

St. Lawrence Islands National Park
**“A natural place of recreation and
healthful resort”**
1894 to 1980

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I Introduction

For many years of its life, St. Lawrence Islands National Park (SLINP) was described in Parks Canada pamphlets as the smallest Canadian National Park. While it is a small jewel in the system, it has much more interesting claims to fame.

SLINP was the first national park established in eastern Canada, responding to complaints about the sale of islands to private owners. These complaints came from all over Ontario, but the local voice was a strong component. Local people couched their interest in the preservation of a public recreational space, which the Thousand Islands had provided for them from the middle of the 19th century. Ideas of the natural world as a respite from the hurly burly of the city helped to form their arguments. The Thousand Islands offered the best of both the new ideas about retreating to the woods for the recreation of energy and restoration of the spirit, and the traditional rest cures near water. One could go both to the woods and to the shore on these islands.

As well as its more than 100 years history as a public recreation space, once SLINP became a park, its administration was not typical of national parks in other parts of Canada. The first warden was not appointed to SLINP until 1954, and the park did not have it's own superintendent until the mid 1960s. For half of its life the park islands and mainland were managed as discrete, separate parks, each maintained by a caretaker. Garbage was removed, visitors were welcomed, reports were made to National Office in Ottawa, and repairs made to island structures by the caretaker, sometimes with occasional labour hired for the purpose. Specific documentation is scarce about these men, however each individual island must have had its own distinctive character.

In 1954, the first warden was appointed to SLINP. For the next 30 year, the park developed and changed far more than it had in the first 50 years of its life. The first long term planning was started for the park in the early 1960s. Facilities were added and subsequently removed from park islands as philosophies changed. New staff were hired and became increasingly specialized as the years went by.

As well, in this period, there appears to be a change in the users of the park. Up until and through the 1950s, camping and picnicking was the main use, and transportation to the islands would be in either small boats, which stayed at the dock, or large commercial boats, which stopped at the islands only to drop people off. By the mid 1960s, private boats were growing in size and their owners were not interested in camping on the islands, but rather mooring at the dock and staying on their boats. The only thing that seems to have stayed the same is the love of the river that users report.

The following is a history of the park from before it's formal establishment until the late 1970s.

II. The Thousand Islands to 1894

Before the coming of Europeans to North America, this area was occupied seasonally by Iroquois peoples and their ancestors. By 1794, when Jay's treaty established the boundary between the United States and Canada, the islands and mainland of the Thousand Island region were claimed by two groups. In 1856, the Indian Department chose to recognize the Mississaugas of Alnwick as owners.¹ The mainland had long been allocated to settlers, mainly United Empire Loyalists, but the islands had been overlooked. They were not, however, idle. The larger islands were settled by farmers, some of whom paid rent to the Mississauga.

The Thousand Islands were, by the beginning of the 19th century, coming to be well known as a destination for travelers to North America. Until late in the century travel into Canada was most efficiently and quickly done by water, and the main water route to the west was the St. Lawrence River. Some travelers were moved to write about their trip. "While the occasional traveller was unimpressed with the Thousand Islands, most were moved by the natural beauty of the Thousand Islands landscape. This was especially true during the fall when autumn colours provided a colourful backdrop to the Islands. Traveller after traveller described the scenery of the Thousand Islands in glowing terms. Panegyric descriptions portrayed the Islands as a natural spectacle unparalleled in its beauty, unrivalled in its form, and unmatched in its immensity."² [See Appendix 1 for excerpts from some of these descriptions.]

By the middle of the 19th century, the Mississauga Indians had been displaced from the area and in 1856 had ceded their right to the Canadian islands to the government of Canada.³ These islands were to be held in trust by the Government, eventually to be disposed of to the credit of the Mississauga people. Portions of the larger islands Grenadier, LaRoux and Club were sold to the occupants in the years 1876-77. These occupants were people who had settled on the islands and were farming them, under informal agreements with the Mississauga. Some families claimed to have been on the islands for as many as 70 years.⁴ As well, from 1874 to 1878 inclusive nine islands were sold. In 1880, thirteen islands were auctioned for lease, but all except one of these leases were cancelled for non-payment. On June 1st, 1883, fifteen islands in the vicinity of Brockville were leased for twenty years to the Municipal Corporation of Brockville at a yearly rental of \$134. In 1883 and 1884, more auctions were held, but all but six of the leases were cancelled.

² For a more full description of the archaeological records and of the events leading to the surrender of land by the Mississaugas of Alnwick see Bates A Community Vanished; Wright, J. V. Ontario Prehistory.

² Marshall, J. p. 4

³ Deed of Surrender dated 19 June 1856 the Mississaguas of Alnwick conveyed to the Crown in trust to be sold or other wise disposed of to the best advantage for the benefit of themselves and their descendants the Islands situated in the Bay of Quinte, Lake Ontario, Wellers Bay and in the River St. Lawrence.

⁴ Parks Canada Ontario Service Centre History archives, NP-BX04.021 Christina Bates' binder of notes for Grenadier Island.

As early as 1872, the Mississauga band sent a petition to the Government asking that the islands be sold and the money deposited to their credit. Indian Agent Thackeray reported at that time that they “repeatedly ask me when I visit them, about the sale of these Islands. I say to them it is seldom there in an application to purchase, for generally islands are not as saleable as farms on the mainland.”⁵ The Mississauga band continued to pressure the government to dispose of the islands until the turn of the century.

On Jan 13, 1873,⁶ by Order in Council, Alexander Buchanan Cowan⁷ was appointed as guardian of the unsold islands for salary of \$200/year. In September of the same year his salary was increased to \$500/year.⁸ His duties were to prevent unlawful occupation of the islands, to confiscate stone or wood cut on the islands, post signs to warn the public that these islands were Indian property, seize and sell any timber or stone removed from the islands and report his activities to the department. In 1875, these duties were divided up and Cowan’s salary was reduced to \$250/year. Cowan protested this cut in his salary, citing cost of living and also the cost of maintaining his boat. OIC 1309 Jan.1,1876 authorized a yearly allowance of \$100 for travel expenses.

Cowan eventually found the task too much, and it was divided among 4 men, the other 3 being officers of the Department of Marine and Fisheries. They were paid \$25/year for their services as island guardians.⁹ They were: Mr. John Wallace Fisheries, overseer and lighthouse keeper resident on Goodmans or Lindoe Island, Guardian of the Islands between Mulcaster or Sugar Island on the west and Old Bluff or Yeo Island inclusive on the east; Mr. A. Root, lighthouse keeper Rockport, guardian from Bluff or Yeo Island on the west, to Green Island inclusive opposite lot no.2 in the township of Yonge on the east; Mr. Joseph L. Thompson, Fisheries overseer Brockville, guardian of the island between the last named island in the west and Brockville on the east¹⁰. This situation prevailed until 1897, when O.V. Goulette was appointed Island caretaker for “several islands... reserved for park purposes”. While some of the islands became private property over the later years of the 1800s, there were still many which were considered by local inhabitants to be public spaces. Islands were used for the fairly benign

⁵ National Archives of Canada (hereafter NA), RG 10 Vol. 1868 File 543 C-11104

⁶ NA, RG 10 Vol 1961 file 4926 C-11122

⁷ born May 15, 1835 Township of Pittsburgh County of Frontenac; Methodist NA, RG 10 Vol. 1961 file 4926 C-11122

⁸ NA, RG 10 Vol 1961 File 4926

⁹ NA, RG 10 Vol 1961 file 4926 C 11122 file about guardians for the thousand islands ND

¹⁰ NA, RG 10 Vol 1961 File 4926 C-11122 Reference to an order in council June 14, 1875 - care of the Thousand Islands in the St. Lawrence should be placed under several lighthouse keepers within whose districts said islands were situated.

purposes of camping and picnics, but also for the harvesting of timber and rocks, for grazing livestock, small scale agriculture and fishing.

The islands were finally put up for public auction by OIC 210, February 4, 1891 which set conditions on the sales (one island per person, 1/3 of price to be paid immediately, the balance at 6% interest in two years, a house to be erected, none of trees or shrubbery to be cut down except for the house, beautification of the grounds and pathways). Conditions set by the original OIC were found to be too stringent, so they were modified by OIC 1195 June 1, 1891, OIC 1697 June 15, 1893, OIC 2835 November 18, 1893 and OIC 3310 November 30, 1894 [See Appendix 2] The department had already been pressured by various communities local to the islands and by prominent individuals in those communities to preserve some of the islands as parkland.

Other Information of Interest 1867-1894

Canadian Government -from 1867-1873 Conservative, from 1873-78 Liberal, from 1878-96 Conservative

MPs Leeds South : 1867-1872 J. Crawford (con); 1872-1874 A. N. Richards (lib); 1874-1882 D.F. Jones (con); 1882 - 1894 George Taylor

Brockville : 1867-1872 Jos. Crawford (con); 1872-1878 J.D. Buell (lib); 1878-1882 W. Fitzsimmons; 1882-1894 Wood (con)

Kingston : 1867-1878 J A. MacDonald (con); 1878 - 1887 Alex Gunn (lib); 1887-1891 J.A. Macdonald (con); 1892 - 94 Jas. H. Metcalfe (con)

MPPs Leeds : 1867-1871 Henry D. Smith (Lib); 1871 - 1885 Henry Merrick (con); 1886-1894 Robert P. Preston (con)

MPPs Kingston : 1867-1871 M.W. Strange (con); 1871-1879 William Robinson (con); 1879-1892 James H. Metcalfe (con); 1892-1894 William Harty (lib)

MPPs Frontenac : 1867-1868 Henry Smith (con); 1868-1875 Delino D. Calvin (con); 1875-1877 Peter Graham (con); 1877-1883 Delino Calvin (con); 1883-1888 Henry Wilmot (con); 1888-1894 Hugh Smith (con)

MPPs Brockville : 1867-1874 William Fitzsimmons (con); 1875-1879 W.H. Cole (lib); 1879-1894 Christopher F. Fraser (lib)

department in charge - Indian Affairs

minister 1868-69 H L Langevin (con); 1869-73 Joseph Howe (con); 1873-1873 James Aikins (con); 1873-73 T N Gibbs (con); 1873 - 73 Alexander Campbell (con); 1873-76 David Laird (lib); 1876-76 Richard William Scott (lib); 1876-78 David Mills (lib); 1878-87 JA Macdonald (con); 1887-88 Thomas White (con); 1888-88 vacant; 1888- 88 JAM (con); 1888-92 Edgar Dewdney (con); 1892-94 Thomas Mayne Daly (con);

local infrastructure: roads, local government -

George Taylor in local politics before moving into federal arena - reeve of Gananoque, warden of Counties of Leeds and Grenville - United Counties of Leeds and Grenville Council made up of reeves and deputy reeves of towns and villages.; County of Frontenac Council also made up of reeves and deputy reeves of towns and villages. Brockville and Kingston had own councils.

no roads along the shore of the St. Lawrence, King's Highway 2 ran north of the river, through Mallorytown. Access to the river was on north-south axis at intervals along the shore. Local transportation between river settlements was done by boat.



Figure 1 Beaurivage Island circa 1880 NA, PA 193179

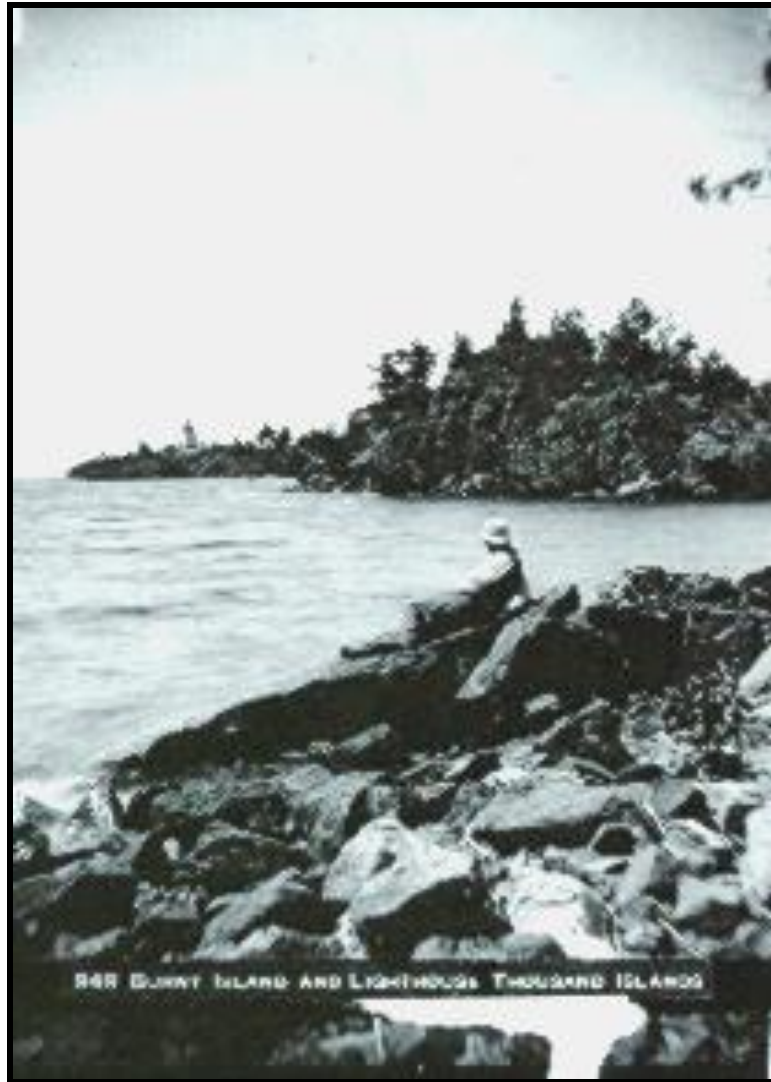


Figure 2 Aubrey Island circa 1880 NA, PA 193178

IV. The Beginning of St. Lawrence Islands National Park 1894-1904

Over the later years of the 1800s, the Thousand Islands region had become renowned as a beautiful place for travelers to visit. As Patricia Jasen puts it:

...during this first stage of tourism in the Canadas this river was little more than a waterway, the inconvenient and uncomfortable means by which most people traveled between the two provinces. Tourist traffic along this route grew quickly from the 1820s onwards...because the fashion for the panoramic river cruise was turning the St. Lawrence River into a major wilderness attraction in itself. This waterway not only transported tourists between their two principal destinations, but offered drama and variety, a kaleidoscope of landscapes, a visual banquet for the connoisseur of the picturesque...once steamers began to pass through the rapids in the 1840s, this new experience became a must for tourists...By mid-century the St. Lawrence River had become thoroughly commodified and had taken its place among the world's great panoramas, while steadily losing any real association with the Canadian wilderness.¹¹

Excursion parties came from near and far; Americans fleeing the summer heat of the southern states were drawn by the promise of cool, health-giving river breezes, and weekend holiday makers from both sides of the border were exceedingly fond of a day's cruise downriver which promised 'to banish fatigue and ennui'. It became commonplace, for example, for Montrealers to take the train upriver and enjoy the steamer trip back home. Travellers leaving Toronto could board a vessel and cross Lake Ontario during the night transferring to a river steamer in the morning. As the Canadian habit of travel grew, the St. Lawrence river excursion became, according to one Globe correspondent, the favorite of those who needed a short but therapeutic holiday 'to separate themselves from the many cares which environ the accustomed walks of life'.¹²

Along with the visitors who viewed the river from the relative safety and comfort of a boat, the islands were an important source of recreation and leisure for many local people. From the later 1860s on, the pages of local papers are testament to the use the river and islands were put to, and to the intensely possessive feelings of the local people towards their islands. The islands are even referred to as a national park in 1877 in a newspaper article by Thaddeus Leavitt, when he says the "...beautiful isles remain in a state of nature, a gigantic national park, where tents may be pitched and camps built at will, the only provisions being that the foliage be not destroyed. For this purpose the respective Fishery inspectors have been constituted by the Government Island Guardians, and are held responsible for the preservation of the national

¹¹ Jasen Wild Things Nature, Culture, and Tourism in Ontario 1790-1914 p. 56

¹² Ibid p. 67

property.”¹³ He got it wrong, it wasn't a gigantic national park, and some of the islands were already settled, but he reflects the probable feelings of many local inhabitants.

The Brockville Recorder, in the latter part of the 1800s, regularly reported on activities on the river and the islands. In May of 1875

The B & O Railway brought in a large number of Excursionists from the North. At an early hour the river was literally swarming with steam boats, great and small, sailing craft and tow boats.¹⁴

In August of 1875 on the holiday weekend

The good people of the young city of the Thousand Islands turned out Monday, almost en masse, and paid a visit to the noble river. The M.E. Excursion, on the John Harris and Flight was well attended. The Henry Plumb, carrying the W.M. Excursion, also received liberal patronage. The islands for miles above the town were dotted with pic-nic parties who no doubt spent a very pleasant day.¹⁵

In July of 1877

...the Stranger took fifty-eight passengers, six or seven row boats and an endless amount of camp equipments up the river, distributing them at different islands and along the American shore. This would indicate that camping is in the ascendant this year.¹⁶

On the August long weekend in 1885 it was reported that

...a large number... had determined to spend a couple of days in camping and fishing among the islands and a trip up the river showed the white tents of the campers dotting nearly every available spot for miles above town.¹⁷

The August long weekend in 1887 was reported thus

Camping Parties Hundreds of people availed themselves of this opportunity of enjoying a brief stay under canvas among the islands and some with this intent went out on Saturday night, while on Monday morning every available craft was called into requisition by picnickers and pleasure seekers. The atmosphere was quite warm enough to make the cool breezes of the river appreciated. From Brockville to Hillcrest fairly swarmed with picnic parties, while the white tents that dotted the islands and the shores

¹³ September 6, 1877 Brockville Recorder

¹⁴ Brockville Recorder and Times May 27, 1875

¹⁵ Ibid Aug. 19, 1875

¹⁶ Ibid July 26, 1877

¹⁷ Ibid August 13, 1885

were legion.¹⁸

Over these years a popular weekend trip for locals and visitors was an excursion around the islands, often accompanied by a stop at a town on the Canadian or American side of the river - Prescott, Brockville, Kingston, or Alexandria Bay. Sometimes bands were hired to provide music on these outings; sometimes, if an organization had planned the excursion, it might include a stop at an island for a picnic and games.

In July of 1877, a boosterish article in the Recorder and Times inviting tourists to vacation in Brockville included this enticement:

Multitudes of islands for fifty miles stud the river in all their primeval beauty and loveliness. Steamers great and small plough their way through the winding channels, calling at every hamlet, where the sojourner will find health and refreshment. Tents and boats are to be secured in abundance and for a trifling sum on the Canadian side of the river all the islands are free to all. Camps may be built and visitors remain until the yellow leaves of Autumn fall, without paying a single cent and without molestation. Here is a camping ground for ten thousand people, which may be had without money and without price. Again we say to the tired and weary "Come to Brockville", the natural point of observation and embarkation. We have ample hotel accommodation for a large number of guests; we have one thousand small boats and a fleet of pleasure steamers and yachts. The broad river which rolls by to the sea with a head all white with northern frosts and feet bathed with Atlantic spray, laughs to scorn the heated term, and with charms beyond the poets pen, says to the poor as well as the rich "Come to me and I will give you rest." "Float on my bosom and drink in the renewing springs of health". "Bathe in my limpid waters and arise like the men of old with a will mighty to conquer". Beyond a doubt the grand of St. Lawrence and the Thousand Islands offer more genuine attractions to the sons and daughters of the great cities than any other spot in this continent.¹⁹

It is not surprising that plans to sell the islands off produced a flurry of protest from the local communities. In response to early rumours about the planned sale, the council of the corporation of Leeds and Grenville sent a petition to the Department of Indian Affairs dated June 21, 1873 -

That your petitioners have with regret understood that attempts are being made to secure for private use and occupations the islands situated in the St. Lawrence River in the Province of Ontario, fronting these United Counties to the extent of fifty five miles - commonly known as The Thousand Islands. Your petitioners would respectfully submit that these islands should be retained by the Government as a place of resort for the people of these United counties adjacent thereto, as well as of the whole Dominion generally,

¹⁸ Ibid August 11, 1887

¹⁹ Ibid July 12, 1877

saving and excepting such of them as may be from the report of the officers of the Survey now being made, suitable for farming purposes. Your petitioners feel that if the inhabitants of these United Counties and the people of the Dominions generally be prevented from landing on these islands by reason of their sale it would be a great grievance.²⁰

The Brockville Monitor, on June 4, 1880²¹, questioned the title of the Indians to the islands, then went on to say that, regardless of their rights in the matter

These islands, for several miles up the river, are of no agricultural value whatever, and have always constitutes the special pleasure resort of the people of Brockville. When we consider that our working classes especially are completely shut out from the main shore of the St. Lawrence which is now all owned and occupied by private parties, it would be an unjustifiable act on the part of a Government claiming most properly to be a government for the people and paternal in its character, also to shut out any portion of its citizens from a natural place of recreation and healthful resort...When news came to Brockville last week that the Government had determined to sell the islands, the greatest indignation prevailed among all classes of the inhabitants, Tory and Grit, Conservative and Reformers alike. It was felt that a great public wrong was about to be perpetrated, most possibly without the Government knowing the true facts, or at least all the facts of the case.

In 1883 George Taylor, MP of Gananoque requested the lease of all unsold islands to the town of Gananoque for park purposes. In 1885, a petition was sent to the Minister of the Interior stating That the Inhabitants of the Town of Brockville and surrounding county have from the first settlement of the said Town of Brockville to the present time enjoyed the privilege of using for the purposes of recreation that group of small Island lying from a point in the River St. Lawrence known as the head of the Narrows to the Eastern limit of the said town of Brockville numbering about Thirty....

Your Petitioners humbly submit that after so long use of the said Islands by the said Inhabitants it would be a harsh measure (particularly to the poorer portion of the Inhabitants) to deprive them of the innocent and healthy pleasure and recreation they now enjoy therefrom that the being allowed to resort to the said Islands during the summer season has been a great boon to the people of Brockville and vicinity and has undoubtedly added greatly to the general healthfulness of this locality. That if the people were now to be deprived of the privilege of visiting these Islands it would result in their being shut out from one of the chief attractions of the River in this neighbourhood and thereafter they would practically be prohibited for the use of any similar place of Public

²⁰ NA, RG 10 Vol 1901 File 2058 C-11107

²¹ NA, RG 10 Vol 2090 file 14273

resort.²²

The petition went on to ask that either the islands be withdrawn from sale and kept as a public pleasure ground or “if the Government are determined on selling or leasing the said group of Islands that they be sold or leased to the Town of Brockville for a nominal sum to be [used] by said Town of Brockville for the free [use by] the Public for all future time”.

The Department began to make a concerted attempt to auction the islands in lots starting in 1891. The first auction was not a success; by 1893, the islands were being offered for private sale, and by 1894, few of the original conditions on the sale remained. This raised further outcry in the press. The Kingston News in 1893 published excerpts from papers all over Ontario, Conservative, Liberal and Independent, decrying the sale²³. A representative example of a conservative paper, the Hamilton Spectator, had this to say

Announcement is made that in deference to public protest the Government will sell only [300] of the island in the St. Lawrence river. We regret that Ministers adhere to their determination to ignore the general protest which has been made and to outrage public sentiment by selling any of the island. In the whole wide world there is not perhaps so magnificent a national park as the Thousand Islands would make - as they do make without the outlay of a dollar....The people of Canada are just beginning to enjoy them. And this is the moment selected for handing them over to foreigners.

Other papers, such as the Kingston News, were less restrained in their opposition.

The superior beauty of the Canadian channel has long been a subject of remark. Its rich masses of foliage, its quiet leafy nooks and romantic coves, stand in such refreshing contrast to the tea-garden transformation that has passed over so many of the American ones. We do not want the beautiful windings of Fiddler’s Elbow and other romantic spots turned into a street of suburban villas, hotels and boarding houses. Yet this is the fate which a soulless Government seems to be preparing for them. It may take some time to spoil them, but spoiled they must ultimately be, if they become private property. And of course they must also be closed against the numbers of young men and other campers who have hitherto found, amid their quiet recesses, a healthful and happy camping ground pitching their tents there for a few weeks in Summer but as a rule leaving them uninjured by their stay. Of course, owners of islands will not welcome campers and many of our young men who cannot afford to buy islands or build summer cottages will sadly miss the enjoyment they have had in the past among the islands. Possibly they may think of this at election time. It is to be feared that the Government has been too much influenced by interested supporters in the vicinity who have axes to grind.

As well, the province had decided to get in on the act. In August 1893, the Lieutenant-

²² NA, RG 10 vol 2106 file 19375 [1885]

²³ NA, RG 10 vol 2683 file 137553 C-11269 The Kingston News August 5, [1893]

Governor of Ontario, George A. Kirkpatrick, sent a telegram to the Minister of Indian Affairs asking for the price and acreage of all unsold islands. He apparently received no reply and in December wrote to the Secretary of State repeating his query. The Secretary of State responded with the acreage and full price of the islands. On April 26, 1894, the Lieutenant Governor of Ontario responded thus

...I have now the honor to state that my government respectfully represents that there is beyond all doubt a general desire in this province that no more of these islands should go to private individuals, and that all still unsold should be reserved for the common advantage of Her Majesty's subjects and of travellers and visitors...

If this public object can only be accomplished by the purchase of the islands by this Province, I may be advised to recommend the purchase to the consideration of the House at a reasonable price. But the reasons for retaining the island being of a National character and not merely of a Provincial character, I would respectfully urge that the Dominion Government should not make the reservation for the public conditional on the Province purchasing the islands for the purpose...

If the Dominion Government declines to do this than my Government desires to know whether an arrangement might not be made for placing the islands in the hands of commissioners jointly appointed with a view to their being reserved for the public in perpetuity on payment of part of the price by the Province, the Dominion providing the remainder.

