways (CNR) in 1958 – the successor to the Grand Trunk Railway which went bankrupt in 1919. Passenger service into Gananoque stopped in 1962, all freight in 1995, and the remaining lines in town were removed in 1997.



*Figure 28: Aerial view from the southwest, 1920, showing 185 Mill Street in the lower left. In this image there are structures to the immediate left/west and north of both the Stone and Brick Buildings, many of which are no longer present, although the three-story former Parmenter & Bulloch/Textron Building remains on the west side of Mill Street (image by McCarthy, LAC MIKAN, no. 3261445).*

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*Figure 29: Aerial view from the southeast, 1920, showing 185 Mill Street in the lower left circled in red. The Brick Building is in the far left centre and the Stone Building to its immediate right/north, with the three-storey former Parmenter & Bulloch/Textron Building immediately to the west/left. In this image there are structures to the immediate east/right, north, and west/left of both the Stone and Brick Buildings (LAC, PA-30656).*

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Figure 30: Detail from 1917 Gananoque Fire Insurance Plan, updated 1924, showing the train tracks on Mills Street which curve towards Water Street (LAC NMC 9452, cited in Past Recovery Archaeological Services Inc., "Stage 1 Archaeological Assessment , 15 Clarence Street, 60 Mill Street and 185 Mill Street , Geographic Township of Leeds, Town of Gananoque, Ontario," 2014, p. 36).

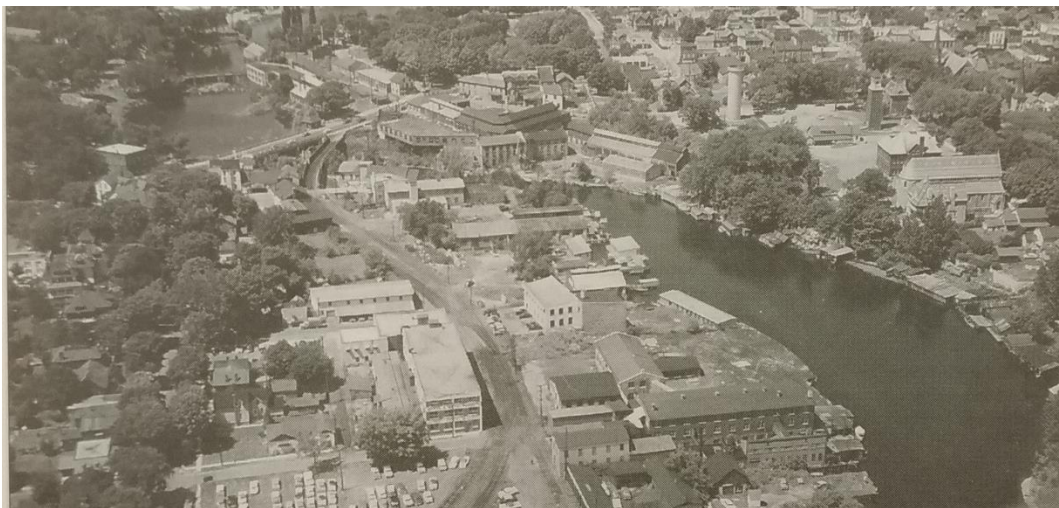


Figure 31: Aerial view of the 185 Mill Street site shown in the lower centre of the image, viewed from the south, 1959. The structures to the left/west and north of the Stone and Brick Buildings are no longer

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present. The curve of the train tracks can be seen at the bottom (Gananoque Historical Society Newsletter, no. 44, Sept. 2005, p. 1131).