If any arrangement of this kind is likewise declined and the only way of getting the islands to be devoted to the national Purpose desired by the people is a purchase by the province, my Government desires to renew the respectful request made in my telegram of 7th August, and my despatch of 14th December last, and not yet answered as to the lowest price which would be accepted...²⁴

The letter goes on further to cite the prices for the islands given in the previous letter from the Secretary of State and to say that "My Government hopes that by mentioning these valuations, and saying nothing as to the lowest aggregate price, it was not intended to intimate that no less would be accepted from the Province for all the islands than the aggregate amount..."²⁵

The debate reached the house of Commons, when, on September 9, 1896, George Taylor, MP for Gananoque, asked if the Government had withdrawn the unsold islands in the River St. Lawrence (known as the Thousand Islands) from the market. "If so, is it the intention of the Government to purchase them from the Indian Department and set them aside as a public

²⁴ NA, RG 10 Vol 2683 file 137553 C-11269 letter to Secretary of State from Province of Ontario April 26, 1894

²⁵ Ibid

park?"²⁶ The minister responded that the province was considering buying all the unsold islands for public park purposes and pending consideration of this the islands had been withdrawn from sale.

At the same time as the province was beginning its bid for ownership of all the unsold islands, the department of Indian Affairs was looking into silencing the opposition to the sale of the islands. In a letter to the Superintendent of Indian Affairs, Hayter Reed reported

I had Mr. Taylor in the day before yesterday, and he suggested reserving the following.— I have given the area and value for your information:

Name	Acreage	Value	Remarks
Pine or Walker	3.8	\$450	Situated slightly above Gananoque
Gordon or Citron	15.5	\$700	About three miles below Gananoque
Hog Island	23.4	\$2000	Considerably west of Gananoque, near American border line.
Deer or Catline	23.3	\$2500	At Fiddler`s Elbow

I understand that when the American islands were being disposed of nearly all the large ones were subdivided and sold in lots, realizing in cash very much more than if sold otherwise. Whether the U.S. Government disposed of them in this way, or whether the purchasers subdivided them, I cannot say, but the fact is that many of the large Islands were sold in lots, and instead of one or two there are many families living on one Island. Places of business, hotels, &c., have been established on them and everything done with the view of attracting tourists, and make the Parks, as they are called, favourite pleasure resorts. If we carried out the same idea in regard to a dozen or so of our large Islands, it is believed that we should not only get more money for them, besides enhancing the value of smaller Islands adjacent to them, but would, to a great extent, satisfy that portion of the public who have been advocating the reserving of the Island for the people generally.

A subdivision and sale of the Islands herein mentioned could be made at some future date if it is thought desirable, it is almost certain, we should have enterprising people competing for business locations, and pleasure seekers with ordinary means, securing building sites when, under other circumstances, they would be debarred from procuring a summer residence.

If the suggestion were adopted the islands to be disposed of in this way could be shown on the map now being prepared, as reserved for Park purposes. Therefore, in addition to the four Islands named I would suggest:

Name	Acreage	Value	Remarks
Mink or Fisher	13.00	1000	Near Fiddler`s Elbow
Bowes	7.3	700	West of Fiddler`s Elbow a few miles
Huckleberry	6.1	800	`` ``

²⁶ Hansard September 9, 1896

Johnson or Chapwell	10	1500	Near Hog (see first list)
No. 116	11.1	500	Between Brockville and Fiddler`s Elbow, near American boundary line.

(No 116 includes 116a, 116 [oo] and 116b).²⁷

In 1894, when the islands were advertised for sale, the pamphlet describing them also showed that a number had been “reserved for park purposes”. The islands were Ninette, St. Catharine, Aubrey, Mermaid, Beau Rivage, Camelot, Endymion, Gordon, Georgina, Constance and Adelaide. Subsequently, Ninette and St. Catharine were sold, leaving the fate of the remaining islands to be debated in the department for the next few years.

The rather Machiavellian strategy suggested above for final disposal of the islands didn’t go anywhere. On the 18th of August 1896, shortly after Wilfrid Laurier’s Liberal government took power, the Hon. R. W. Scott, then Acting Superintendent General, directed that the islands be withdrawn from sale. In 1898, an internal memo for Clifford Sifton, the minister of Indian Affairs, on the issue of the sake of the islands reported that “no further communication has been received from the Ontario Government on the subject, and it is quite evident that the question of converting the islands into a park has fallen through; as, in view of the sale in 1894, it would now cost an enormous sum to expropriate and compensate the owners.”²⁸ The memo went on to say that “it would be advisable to place all the unsold islands in the market early next season - *with the possible exception of those reserved for park purposes.*” (Italics added)

In the parliamentary session of 1903 \$12,000.00 was voted to recompense the Mississauga Band for the nine islands and to pay for improvements on the islands. While the islands were still under the authority of the Department of Indian Affairs, arrangements were being made to transfer them to the Department of the Interior. There is no official correspondence between the Ministers of the two departments that would help explain how this decision was reached as the minister responsible for both Indian Affairs and the Interior was one and the same, Clifford Sifton.

Care of the islands 1897 to 1904

In 1897 O.V. Goulette was hired by order in council to care for the park islands. He was paid \$25.00 per year. He quickly protested that this was an insufficient amount for the duties he was felt called upon to perform, such as making regular inspection trips to the islands. Initially

²⁷ NA, RG 10 Vol 2714 File 144,001-1 c-11269 Hayter Reed to T. Mayne Daly Superintendent General of Indian Affairs Dec. 29, 1893

²⁸ NA, RG 10 Vol 2714 File 144,001-1 Dec, 23, 1898 memo to Superintendent General Indian Affairs from J. D. McLean Secretary

the instruction of the Department were as laid out in this July 19,1897 memo from the Deputy Minister :

I may explain that when I recommended Mr. Goulette's appointment at \$25.00 per annum I believed at the time as I so now that the position was simply a nominal one, the desire being that the people generally should know that there was a man in charge of these Islands, a fact which would tend to prevent trespassers from injuring them. Please write to Mr. Goulette to this effect. I do not think there is any necessity of his making tours of inspection except for the purpose of letting people know that he holds a position of authority in connection with the Islands.²⁹

By August of the same year, however, this position had changed, as Goulette was now expected to grant licenses to camp or fish on the park islands, as well as to report to the department any unauthorized use of the island, such as cutting trees or pasturing cattle. The department was not insensible to the need for transportation for him. In a letter to the Department of Marine and Fisheries, the Deputy Superintendent General requested that Goulette be allowed to ride along with fisheries officers and, when convenient, even borrow a boat to carry out his duties. The department responded that this arrangement was fine as long as Goulette did not impede the duties of the fisheries officers.³⁰ There is evidence, as well, the Department of Indian Affairs provided him with a boat for a short period of time.

By 1899, in any case, Goulette was being paid \$150.00 per year for his care of the unsold islands, as reported in a statement of expenditure from that year. Fuel, rental of wharf space and the employment of an engineer for the Mabel cost \$196.53 in that year.

Other Information of Interest 1894 - 1904

Canadian Government from 1894 - 96 Conservative; from 1896- 1904 Liberal

MP Leeds : George Taylor (con)

Brockville : 1894 - 1900 Woods (con); 1900-1904 John Culbert (con)

Kingston : 1894-1896 Jas. H. Metcalfe (con); 1896 - 1904 B.M. Britton (lib)

MPP Leeds : 1894-1904 Walter Beatty (con)

MPP Kingston : 1894 E.H. Smythe (con); 1894-1901 William Harty (lib); 1901-1904 Edward J.B. Pense (lib)

MPP Frontenac : 1894-1898 Joseph L. Haycock (lib); 1889-1904 John S. Gallagher (con)

MPP Brockville : 1894-1898 George A. Dana (lib); 1898-1904 George P. Graham (lib)

department in charge - Indian Affairs

Minister 1894-96 Thomas Mayne Daly (con); 1896-96 Hugh John Macdonald (con); 1896-96

²⁹ NA, RG 10 Vol 1961 file 4926 C 11122

³⁰ NA, Rg 10 Vol 2715 file 144,001-1B memo to Deputy Superintendent General (Frank Pedley) IA from DM of Marine and Fisheries April 6, 1905

vacant; 1896-96 Richard William Scott (lib); 1896-1904 Clifford Sifton (lib)

local infrastructure: local government - United Counties of Leeds and Grenville Council made up of reeves and deputy reeves of towns and villages.; County of Frontenac Council also made up of reeves and deputy reeves of towns and villages. Brockville and Kingston had own councils.

No roads along the shore of the St. Lawrence, Kings highway 2 ran north of the river, through Mallorytown. Access to the river was on north south axis at intervals along the shore. Local transportation between river settlements was done by boat.

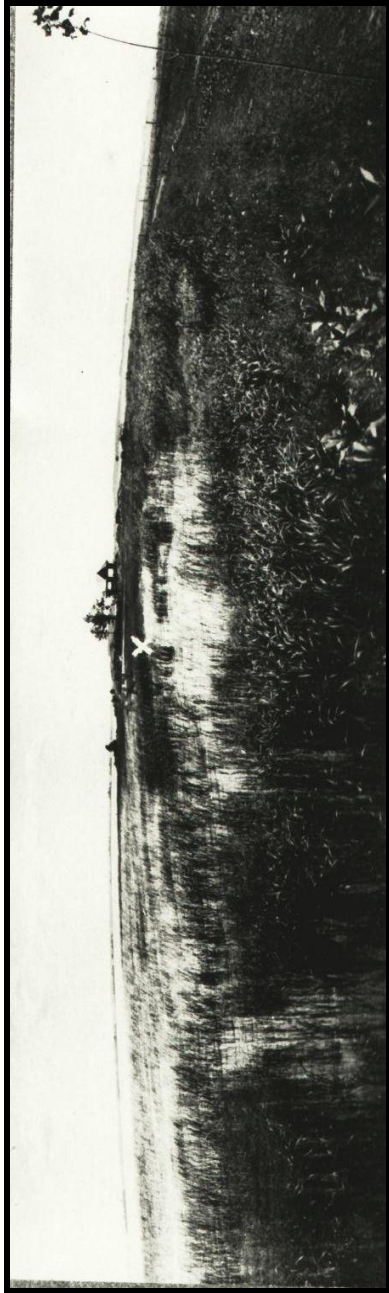


Figure 3 Mallorytown Landing from mainland circa 1910 NA C-147775

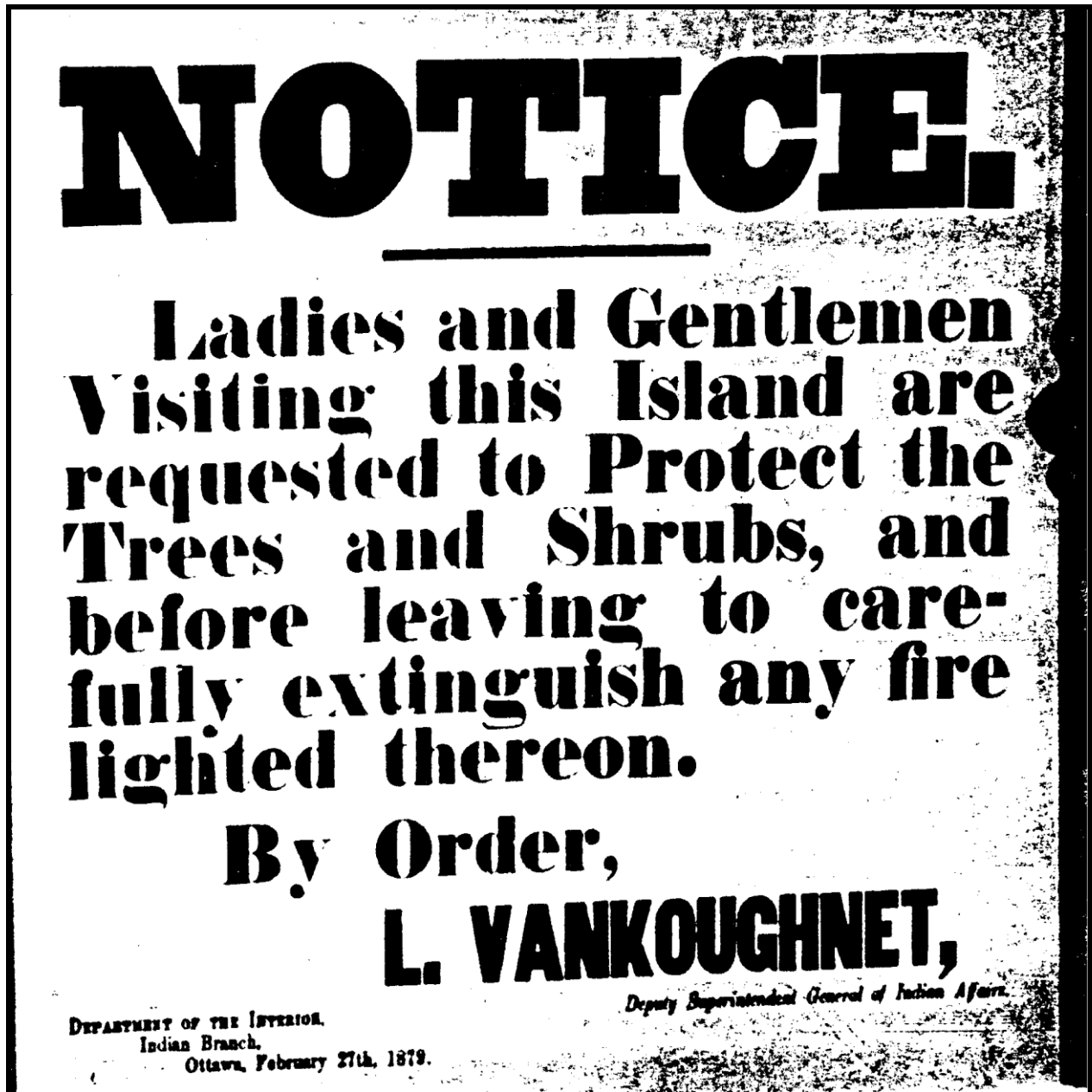


Figure 5 Notice posted on islands in 1879. Clearly the islands were being used enough to warrant the posting of signs asking that users exercise care.



Figure 6 Picnic Party in the Thousand islands circa 1900 NA, PA 194675



Figure 7 Aubrey Island 1903 NA, PA 200079

V St. Lawrence Islands National Park 1904

While many of the smaller Thousand Islands had long been used as public recreation grounds by local residents, and had been unofficially reserved in 1893 or 1894, it was not until 1904 that islands were officially set aside for park purposes. On September 20, 1904, Order in Council 1725, which officially designated the islands as a park, was passed. This OIC stated:

On a memorandum dated 30 August 1904, from the Superintendent General of Indian Affairs, submitting that the following islands in the River St. Lawrence lying in front of the Townships of Leeds, Lansdowne and Young [sic] have been reserved for park purposes, namely:-

- Burnt or Aubrey
- Pine or Mermaid
- Buck or Beau Rivage
- Hog or Camelot
- Johnson or Endymion
- Citron or Gordon
- Deer or Georgina
- Bowes or Constance
- No. 116 or Adelaide

As well as the islands which had been set aside years before, the new park had one other component, a small property at Mallorytown Landing including a small island just off shore. This was sold to the government of Canada by James P. Mallory, Robert I. Mallory, David B. Mallory and Amasa B. Mallory for the sum of one dollar on the proviso that the land be used “for the purpose of a public park and provided that if at any time the land hereby granted ceases to be used for public park purposes it shall revert to the Municipal Council of the Front of Yonge and Escott upon payment for the improvements thereon.”³¹

Stovin Island and part of Grenadier Island were added to the original 9 islands by PC 1927 November 3, 1905

Having the Mallorytown property and the islands in hand, the government was quick to develop them for use. Even before the 1904 OIC was passed, the Indian Affairs Department had put out for tender the task of building docks, pavilions, signs, and underbrushing the islands they expected to be made public lands.

Each wharf will have a sign board placed near it bearing the words “Dominion of Canada

³¹ NA, RG 10 Vol 2715 File 144,001-1B indenture between Mallory family and Gov’t of Canada June 11, 1904

Public Lands, No. 1" the numbers to run from one upward...³²

The contractor hired to prepare the islands for public use was John Warwick. He was, according to his contract with the department, an architect and contractor from Brockville. The initial contract of April 7, 1904 was to "well and substantially erect, build, set up and finish the docks, approaches, pavilions, stove, closets, etc., on six certain islands in the River St. Lawrence in the County of Leeds, aforesaid, and to compose the same of such stone, brick, timber and other materials as shall be approved of by any officer who may be appointed for the purpose by the Superintendent General of Indian Affairs. In consideration whereof the said Superintendent General of Indian Affairs, acting for the Department of Indian Affairs, for...to pay...the said John D. Warwick or his Assigns the sum of Eleven Thousand Nine Hundred and Fifty dollars."³³

The officer appointed to oversee Warwick's work was a Captain John A. Carnegie of Rockport. He appears to have been involved in the selection of islands to have improvements and in overseeing the work, however there remains no communications between him and the department or between him and Warwick³⁴.

In a letter from the Minister of the Interior, Clifford Sifton, in May 1904, the location of the wharves and pavilions were given as: Beau Rivage, Gordon, Georgina (2), the head of Grenadier, Mallorytown Landing, Picnic (Stovin). One pavilion had been added to the contract, possibly the one on Grenadier or Stovin.³⁵

John Warwick's invoice of January 1905, lists considerable extra work done to prepare the islands for public use. For the \$11,950 contracted for, he constructed "six pavillions [sic], six wharves and three approaches on certain islands". As well, his invoice included:

One additional pavillion	\$1000.00
Five boat landings and cleaning out stone at head of Grenadier Island- a set of steps built instead of cleaning out stone.	\$449.00
Underbrushing - Grenadier or Deer Island ³⁶ - \$500 - on four other islands	\$400 \$900.00
Approaches to Gordon and Red Horse, Island - intended to be straight wharves - decided afterwards to make them L wharves	\$975.52

³² NA RG 10 Vol 2715 File 144,001-1B indenture between Mallory family and Gov't of Canada June 11, 1904

³³ NA, RG 84 A2a Vol. 1922 T-10968 Contract number 270614

³⁴ NA, RG 10 Vol. 2715 File 144,001-1B letter from Pedley to Warwick April 17 1904

³⁵ NA, RG 84 A2a Vol. 1922 T-10968

³⁶ Georgina was the island known as Deer, however it appears that a great deal of trouble was encountered at the Grenadier Island property, so that references in this invoice to Deer are most likely meant as Grenadier.

A boat landing at Gordon	\$ 56.00
27 feet of water dredged at Mallorytown wharf \$1.27/foot	\$289.44
Seven and a half feet to approach to Deer Island ³⁷ wharf at \$4.20/ foot	\$ 31.50
Extra crib work at Deer Island 31 ½ feet \$17.34/foot	\$546.21
Steps at Red Horse Island wharf	\$ 5.00
Delay and sinking of a scow at the head of Grenadier Island consequent on the refusal of the light-house keeper to allow the scow to be brought to land. The cost was incurred in obtaining the assistance of a tug from Gananogue to raise the scow and includes unloading and reloading its load of timber on an opposite island	\$ 75.00
Blasting rock at Mallorytown pavillion	\$204.75 ³⁸

Warwick's total invoice for the work was \$22082.42, almost twice the amount of the original contract.

During the work on Grenadier, Warwick ran into some trouble with the lighthouse keeper at the west end of Grenadier. On June 20, 1904, a letter from the Department of Indian Affairs to the Department of Marine and Fisheries complained that they had received a letter, forwarded to them by Warwick from Mr. Albert Root, the light keeper of Grenadier Island light station forbidding the landing of any building material and the progress of any Government building on Grenadier Island.³⁹ A short tussle ensued between the departments, Marine and Fisheries claiming that they had purchased the land from Root previously, and Indian Affairs claiming that Root had no authority to sell the land as he had only been a squatter. It would appear that Indian Affairs won this battle, as the land was transferred to the Department of the Interior in 1905.⁴⁰

By the early 1920s:

Each island or group of islands as the case may be is a complete park or recreation ground and is supplied with a wharf for skiffs and launches as well as all the equipment necessary for a picnic or camping party, including pavilion, tables, benches, campstoves, garbage receptacles, closets, etc. Suitable flag poles have been erected near the pavilions and a Union Jack is always flying and this, with the sign board "Dominion Lands No. 3" or whatever may be the number which designates the particular reservation, indicates the presence of a Dominion Park. Each park is in charge of a caretaker who keeps it neat and clean and enforces the few necessary regulations. All the privileges of the park are free

³⁷ See footnote 6

³⁸ NA, RG 84 A2a Vol. 1922 T-10968

³⁹ NA, RG 10 Vol 2715 File 144,001-1B June 20 1904 letter from deputy superintendent general IA to DM Marine and Fisheries

⁴⁰ NA, RG 84 vol 1922 STL 2 letter re OIC transferring islands from Indian Affairs to Interior November 16 1905

to and who desire to visit them, provided the regulations are carefully observed....⁴¹

Goulette continued to care for the islands. Early in 1905 he found that the original fastenings on the outhouses were damaged and had to be replaced.⁴² He was kept busy repairing damage by fire and vandalism to tables and pavilions, but reported on July 31, 1905 in regards to No 1 pavilion that a “great many use it and enjoy it very much.”⁴³ There also continued to be problems with Albert Root around the ownership of the land at the head of Grenadier.

At this early date, there were no improvements on Aubrey, Mermaid, Camelot, Endymion, Constance or Adelaide Islands. It is likely, however, that campers and picnickers used these islands just the same.

⁴¹ NA, RG 84 Vol 1922 ND but probably sometime in the 1910s or 1920s report on recent work done on islands

⁴² NA, RG 10 Vol 2715 file 144001-1b C-11269 May 31, 1905 to Dept of Indian Affairs from O. V. Goulette

⁴³ Ibid July 31, 1905

VI. The Park 1904 to 1954

Over the next 50 years, the care of the islands and mainland property lay in the hands of caretakers. Two more islands are added to the park and facilities were gradually increased. In 1916 St. Lawrence Islands, Point Pelee and Georgian Bay Islands were all established as National Parks. This was a peaceful time in the life of SLINP.

Early Park Expansion

The inclusion of Broder Island opposite Morrisburg was broached as early as 1917, when Andrew Broder M.P. of that town suggested to the department that they might wish to add Doran Island to the park. Doran Island was the property of the St. Regis band and had been under lease to Mr. Price McKinney of Ohio until October 1916. A March 22, 1917 interdepartmental memo explained the proceedings so far thus:

There is not a great deal of matter on file because a good deal of the work in connection with it has been done verbally. Some time ago this Branch became interested in a suggestion that this island should be put in the St. Lawrence Island Parks system because it was represented that this was the original Chimney Island and that therefore it was of considerable historic interest. Incidentally we have learned that the town of Morrisburg has apparently been anxious to secure the island as a park for the town and that Mr. Broder had been interesting himself in that connection. Apparently the only way that the island could be secured is by proceeding by expropriation. Unfortunately this Branch in view of the very much reduced appropriations is scarcely in a position to consider paying out very much money to secure this island but it might do no harm for you to have a personal discussion of the whole situation with Mr. Broder.⁴⁴

An order in council of September 11, 1917 authorized the purchase of the island. The Indian Department had a re-valuation of the island made in order to determine the rental that should be charged for a new lease. The value of the island was determined to be \$3,300. The Department then decided to expropriate this island for park purposes. The Department of Indian Affairs applied to the Governor in Council to authorize the acquisition of this island by the Department of the Interior for park purposes. At the same time the former lessee requested through his solicitors that his interests be cared for. This effectively put the expropriation on hold for a time. The Justice Department was of the opinion that the Dominion of Canada did not have the authority to expropriate this land without direction from Parliament. Consequently an amendment to Dominion Forest Reserves and Parks Act allowing the expropriation of Indian lands for park purposes was passed in session of 1918-19.⁴⁵ The island was finally expropriated

⁴⁴ NA, RG 84 vol 1929 STL BR2 pt. 2

⁴⁵ NA, RG 84 A2A Vol 1929 Stl BE2 SLINP Broder park - history and establishment pt 2 1923-1958 T-

December 3, 1919⁴⁶. The name was changed to Broder Island shortly after the expropriation.

A memo of May 11, 1920⁴⁷ reports that the condition of the buildings on the island was dire. A house had burned down during the past year, the barn had blown over and the gasoline shed was the only structure standing on the island. A carpenter was hired to build six outbuildings (not specified, but from later information included outhouses and bathhouses), and camp stoves, a flagpole and a new sign for the island were ordered. The wharf was repaired and the island was cleared of weeds and underbrush (possibly by burning, the method suggested in this memo). A well was dug. There were “about a dozen military tables, seating ten each, and twenty-four benches” and a sandy bathing beach.⁴⁸ A caretaker, Mr. N.W. Davy, was proposed (and later appointed) to care for the island and issue camping permits. A pavilion was built by 1930, when a William Stools built steps for it for a total cost of \$3.00 (6 hours at \$.50 per hour)⁴⁹. The park provided large tents in the meantime, although by 1923 there was a bathhouse.⁵⁰

An inaugural lunch was held on the island, now called “Broder Park”, was held in June 19, 1920 by a committee from Morrisburg. The purpose of the lunch was so that The Press of the County may review by personal inspection that advantages, natural beauty and possibilities of Broder Park as a Picnic, Recreation and Camping Ground set aside by the Dominion Government for the user of the people of Canada. A representative of the government will be present to explain its policy in regards to the use of the park and we sincerely trust that you will be present so that the citizens of your district will receive the announcement that is Island has been restored to them for their own use and a description of the park furnished.⁵¹

By all accounts the citizens of Morrisburg greeted the park enthusiastically. In 1920: All the churches of Morrisburg are having a union picnic at Broder park, Saturday, July 24 and it would be almost a calamity if a storm should come and there was no protection for the women and children. The tent ordered has not arrived and the writer thought

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⁴⁶ Order In Council P.C. 2428

⁴⁷ NA, RG 84 Vol. 1929 STLBR2 memo to Mr. Harkin from Mr. Spero

⁴⁸ NA, RG 84 Vol 1929 STL BR2 pt 2 July 1, 1920 Winchester Press NA,

⁴⁹ NA, RG 84 Vol. 1930 STL STO 2 July 24, 1930 letter from letter to J.B. Harkins from George Sargent

⁵⁰ NA, Rg 84 A2a Vol. 1929 STL BE2 SLINP April 11, 1923 letter from caretaker - letter also reported that ice had done considerable damage to the dock as well as to the blocking under the bathhouse.

⁵¹ NA, RG 84 Vol. 1929 STLBR2 June 10, 1920 letter to Mr. Harkin from committee in Morrisburg

perhaps you could put a tracer after it or arrange to have another sent out in its place. A troop of fifty Boy Scouts from Winchester are arranging for spend a week at the park followed by the Girl Guides for another week to make the trip more attractive we assured them that the big tent would be here also promised them that we would look after tables for their dining tent.. Could we get at least another half dozen tables with benches. There will be a good place to store the tables when the gas tank is removed and if not asking too much we could use another dozen. At the end of this week there will be four families at least permanently or rather for a few weeks camping on the island. Saturdays and Sundays the people are beginning to use the Park and last Sunday it was a very busy spot.⁵²

Mr. Davy did not last long as the caretaker. George Challies may have served as such for a short period, but Albert Bourrette of Morrisburg was caretaker from 1923 until Nov. 10, 1934 when he was replaced by Paul Gordon.. By 1949 Norman Clark was caretaker of Broder Island, until it was lost to the St. Lawrence Seaway in 1959.

By the 1920s, the citizens of Kingston were feeling that there should be a park island at their end of the Thousand Islands. Cedar Island was proposed to the Parks Service through a number of routes, not only by the public, but by the Department of National Defense, who had held the lease of the island for some years but no longer had use for the island. It contained a Martello Tower, part of the historic fortifications of Kingston, but the National Historic Sites and Monuments Board, newly formed in 1919, did not consider that the tower was of national significance. The City Council of Kingston, the Board of Trade, the Kiwanis Club and a number of prominent people in Kingston all lent their voices in support of Cedar becoming a park island. On 11th July 1924, Order in Council PC 1194, approved inclusion of Cedar Island in the St. Lawrence Island Park System.

Mr. James B. Conway was appointed a part-time caretaker at a salary of \$200.00 per annum, and the island was equipped with outhouses, tables, benches, camp stoves and a new covering on the wharf.

The extant building on the island was Cathcart Tower, one of a series of four towers that made up the water based part of the Kingston Fortifications. It was finally deemed to be of National Historic Significance by the NHSMB in 1959. When the parks service took over Cedar Island, however, the tower was in fairly bad shape, as this memo attests:

On the occasion of my inspection in Western Ontario, while in Kingston, I visited Cedar island, for the purpose of securing data in connection with the Martello Tower. It was rather a difficult proposition to get into the tower as there is no stairway and one has to crawl up the side of the wall.

The roof on the tower is completely destroyed and the three old guns which were

⁵² NA, RG 84 Vol. 1929 STL BR2 pt. 2 July 14, 1920 letter to JB Harkin from Geo Challies

mounted on wooden carriages are now lying on the floor, that carriages being all rotten due to exposure to weather. The floor on the second story is practically gone. The outside stone work appears to be in good condition. The water, however, will very soon destroy the whole masonry unless a roof is put on in the near future. In my estimation it would be expedient to have this tower put in good condition.⁵³

By 1929 Henry Cambridge had just taken over as caretaker from J.B. Conway. Daniel Gallagher had taken over by 1949. Sometime between 1930 and 1932, a new pavilion was built.⁵⁴

The Islands

By 1920, SLINP consisted of the property at Mallorytown Landing and 13 islands or parts of islands.

Adelaide no improvements until early 1950s when a pavilion, wharf and 2 toilets were added

Aubrey lighthouse on east end of island, lighthouse keepers house in centre of island; by 1916 wharf and pavilion; probably at same time 2 stoves, 2 outclosets, 4 tables, 2 garbage cans, 10 benches were added; 1918/19 a boathouse was built for lighthouse keeper – removed in 1937

Beau Rivage In 1905 this island had a pavilion, a steamboat wharf, boat wharf, water closets, stoves and a pavilion with tables and benches. Lighthouse at west end of island with house, barn and garden. Men's toilet replaced in 1933 when a storm blew over a large oak.

Broder In the 1920s this island had wharf, pavilion, bathhouse, toilets, tables and benches, stoves, garbage cans. By 1930 there were two pavilions and by 1947 there was a south and an east wharf.

Camelot no improvement until the 1910s, when a stove was placed on the island. Early in the 1950s a pavilion, 2 toilets and a toolshed were built.

Cedar 1920s Martello Tower, and presumably, a wharf. By the 1930s there were stoves on the island, as well as a pavilion and picnic tables.

Constance In the early 1910s or 20s one stove is reported on this island. There was also presumably some sort of wharf and at some point two toilets were added.

Endymion In the early 1910s or 20s one stove is reported on this island, and presumably some sort of wharf.

Georgina west end : steamboat and skiff wharves, 1 pavilion, 2 stoves, 2 toilets, 4 tables, 12 benches, w garbage cans; east end : skiff wharf, 3 stoves, 2 toilets, 4 tables, 14 benches, 2 garbage cans. Wharves rebuilt in 1944/45

Gordon A pavilion, a steam boat wharf, boat wharf, 2 water-closets, 3 stoves, pavilion, 4

⁵³ NA, RG 84 Vol 1930 STLCE2 .September 30, 1924 memo

⁵⁴ NA, RG 84 Vol 1930 STLCE2 letter to Mr. J. B. Harkins from George Parsons August 8, 1932

tables, 10 benches, 2 garbage cans. Wharf rebuilt in 1945/46

Grenadier lighthouse reserve with lighthouse and lightkeeper's house and presumably a wharf. Steamboat wharf, pavilion, 2 stoves, 2 toilets, 4 tables, 12 benches, 2 garbage cans. Small wharf carried away by high water in 1943 – not replaced.

Mermaid no improvements noted, but in 1938 a letter from a member of the public notes that since 1924 he has been coming to the island and there is a dock and campsites. Sometime before 1950 a toilet was added.

Stovin steamboat and skiff wharves, 2 pavilions, 5 stoves, 4 closets, 6 tables, 16 benches, 6 garbage cans. Main wharf repaired in 1946 and smaller one in 1947.

Mallorytown Landing The causeway to the island at Mallorytown Landing has been in place at least since at least 1924. Between 1924 and 1931⁵⁵ the causeway was widened. Around this time the wharf was recovered and “a playground consisting of about two acres was levelled off and seeded, thus affording a very suitable place for school picnics.”⁵⁶ Wharf, tables, stove, benches, pavilion and garbage cans were also provided.

Care of island facilities

Care of the islands continued as before for some years after the establishment of the park. “Since the Canadian Islands were transferred to the Department of the Interior [1904], **Mr. O.V. Goulette**, of Gananoque, who was appointed caretaker of these islands at a salary of \$10 per month and travelling expenses when making the necessary inspections. Last year the amount paid Mr. Goulette was \$120 for salary and \$95 expenses. I understand that he is also in receipt of a salary of \$150 per annum from the Department of Indian Affairs for looking after the unsold islands under charge of that Department.”⁵⁷ By the time Goulette died in 1911, J.A.Gibson of Mallorytown, who was the caretaker of islands between Rockport and Brockville and was paid \$25/year, had assumed part of his duties. His services were dispensed with May 21, 1912.

It seems that at this time a new system for caring for the island was set up. At his death, Goulette's remaining duties had apparently been taken over by J.B. MacKenzie who was appointed caretaker of St. Lawrence Island Parks May 31, 1911 at a salary of \$200 per year and dismissed on June 1, 1912. This was explained in a memo dated April 30, 1912

With reference to the substance of the Honourable Mr. Hazen's communication to the Minister, in connection with the rearrangement of the light house keepers in certain of the islands in the vicinity of the St. Lawrence Islands Park, and containing the proposal that these keepers look after the islands reserved as dominion Parks in addition to their light

⁵⁵ Comparison of Aerial photos H.A.26.8 (1924) and A.3254.61 (1931) National Air Photo Library

⁵⁶ NA, RG 84 Vol 1922 report on recent work done on islands, nd

⁵⁷ NA, RG 84 Vol 1922 Report by Robert Campbell on visit to SLI [June] 18, 1908

house duties ... I take it that Mr. Mackenzie's services are to be dispensed with...as to salary, while I understand that the Marine Department is willing that these parties should look after out islands without further remuneration from the Department, it seems to me that a small annual allowance, say, \$25 should be provided for each, as I think we would be more likely to get better service if this was done.⁵⁸

The job of caring for the park islands thus passed to:

Joshua Timleck - Stovin Island appointed June 7, 1912 salary - \$50

J.G. Wallace -Georgina and Constance Island, lighthouse keeper at Lindoe appointed May 20, 1913 salary \$25 [son of the first John Wallace]

James A Acton - Aubrey and Mermaid Islands lighthouse keeper at Burnt Island appointed May 20, 1912 salary \$25

Abraham Meggs Beau Rivage Island (in charge of Red Horse and Spectacle Shoal Lights) appointed may 20, 1912 salary \$25

Robert J. Harrier Malloryown Landing and Adelaide Island appointed Feb 6, 1912 salary \$25

Mrs. Manly Cross Gordon, Camelot and Endymion Islands (keeper Gananoque narrows and Hackstraw Shoal Lights) appointed July 16, 1912 salary \$25

D.E. Root Grenadier Island appointed July 13, 1912 salary \$25⁵⁹

This system was gradually replaced over the years. It may have been because of conflict between the Marine Department and the Department of the Interior over the time spent by the lighthouse keepers in carrying out their various duties- that is hinted in the records. By 1917, there were new men caring for the islands; Thomas Ferris took over caring for Beau Rivage, Mermaid, Aubrey, Gordon, Camelot, Endymion Islands in 1917; Andrew Tuesdell took over caring for Constance and Georgina Islands in 1919; by 1924 John Manor was taking care of Mallorytown Landing and Adelaide Island; and by 1929 George Sargeant was taking care of Stovin. These caretakers were all earning in the vicinity of \$150/year. As mentioned earlier J.B. Conway cared for Cedar Island until 1929 when Henry Cambridge replaced him. By 1949, Daniel Gallagher had taken over. Broder Island was cared for initially by a Mr. Davy, who was replaced by Albert Bourrette.

A caretaker, who was responsible for all aspects of island care and administration, staffed each island. He issued camping permits, cleared away garbage, arranged for the repair of buildings and docks, and hired casual labour to help him when needed. The latter two tasks were done with the permission and funds from the central office in Ottawa, as the park would not have a superintendent until much later in its life, and would not have a independent superintendent until well into the 1960s.

⁵⁸ NA, RG 84 Vol 1922 lighthouse keepers as keepers of park islands

⁵⁹ NA, RG 10 Vol 1961 file 4926 C 11122

Some of the islands required little care. Adelaide, for example, had no improvements until the 1950s. However Camelot, Endymion and Constance each had a stove and the rest of the islands had wharves, outhouses, stoves, picnic tables, benches and pavilions. On these islands the caretaker's job was more complex. A clue to what a caretaker might be called upon to do to maintain his island may be found in this Aug 28, 1938 letter from A.L. Hughes from St. Louis Missouri:

I take great pleasure in informing you that I consider the group of National Park islands near Gananoque, viz., Mermaid, Burnt (or Aubrey) and Beau Rivage the best kept National Park islands I have seen. I have been coming to Gananoque for two to three months every year for the past fourteen years, and I am very familiar with the islands about here. The docks and camp sites are splendidly taken care of and no rubbish is allowed to accumulate. These three islands are noteworthy for the absence of unsightly objects around camp sites. And indeed everywhere. Bottles, papers, old food which careless campers are only too prone to leave behind them are removed promptly and it is a pleasure to land on these National Park islands, and enjoy a picnic.⁶⁰

The task of garbage collection is explicit in this letter, but reading between the lines, it is clear that the work to take care of this island parks included other things as well. The maintenance of the wharves and buildings would be a large part of spring and fall work, cleaning and care of the outhouses would be ongoing, as would be the provision of firewood and the general tidying of campsites. In the early years of the park, the wharf at Beau Rivage Island was repaired (totally new flooring laid, substituting pine timber for hemlock and putting all new joints in launch wharf); at Georgina Island "some clearing was done here and an experiment made with rustic cobblestone chimneys for the camp stoves. These chimneys harmonize with the surroundings and, if they prove satisfactory, the present ordinary stove chimneys, which are constantly in need of repair and frequently blown down, will be gradually replaced by the more permanent cobblestone kind"; at Grenadier Island "the old wharf was in need of extensive repairs, but owing to the strong current at this point and the consequent strain it was decided to repair only a small portion and to build a new wharf in a less exposed position. The old wharf was accordingly re-covered and the piers filled in with stone and a new wharf, 80 ft. long, built at the northwest corner of the island in a sheltered channel"; and "A new skiff and launch wharf was built in the small sheltered bay south of the [Stovin] island to accommodate the increased demand".⁶¹

These were not light duties, nor ones taken lightly by the caretakers, as evidenced in the letter to J.B. Harkins from Gerald W. Birks July 28, 1930

On returning from an extended cruise in my yacht amongst the Thousand Islands, I feel

⁶⁰ NA, RG 84 A2A Vol 1929 Stl BE2 SLINP Beau Rivage (previously S3) 1933-1938 T-10974

⁶¹ NA, RG 84 Vol 1922ND but probably from 1910s or 20s improvements on Islands

compelled to drop you a line to say how very much we appreciated the docks and general convenience of the Islands under your jurisdiction. It was particularly gratifying to see the splendid use being made of Beau Rivage, not only by the casual cruiser, but by such splendid groups of boys and girls having their Summer camps and Conferences. The Government is certainly making a real contribution to the life of the people of Canadian this good work.

May I also take this opportunity to commend the excellent way the Islands are looked after by your representatives, this once more applying particularly to your man Ferris at Beau Rivage and Burnt Island, who impresses me as a thoroughly conscientious and industrious servant of the Government.⁶²

As the 20th century advanced, so did the types of buildings found in the park. Early outhouses were described in the earliest contract spec as
Closets - To be built as shown on plans, with drawer under seat to pull out from behind closet having neat door to cover same. There will be seat and one hole in each and batton door hung with strong hinge and fastened with strong thumb latch, also small frame in end covered with wire screen, the whole to be made neat and done in a workmanlike manner with two closets to each island.⁶³

When Cedar Island became part of the park, the closets put in were an experiment in response to a reported criticism of the outside dry toilets in use on the other park islands. Chemical toilets were initially installed there, with a view to using them throughout the system if they should prove successful.

The first stoves were to be
built to each island one camp stove with sides and ends of stone laid in cement mortar with cast iron cover with two holes, and hole for smoke pipe, also cast iron doors to front of stove, the whole to be completed in a good and workmanlike manner.⁶⁴

The stoves built on Broder Island, in 1920, were iron, box-stoves, encased in cement, and had three large potholes on the top of each.

The early pavilions, of which only two remain today, were octagonal structures whose original roofs did not weather the winds of the river very easily.

Bathhouses appeared on some islands in the 1920s or later and remained popular until past mid century, when most were removed. The reason for their removal was a combination of

⁶² NA, RG 84 A-2-a Microfiche reel T-10968 St. Lawrence Islands National Park - Establishment - Boundary Revisions pt. 1 1905 -1946 (vol 1922)

⁶³ NA, RG 84 A2a Vol.1922T-10968

⁶⁴ Ibid

factors. By the 1980s and 90s, the effects of human use on the islands was being considered a threat to the health of the park and its surrounding area. A number of islands were declared at risk and facilities were removed. Also many of the structures were old and no longer completely functional. Perhaps the main reason, however, was almost certainly that island users no longer came in small boats or on public boats. Almost all users of the islands came in pleasure cruisers, with cabins on board where they preferred to change. The only change houses remaining are the ones at Mallorytown Landing.

According to Alfred MacDonald, a warden at the park during the 1960s, the causeway to the island at Mallorytown Landing was filled in the 1930s, when the Parkway was put through., with materials left over from the parkway construction. Reference to aerial photos show that the causeway has existed since at least 1924, but has been widened over the years, the most significant change occurring after the construction of the parkway.

Nature, as well as the island users, made work for the caretakers. A letter dated June 30, 1933 from Thos Ferris reports

I have to advise you that the storm we had on the 28th has done considerable damage to the parks in my charge. A large number of trees are down, and most of them have fallen on top of stoves and pathways. A large oak fell on top on the men's toilet at Beau Rivage, and it is a complete wreck, therefore it will be necessary to have a new one built. And this should be done as soon as possible as the girls are camping on one side of the island, and this leaves only one toilet for the rest of the public. When you are having the toilet built, I would be glad if you could let me have the man for a day or two to get the largest of the trees cleared from the stoves and pathways.⁶⁵

Apparently casual employment for the park was allowed as he was instructed that he might hire a man to build the toilet and that he may keep that man to help him clean up the deadfall from the storm which was to be cut up and placed at convenient locations for campers.

Little evidence has been found of reports of the caretakers to any superiors. The evidence left suggests that they wrote to the department when there was something to report - that is when they needed resources to make a repair or when there was a problem with the island users, such as the following: portion of a letter from Thos Ferris caretaker Oct 16, 1933

...I have to advise you that there are a number of people gathering wood around the Island and they seem to have the impression that it is alright to take the dead and fallen trees as out notices only state that anyone destroying or disfiguring trees will be liable to prosecution.

I have warned several of these parties about taking wood from the parks as it is the limbs and lighter material that they take therefore I would suggest that signs be put up to the effect that anyone taking wood from the islands will be liable to prosecution."

It may be that there were periods when reports were demanded from the department, but

⁶⁵ NA, RG 84 A2A Vol 1929 Stl BE2 SLINP Beau Rivage (previously S3) 1933-1938 T -10974

from evidence left the compliance was spotty at best. One monthly report from Gordon Island Park remains, which reports:

May 14th Launch Gadabout 12 people

May 24th 10 people

May 26 16 people

Activities

Cleaning up Island, putting pipes on stove, repairing sills in toilets, putting 2x4 standards under pavillion where others had rotted out.

Thomas Glover Caretaker⁶⁶

The records indicate some repairs and replacement of facilities over the early years of the park. In June 1908 a trip of inspection to the islands by Mr. R. H. Campbell, Superintendent of Forestry, led to the recommendation that one of the pavillions on Georgina needed to be reconstructed, as it had blown down.⁶⁷ In 1911, a cement wharf was added to Beau Rivage Island to accommodate river steamers.⁶⁸ Sometime during the 1910s or 20s, wharves on Beau Rivage, Georgina, Gordon, Stovin and Mallorytown landing were repaired with new flooring laid.⁶⁹ The same document reported that the wharf at Grenadier “was in need of extensive repairs, but owing to the strong current at this point and the consequent strain it was decided to repair only a small portion and to build a new wharf in a less exposed position. The old wharf was accordingly re-covered and the piers filled in with stone and a new wharf, 80 ft. long, built at the northwest corner of the island in a sheltered channel”.⁷⁰ Sometime during these years, a two acre area at Mallorytown landing was leveled off and seeded to provide a place for school picnics. In 1922 the caretaker at Mallorytown landing was instructed to undertake the following repairs “Four new planks for the wharf; steps from the pavilion leading towards the water to be repaired and put in place; new stove pipes for the stoves. Also some small repairs to tables and benches...Provisions should be made for cutting the grass at least two or three times during the summer...It has been decided to paint all the pavilions this year, give them one coat of paint.”⁷¹ In 1930 the caretaker at Broder reported that he had spent four or five days repairing tables and benches, and that he had sent the Elto engine to Ottawa for rewiring and overhauling. He also had William Stools build steps at both pavilions. The pavilion at Cedar Island was built in 1932. In 1933 the men’s toilet on Beau Rivage had to be rebuilt. The documentation is scanty for the years of the depression and WWII; presumably some repair work would have been

⁶⁶ NA, RG 84 Vol 1930 file STL GO2 Gordon Island June 1, 1926

⁶⁷ NA, Rg 84 Vol. 1922

⁶⁸ NA, RG 84 Vol. 1922

⁶⁹ NA, RG 84 Vol. 1922

⁷⁰ *ibid*

⁷¹ NA, Rg 84 Vol. 1930 STL MA2 Mallorytown Landing

carried out, but there is no evidence of any extraordinary measure being taken to provide work in this community. Certainly SLINP was not a remote enough location for the work camps located in and near some of the western national parks. However later in the 1940s letters and reports started to show up which reported repairs at the Beau Rivage wharf, the Broder wharf, two wharves at Georgina, the wharf at Gordon, the two wharves at Stovin.

In 1951 the following work was carried out: a well was dug on Stovin Island; picnic shelters were placed on Adelaide and Camelot Islands; a wharf was built at Adelaide island; two bathhouses were built at Cedar Island. The buildings were constructed with day labour, but the well and wharf construction was done through a tender process. The wharfs were tendered through the Engineering and Architectural division, wharf for Cedar Island in tender process but no work completed. At Mallorytown Landing "The entrance roadway has recently been re-surfaced with crushed rock but as it is still subject to erosion at high water I instructed the foreman to continue the sea-wall for another 150 feet."⁷²

For some years in the 1940s and 50s the signs and picnic tables for the park were supplied by the penitentiary. At Mallorytown Landing it was reported by the foreman O.N. Noonan that

[They] were formerly oiled with carved letters painted black. The oiled surface of these signs has become so weathered and darkened that it is feared oil stain will not improve them very much. Instructions therefore have been issued to paint the posts dark brown, and if that oil stain does not product satisfactory results on the sign these also will be painted a medium brown. The letters will then be painted in aluminum.⁷³

In 1951 there was a decision taken to paint the picnic tables the same brown as the signs, but it was not done that year.

Use

Over the first half century of the parks life activity on the river continued. A cruise among the islands remained a favorite activity for, among others, church groups, community groups, and professional groups holding meeting on Kingston or Brockville. As many of the islands had steamboat wharves, it is likely that these cruisers would take the opportunity to stop at the various islands during some of these cruises.

Of the park islands themselves, the information is sketchy. We do know some things from various sources about what went on on the islands. On Aubrey Islands, a Mr. Pecroe or Picard lived in a house on the island during the summers at least during the years 1909 and

⁷² NA, RG 22 Vol. 177 file 33-14-1 v.2 July 1951

⁷³ NA, RG 84 A2a Vol 1924 Stl28 SLINP Development pt. 2 1951-61 Inspection Report April 11 and 12, 1951 - C.G. Childe - Acting Superintendent

1910⁷⁴ During the 1920s, the Brockville Recorder and Times regularly reported on steamers leaving for “rambles among the islands”, as well as steamboat companies regular stops at such islands as Cedar and Stovin. The river continued to attract many people on holiday weekends to picnic and camp on the park islands

In 1930, a letter of appreciation was sent to the Department, praising the care of Beau Rivage and remarking that splendid use [is] being made of Beau Rivage, not only by the casual cruiser, but by such splendid groups of boys and girls having their Summer camps and Conferences. On July 2, 1925 the Brockville Record and Times reported “On Tuesday afternoon the annual basket picnic of the Maple Leaf Social Club was held at Cedar Island, the member and friends enjoying the outing very much”. A letter in 1932 reported that “During the last two weeks in July I spent my vacation with my family on Cedar Island, a national Park of Canada, in the St. Lawrence River below Kingston and I am taking this means of expressing my appreciation of the very excellent accommodation provided there for camping. The conveniences of the island are in splendid condition and the general appearance reflects great credit to those responsible for the upkeep. Especially appreciated is the new pavilion which all campers enjoyed both for recreation and for shelter from rain.”⁷⁵

The Mallorytown Landing area became more accessible to visitors travelling by car when the Scenic Highway, later the Parkway, was built in 1936-7. According to Grant Haskin, this highway was dream of George Fulford’s, who felt such a highway would be necessary to handle the traffic generated by the proposed international bridge at Rockport but would also “make an already popular tourist area accessible to many more people. He also knew that the economic impact would be very helpful in those depression days. The access roads to the area were from No.2 Highway to the old River Road, which itself was broken in several places by bays and wooded hills.”⁷⁶ The bridge itself, when opened in 1938, passed over, and had footings on two park islands, Georgina and Constance. While visitors still came to those islands, they were not the most popular, due to noise from traffic.

Administration and Development

It was not until the late 1940s that the administration of the park started to change. From its creation the park had been managed from Ottawa, but this management seems to have consisted of occasional tours of inspection by departmental officials and a follow-up of letters to caretakers relaying instructions for repairs and maintenance. The island caretakers seemed to be given free rein to manage the islands as they saw fit.

⁷⁴ NA, RG 84 A2A Vol 1929 Stl AU2 SLINP Auburg Island - Marine Site - Lighthouse - Boathouse 1909-1937 T-10974

⁷⁵ NA, RG 84 Vol 1930 STLCE2 letter to Mr. J. B. Harkins from George Parsons August 8, 1932

⁷⁶ Haskin, G “Building of the Thousand Island Parkway”

After WWII, the staff in Ottawa found a renewed interest in the administration of the park. A Mr. MacFarlane and a Mr. Robinson took a trip to visit the park on October 28 and 29, 1946. They found that local knowledge of the park was limited in Brockville, and better in Gananoque. They visited Stovin and several other (unspecified) islands, and found the picnic facilities to be old and not in very good shape, especially compared to the ones provided by the Province on the mainland. They also reported that they had met several of the island caretakers and “following my inquiries I learned that at least four of these caretakers are either just approaching or are over 70 years of age. Might there not be some definite advantage in unifying these duties under one supervisory official and control the 13 islands as St. Lawrence Islands National Park rather than handling them at the present time on a somewhat divided basis?”⁷⁷

By 1949 this had started to take place. Summer staff was hired to care for Mallorytown Landing in this year, as evidenced by a letter to O.N. Noonan about laying them off in November. In 1950 instruction were sent to the island caretakers that any supplies needed for their duties on the islands were to be ordered through Mr. Noonan. The caretakers were Edward Gallagher for Cedar Island, William Dorey for Beau Rivage, Audrey and Mermaid Islands, D.C. Liddell for Gordon, Endymion and Camelot Islands, H.T. Cirtwill for Georgina and Constance Islands, W.D. Buell for Grenadier Island, William Guild for Mallorytown Landing and Adelaide Island and L.A. Pergau for Stovin Island.