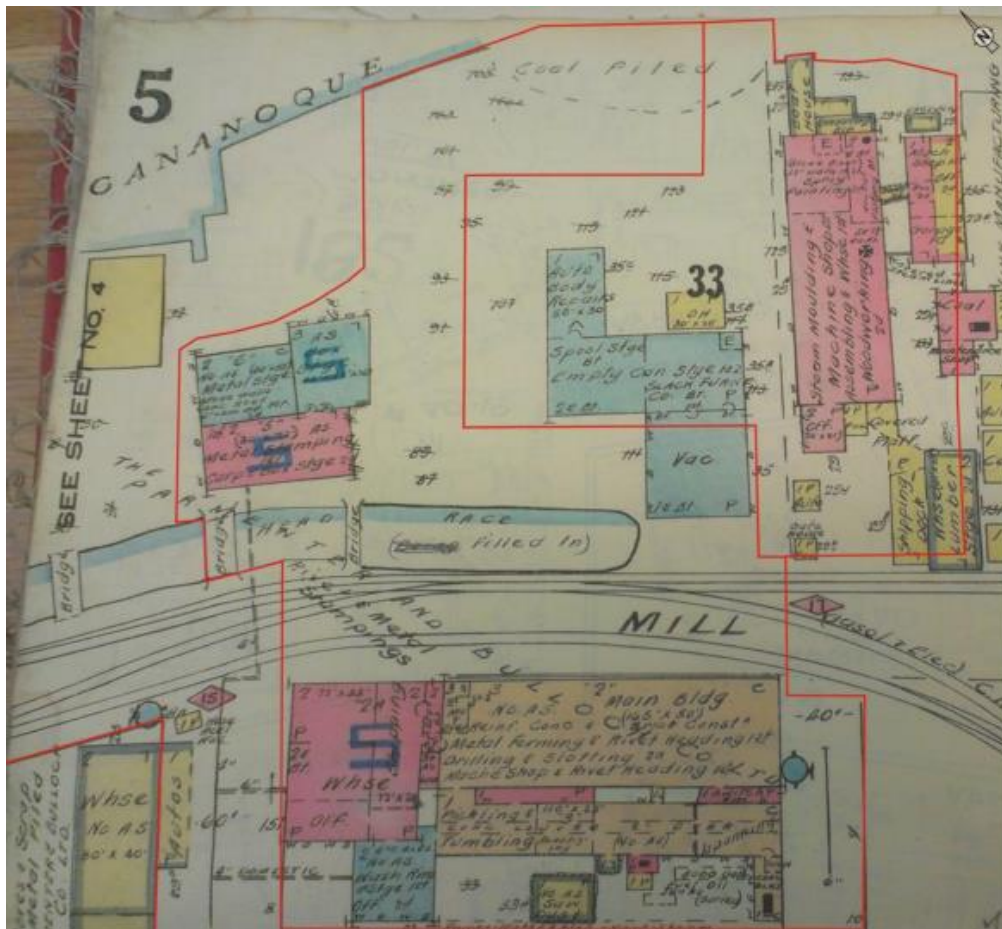


Figure 32: Underwriter's Survey Bureau: Insurance Plan of Gananoque, plan dated 1947, 185 Mill Street is in the top right with the Stone Building in blue (with additions to the west and east) and the Brick Building in pink (with additions to the west and east). The raised link between the two buildings is not present. The train tracks are recorded on Mill Street.

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*Figure 33: Aerial view of the 185 Mill Street site, ca. 2014 (annotated by Past Recovery Archaeological Services Inc., "Stage 1 Archaeological Assessment, 15 Clarence Street, 60 Mill Street and 185 Mill Street," 2014, p. 30).*

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*Figure 34: View of foundation ruins to the north of the Stone Building, 185 Mill Street from the northwest, with the Brick Building seen in the distance (E. Tumak, March 2020).*

The above archival aerial images show on the west side of Mill Street a prominent, three-storey building constructed with an exposed concrete structural form and brick infill walls (civic address of 15 Clarence Street). Dating from 1912, and originally constructed for Parmenter & Bulloch, in 1958 it became the Textron Building. The structure greatly supports the industrial character of the area but with a surprisingly early Modernist Movement aesthetic – often not seen in Canada until the 1920s or even 1940s.<sup>44</sup>



*Figure 35: 185 Mill Street Complex viewed from the southwest on the right with the former Parmenter & Bulloch/Textron Building on the left (E. Tumak, Jan. 2020).*

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<sup>44</sup> “185 Mill Street and 15 Clarence Street” Heritage Impact Statement, p. 12-13 and 33-42.



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Figure 36: 15 Clarence Street, former Parmenter & Bulloch/Textron Building, viewed from the southwest (E. Tumak, Jan. 2020).



The proposed redevelopment of 185 Mill Street, shows a higher concentration of structures around the Stone and Brick Buildings. This is more densely occupied than at present, but harkens back to the earlier concentration of structures in this former industrial area. A major change would be the proposed mid-rise building with corner tower to the north of the Stone Building. The height, fenestration and tower form – in its location in an area of industrial heritage, have no heritage precedent in Gananoque.

Figure 37- left: Proposed site redevelopment for 185 Mill Street. The Brick Building is on the top right and the Stone Building is to its immediate left (in “185 Mill Street and 15 Clarence Street” Heritage Impact Statement, March 2014, p.22).

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*Figure 38: Proposed site redevelopment. The Brick Building is on the far left and the Stone Building is to its immediate right (<http://riverstoneganaanoque.ca/category/designs/>, accessed March 2020).*

### Community Context / Landmark Status



*Figure 39: 185 Mill Street viewed from the southeast from the Swing Bridge (E. Tumak, May 2020).*

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*Figure 40: Panoramic view from the St. Lawrence River looking north to the Gananoque River, showing from left to right, the Brick Building of 185 Mill Street, the Swing Bridge crossing the Gananoque River, the brick Clock Tower, the stone St. John the Evangelist Roman Catholic Church, and the spire of St. Andrew's Presbyterian Church (photo J. McKendry, March 2014, in "185 Mill Street and 15 Clarence Street" Heritage Impact Statement, Appendix A, cover page).*

Located near the confluence of the Gananoque and St. Lawrence rivers, the Stone and Brick Buildings at 185 Mill Street have been visually prominent structures for 150 years, from key roads in town and from the water at the prominent confluence of the Gananoque and St. Lawrence rivers, and because of the significant employment that they have provided. An image of the Brick Building from 1900, forms the front cover of the *Town of Gananoque Heritage Self-Guided Walking Tour* (active 2019, Figure 20).

The proposed redevelopment information promotes the historical backgrounds of the two buildings which supports the landmark status through their historical associations. In this promotional development information the Stone Building is sometimes referred to as the Leeds Building, and the Brick Building as the Link Building or Cliffe Craft.