Other Information of Interest

Canadian Government : from 1904 - 11 liberal; 1911-17 conservative; 1917-20 unionist; 1920 -21 unionist; 1921 - 26 liberal; 1926-26 conservative; 1926 - 30 liberal; 1930-35 conservative; 1935 -57 liberal;

MP Leeds : 1904-1911 George Taylor (con); 1911 -21 Sir T. W. White (con); 1921 - 40 H.A. Stewart (con); 1940 G.T. Fulford (lib); 1945 G.R. Webb (con); 1949 Fulford; 1953 - 62 H. Stanton (con)

MP Brockville : 1904 -1908 D.Derbyshire; Hon G.P. Graham (lib) 1911-14 J.Webster (con) In 1914 Brockville was amalgamated with Leeds

MP Kingston : 1904-011 Willam Harty (lib); 1911-1919 W.F. Nickle (con); 1919- 21 Sir H.L. Drayton (con); 1921-35 A.E. Ross (con); 1935-1940 N. McL. Rogers (lib); 1940-45 A.L. MacDonald (lib); 1945-49 T.A. Kidd (con); 1949-1954 W.J. Henderson (lib)

MPP Leeds : 1904-1905 Walter Beatty (con); 1905-1919 John R. Dargavel (con); 1919-1926 Andrew Gray (con); 1926-1933 Frederick. J. Skinner (con); 1933- 1937 George T. Fulford (lib); 1937-1951 Hugh A. Reynolds (con); 1951- 1954 Charles G. MacOrdrum (con)

MPP Frontenac : 1904 - 1911 John S. Gallagher (con); 1911-1925 Anthony McG Rankin (con); 1926-29 Edward Ming (lib); 1929-33 Charles W. Hambly (con); Kingston township and Islands became part of Kingston constituency

MPP Brockville :1904-1907 George p. Graham (lib); 1907 -1919 Albert E. Donovan (con); 1919-1923 Donald McAlpine (lib); 1923-1933 Hezekiah A. Clark (con); 1933 Brockville

⁷⁷ NA, RG84 Vol 1928 STL 172

became part of Leeds constituency

MPP Kingston : 1904-1908 Edward J.B. Pense (lib); 1908- 1911 William F. Nickle (con); 1911-1921 Arthur E. Ross (con); 1921-1926 William F. Nickle (con); 1926-1940 Thomas A. Kidd (con); seat vacant til 1943; 1943 -51 Henry A. Stewart (con); 1951-54 William McAdam Nickle (con)

department in charge - Interior 1911 Dominion Parks Branch created - James Bernard Harkin - Commissioner of Dominion Parks located in Ottawa; 1936 Department of Interior dissolved - Department of Mines and Resources - 5 branches - Mines and Geology; Indian Affairs; Immigration; Surveys and Engineering; Lands, Parks and Forests - Roy A. Gibson (DM?); 1947 reorganization of DMR - Branches - Indian Affairs; Immigration; Mines Forests and Scientific Services; Lands and Development Services - National Parks Division part of LDS; 1950 DMR abolished - Parks went to Department of Resources and Development - eventually 3 branches - Northern Administration and Lands; National Parks; Engineering and Water Resources - J. R. B. Coleman Chief of NP; 1952 J. A. Hutchinson appointed Director of NPB; 1953 Northern Affairs and national Resources

Minister - 1905 Wilfrid Laurier, 1905-1911 Frank Oliver; 1911-1912; 1912 Robert Rogers; 1912 - 1917 William James Roche; 1917-1920 Arthur Meighen; 1920-21 James Alexander Loughheed; 1921-26 Charles Stewart; 1926-26 Henry H Stevens; 1926-26 Richard B. Bennett; 1926 - 30 Charles Stewart; 1930-3 Thomas Gerow Murphy; 1935 36 Thomas Alexander Crerar; 1936-45 Thomas Alexander Crerar; 1945-48 James Allison Glen; 1948-49 James Angus MacKinnon; 1949-50 Colin W G Gibson; 1950-53 Robert Henry Winters; 1953-57 Jean Lesage

local infrastructure: roads, local government - late in this period the 401 went through south of highway 2; and in 1936-7 the Thousand Island Parkway was built. 1000 Islands Bridge opened in 1938.



Figure 8 Canadian Span Thousand Islands International Bridge ca. 1935 NA, PA 194756

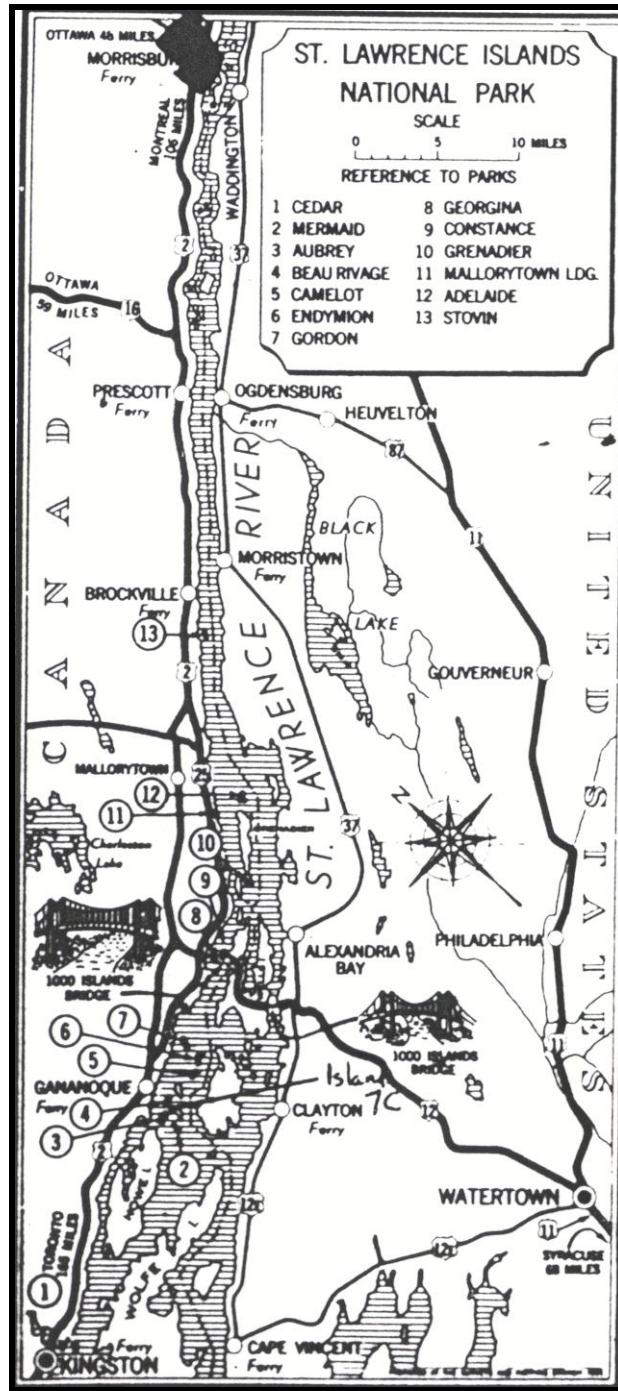


Figure 9 Plan of Park Islands circa 1961 NA, RG 84 A2a Vol. 1923 STL 2A pt. 3 T-10969 frame 00082



Figure 10 NA C-147811 Mallorytown Landing looking east along river front June 29, 1953



Figure 11 NA, C-147810 Manllorytown Landing looking east across marsh June 29, 1953



Figure 12 NA, C-147809 Mallorytown Landing looking south toward River June 29, 1953



Figure 13 NA, C-147812 Plan for Development of Mallorytown Landing 1953

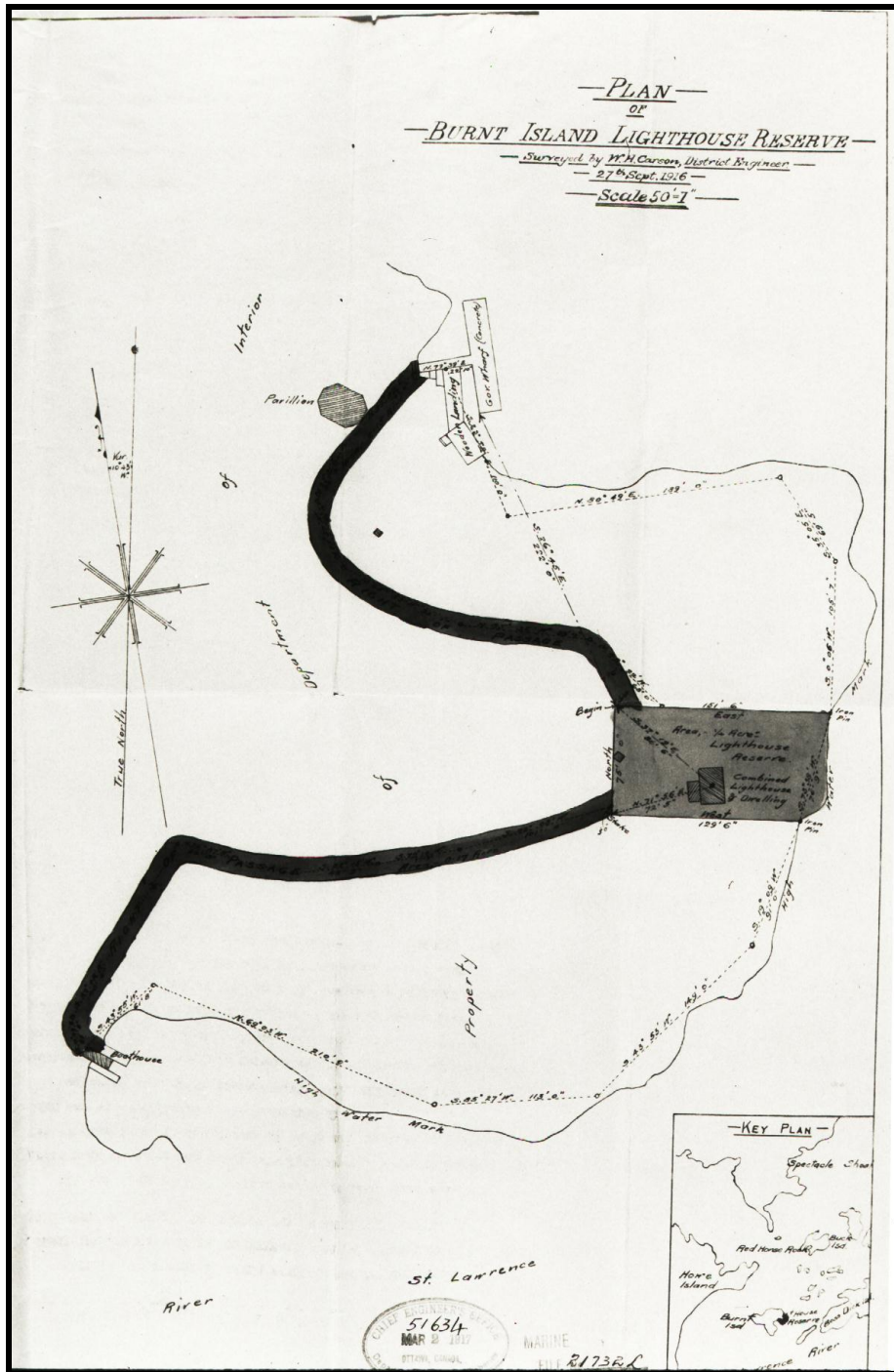


Figure 14 NA, C-147767 Plan of Burnt or Aubrey Island 1916



Figure 15 Aubrey Island 1917 lighthouse reserve. NA, PA200082



Figure 16 NA, C-147813 Cedar Island 1930



Figure 17 NA, C-147772 Cedar Island 1930



Figure 18 Cedar Island 1930 NA C-147773

VII. The Park 1954 to 1980

In 1954, SLINP stepped into the mainstream of the Canadian Park Service. Up until that time the islands had functioned as separate parks, each with its own caretaker, who set the tone for the island. In 1954, all but two of those caretakers were retired and a park warden became responsible for the care and maintenance of the park as a whole. The warden reported initially to the superintendent located at Point Pelee, later to the Director of the Central Regional Office located in Cornwall, until a superintendent position was created for the park in the mid 1960s.

The 1950s saw a boom in the creation of visitor facilities both on the islands and at Mallorytown Landing, as well as a warden residence and compound on the Mallorytown Landing property. Maintenance on the islands and at Mallorytown Landing was now given over to seasonal crews who collected garbage and did minor maintenance on the island structures. Casual labour was hired for the larger projects, like the rebuilding of dock and park structures such as bathhouses and toilets. In the late 1960s the building containing the Brown's Bay wreck was opened.

The post war period saw the rise of centralized planning in the Parks Service, but the newly formed Planning Division⁷⁸ didn't get around to the small Ontario Parks until the 1960s. SLINP was the subject of a number of plans, none of which came to fruition. Whether the elaborate and grandiose plans for the park would have come to pass is debatable; in any case when the plans for expansion were announced, the local community rose up against it. Remnants of the bad taste left by that time are still felt in the area today.

The park did expand in these years, but not nearly as much as was visualized. Early in the period a number of islands and islets were transferred to SLINP from other departments and later islands and parts of islands were purchased, and in one case, expropriated. The property at Mallorytown Landing also expanded in these years.

Finally, the presentation of the park changed in these years. Originally the park islands were seen as simply pleasure grounds for picnicking and camping. This remained largely true in the immediate post-war period. However, once SLINP entered the Parks Service fully, naturalists realized that there were some very special features about the park. So, while the 1950s saw the addition of new and modern facilities to the islands and Mallorytown Landing to enhance the comfort and recreational possibilities open to visitors, during the 1960s and 1970s

⁷⁸ "In 1957, a new planning section was created within the national parks branch. This move was part of a general trend within the Canadian federal civil service towards greater professionalism and specialization. It was also recognition of the increasingly important role which planning had assumed in the operation of the national parks system. The new planning section set about reviewing the key features of all existing national parks..." p.121 Waiser Saskatchewan's Playground.

the parks staff worked at removing much of the infrastructure from many of the islands. Also during these years, interpretive staff started to visit the islands to give impromptu and guided talks to the visitors. And in the 1970s, user fees were introduced to SLINP.

The Islands

Some new islands were added to SLINP during these years. Red Horse Island, a small island just off Beau Rivage was transferred from the Department of Transport to DNANR in 1954⁷⁹. The staffing of lighthouses was discontinued throughout this time and lights were automated. In 1958 the Department of Citizenship and Immigration transferred Island 7C to DNANR⁸⁰ as well as a number of small islands in 1965.⁸¹ The Lighthouse reserve on Grenadier Island was transferred to DNANR in 1965.⁸² In 1966, Milton (Pitcairn) Island and the Kahnt property on Grenadier Island were acquired and expropriation procedures were begun for Leek (Thwartway) Island (completed in 1971). In 1967, the schoolhouse property on Grenadier Island, Sugar (Mulcaster) Island, Car Island, Squaw Island and Shoe Islands were all acquired, in 1969 part of MacDonald and Island 41B, in 1970 more of Grenadier (also more in 1980s), in 1971 Bass and Bass A, in 1974 part of Lindsay, in 1976 part of Hay, and in 1977 through early 1990s parts of Hill Island were acquired. Main Duck and Yorkshire Islands were also acquired late in this period, but they became the responsibility of the Rideau Canal soon after and only early in the 21st century came back to SLINP.

Mallorytown Landing

Mallorytown Landing got quite a bit of attention from parks officials in the early years of the 1950s. Gordon Scott, Assistant Deputy Minister, in a memo to J. R. B. Coleman, Chief of the National Parks Service, dated July 20, 1953, reported that he had been to Mallorytown Landing four times since 1952. He went on to say:

I regret to say that I found no improvement in the grounds and for that matter perhaps they were a little more untidy and unkept looking on Sunday than at any other time. Unfortunately, Mallorytown Landing is the only mainland property we own in Ontario, with the exception of Point Pelee. All the rest of our property is on islands and, therefore, not so accessible to the average citizen. Moreover, Mallorytown Landing is cut by the busiest highway in Canada, namely No. 2 between Toronto and Montreal and our layout is, therefore, seen by many people.

In my opinion, the planning has been poor, little money has been spent on it in recent years and the caretaking is, of course, negligible. I confess I was ashamed to admit to the party with whom I was travelling that Mallorytown Landing was an effort of the National

⁷⁹ OIC 1954-2005

⁸⁰ OIC 1958-35/1386

⁸¹ OIC 1965-871

⁸² OIC 1965-937 and OIC 1965 -1692

Parks Service.⁸³

At this time plans were underway to purchase additional land at Mallorytown Landing owned by a John Manor. Mr. C. G. Childe, the acting superintendent of the park, was pursuing the purchase.

J.A Hutchison, the Central Regional Director, wrote to Mr. Scott on July 6, 1954, a little more than two months after the Warden Jervis was scheduled to begin his duties at SLINP. Mr. Hutchison was not impressed with the progress and reported that the public area at Mallorytown Landing was generally untidy, that there were no life preservers at the bay where some swimming took place, the dignity of the cairn and plaque on the spit were compromised by broken glass and a fireplace and picnic tables and the pavilion was filled with picnic tables waiting to be assembled. He continues with the following recommendations:

On a previous inspection I mentioned that the dead growth in the willow trees should be removed. This has not been done and the dead snags protruding many feet from the green growth are only too apparent. The dead willow should be a very good source for fuelwood.

A barrier on the road into the spit exists near the storehouse and workshop. I am inclined to the view that cars should not be allowed beyond this barrier; that the shaded part of the spit should be available to picnickers and that the roadway through be restricted to one-car width and used only for our own purposes. Is there any serious objection to such an arrangement? The road was inclined to be dusty; a considerable amount of coarse gravel lay on the surface and footing for women with light-soled footwear would not be pleasant. Possibly the combination of wheel traffic over the spit and water level has given rise to some kill back in the willow. I think an opportunity exists to further develop the spit into a very attractive picnic area and it may be that in the course of time and by adding a strip of fill on the east side the area could be moderately enlarged.

Possibly an opportunity to enlarge the spit area is present on the east side towards the south end - the small bay between the comfort station and the pavilion. This might be looked into.

When the warden station is established north of the highway consideration might be given to the idea of moving the storage and work buildings to the warden site. As presently sited the building occupies much needed ground for picnickers.

Mallorytown Landing, I think, should be reserved for day picnicking parties and not allotted to overnight campers. Please consider this.

While I am not inclined to invite extensive bathing use through development of a beach in this restricted area, I concur with your view that some fill might be put in the low-lying area to the west of the road leading from the highway to the spit. I would suggest that consideration be given to the gradual development of a parking area but keeping in mind that in no one year should the fill operation be extensive.

I suggest that consideration be given to the immediate planting of shade tree stock in the grass area south of the highway and east of the access road, and as the low-lying area

⁸³ NA, RG 84 Vol 1924 STL 28 pt. 2 T-10970 memo from G. Scott to Mr. Coleman

west of the access road is filled some planting should be done along the south boundary of the highway.

I will not remark on the area north of the highway for it seems to me that until the warden station is developed no action need be taken with respect to public facilities. You are aware of my view with regard to this section of the Mallorytown area, which includes an appreciation of the hazard for pedestrians crossing the highway.

Mallorytown being such a small area and no doubt quite popular on holidays and weekends, it is I feel very important that the long-term planning be firmly arranged at an early date. I would like to see what is proposed as a long-term proposition and the phasing year by year.⁸⁴

Warden Jervis may have taken these criticisms to heart, or he may have been working toward the ends indicated already. In any case, by the end of 1954, he reported on the situation at Mallorytown Landing thus:

New modern residence and one car garage constructed here for Warden dwelling. Three double stone cooking fire places were constructed. One hundred and fifty feet of masonry was built as retaining wall in front of pavilion and leading back from wharf on west side. Rows of large willow trees along causeway were topped down and all resulting timber was cut into fuelwood for campground use. One diving raft for adults was constructed and put into use and also a smaller raft was constricted for children and placed in use. All grass areas were kept mowed down. Reed and rushes along shore and in water were also kept to a minimum. Condemned well was excavated to a depth of 16' feet and casing cemented in to prevent leakage of seepage into well. An 85' well was also drilled on the site of new residence. One old incinerator was demolished and a new one constructed in a less conspicuous site. Two toilets in very close proximity to Pavilion, and too close to picnic grounds were moved to a more suitable site. Pavilion roof was re-roofed with green asphalt shingles. A number of new picnic tables were added to the ones already on hand and a further supply has been received. One set of Junior swings was installed on the picnic grounds. Pavilion, bathhouse, workshop and four toilets all were painted. Gasoline pump and 500 gallon tank were installed. In addition to outlined report it is to be added that on all islands, as well as the mainland, a systematic collection and disposal of all types of garbage was carried out during the entire season. This also included keeping supply of wood at fireplaces and the care of all toilets and bathhouses.⁸⁵

The conception of the redevelopment of Mallorytown Landing as laid out on the plans approved by the department in 1953 called for the relocation of parking and outbuildings, the development of a children's play area, and a bathhouse – these were a popular addition to a number of the islands as well during this period. The plans called for a sand beach, and a cross

⁸⁴ NA, RG 84 Vol 1924 STL28 pt2 T 10970

⁸⁵ NA, RG 22 Vol. 177 File 33-14-1 V. Also RG 84 A2A Vol 1929 Stl 189 SLINP Enclosure for file 1954 T-10974 contract, plans and spec for construction of wardens house and garage 1954 - \$16,300.00

over from the property on the north side of the highway, where the warden's house, and workshops were located.⁸⁶ The sand beach was created, but the highway crossover never came to be. This remained a problem for many years, as the camp ground at Mallorytown Landing was located in the compound area, so campers who wished to use the beach were obliged to cross the highway.

The plans for the beach and property development at Mallorytown Landing were approved in 1956 and \$17,900 in funds were allocated.

...\$1,900.00 of these funds are for the purchase of security fence material for the compound area and the remaining \$16,000.00 is for the supply and placing of fill material for beach and parking area development.

2. The work as now proposed will cover the supply, placing and spreading of pit run gravel, boulder fill, sand and top soil in accordance with the attached Plan 84-14, Sheet 3 and specifications dated January 16th, 1956. I have therefore also attached unopen tenders received as a result of verbal requests which you should now return to the firms tendering. Please give each a copy of the Plan with specification and ask them to revise their quotations to conform, forwarding a revised quotation directly to me on or before Jan 25/56.

3. You will note from Section 6 of the specification that the contractors will bid on four different types of material in place, that the exact quantity of fill material is not guaranteed and that payment will be made for fill actually placed. If, after tenders are received, we find there are sufficient funds available, we will also purchase crushed gravel for servicing the parking area as a separate service contract.⁸⁷

During this time acquisition and consolidation of the park property at Mallorytown Landing was given attention. Approximately 3 acres of land that had been negotiated for earlier from John Manor, was purchased in 1953 from Mr. and Mrs. Address of Mallorytown. In a letter dated June 4, 1953, to the Deputy Minister for Ontario Highway it is noted that there is "surrounded by Park property a parcel containing approximately .43 acres, owned by the Ontario Department of Highways"⁸⁸. The province expressed a willingness to sell this parcel. In April 1957 Mallorytown Landing property increased to 260 acres, including a large property to the west and north of the warden's residence. By 1959, plans were underway to develop a nature trail through the newly purchased farm lands, to demolish the buildings there, the remove an apple orchard and reforest the area.⁸⁹

⁸⁶ NA, RG 84 vol 1924 A2a STL28 SLINP Development Pt. 2 1951/61 T-10970

⁸⁷ NA, Rg 84 Vol 1928 STL 172 pt. 2 T10973 January 16, 1956 from JRB Coleman to Frank Jervis

⁸⁸ NA, RG 22 Vol 177 file 33-14-1 Vol 2

⁸⁹ NA, RG 84 A2a Vol 1924 STL 28 SLINP Development Pt.2 1951-61 T-10970 frame 1500-01 letter from B.I.M. Strong to Superintendent Point Pelee NP Nov. 23, 1959

Up until at least 1955, camping had been permitted on the south side of the parkway at Mallorytown Landing. Fees for camping here were introduced in this year - 50¢ a day for a tent and 75¢ a day for a trailer. Each camper's stay was limited to 24 hours, due to the limited space. However it appears that in this year camping space was opened in the property to the east of the warden's residence, to which campers could move if they wished to stay longer.⁹⁰ It is not certain when the campground to the south of the parkway was closed, but plans for redevelopment drawn up the next year show no camping south of the parkway.

In 1966 the Brown's Bay Wreck was investigated, in 1967 it was raised and in 1968 it was transported to Mallorytown landing and put on display in a building on the east side of the causeway.

In 1970 a final small piece of property on the waterfront to the east of the causeway was acquired.

Caretaker to Warden

From 1954 until 1965, a Chief Park Warden stationed at Mallorytown Landing handled administration of the park. He was responsible to the Superintendent of Ontario National Parks, who was stationed at Point Pelee. The administrative responsibilities for SLINP were transferred to the Superintendent in 1953. This did not mean that the office in Ottawa lost interest. It was staff from Ottawa who came to Mallorytown Landing and developed plans for the new facilities there, including the development of the public area at Mallorytown Landing and the new warden house and compound area.

From 1954 until 1964, reports from the warden were sent to the Superintendent located at Point Pelee. In 1964 the reports were sent to both the superintendent and the Central Regional Director, and from 1965 they were sent only to the Regional Director. In a letter from T.W. Pierce to the park dated April 5, 1965, he announced that "The Director has agreed with the Regional Director's recommendation that our park be administered from the Cornwall office."⁹¹ From 1965 reports were made to the Director of the Ontario Regional Office first by the chief park warden, then by the superintendent.

In 1954, the day to day responsibility for the park was placed in the hands of a chief park warden, Frank Jervis, who transferred from Prince Albert National Park. Shortly before the arrival of Warden Jervis, plans were underway for building of residence for the warden and his family. In the meantime, a local man who had been employed by the park as a carpenter, Mr. E

⁹⁰ NA, RG 84 A2a Vol 1928 STL 172 T-10973 frame 684 letter from J.R.B. Coleman to Frank Jervis June 6, 1955

⁹¹ NA, RG 84 Vol 442 file STL 172 [1] letter from T.W. Pierce to N.F. Woledge April 5, 1965

Kelly of Mallorytown, had agreed to rent the second floor of his house to the new warden.⁹²

During the 1950s, the practice of employing caretakers to care for individual islands was discontinued, except in the cases of Stovin and Cedar Island. Once Warden Jervis was settled in, he reported that “on all islands, well as the mainland, a systematic collection and disposal of all types of garbage was carried out during the entire season. This also included keeping supply of wood at fireplaces and the care of all toilets and bathhouses.”⁹³

Prior to the 1950s, there is little information about the equipment available to the employees of the park. By 1949, the park was in possession of at least a scow and a motor launch. There may have been as many as four boats by the later part of the decade, certainly there were four boats servicing the various islands by that time. In 1951, a patrol boat called “Alca” is referred to⁹⁴, in 1952 a work boat is referred to as “The Warden”⁹⁵ and the park scow is referred to in a memo in 1954.⁹⁶ The Island Warden was purchased in 1950 from A. Simpson. By 1950, the boats servicing the islands were supplied by the department. In the mid 1960s boats were equipped with radios.

Alexander Buchanan Cowan complained in 1875 that the expense of providing a boat to do his work was prohibitive. In 1876, the department provided him with \$100.00 to cover travel expenses. When the lighthouse keepers were in charge of caring for the islands, they did not appear to receive any compensation for their expenses further than \$25.00/year. Later, when local men were appointed as caretakers of the park islands, there are few records of any compensation given them for travel, and no report of the provision of boats for them, until 1950. There is one tantalizing piece of evidence which suggests that the department took some responsibility for providing transportation to the caretakers. In 1930 the caretaker at Broder reported that he had sent the Elto engine to Ottawa for rewiring and overhauling, and requested that it be returned as soon as possible.

By the late 1940s, the caretakers of the islands were well entrenched in their positions, having, for the most part, held these positions for some years. By 1950 the youngest caretaker was 42, and the oldest was 78. In a report prepared in 1952, the two islands cited as being in the worst condition were Beau Rivage and Stovin - “items such as garbage disposal, wood piling,

⁹² NA, RG22 Vol 177 file 33-14-1 Vol.2 March 12, 1954 Memo for Dm from J.A.Hutchison (Central Region Director)

⁹³ NA, RG 22 Vol. 177 File 33-14-1 V Annual Report December 31, 1954 by Frank Jervis

⁹⁴ NA, Rg 84 T10970 STL28 SLINP Development pt.2 1951-1961

⁹⁵ NA, RG 84 Vol. 1924 STL28 SLINP Development pt. 2 1951-61report from C.G. Childe to Mr. Coleman

⁹⁶ NA, RG 84 STL172 SLINP –Park Policy – Administration pt.1 1942-1955 T-10973 July 21 1954 letter from F. Jervis from Mr. Coleman

unclean pavilion floors and toilets, unemptied trash baskets, untidy interiors of tool houses and the prevalence of litter and debris about the camping areas.”⁹⁷ These were coincidentally islands under the care of the two oldest of the caretakers.

The 1952 report went on to suggest that the problem was the organization of the park, as the caretakers reported directly to the office in Ottawa and only cooperated with the foreman at Mallorytown Landing if they felt like it. No recommendation was made for reorganization, except to suggest that someone spend a week or so at the park to learn its operation and develop a proposal. As well as an overall plan for the park, the report suggests that the use and development of Mallorytown Landing required study.

However the report does go on to suggest future use and development for the islands. The first point of interest is that it recommends leaving some of the islands in their natural state. The reason for this is not explicitly stated, however, it appears to have more to do with the suitability of the islands for development, rather than any environmental sensitivity. It was the “swampy”, “rocky”, “rugged” or “heavily wooded”⁹⁸ islands which were recommended for no development. The islands that were recommended for further development were Stovin, Georgina, Gordon, Beau Rivage, and Cedar. Mallorytown Landing was also recommended for further development. These areas were already the most popular; they were the larger islands and were relatively close to the towns of Gananoque, Kingston or Brockville. The kinds of development suggested were: more picnic tables, development of beach areas (where feasible), summer staff, children’s playground equipment, expansion of the docks, new wells, and trail clearing.

The report went on to suggest “Practically all our timber docks should have plank facing to prevent ice heaving. The approaches to some of our docks are poor and I suggest the use of concrete aprons.”⁹⁹ Clearly the emphasis on the further development of the islands at this time lay in making them more attractive for use as picnic and campgrounds, rather than interest in protecting the ecosystem.

The annual report from 1954¹⁰⁰ is the only one that has been found for the period when Frank Jervis was warden. This year saw a lot of activity on the islands, probably as a result of the renewed interest of Ottawa in the park and, in no little way, the result of having a resident warden there with the overall responsibility for the park. Foot paths around the island were constructed on Cedar, Aubrey, and Georgina. All the islands were generally cleaned up, by

⁹⁷ RG84 Vol 1832 STL 28pt August 20.1952 Memo to Mr. Smart from Gordon Scott

⁹⁸ Ibid

⁹⁹ Ibid

¹⁰⁰ NA, RG 22 Vol 177 file 33-14-1 vol 2

removal of garbage, cutting and burning brush and spraying for poison ivy. Windfall was cut up and distributed to campsites. Buildings (including pavilions, toilets, toolsheds and bathhouses) were repaired, reshingled and repainted and wharves on several of the islands were repaired. The beach on Gordon Island was cleaned up. Collection of garbage and maintenance of campsites was carried out routinely throughout the season. The report mentions that on many of these islands caches of tin cans were found. These were part of the refuse that was cleared away. Red Horse Island, which had been transferred to the department that year, was cleared of wild brush.

In 1956 a number of projects were authorized for SLINP. They were: landscaping and beach development - Mallorytown Landing, replacement of wharf – Georgina Island, construction of campstoves and incinerators, drilling wells at Gordon and Beau Rivage Islands and construction of combined store and workshop building (presumably at the compound on the north side of the Parkway).¹⁰¹ The next year further work at Mallorytown Landing was authorized – landscaping and beach development and the construction of comfort stations.¹⁰²

At Mallorytown Landing that year the new warden's residence and garage were constructed, and a new well dug for the residence. The pavilion was reroofed with green shingles and painted, along with the bathhouse, workshop and four toilets. 150 feet of retaining wall was built in front of the pavilion and back from the wharf on the west side. Rows of willow trees on the causeway were cut down and cut into firewood. Two diving rafts, one for adults, the other for children, were put in the water. The condemned well was filled in. An old incinerator demolished and a new one constructed in a different location. Two toilets were moved. A gasoline pump and tank were installed.¹⁰³

During these years the attendance at the park fluctuated from an estimated 63,325 in 1955-56 to 45,090 in 1956-57 to 53,175 in 1957-58.¹⁰⁴ In 1958 the estimated park attendance was 54,416, not including Cedar Island. The park opened on May 15 and closed on October 15. 1959 saw a approximate park attendance of 52,745, again not including Cedar Island. The park opened on May 17 and closed on October 15. There was 1250 camping permits sold: at Mallorytown Landing 1,064, Beau Rivage Island 102, Aubrey Island 53, Stovin Island 5, Gordon Island 20, Georgina Island 5, Endymion Island 1.

By 1958 Warden Jervis was gone, replaced by Neil Woledge. The 1958 annual report gave information on park attendance, public service, campground use, picnic grounds, swimming, recreation, buildings, roads, garbage collection, wildlife. 1958 was the year that the pavilions on Adelaide and Camelot were "closed in". A toilet was built on Aubrey.

¹⁰¹ NA, RG 84 A-2a Vol 1928 STL 172 Microfilm # T-10973 frame 955

¹⁰² NA, RG 84 A-2a Vol 1928 STL 172 Microfilm # T-10973 frame 730,731

¹⁰³ Ibid

¹⁰⁴ Ibid

At Mallorytown Landing the development of the recreational facilities continued in 1958. The Bathhouse was painted, and 7 single stoves were built in this area. A new entrance road was built to do away with traffic hazard of vehicles crossing the road to beach area. A new loading ramp was built of concrete for loading and launching of small boats from trailers. Sand was hauled for the beach and fill hauled for more grass area on point to be planted in spring of 1959. 35 tables were built that year and a new flagpole erected at headquarters. 1958 was the first year that a lifeguard was stationed at Mallorytown Landing. The beach was opened June 15 and closed Sept 15. A Lifeguard was on duty 56 hours a week or 7 days at 8 hours daily. It was reported that some weekends there were as many as 2,000 swimmers in the water.

In 1959 the Mallorytown Landing development continued. The fill that had been brought in the year before had been spread and seeded, and a further area was planned for 1960. A new kitchen shelter and a new dock were completed. Space was being cleared away for the new boathouse - the bay had been dredged out and the piers started. The beach was opened June 15 and closed Sept. 15. A Lifeguard was on duty 8 hours a day every day of the week from 1 p.m. to 9 p.m. in the evening. A new diving platform was built for the diving board moving it from the dock. The swimming area was fenced off with a floating fence.

On the islands firewood was provided, buildings were painted, stoves, toilets, docks and incinerators were built.

On July 25, 1958 NF Woledge described the disposal of garbage as:
With regards to garbage collection this is carried out daily by a crew of five men with a motor launch, this crew have six islands in the Gananoque area. All garbage is collected and burned daily, table and toilets are washed and disinfected twice weekly. Another crew of five men in motor launch clean islands in the Rockport and Ivy Lea area daily. Two men with outboard boats care for Adelaide near Mallorytown landing and Stovin Island near Brockville three times a week.¹⁰⁵

At least some of the wood supplied to the park was wood cut under license. In 1957, 50 cords were cut for park use; in 1955-56, 25 cords and in 1958-59, 25 cords were salvaged from windfalls¹⁰⁶

While some additions to the staff of the park seem to have been made in the late 1940s, it was not until the warden was established at Mallorytown Landing that there are records of the positions. Even then, the names of the persons hired were not always included.

Except for the warden, all positions were seasonal at this time. In 1954, 2 seasonal (6

¹⁰⁵ NA, RG 84STL36 SLINP - Camping pt 2 1954- 1958 T10971

¹⁰⁶ NA, RG 84 A2A Vol 1929 Stl 200 SLINP Timber pt 1 1956-1967 T-10974

months) foremen positions and 1 seasonal (6 months) motor launch operator position were authorized by Treasury Board.¹⁰⁷ In 1956 the following employment of prevailing rates personnel (this is, temporary help) were approved by Treasury Board for SLI: 2 carpenters (2 months), 2 stonemasons (2 months), 5 labourers (4 months) [improvements and beach dev at Mallorytown Landing]; 2 carpenters (2 months) 3 labourers (3 months) 1 cement finisher (1 month) [construction of rest rooms at Mallorytown landing] 1 carpenter (1 month), 2 labourers (1 month), 1 boatman (1 month) [rechecking wharf at Aubrey Island], 2 stonemasons (2 months, 1 labourer (2 months) [construction of camp stove and incinerator]¹⁰⁸. Already on strength as seasonal employees in this year were 3 carpenters, 2 labour foremen, 13 labourers, 2 motor launch operators, 3 painters and a stonemason.¹⁰⁹ N.J. Clark, who had been the caretaker at Broder Island, did office work and administration of the campground. It had been suggested by Frank Jervis that his wife could carry out the duties of this position, but it was felt only a man could do the work.¹¹⁰

Starting in 1955 camping was restricted to one day at Mallorytown Landing and subject to a charge of 50 cents for tent and 75 cents for trailer. In 1958 there were no restrictions on the length of stay for camping on the islands. The practice in the past was to issue camping permits for a period of two weeks, renewable as long as there was available space. At Mallorytown Landing camping was restricted to a periods of one week only¹¹¹

In 1960 there were 2 lifeguards on duty on the weekend, and one on duty 8 hours a day (1:00 p.m. to 9:00 p.m.). By 1961 the coverage had been extended to 2 lifeguards on duty 8 hours every day, the end June to mid September. In 1972 an inventory of safety equipment at the supervised swimming area at SLINP read:

- 1 – model 24754 portable, resuscitator-Aspirator, complete with two oxygen bottles.
- 1 – spare oxygen bottle for resuscitator.
- 1 – 12' fiberglass & Styrofoam paddleboard.
- 1 – 18" life ring complete with 50" buoyant heaving line.
- 400' – marker buoys for beach.
- 1 – collapsible stretcher
- 1 – Hospital type bed, blankets, pillows.
- 1 – Pye model loud hailer.
- 1 – Brooks airway mouth to mouth resuscitator
- 1 – Emergency telephone
- 1 – First aid treatment room
- 1 – complete first aid equipment

¹⁰⁷ NA, RG 84 A2a Vol 1928 STL 172 Microfilm #T10973 frame 1066.

¹⁰⁸ NA, RG 84 A2a Vol 1928 STL 172 pt. 2 Microfilm #T-10973 frame 1487

¹⁰⁹ NA, RG 84 A2a Vol 1928 STL 172 pt. 2 Microfilm #T-10973 frame 1212

¹¹⁰ NA, RG 84 March 1956 letter from Coleman to Jervis

¹¹¹ NA, RG 84STL36 SLINP - Camping pt 2 1954- 1958 T10971

- 2 – signs “beach rule” bilingual (under construction)
- 1 – Sign “supervised beach”, bilingual – (under construction)
- 1 – Sign “Beach Closed to Swimming”, bilingual – (under construction)
- 2 – Signs “Swimming in Supervised area only”, - bilingual
- 1 – Depth gauge fastened to side of diving platform
- 2 – lifeguard towers
- 13 – lifeguard identification sweat shirts
- 13 – lifeguard identification teeshirts.¹¹²

By the summer of 1973, the beach at Mallorytown Landing was open everyday from 9:00 a.m. to 9 p.m. Three lifeguards were hired for the summer. There were two unsupervised island beaches, at Grenadier and MacDonald Islands.

Winter projects from 1960 to 1967 included work on boathouses, building picnic tables, cutting and hauling wood for the summer season, repairing boats, among other tasks. The winter works projects generally extended from the close of the season until January. Usually some staff was hired back on to start clean up and repairs in March and a full crew hired in mid May.

Care of the park islands in this period continued to be done by crews working out of Mallorytown landing, except for the caretaker of Cedar Island who worked out of Kingston. Garbage was collected daily at all the islands and at the mainland. One small outboard boat visited all the lower islands every day cutting wood, hauling garbage and washing tables and toilets. The other two bigger boats looked after the upper islands. By 1963 there were 2 boats with crews of four or five men and two small boats with one man. The islands were visited daily. By 1964 daily garbage collection was carried out by crews of two cruisers, and a small boat with one man to look after the islands near Mallorytown Landing. Mallorytown Landing had its own crew, along with a night caretaker on duty at the campground. By 1966, two maintenance staff were being kept on year round at the park.

In December 1964 a seasonal park warden position was staffed. Alf MacDonald (who had prior to that time worked as a labourer at the park) won the competition. There had been a man stationed at Red Horse Island from 1964 to make daily and evening patrols of the island in the Gananoque area. Alf MacDonald took over this duty in 1965.

Warden work

The first warden at SLINP was Frank Jervis, assigned there in 1954. In 1958 he was replaced by NF Woledge. J.C. Hodroyd took over as Chief Park Warden in 1967. By 1969 there were 5 wardens: Chief Warden Knight, Park Warden Wigle, Holzmilller, MacDonald and Thorne. By 1973, Alf MacDonald was Chief Park Warden.

There is little record of the specific work done by the warden in the 1950s and early 60s. It is possible, from the records that exist, to infer that the main duty of the warden was to direct

¹¹² NA, Rg 84 Vol 439 file 1-56.7

and oversee the various crews who did the necessary care and maintenance of the islands and the property at Mallorytown Landing. In 1964 a seasonal warden position was added, and by 1969 there were five wardens, at least some of who were seasonal. The work in the 1960s and early 70s appeared to consist mostly of patrols, checking on campers and law enforcement. Early warden work in this park was focused on the maintenance of the islands and mainland, but as more wardens were added they began to be involved in resource conservation as well. In 1973 they were involved in a survey of pitch pine, as well as management projects for wild life.

In August 1969 Alf MacDonald reported that he spent “137 hours patrolling all park islands form Kingston to Mallorytown Landing. Checking on fires, dockage, camping and vandalism; investigation fire on Mulcaster Island 3 hours; working on patrol boat 8 hours; getting parts for patrol boat in Kingston 5 hours; working in park office 49 hours - investigating difference of opinion between boat owners on Aubrey Island Aug 9; delivered compassionate message to owner of Cruiser (Blue Grass) on Georgina Island Aug 16; apprehended two youths that were drinking heavily and causing a nuisance on Beau Rivage Aug 19; pulled a boat that had broken down at Ivy Lea to Wellsely Island State Park Aug 31”

In August 1973, patrols continued, but the scope had expanded to include “patrols for purpose of resource protection and wildlife observations.” Fire prevention planning was important this year, as was Public Relations and public safety. The wardens provided information on park policy, regulations and public safety facilities to Park visitors as well as taking water samples for testing wells. Law Enforcement activities included patrols to enforce park regulations and Court appearances. The report for this month also included a record of birds and animals observed in the park.

By 1978, the warden staff consisted of 3 year round wardens and 4 seasonal wardens, two of whom were on strength for 5 months, the other two for 7 and 8 months. Wardens work continued to encompass the duties above, but there was increasing emphasis on gathering of research data. An extra task in the winter of 1979 was the creation and maintenance of a skating rink. Training, both formal (such as courses) and informal (such as review of manuals) was now taking place every month for one or other of the permanent or seasonal wardens. Formal training did not appear to take place in the height of the boating season.

It was during this period that some of the recreational facilities so important to earlier administrations of the park were beginning to be removed. In the April 1973 resource conservation report it was noted “Park Resource Conservation staff have been encouraging the General Works Section to remove some of the existing facilities, such as change houses, old privies, playground facilities, etc., from some of the smaller islands and this project is now underway on Cedar and Endymion Islands.”¹¹³

As the warden service at SLINP changed, more and more attention was being paid to the resource aspect of the park. Starting in 1966, resource reports were produced. To begin with

¹¹³ NA, RG 84 Vol. 439 file 1-T7.5 [2]

these reports were not much more than lists of plant species found on the park islands. Within a few years however, park naturalists and academics from local universities began doing impact studies on fish, insect, reptile and mammals species found in the area. (See Appendix 4)

In 1967 the Superintendent function was introduced to SLINP, probably because, as warden work became more conservation based, the Chief Park Warden needed to focus on that work and less on the operations. George Balding was the first Superintendent in 1968, followed by Gordon Kebblee in 1970 to 1974, then A.D. (Fred) Tremblay 1974-1977. In 1977 John Bonser came to the Park as Development Coordinator, whose function was largely to work with the local community defuse the situation that had developed over park expansion a short time earlier, and in 1978 Dave Warner came, initially as Assistant Superintendent, to take over the operations side of the park.

Staff

Aside from the warden staff, there were maintenance personnel hired seasonally to carry out maintenance functions on the islands and at Mallorytown Landing. As well, most years the park employed casual skilled and unskilled labour to build docks, dig well, and build new structures of various kinds on the island and on the mainland. During the 1960s the staff increased to include naturalists, who developed programs for the visiting public. These staff visited the islands and interacted with the public, answering questions, and giving guided walks as well as holding programs at Mallorytown Landing for children. These staff members were very much appreciated by many visitors.

Planning

It was in the early 1960s that the first concerted attempt was made to beginning long range planning for the park. During the 1950s, representative from the national office of the Parks Service visited the park and made suggestions for its maintenance and development. These were often carried through, but there was no long-term coherent plan for the park. On Oct. 18/62, TW Pierce, the park superintendent based at Point Pelee wrote to the Chief of the NPS

During the past summer a number of problems have developed at St. Lawrence Islands National Park which indicate that we should make a serious attempt to ascertain the future of this National Park. I would like to recommend that the Planning Section be sent to this Park in the fairly near future and that they develop a suitable long range plan. At present to is impossible to project any development planning for the Park. Quite recently, through the co-operation of the Ontario Department of Highways, we have had the road widened at Mallorytown Landing. There is still a serious problem with pedestrians at this point. The Engineering Services Division have been exploring the possibility of a pedestrian over-pass over highway 401 at this point to service people staying in the campground. We are also developing at Mallorytown Landing a serious sewage problem and also the necessity for the provision of further Comfort stations and

change houses.

A certain amount of development must continue on the Islands, particularly the replacement of old shelters. In some places on the islands consideration should be given to developing a larger well developed campground in place of the almost indiscriminate camping now permitted on each island.

A further consideration is the possible expansion of the island system. A number of very suitable islands are for sale in the centre of our island chain. Quite recently we have missed opportunities to purchase excellent Park islands. This was primarily because I felt we should drop Cedar and Stovin Islands and make a serious attempt to acquire some of the additional islands in the vicinity of the Thousand Islands Bridge.

Quite recently the Chief Naturalist and his assistants have visited the islands and have found some rather interesting natural features in the Park which had hitherto remained unrealized. They feel there is a good opportunity to develop a sound Interpretative program throughout the island, and certainly we should encourage more exploration along these lines.¹¹⁴

On April 30, 1964 the Planning Division made the following recommendations in a letter to D.B. Coombs Regional Director in Cornwall:

objective should be:

- a) to consolidate our island holdings;
- b) to consider relocation of our headquarters to a more efficient centre for the over-all operation and
- c) to assess the possibility of making an exchange with the Ontario St. Lawrence parks Commission of our area at Mallorytown for a new headquarters site.¹¹⁵

Several places were considered for the location of the new headquarters site. It was the site at Horseblock Point that became the frontrunner. However the owners of the property were not at all eager to sell. The acquisition of the property was pursued until mid-1967, when it became apparent that the park was not going to be able to acquire this property. The search went on. Another area, owned by the Dept of Transport on the riverfront, near Sister Islands, was considered for a new headquarters and interpretive centre.

An undated Summary of Proposals for St. Lawrence Island lays out the plans for the park:

A. It is assumed that the basic objectives for St. Lawrence Islands national park are as follows:

1. To preserve and interpret a significant group of the Thousand Islands.
2. To limit the extent of island holdings.
3. To concentrate acquisition on a central body of islands easily accessible from the

¹¹⁴ Record Centre file c-8320/S3 vol. 1

¹¹⁵ Record Centre file c-8320/S3 vol. 1

mainland and to each other.

4. To withdraw from the camping and beach-recreation role (being adequately handled in this region by the St. Lawrence parks Commission).
5. To select a headquarters location more central to the islands of primary interest.
6. To develop facilities limited to a small administrative centre, visitor-orientation centre, boat-launching area, large scale parking and adjoining picnicking facilities.
7. To provide for overhaul and off-season storage for craft through the services of nearby commercial enterprise.

B. Progress to date

1. A thorough study of all island holding has been made and a recommendation to relinquish Cedar, Stovin and Adelaide Islands which are at the extremities, and in the case of Cedar and Stovin are adjacent to major urban centres. A study of the Mallorytown Headquarters area has been made, and it is determined that it is unsuitable for further significant camping or beach-recreation expansion. It is also off-centre to the islands of primary interest. Existing recreational facilities are similar to those provided by the St. Lawrence Parks Commission although set at a lower standard. Highway No. 2 bisects the site.

2. An alternate headquarters area has been studied at Horseblock Point and Collier Island. It is ideally suited for the purpose intended, but no acquisition costs have been estimated. It is six miles east of Gananoque, has sheltered waters for a boating centre, gives a scenic view of the islands, has attractive forest cover, has sufficient space for facilities intended, but is not well suited for camping or beach recreation.

The Basic proposal

1. Set up a five-year program of land acquisition (mainland), island purchase, and headquarters transfer and development.
2. Relinquish the mallorytown development to the St. Lawrence parks Commission.
3. Utilize the services of Gananoque for residence, major overhaul and storage of boats.

By the end of 1967, a major policy decision had been made to retain the mainland operation at Mallorytown Landing¹¹⁶ and to expand the number of camping units. In addition the department was endeavouring to obtain estimated cost figures for a realignment of scenic highway No. 2 to bypass the property on the north; to provide a solution to the problem of water stagnation and weed growth around the dock.¹¹⁷ This decision would be reversed again shortly.

A Provisional Master Plan was completed June 1967.. The purpose of this plan, as expressed in the introduction was “to provide...a vehicle for discussion and appraisal by interested parties over a two to three year period, prior to the preparation of a master plan.”¹¹⁸

¹¹⁶ It's not recorded in the official record, but one cannot help wondering if some enterprising park employee didn't point out to the planning department the provisions of the original bequest of land at Mallorytown Landing “that if at any time the land hereby granted ceases to be used for public park purposes it shall revert to the Municipal Council of the Front of Yonge and Escott upon payment for the improvements thereon”.

¹¹⁷ Record Centre file c-8320/S3 vol. 2

¹¹⁸ Provisional Master Plan, St. Lawrence Islands National Park 1967 p i

Perhaps the most important recommendation of this plan was that because “a National Park should be based on a natural unit of land...and entire section of river islands should be devoted to the park.”¹¹⁹ Supporting this proposal were others suggesting the removal of islands outside the section of river devoted to park islands (ie Cedar and Milton), the removal of overnight facilities from the islands in the middle of the island unit, visitor centres at each end of the island unit, and the development of trails and interpretive devices to emphasize islands with “unusual natural features.” The removal of camping facilities on the islands was to “result in a substantial improvement in the recovery of the natural environment”. This might seem to be contradictory with previous aim to interpret the natural world, but it is perhaps an indication on the continuing focus of parks in these years as places of recreation for Canadians.

To understand the plan as it was conceived in 1967, it is important to remember that it proposed a vastly different park from the one that existed. Rather than a few islands dotted here and there among the Thousand Islands, this plan suggested that many of the Canadian islands from Adelaide Island on the east to Aubrey Island on the west would be acquired. The large island were not part of this plan, nor were some of the other islands. It is not clear why some islands were not considered - a hint may be found in the way the potential park islands were described in the plan. Islands under consideration were grouped in the Admiralty Island Group, the Navy Island Group, the Lake Fleet Island Group and the Raft Narrows. It may be that the authors of the plan had focussed on getting the most cohesive groups of island included in the park.

There was to be a mainland base, which would provide a jumping off point for visitors to the island, with docks for those visitors with a boat, and a boat tour or water taxi service for those without. This was so that access would be available to all people, whether they came from the land or the water. This base would have a visitor centre whose purpose would be “to demonstrate the role that the National Parks of Canada play in preserving outstanding portions of our natural heritage.”¹²⁰

There would be two types of islands, developed island and natural islands. The developed islands would be Grenadier and Yorke Islands. These would have day use and camping facilities as well as island visitor centres. Stave Island was suggested as a third possible island for development.

The natural islands were to “have only those facilities necessary for landing and for enabling the visitor to appreciate the natural features. Docks, washrooms, trails, interpretive devices, and picnic areas will be developed to a scale based on anticipated use provided **it does not exceed the natural carrying capacity of the site.** Some of the island will not have features that warrant development of any sort; these will remain completely natural. Their value will lie

¹¹⁹ Ibid p. 7

¹²⁰ Ibid p.18

in their contribution to a total park environment through their buffering affect and through their completely undeveloped landscape.”¹²¹

The plan also set out a schedule and projected cost of the proposed expansion of the park. The acquisition and development of islands was to be completed by 1980 and the total cost was estimated to be a cool \$3.7 million. \$1,200,000 of which would cover development of islands and the visitor centres on the mainland and the two anchor island, and \$2,500,000 for acquisition of the islands.

Late in June of 1967, Jack Holroyd, the chief park warden at SLI, wrote to Regional Director about the development plan. He felt that the campground on Yorke and Grenadier possibly didn't need to be very large, as his experience of the island users was that they tended to visit the islands in houseboats or cruisers with built in sleeping accommodations and so spent overnights at the island on their boats tied to the dock.

In 1969 a further provisional master plan was prepared by Neil Munro. This plan put forward a number of proposals that were more far reaching than the previous plan. It recommended resource studies on ecological relationships, fish and wildlife carrying capacities, distribution of flora, succession trends and management objectives. The plan introduces the idea of land classification. These land use classifications were “to provide a sound balance between preservation and use of the resources with a National Park”.¹²² Class one and two, which were areas such as “ecological preserves, unique natural areas and features of historic or cultural importance” and wilderness areas¹²³, were not represented in St. Lawrence Island national Park. Rather all the land was classed as class three or four, which were buffer zones between wilderness and more developed areas, and developed areas. There was a class five, which encompassed intensively developed (urban) areas. The only classes represented in SLINP were three and four. The plan restated the recommendation for expansion. It recommended some specific development of docking facilities and development of facilities on MacDonald and Thwartway islands and made some recommendations about the development of directional and interpretive signage on Highways 401 and 2S and at Mallorytown and on the islands. It recommends that the nature trail at Mallorytown Landing be redesigned and a self-guiding pamphlet prepared. Finally it recommends that a new few structure be investigated and that the name of the park be changed to Thousand Islands National Park.

The plan also discusses at great length the geology, flora and fauna of the area - a topic addressed only in a brief appendix in the earlier version. It also discusses in greater detail island use, in particular the congregation of most island users around the docks, due to the kinds of boats now visiting the islands. (Cruisers or Houseboats).

¹²¹ Ibid p.16

¹²² Record Centre file C8320/S3 Vol 12 St. Lawrence Islands National Park Provisional Master Plan p.31
Neil Munro on file

¹²³ Ibid p.33

This plan does not appear to have ever been finalized. However the big plan of that year, finalized and signed off in January of 1970, was the St. Lawrence Islands National Park Expansion Plan. Recommendations were summarized as follows:

1. The acquisition of a new mainland headquarters is to be located at Horseblock Point. The point is 35 acres in size and the estimated cost of the point is \$250,000. The Horseblock Point area would function as a primary access point to the island park and would provide boat launching, parking, interpretive facilities and a water taxi service.
2. The initiation of an active acquisition program or island within a boating corridor. Priorities can be summarized as:
 - A) Grenadier Island – Remaining properties on Grenadier Island will be purchased to provide a cohesive island park. Complementary islands would also be acquired for environmental protection.
 - B) The Navy Island Group - contiguous to Horseblock Point and including St. Lawrence Island, Prince Regent Island and Princess Charlotte Island adjacent to 'stave Island.
 - C) Admiralty Group - A number of islands are required to complete the boating corridor in the Admiralty Group, most important is Yorke Islands and its surrounding islands.
 - D) Lake Fleet Islands - A contiguous corridor of islands is needed to facilitate the completion of the boating corridor. Most of these islands are relatively small and are summarized in the last part of this report. It is expected that the majority of properties may only be acquired by expropriation.
3. Funds will be provided for short term acquisition of all properties outlined, ie., within 5 years.
4. That expropriation be used to facilitate the land acquisition program after all owners have been contacted (most were in 1968) regarding the sale of their properties.
5. That development be implemented for camping, boating, interpretation and other related activities on islands acquired using the land use zoning plan as a guide.
6. Mallorytown Landing will be retained but will change in function, becoming the primary access node to the eastern part of the park.
7. The eventual phasing out of our one mainland camping role when water taxi service to the island park is available.¹²⁴

This plan gave the objectives of the park as:

1. The preservation of a cohesive grouping of islands;
2. The consolidation of the present holdings to aid in operation, maintenance and interpretation;

¹²⁴ St. Lawrence Islands National Park Park Expansion Plan DIAND National Parks Service P.7

3. To develop the park as a “park of islands” with water orientation paramount;
4. To preserve a representative sample of the Frontenac axis (i.e., the Precambrian Shield bridge); and to restore the landscape to its natural condition;
5. To provide access to the island by those not owning or renting boats;
6. To preserve existing remnants of indigenous island flora and fauna;
7. To provide for visitor use and for their enjoyment and education;
8. To provide a National Park demonstration area for Ontario residents to aid in the transmission of National Park philosophy.¹²⁵

Much of this plan restated and enlarged the earlier 1967 Provisional Master Plan. It recommended two classes of islands, and two main park nodes on the mainland. Camping facilities were proposed on the Admiralty (Yorke Island is in this group) and Navy Islands as well as Grenadier, and day use facilities were recommended for the “natural environment” islands. Horseblock Point was identified as the second of the mainland nodes.

This plan was an ambitious one. It was developed in a time when the funds were available and when the political times allowed that the suggestion of expropriation as a means of acquiring land. Parks Canada had had some experience of expropriation in other parts of the country¹²⁶, and it may be that the fallout from those practices had not yet been fully realized. In any case, while expropriation was offered as a solution once negotiations failed, it was offered as the next logical step, rather than the last resort.

The base was laid for what would be the most unpleasant period of the parks history. Up until the mid 1970s, the park had coexisted peacefully with the privately owned islands in the area as well as with the local community. The park had provided employment and recreational space for local people, and had also provided public, serviced places for boaters to stop for picnics and overnight, without encroaching on the private islands. As the plans for the park continued to be developed, a larger mainland component (including Landon Bay) was considered for inclusion, and public works started looking into availability and values. Parts of Hill Island were suggested as additions to the proposed park.

It was early in 1975 when the first public hints started to appear concerning the park expansion. On March 26 Judd Buchanan the Minister responsible for Parks, in an address to the Canadian National and Provincial Parks Association. While this address dealt generally with national parks across Canada, it also gave some attention to SLINP. Mr. Buchanan is quoted as saying “It is our intention to invest \$30 million in preservation of this park.” Later in an interview with Mike Sykes, he stated that he expected that the park would grow to 30 square miles.

¹²⁵ Ibid p.11

¹²⁶ see MacEachern Natural Selections

In May Jim Christakos, the director of the Ontario region, stated in a telephone interview with Mike Sykes of the Kingston Whig-Standard said “It’s [the park] disjointed, so for a long time we’ve realized that if we are going to really make this a truly significant national park it requires a great deal of fleshing out”.¹²⁷ The article goes on to speculate that the “implication of Mr. Christakos’ comment is that SLINP may be significantly enlarged. The conclusion is reinforced by a recent announcement that \$75 million will be injected into the Ontario region over the next five years.”¹²⁸

Speculation in the press continued. On May 27 a headline suggested “Land Prices to Double: Realtor”. This article suggested that it was not just islands that were being considered for purchase. “Simple mathematics indicate major purchases of mainshore property will be needed to fulfill that 30 square mile forecast...national parks personnel estimate Canadian islands occupy eight square miles. Even if all were purchased and added to land owned there would still be a 20-odd square mile deficit”¹²⁹

For a time the coverage was at least neutral, and to some extent positive. On June 13, 1975 a headline announced “Parks Canada has offers” (of land for sale) and on August 5, 1975 a headline promised “Public to help plan \$30-million park expansion”. This article, reporting the appearance of Jim Christakos at the annual meeting of the 1000 Islands Association, did, however, introduce an uneasy note. Mr. Christakos indicated a desire to work with provincial and municipal governments in the planned expansion. The article speculated “This comment may have defused a political bomb from Front of Leeds and Lansdowne Township. The township has written federal authorities bemoaning anticipated loss of taxes from lands acquired by Parks Canada for the expansion.” On October 21 a headline announced “\$30 million islands park expansion to stimulate area.” This article reiterated a promise that local people would be consulted frequently during the expansion process. That promise however had stated that public consultation would begin after the land for expansion was acquired.¹³⁰

It was not until November 17, 1975, that the full extent of the planned expansion was made public. The Kingston Whig Standard announced:

Parks Canada to seek most Canadian islands -Mainland sites included in 1000 Isles park expansion

Parks Canada plans to purchase most Canadian islands between Gananoque and Rockport, including Hill Island.

Judd Buchanan, federal minister responsible for Parks Canada, disclosed the government’s intent as part of the \$30 million, five-year expansion of St. Lawrence Islands National Park.

¹²⁷ Kingston Whig-Standard May 5, 1975

¹²⁸ Ibid

¹²⁹ Ibid May 27, 1975

¹³⁰ Ibid August 5, 1975

The article went on to give details of the plan: the park will embrace all of the Admiralty, Navy-Lake fleet, Raft Narrows and Grenadier groups. The mainland areas involved lie between the 1,000 Islands Parkway and Highway 401, bounded by Landon Bay in the west and Mallorytown Landing to the east. major land acquisition will not begin until next year. The purchases were to spread over time, and the Parks Service wished to avoid expropriation.

The article also noted that the park presently occupied 1.6 square miles, and the plans called for an expansion to 30 square miles. "By Parks Canada's own calculations, Canadian islands within the 1,000 Islands occupy eight square miles. Even if the government acquired all of the islands, which is not likely, that leaves a deficit of 20-odd square miles to make up the proposed 30 square miles considered necessary to ensure park viability." The land bounded by Highway 401, Gananoque and Mallory town Landing as well as Hill Island were also reported as being in the plans for park expansion. The reasons given for the expansion were two fold. The first one had to do with the unique nature of the park's flora and fauna. Secondly, unlike many of Canada's national parks, SLINP is accessible to many people, being located on the Kingston Montreal corridor and near the international bridge.¹³¹

Opposition was swift to develop after this announcement. On November 20 Jim Christakos went to a meeting of the Thousand Islands Chamber of Commerce. In a memo reporting on this meeting dated November 25, Christakos reported

In extending an invitation Mr. R. Fallon, Vice-President of the Chamber, had informed me that it was to be a closed meeting of Chamber Members only and that while the press would not be present they would like to have a press conference after the meeting. He anticipated between 35 to 40 Chamber Members to be present.

On the day before the meeting I again spoke with Mr. Fallon to confirm the arrangements and, in response to my request to have the Superintendent present, Mr. Fallon again confirmed that the meeting was to be a closed one but agreed to the invitation of the Superintendent. When I arrived at the meeting at 8:00 p.m., November 20th, approximately 350 people were present along with 6 to 8 representatives of television, radio and newspaper. It soon became obvious that almost all in attendance were land owners affected by the park expansion. The meeting was rather hostile and appeared to be a "spring board" for several people who were attempting to organize an association to fight the expansion of the park.¹³²

A number of fears and concerns were raised at this initial meeting, however, over the next little while it became clear that the main fear of the local landowners was that their land would be taken from them whether they would sell or not. The point, which was relentlessly made by the opponents of the park expansion, was that Parks Canada had never said that

¹³¹ Ibid November 17, 1975

¹³² Record Centre File C-8320/S3 Vol. 6

expropriation would not take place, just that they would prefer not to engage in expropriation. A second meeting, again sponsored by the Thousand Islands Chamber of Commerce was held on November 29, which over 600 seasonal and permanent residents attended and Judd Buchanan, though invited, did not. The Thousand Islands Area Residents Association was born.

TIARA's whole reason for being in those early days was to oppose the park expansion plan. By early December its first newsletter had gone out, including a petition, a timeline of events so far and a list of reasons that people should oppose Parks Canada's proposal.

1. The announcement as a fait accompli of the plan for the acquisition of the land violates the rights of individuals:
 - a) the interests of thousands of people who live, work and own property in the area were not considered in a decision which concerns them vitally:
 - b) the very announcement immediately adversely affects those with property in the area and those whose livelihoods depend on the present character being maintained:
 - c) the threat of expropriation or absorption by "suffocation" (as the size of the park increases, the property owner finds himself increasingly isolated, his taxes is to offset the loss of taxes from the properties acquired by the park, and he is forced to sell) violates the owner's rights to his property:
 - d) the way of life (with its social, economic and historical considerations) of one of the oldest established communities in the province is to be utterly changed without the consent of those affected and with no prior study of the impact of the changes..
2. The cost to the nation of creating this Parks Canada "showcase" and the incalculable expense of maintaining it cannot be justified in a time of economic crisis. This is financially irresponsible at a time when government should be setting an example in economy.
3. The tremendous loss in tax revenue to municipal councils through Parks Canada's acquisition of this land will not be compensated by the federal government and the tax-payers (especially farmers in this mainly rural area) will face increases of at least 30% in their tax rates.
4. Parks Canada's scheme immediately puts in jeopardy the livelihoods of area residents, businessmen, merchants, contractors, skilled workmen, boat-builders, marine operators, fishing guides; all those whose income depends on the maintenance of the present character of the area.
5. The removal (entailed in the proposal to create a wilderness park) of valuable homes and cottages is economically irresponsible and indefensible.
6. Tax dollars will be used to dispossess tax-payers: their own increasingly worthless money will take from them their own increasingly valuable lands.
7. The scheme is ill-conceived and impractical:
 - A) Parks Canada would return this area to its natural state and preserve it as an "island" to use their own words of "unique geographic and biotic forms." But the site is completely unsuited for such a purpose, being a long-settled and fairly populous area by the St. Lawrence Seaway. It is accessible (by Parks Canada's own estimate) to 80 million people, of whom 68 to 70 million must be Americans. A fact which is almost

certain to foment anti-American feeling in an area where “international harmony” has been a watch word.

B) Parks Canada speaks of “selective”, non-recreational and passive uses of the proposed park. There appears to be no provision for increased camping, picnicking or docking facilities on the islands.

C) Parks Canada speaks of the proposed park as a “showcase” for other national parks in Canada; this concept would turn what is presently a living vibrant local society into a kind of government display, a museum or vast terrarium; it would make an artificial wilderness of what has been a settlement for more than a century.

D) Government Agencies have a reputation for disregarding the principles of integrity and honesty which we should expect of them. In their attempts to achieve their ends they have used unscrupulous methods in their dealings with people. Pickering, Jasper, Sheet Harbour Nova Scotia and Greenwood are some recent examples.¹³³

The bad feelings of many of the members of (and sympathizers with) TIARA to Parks Canada stemmed from a perception of dishonesty on the part of the government. Parks Canada officials claimed that no plans had been finalized in regards to the expansion of the park, but when the members of TIARA found out that there had been a series of plans prepared for the park, they felt that they had been deceived. This feeling could only be exacerbated when, after a freeze in land purchases had been promised by the minister, and expropriation had been ruled out, it was discovered that Leek (Thwartway) Island had been expropriated earlier and that several land purchases, which had been underway when the freeze was declared on December 11, 1975, had been completed. These facts, when they became public, served to heighten the public distrust of Parks Canada.

TIARA’s strategy of resistance started out as a campaign of letters and telegrams to the minister. Several members of TIARA met with the minister to find out what his intentions were in regards to SLINP and to try to exact some promises from him regarding acquisition of private property. They recorded the meeting, without the minister’s knowledge.

Throughout the winter of 1976 and the spring of 1977, letters, primarily to either Minister Buchanan or Jim Christakos, were sent from all over North America. Canadians from as far away as Vancouver and Americans from as far away as Florida wrote letters alternately pleading for their right to retain their island or raging against the idea of expropriation. Many of these letters were similar in phraseology and tone, and were probably a model letter developed by TIARA, but there were also many written from the author’s heart. One point that many of the letters made was that the writers were not necessarily opposed to the expansion of the park, but rather to the extent of the proposed expansion and to the way in which Parks Canada had gone about it.

Not all the letters opposed the expansion. There were members of the public who wrote supporting it and several organizations, such as the National and Provincial Parks Association of

¹³³ From Mike Sykes Scrapbook vol. 1

Canada, favoured a larger area of protected land in the Thousand Islands area. However, they were in the minority.

One of the more critical opponents of the scheme was the province. George Hood, in his thesis The Federal Government and Land Expropriation: A Case Study of Pressure Group Politics In the Thousand Islands Area suggests that the persuasion of the province to oppose the expansion was the tactic used by TIARA to defeat the plans for expansion. Certainly the province opposed the scheme, and possibly it was strengthened in their opposition by TIARA, but the province had its own reasons as well. The province already had a significant amount of parklands in the St. Lawrence corridor and, in the words of Ontario Minister of Natural Resources Ault “With specific reference to the proposed expansion of the St. Lawrence Islands National Park, I must admit to having serious misgivings with the proposed expansion. It might well make for greater efficiencies for both of us if certain parts of the National Park were absorbed by the St. Lawrence parks Commission”¹³⁴ Also the province and Parks Canada were in negotiations concerning the land that Pukaskwa National Park was to occupy, and Minister Ault was not eager to pursue any other national park proposals.

As well, the local government in the area was very unhappy with Parks Canada about the expansion. A memo to file by J. Christakos dated January 13, 1976 relates that:

On January 8th, Pamela Sweet of the Ministry of Housing called to invite me to attend the January 20th meeting of the south Leeds planning Board. Miss Sweet explained that the Planning Board had been working for close to two years in the preparation of a regional plan involving the areas partly covered by the Park expansion and that at the last meeting of the Board, the Board was deeply distressed by the Department’s unilateral action. She said that the Chairman of the Board was so upset about the whole issue that he resigned. Miss Sweet informed me that the consultant who had been hired by the Planning Board to do the plan, J.L. Richards, would be in Mallorytown for the meeting on the twentieth and was particularly anxious, along with the Board members, to have a statement of the Department’s position on the issues.

I agreed to attend the meeting...Miss Sweet said there would be about 12 to 15 members and that the chairmanship would likely be under Mr. Ernie Miller who is the former vice-chairman.¹³⁵

The battle between the minister and TIARA continued. The minister announced the formation of a committee to determine the future of SLINP. In January 1976 Minister Buchanan sent a letter to a number of different groups inviting them to join in a committee to work with Parks Canada planning staff to prepare a plan for the expansion of SLINP. The committee would include ‘the Reeves of the three townships affected, along with a representative of each of the following: Thousand Islands Association; TIARA; the area business (Chamber of Commerce); major corporate landholders in the area; The National and Provincial Parks

¹³⁴ Record Centre file C8320/S3 vol. 10 March 12, 1976 letter to Buchanan from Ontario minister of Natural Resources

¹³⁵ Record Centre File C-8320/S3 Vol. 7 3 memos to file from J. Christakos January 13, 1976

Association of Canada; The Federation of Ontario naturalists; a representative for the farmers in the proposed area.¹³⁶

On January 19, TIARA had sent a telex to Minister Buchanan saying:

We deeply regret your recent actions and press release. By going directly to the three area township reeves and to cooperate owner John David, you have violated the spirit of your agreement with us of December 11 not to make any deals without TIARA. We are alarmed by the emergence of the same pattern of federal government behavior as at Pickering. The advisory committee you have proposed is to prepare a plan for federal park expansion but the advisory committee we agreed upon with you on Dec. 11 was to supervise a social and economic impact study on the park announced by your department. TIARA has preliminary indications that all the local groups you mentioned in your press release Jan 14 and two of the three township councils agree that members representing them on any advisory committee shall only be nominated through TIARA. We will only approve nominations for a purpose stated in our original agreement.¹³⁷

Minister Buchanan responded on January 21:

Re your telegram of January 19, 1976. It seems to me that you have a lot of gall - surely you are not suggesting to me that a self appointed group such as yours should have priority in consultations and discussions over the elected representatives of the area or be the sole channel for appointment to the advisory committee.¹³⁸

To which TIARA replied:

...newspapers say you have telegraphed us tiara has gall as self-appointed body stop we respectfully remind you that we were elected at a public meeting and have 700 members stop we confirm that preliminary indications are that all of the organizations you mention except one township wish to arrange nomination on any advisory committee only through us stop further that local councils and other interested groups attend out meetings stop we see your efforts aimed at fragmenting the opposition stop our aim is to keep the opposition together stop no propaganda or artifice by you can replace bargaining in good faith which must include full disclosure and step by step negotiation stop you have raised the greatest hostility in this area by bad political manners, double talk and withholding of information and now you want to arrange a park through quote participation stop we remain receptive to any honest and open negotiation.¹³⁹

¹³⁶ Record Centre File C-8320/S3 Vol. 7 letter from Judd Buchanan to listed groups Jan 21, 1976

¹³⁷ Record Centre File C-8320/S3 Vol. 7

¹³⁸ Record Centre File C-8320/S3 Vol. 7

¹³⁹ Record Centre File C-8320/S3 Vol. 8 telegram to minister from TIARA 1976

Finally, however the advisory committee was set up more or less as the Minister's letter had outlined. C.F. McInnis headed the St. Lawrence Islands National Park Advisory Committee (SLINPAC). It met throughout the period from June 1976 to July 14, 1978, when it presented its report to the Minister Of Indian Affairs and Northern Development, Hugh Faulkner. The report incorporated 57 recommendations. Many of these recommendations had to do with the place of Parks Canada in the Thousand Island area and with its function as interpreter of the natural and human history of the region. To support the interpretive function the committee recommended that a year round interpretive centre be established, as well as a year round live-in centre to serve the educational and recreative needs of school children and groups such as boy scouts and girl guides. They also reiterated that any purchase of land by Parks Canada would not involve expropriation. It included recommendations that an advisory committee be established to aid Parks Canada in any further planning in the parks future and recommended that any documents prepared by Parks Canada concerning the park be public. Finally, the report contained specific recommendations about several environmental and wildlife habitat issues. [See appendix 8 for a list of the specific recommendations.]

The Minister's response (the Minister was now Hugh Faulkner) is dated December 1978. He accepted many of the recommendations, or supported the principle. In regards to the specific recommendations concerning the environment and habitat, he indicated the need for a conservation policy, and the need to determine appropriate measures the conservation of sensitive areas. The live-in centre and the year round interpretive centre were agreed to in principle, however, neither came to be in the long run. However, the advisory committee recommended by the SLINPAC was instituted and remains in force and active today.

Government - 1954- 57 Liberal; 1957-63 Conservative; 1963-79 Liberal;

MP1954 - 62 H. Stanton (con); 1962-79 J.R. Matheson (lib)

MPP- James Auld

department in charge - DNANR; 1959 Education and interpretation section established; 1966 DIAND replaced DNANR; Parks Branch renamed national Historic Parks Branch - seven section - Engineering; Architecture; Financial; Management Advisory; Personnel; National Parks Service; National Historic Sites Service; 1968 DIAND reorganized into program areas - conservation, development, social affairs, department admin - Parks in Conservation; 1979 transferred to Department of the Environment

Ministers Jean Lesage 1953-57; Douglas Harkness 1957; (Francis) Alvin Hamilton 1957-60; Walter Dinsdale 1960 to 1963; Arthur Laing 1963-68; Jean Cretiren 1968-74; Judd Buchanan 1974 -76; Warren Allmand, 1976 -77; 1977 to 1979 James Hugh Faulkner.

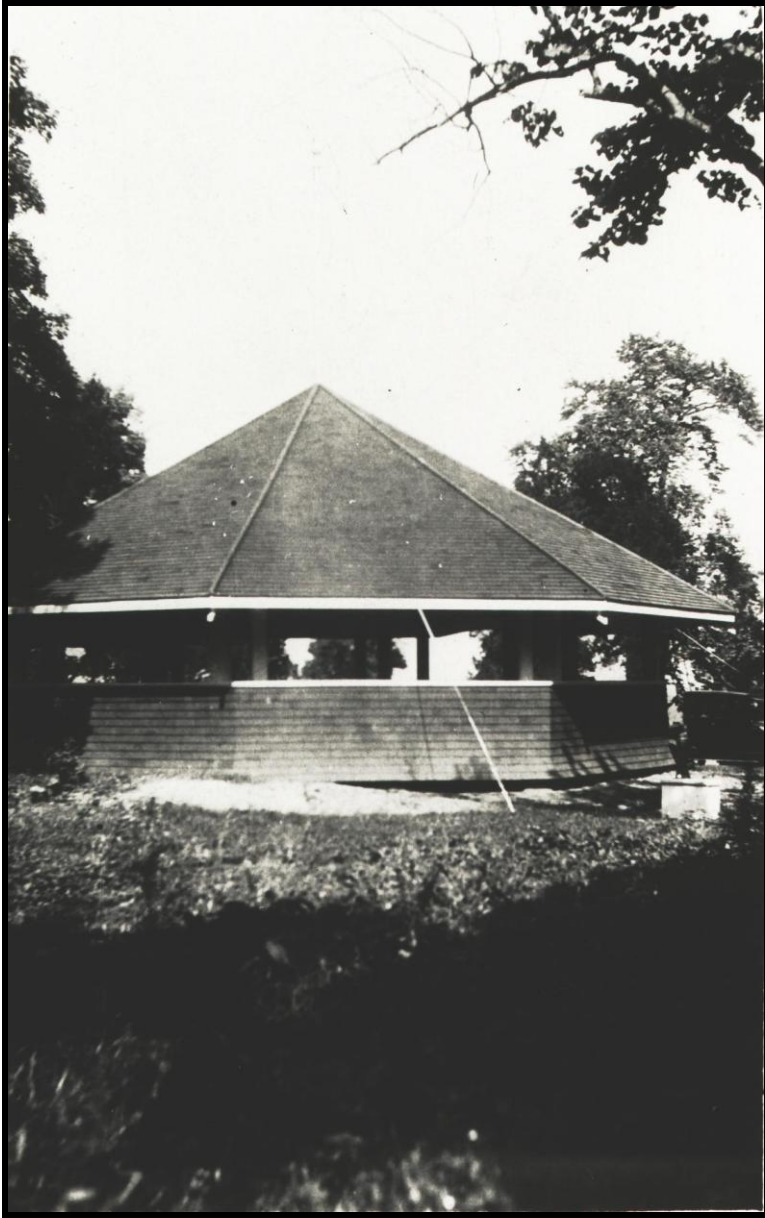


Figure 19 NA, C-147768 Pavilion Broder Island circa 1950



Figure 20 NA, C-147769 Bathhouse Broder Island circa 1950



Figure 21 Bathhouse on Beaurivage Island 1959 from the collection of Rita Burtch



Figure 22 Camping on Beaurivage Island 1959 from the collection of Rita Burtch

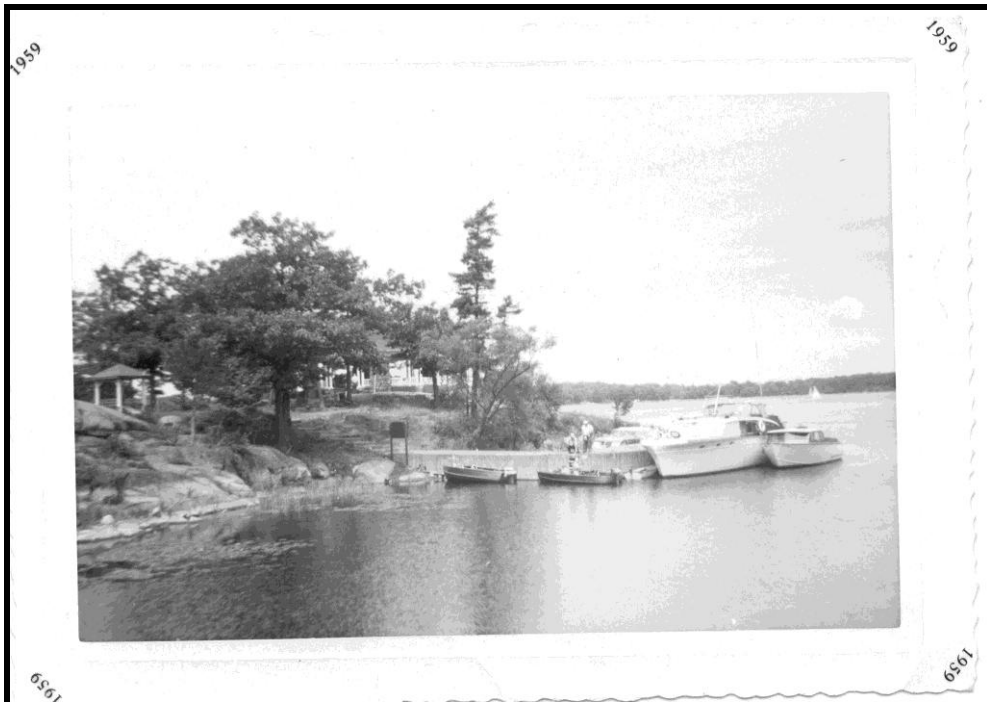


Figure 23 East Dock of Beaurivage Island 1959 from the collection of Rita Burtch



Figure 24 Dock on Beaurivage Island 1964 from the collection of Rita Burtch



Figure 25 Picnicking on Beaurivage Island 1960 from the collection of Rita Burtch



Figure 26 Red Horse Light from Beaurivage Island 1963 from the collection of Rita Burtch



Figure 27 Swings on Beaurivage Island 1958 from the collection of Rita Burtch

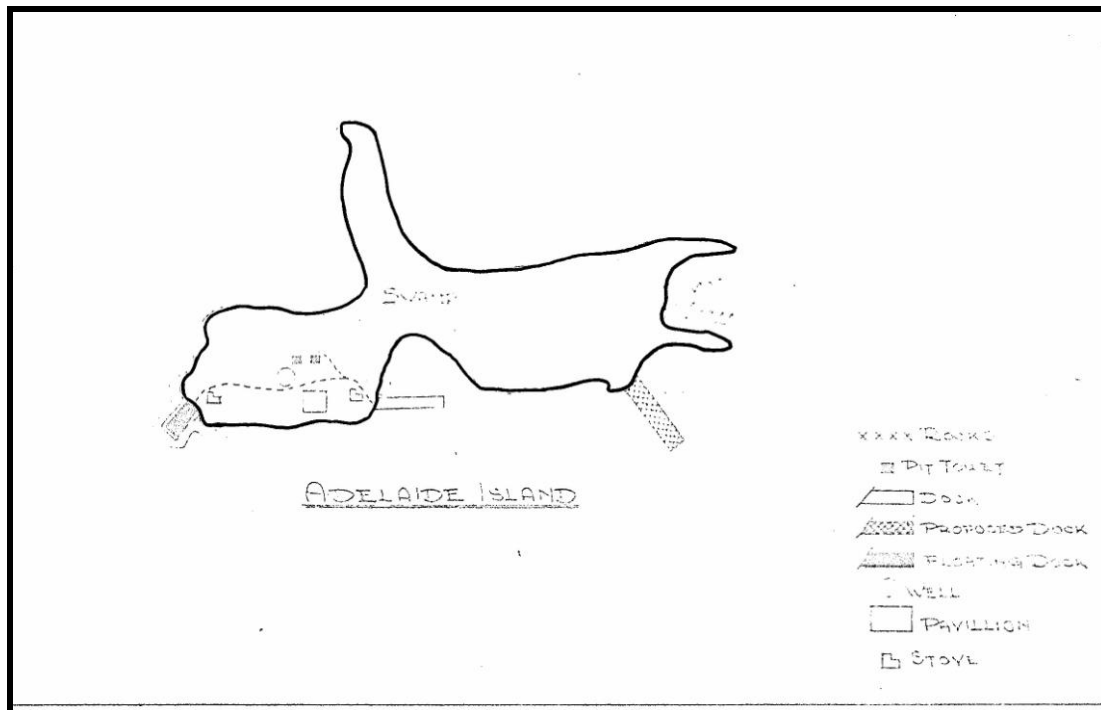


Figure 28 Adelaide Island – sketch from NA, RG84 Vol 1832 STL 28 pt. 1 microfilm #T-15500 attachment to letter dated Jan. 25, 1963. Sketches show island facilities as they were at that time.

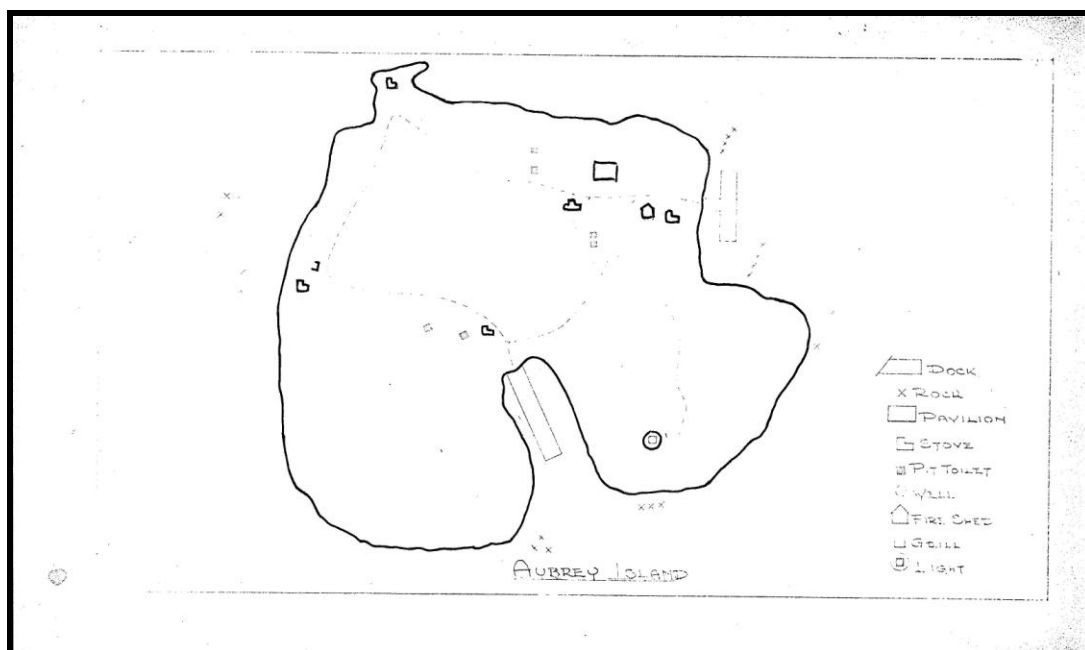


Figure 29 Aubrey Island – sketch from NA, RG84 Vol 1832 STL 28 pt. 1 microfilm #T-15500 attachment to letter dated Jan. 25, 1963. Sketches show island facilities as they were at that time.

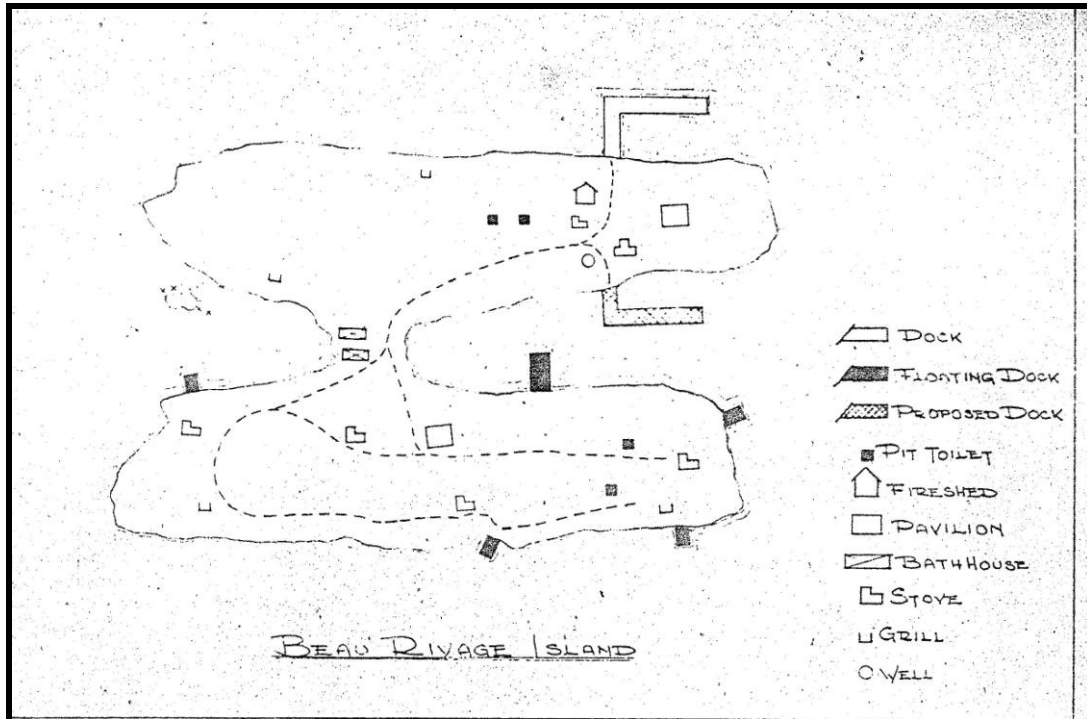


Figure 30 Beau Rivage Island – sketch from NA, RG84 Vol 1832 STL 28 pt. 1 microfilm #T-15500 attachment to letter dated Jan. 25, 1963. Sketches show island facilities as they were at that time

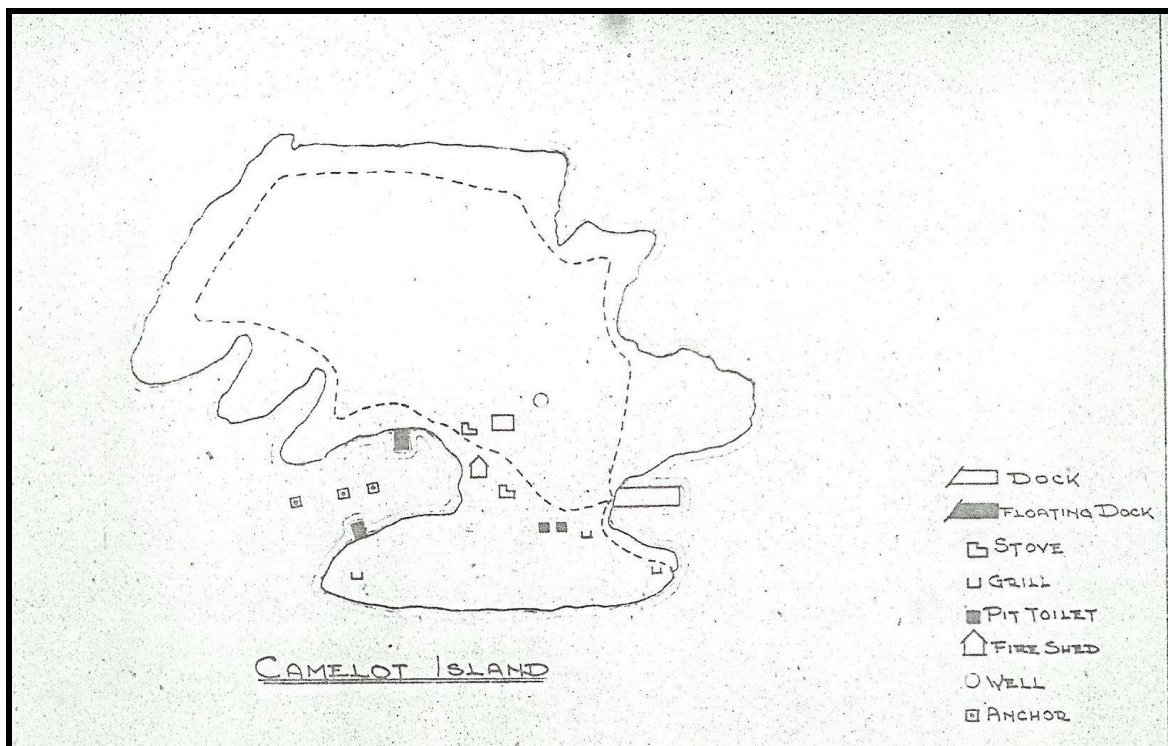


Figure 31 Camelot Island – sketch from NA, RG84 Vol 1832 STL 28 pt. 1 microfilm #T-15500 attachment to letter dated Jan. 25, 1963. Sketches show island facilities as they were at that time.

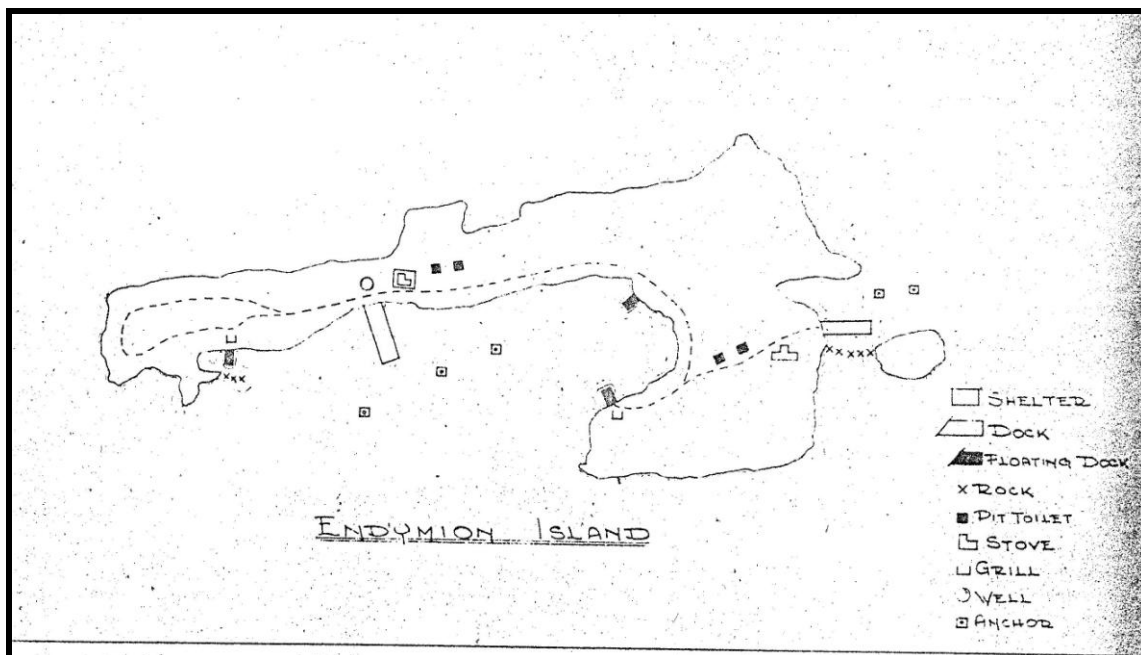


Figure 32 Endymion Island – sketch from NA, RG84 Vol 1832 STL 28 pt. 1 microfilm #T-15500 attachment to letter dated Jan. 25, 1963. Sketches show island facilities as they were at that time.

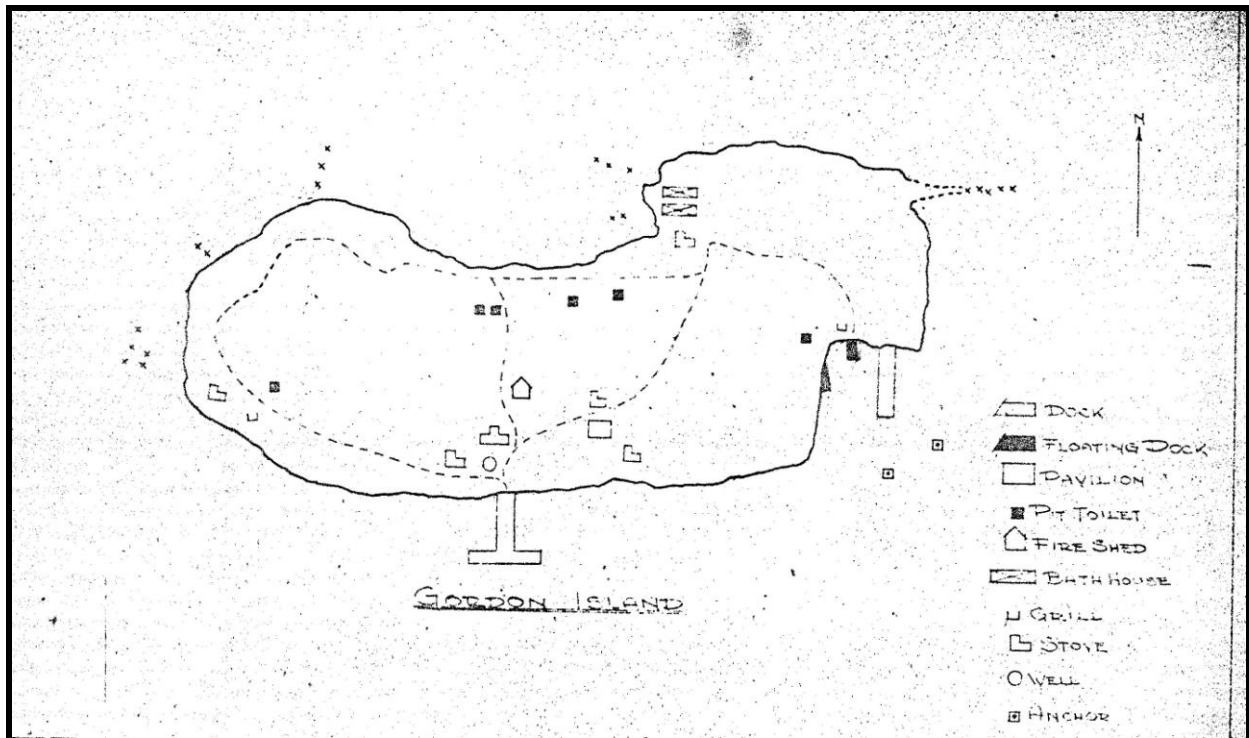


Figure 33 Gordon Island – sketch from NA, RG84 Vol 1832 STL 28 pt. 1 microfilm #T-15500 attachment to letter dated Jan. 25, 1963. Sketches show island facilities as they were at that time.

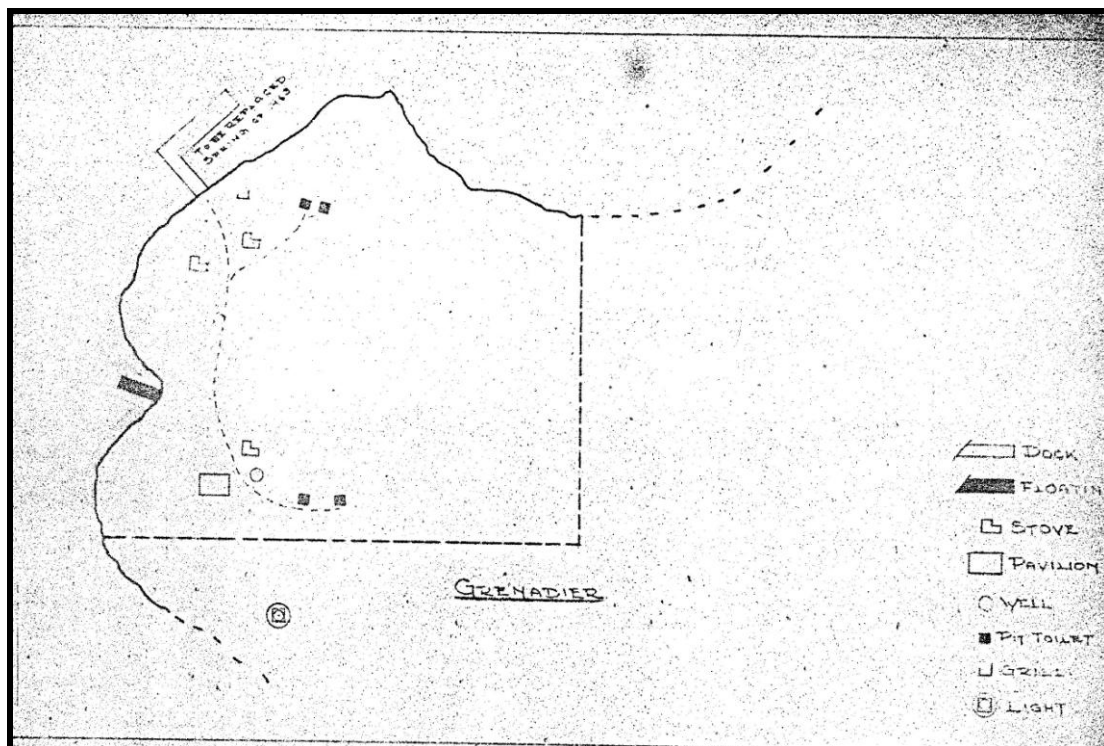


Figure 34 West End of Grenadier Island – sketch from NA, RG84 Vol 1832 STL 28 pt. 1 microfilm #T-15500 attachment to letter dated Jan. 25, 1963. Sketches show island facilities as they were at that time.

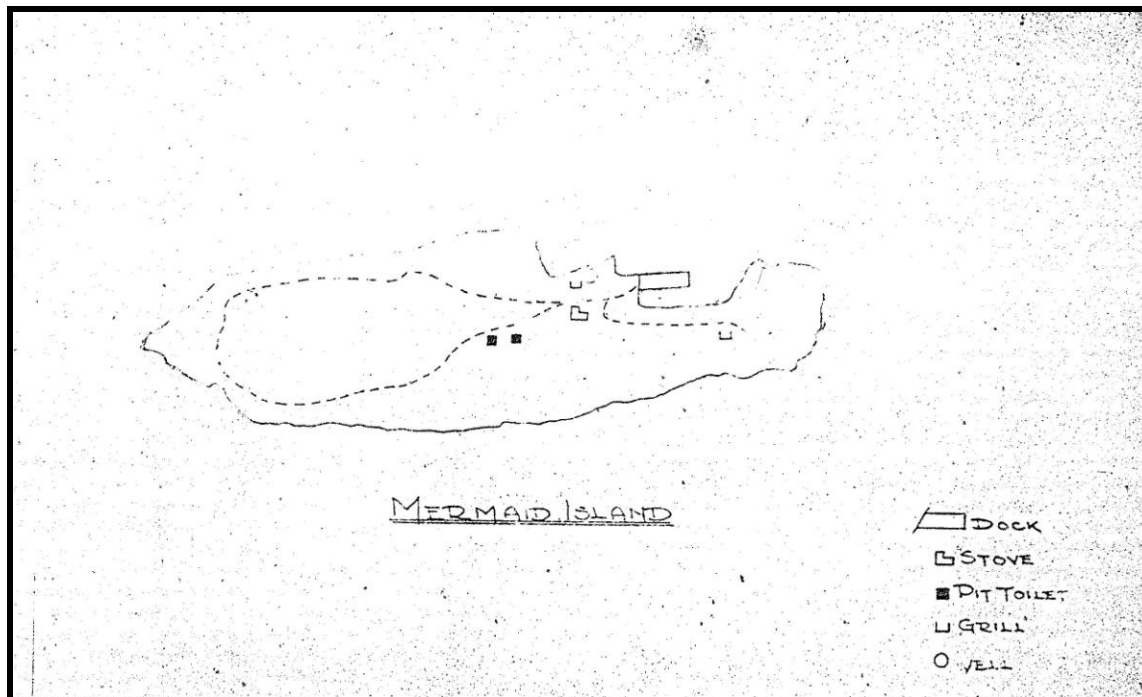


Figure 35 Mermaid Island – sketch from NA, RG84 Vol 1832 STL 28 pt. 1 microfilm #T-15500 attachment to letter dated Jan. 25, 1963. Sketches show island facilities as they were at that time.

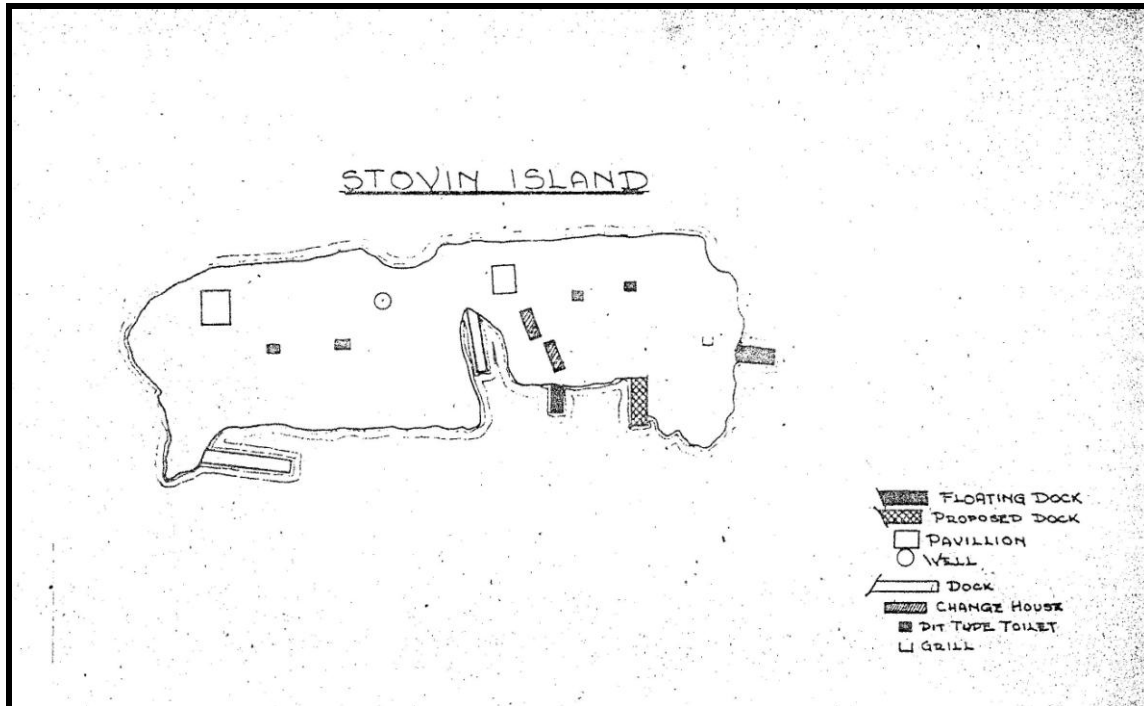


Figure 36 Stovin Island – sketch from NA, RG84 Vol 1832 STL 28 pt. 1 microfilm #T-15500 attachment to letter dated Jan. 25, 1963. Sketches show island facilities as they were at that time.



Figure 37 NA, C-147805 Milton Island 1966



Figure 38 NA, C-147808 Milton Island 1966



ST. LAWRENCE ISLANDS
NATIONAL PARK

INTERPRETIVE PROGRAMME 1974

May 18 - September 2 - 10 am - 7 pm

Visitor Centre: Mallorytown Landing
(exhibits about the Thousand Islands)

Brown's Bay Wreck: Mallorytown Landing
(historical display)

June 27 — September 2

Evening Programmes

Slide Talks and films about the Thousand Islands

At dusk, weather permitting

Mallorytown Landing: Monday, Wednesday,
Saturday

Camelot Island: Saturday

Georgina Island: Sunday

Guided Walks

Visit for an hour with an experienced naturalist

Mallorytown Landing: Sunday, 2 p.m.

Camelot Island: Sunday, 11 a.m.

Georgina Island: Monday, 11 a.m.

Special Programmes

Hikes and presentations are offered to special groups on request in both French and English.
Telephone: 923-5241.

Figure 39 Pamphlet of interpretive activities summer 1974.

St. Lawrence Islands National Park

Interpretive programme 1975

June 28 — September 1

VISITOR'S CENTRE Mallorytown Landing
Open daily except Tuesday 11:00 a.m. 5:00 p.m.
(natural and historic displays)

Slide Talks and Hikes (all events 1-2 hours in length)

DAY	LOCATION	EVENT	TIME
WED	Mallorytown Landing (Visitor's Centre)	Slide Talk	Dusk
THU	Mallorytown Landing	Conducted Hike	10:00 a.m.
FRI	Georgina Island	Slide Talk	Dusk
SAT	Georgina Island (Twin Docks)	Conducted Hike	10:00 a.m.
	Mallorytown Landing (Visitor's Centre)	BILINGUAL Conducted Hike	10:00 a.m.
	Mallorytown Landing (Visitor's Centre)	Slide Talk	Dusk
	Camelot Island	Slide Talk	Dusk
SUN	Camelot Island (Twin Docks)	Conducted Hike	10:00 a.m.
	Mallorytown Landing	Conducted Hike	10:00 a.m.

SPECIAL PROGRAMMES

Hikes and talks are offered in both French and English on request.
Telephone: (613) 923-5241/5443

Figure 40 Pamphlet of interpretive activities summer 1975.

Conclusion

For more than 100 years, people have enjoyed the spectacular scenery and the peace and tranquility of the Thousand Islands. And for much of that time, for local people as well as those who came from afar, the islands set aside for park purposes have provided a place to stop and experience those pleasures.

The experience of the islands for the visitors has changed over the years, from being centred on the island and activities on the island to a greater focus on the river. During the late 19th and a little more than half of the 20th century, visitors came to the islands in small boats and picnicked or camped. Their objective was the island itself and the activity in which they were going to engage. They lived in tents, and when camping stayed for a weekend or longer. It was a family activity, and greatly loved by all. As the 20th century progressed and transportation became easier, visitors came from farther and farther away to enjoy the park island.

As the 20th century progressed, private boats became progressively larger and more powerful. By the early 1970s, island users were complaining about the large American boats which were taking up dock space at the park islands, making it difficult for small boats to find a place to tie up. The owners of the large boats were also experiencing the islands differently. Their visit to the islands was centred around the dock; they might take a walk around the island after dinner, but they slept on their boat, ate on their boat or the dock, and swam off their boat. This trend towards boat camping instead of tent camping probably made the removal of facilities such as change houses and playgrounds from the islands in the 1970s less important. By the end of the period camping had decreased dramatically on the park islands, as more and more user acquired bigger and bigger boats.

The experience of the islands was changed as well by the staff. From the early days of the park, each island had had a caretaker, who was responsible for the maintenance of the island facilities as well as for a certain amount of policing. In the 1950s a warden was brought to SLINP and the maintenance of the islands changed. Now a crew of men went from island to island doing maintenance work, collecting garbage and interacting with the visitors. By the 1970s naturalists had been hired and were going from island to island providing visitor with information about the islands and the flora and fauna found in the region.

SLINP has always been of great importance to the local inhabitants. The 19th century inhabitants of the area demanded that some of the islands be kept for the enjoyment of the public, and over the years of the 20th century the citizens of the area frequently visited and enjoyed the islands as families or in larger groups. Local inhabitants continued to have a keen interest in park through the first planning process in the 1970s and on to today.

Much has changed at SLINP over its long history. How the islands were cared for, how visitors used the islands, the facilities available to those visitors, administration of the park as a whole rather than as pieces, the understanding of the park as a piece of a larger environment and the engagement of the community in the planning for the park - all these things have evolved

and changed over the years. One thing that hasn't changed however, is the love that the visitors feel for the river and its islands. Canadians, as well as people of other nationalities, still come to the St. Lawrence River and St. Lawrence islands national park for the beauty and tranquility of the islands and "restoration and healthful resort."

Notes for further research and analysis

In preparing this paper, I scoured the National Archives of Canada for references to SLINP in the Government Archives Division, as well as files in the Ontario Service Centre and at the SLINP office at Mallorytown Landing. There remain a number of areas of research and analysis that would add to the understanding of SLINP's development, some of which would be useful to the understanding of the development of all Canadian parks.

1. The lives of the early caretakers of the islands parks. There is some information in the various archival files about the work and lives of the island caretakers in the years before 1950. However, except for a short piece prepared by Alf MacDonald [see Appendix 7] (which seems to be based on local gossip as much as anything else) there is very little personal information available about these men.
2. A detailed list of staff from the 1950s to the present. I started to do this (see Appendix 6) but the level of detail needed to finish such a project would require more time than I had.
3. The development of planning in national parks. Coherent and long-term Park planning became increasingly important after WWII. A history and critical discussion of the development of the planning function in Parks Canada would have been of use to me in my focussed work on SLINP.
4. A focused periodical search for references to the park and park islands. Because of time constraints, I sampled local papers rather than carrying out a concerted search.
5. A study of the classification/Zone systems in National Parks. When the first system was developed, where did the impetus for the system come from, an analysis of the changes to that system over the years, evolution of the bioregion paradigm. Was the development of these systems driven from inside or outside of the parks service
6. I collected a large amount of detail on certain aspects of park administration and functions, but little of this detail was coherent enough to discuss at any great length. For example, for the year 1971 I found a list of life guard equipment. While interesting in itself, it does not add much to the overall story of the park, as there is no equivalent list from an earlier time to which to compare it. Many of these pieces of detail have not found their way into this report, as there is no context for them. Still the information exists in my notes and should be recognized as a resource for future study.
7. The idea of an international park in the 1000 islands area was raised in the 1890s and then again in the 1930s. While I've run across some pieces of correspondence about this, both times the idea was raised seem to have been brief and without any result. However, further study might be of interest.
8. Another analysis that would be of interest to pursue is SLINP in the context of Parks

Canada as an organization, with particular reference to National Parks legislation.

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Appendix 1

Selected travelers accounts of the 1000 Islands 1797 to 1910

Travels Through the States of America and the Provinces of Upper and Lower Canada, During the Years 1795, 1796, and 1797

Isaac Weld, Jr.

Fourth Edition, Two Volumes

London: John Stockdale, 1807

September 1797:

"...but no one ever thinks of going thither by land, on account of the numberless inconveniences such a journey would be attended with; indeed, the difficulty of getting horses across the many deep and rapid rivers falling into the St. Lawrence, would in itself be sufficient to deter travellers from proceeding by land to Kingston, supposing even that there were none other to encounter. A water conveyance is by far the most eligible, and except only between Quebec and Montreal, is the conveyance universally made use of in every part of the country, that is, when people wish merely to follow the course of the rivers, in the neighbourhood of which alone there are any settlements. (p. 22)

"About eight o'clock the next, and eighth morning of our voyage, we entered the last lake before you come to that of Ontario, called the Lake of the Thousand Islands, on account of the multiplicity of them which it contains. Many of these islands are scarcely larger than a bateau, and none of them, except such as are situated at the upper and lower extremities of the lake, appeared to me to contain more than fifteen English acres each. They are covered with wood, even to the very smallest. The trees on these last are stunted in their growth, but the larger islands produce as fine timber as is to be found on the main shores of the lake. Many of these islands are situated so closely together, that it would be easy to throw a pebble from one to the other, notwithstanding which circumstance, the passage between them is perfectly safe and commodious for bateaux, and between some of them that are even thus close to each other is water sufficient for a frigate. The water is uncommonly clear, as it is in every part of the river, from Lake St. Francis upwards: between that lake and the Utawas River downwards it is passing over beds of marl. The shores of these islands under our notice are rocky; most of them rise boldly, and some exhibit perpendicular masses of rock towards the water upwards of twenty feet high. The scenery presented is beautiful in the highest degree. Sometimes, after passing through a narrow strait, you find yourself in a bason, land-locked on every side, that appears to have no communication with the lake, except by the passage through which you entered; you are looking about, perhaps, for an outlet to enable you to proceed, thinking at last to see some little channel which will just admit your bateau, when on a sudden an expanded sheet of water opens upon you, whose boundary is the horizon alone; again in a few minutes you find yourself landlocked, and again a spacious passage as suddenly presents itself; at other times, when in the middle of one of these basons, between a cluster of islands, a dozen different channels, like so many noble

rivers, meet the eye, perhaps equally unexpectedly, and on each side the islands appear regularly retiring till they sink from the sight in the distance. Every minute, during the passage of this lake, the prospect varies. The numerous Indian hunting encampments on the different islands, with the smoke of their fires rising up between the trees, added considerably to the beauty of the scenery as we passed it. The Lake of the Thousand Islands is twenty-five miles in length, and about six in breadth. From its upper end to Kingston, at which place we arrived early in the evening, the distance is fifteen miles." (p. 53)

The length of time required to ascend the River St. Lawrence, from Montreal to Kingston, is commonly found to be about seven days. If the wind should be strong and very favourable, the passage may be performed in a less time; but should it, on the contrary, be adverse and blow very strong, the passage will be protracted somewhat longer; and adverse or favourable wind, however, seldom makes a difference of more than three days in the length of the passage upwards, as in each case it is necessary to work the bateaux along by means of poles for the greater part of the way. The passage downwards is performed in two or three days, according to wind. The current is so strong, that a contrary wind lengthens the passage in that direction more than a day." (p. 54)

Journal of a Tour to Niagara Falls in the Year 1805

Timothy Bigelow

Boston: Wilson and Son, 1876. (actual trip occurred in 1805)

"In pursuance of an intention which some of us had entertained for many years, Timothy Williams, Esq. Mr. Samuel P. Gardner, Major John Williams, Mr. Nathaniel C. Lee, and myself, set off from Boston on the eighth day of July, in the year 1805, to visit the celebrated Falls of Niagara; purposing, however, to examine all the natural curiosities to be met with in or near our route, which should not occasion too great a diversion from our main object, to return home by the way of Montreal and Lake Champlain".

Arrange to travel on a "Schenectady boat" to go to Montreal:

"...We embarked early in the morning of July 30, to the number of fourteen in all, upon the Lake of One Thousand Islands, and shaped our course for Montreal". (p. 75)

"We dined on a bare rock on an uninhabited island, the last in the Lake of One Thousand Islands, and which we called Smith's Island, in compliment to the gentleman who acted as our conductor." (p. 76)

"The name of their lake we found not to be hyperbolic, as we had first supposed. We verily believed that we saw very near one thousand islands. Mr. Gilmore affirmed that he counted fifty in view at one time. They are of various sizes, some containing fifty acres or more, and others not a quarter of an acre. They form a labyrinth, through which it requires the experience of a pilot to find a passage. The scene is continually changing; sometimes you seem to be completely

land-locked, with a shore at no great distance in every direction. In a few minutes, extensive sheets of water expand to the view, and you then perceive that what before seemed to be perhaps but one is in reality several islands. As you emerge from the islands and come into the view of both shores of the river, the prospect downstream is remarkably fine. The breadth from shore to shore is from one to two miles, but in the direction of the river north-eastward the sky and water unite." (p. 76 -77)

Personal Narrative of Travels in the United States and Canada in 1826
Illustrated by Plates with Remarks of the Present State of the American Navy by
Lieut. The Hon. Fred. Fitzgerald de Roos
Second Edition
London: William H. Ainsworth, 1827

Trip occurs in 1826.

Arrive at Prescott around the 16th of September:

"Here we found the steamboat which was to convey us to Kingston on Lake Ontario. It was widely different from those in which we recently journeyed, being handsomely and comfortably fitted up. At this spot, the scenery assumes a more interesting character; and, as we approached the little village of Brockville, the woodly islands and rich banks of the river, whose enormous breadth continues undiminished, formed a variety and delightful landscape." (p. 136).

"In half an hour we again proceeded on our journey, and were fortunate in the state of the weather. The softness of a charming autumnal evening enhanced our enjoyment of the beauties of "The Lake of the Thousand Islands". It bears this name, but there are, in reality, according to the latest surveys, 1700. The shores of these islands are very bold, and the steam boat, shooting in and out among them, continually shifted the interesting scene. Though exhibiting an endless variety of shape and size, they are all remarkable for the richness of their verdure....The whole extent of the lake is never visible; the prospect being bounded by islands which immediately surround you."

"In the evening, as we passed an opening, we came in sight of a new settlement on the American shore. Five or six log huts formed the only habitations of the infant colony. The thick wood was cut down in its immediate vicinity, and a few wretched-looking individuals were assembled around the blaze of a fire which burned in the centre. Never did I contemplate so dreary and hopeless a picture, nor a scene of such desolation: but even this place is already named Alexandria; and bids fair in a short time to become a prosperous village: nor is it by any means improbable, so excellent in its situation, that it may in few years possibly rival in size the city form which it derives its name". (p. 138)

"As the sun set below the islands, the full moon rose in all her beauty. The light evening breeze had subsided into a calm; not a breath of air ruffled the glassy surface of the waters. Impressed with the solemnity of the scene, I could not refrain from wishing that here at least nature might be permitted to remain unmolested; but the solitary watch-fires of the recent settlers gave

sufficient proof that though his tenure was a yet but frail, Man! rapacious and indefatigable Man! was fast establishing his usurpation." (p. 139)

**Narrative of Tour in North America; Comprising Mexico, the Mines of Real Del Monte, the United States, and the British Colonies:
With an Excursion to the Island of Cuba, In a series of letters written in the years 1831-2.
Henry Tudor, Barrister at Law
In Two Volumes
London: James Duncan, 1834**

Around August, 1831.

"But I come, now, to the scenery that will perhaps delight you more than either canals, or ships, or sailors. I have brought you to the very shores of the splendid St. Lawrence, which, as I mentioned before, received its crystal flood at Kingston, from the waters of Lake Ontario terminating at that place. From this its noble source, it rolls along its majestic and expansive stream, fertilising the lands and domains of a thousand cities, towns, and villages, lying on its banks, through a distance of 700 miles to the ocean. The scene now presented to me, and extending, throughout the day's excursion of seventy miles to Prescott, displayed all the attraction of novelty, united with the most exquisite beauty. Shortly after entering the river, which is several miles in breadth, you approach the broken and undulating outline of a region of islands. They are called, **par eminence** "the Thousand Islands;" nor does the figure, as if lending a poetical charm by the multiplication of numbers, outstrip the fact; since, I believe the whole group amounts to fourteen or fifteen hundred, scattered in all directions on the surface of this "shining river". (p. 265)

"Nothing can be imagined more lovely and picturesque than winding you constantly meandering course through this verdant labyrinth. All the endless varieties of shape, colour, height, size, and contour, are exhibited in their ever-changing appearances. Their forms, indeed, are as diversified as their numbers. Some of them, covered with a rich greensward, repose on the stream so nearly level with it, as if floating down upon its bosom; others elevate their summits in bold perpendicular ascents; crowned with the most luxuriant foliage; and here and there is seen an islet, formed of fantastic rocks piled on each other, and contrasting their rugged and barren surface with the smiling fertility of the rest. On some few of these fairy islands you perceive a cottage, or a log-house, rearing its simple structure amid this landscape of loneliness and silent beauty, and affording a pleasing relief, in the symptom of human existence which it offers, to the otherwise unbroken solitude that reigns around. On another side you see a natural terrace, or a glade, peeping forth its half-concealed position in a wood; while the transparent water casts back from its placid current the rocks and trees by which it is overshadowed. The endless succession of objects that regale the eye, as you thread the maze of isolated rocks and woods, basking, in, countless numbers, on the sunny element, brings home to your imagination all the enchanting visions of Arabian and Oriental descriptions." (p. 296)

"I was forcibly reminded of the interesting Straits of Malacaa, through which I sailed a few years ago, on my passage to China, and presenting a similar aspect; and where several of the islands, though much larger and much less numerous, exhibit in their grotesque shapes, the forms of crocodiles, rabbits, alligators, and other singular animals. Nothing, however, can exceed, if equal, the "Thousand Islands" of the St. Lawrence. Here Nature has wrapped herself in all the witchery of her silent charms, and here her lonely and soothing beauty speaks a language to the heart unfelt by the proudest works of man." (p. 297)

Canada, Nova Scotia, New Brunswick, and the Other British Provinces in North America with a plan of National Colonization
James S. Buckingham
London: Fisher, Son & co., 1843

On the morning of Saturday, 22 August 1840 leaves Kingston on a steamer called the "Dolphin".

"The weather was very beautiful; as we soon got among the Thousand Isles, which here stretch themselves along the centre of the St. Lawrence for a distance of about forty miles, we had an abundant exercise for all our faculties. The main stream of the St. Lawrence, as it flows from the western terminus of the Lake Ontario, is about twelve miles wide; but it is so thickly studded with islands, that it is like passing through a vast archipelago rather than navigating a river. Through this extensive range bears the name of the Thousand Isles; it is said that there are more than 1600 of them, which I can readily believe. The largest of them are from 8 to 10 miles in length, and 4 to 5 in breadth; and the smallest of them cover perhaps an acre of space. They are for the most part rocky, sometimes rising in abrupt cliffs from the water; and so bold and steep that you may run the boat near enough almost to touch the cliffs from the vessel; a few only are low and flat, but being nearly all wooded, they form a perpetual succession of the most romantically beautiful and picturesque groups that can be conceived. The water of the St. Lawrence is of a bright green tinge, and beautifully clear, much clearer than the clearest parts of the Upper Mississippi, almost indeed as transparent as Lake Huron itself; and from its majestic breadth, its rich and varied scenery, and the settled population seen along its banks, the St. Lawrence has a grandeur, as well a variety and beauty, about it, which no other river that we had yet seen on the continent possessed in an equal degree." (p. 84)

The Emigrant Churchman in Canada By a Pioneer of the Wilderness
Rev. Henry Christmas, M.A. F.R.S. F.S.A., Member of the Royal Academy of Archeology of Madrid
In Two Volumes
London: Richard Bentley, 1849

"A few miles steaming after leaving Prescott, brought us to Brockville; which, to the author's taste, presents one of the prettiest and most interesting localities on the river side in all Canada.

It is situated upon rather a steep bank, the approach to the town being prettily overshadowed by trees, amongst which the church stands as conspicuous object. A little further on, the river abounds with the prettiest rocky islets, most of the them wooded, more or less, among which, on a fine summer afternoon, the white sails of fine pleasure skiffs may be seen gleaming here and there, giving visions of health and innocent aquatic recreation. What a spot for a few Cambridge or Oxford eight-oars to turn out in! (p. 56)

Narrative of A Voyage To, and Travels in Upper Canada, with accounts of the Customs, Character, and Dialect of the Country, also Remarks on Emigration, Agriculture &.,

James Taylor

Hull: John Nicholson, 1846

Trip begins in April 1843.

29 May, takes a steamboat from Montreal to Kingston via the Rideau Canal.

Leaves Rideau Canal at Kingston:

"Upon leaving the canal, we entered one of the most wonderful places my eyes ever beheld, called Thousand Islands,- such a scene of desolation, I never before witnessed. The lakes which surrounded those islands are for the most part very narrow, and the trees, bordering on the water are all quite dead, some standing, and others laying in all directions; indeed the first impression cannot be resisted, that it has the appearance of being part relics of the old world." (p. 16)

"Further back from the above, trees were full of verdure, and their variegated foliage presents quite a picturesque appearance, also a pleasing contrast." (p. 16)

"As we passed along amongst those innumerable islands, I could almost fancy them the abode of hermits - everything so still, and silent as death, save the distant sounds that faintly echo in the woods and the tapping of the woodpecker, or some lonely birds fluttering amongst the foliage of the trees, startled by our sudden appearance; and, in the evenings, nothing to be heard but the melancholy plaint of the whip-poor will, a description of which I shall give hereafter". (p. 17)

The Anglo American Magazine

Vol. II, April 1853, no. 4

"The Thousand Islands"

"Beautiful are the scenes which present themselves to your gaze, as, seated on the deck of the steamer, you thread the mazes of this lovely archipelago."

"The Thousand, or sixteen hundred and forty-three Islands, for such we believe is their number, are situated on the St. Lawrence, between Brockville and Kingston, a distance of about sixty miles."

"They are of almost every possible size and shape, from the small bare granite rock just jutting its pointed head above the water, to the large fertile island, several miles in extent, covered with fields of grain, the abode of some hardy settler; on some of them there are several farms of considerable extent."

"The islands begin a short distance below Brockville, where three of them, called the Sisters, are ranged side by side, forming a sort of advance guard: above the town they are thickly strewn, for about five or six miles, where the river assumes the appearance of a small open lake, almost wholly free from the islands. At the upper extremity of this lake, which is about seven miles long; they begin again, more thickly studded than before, and are found more or less densely crowded together till we reach Kingston."

"The islands are, for the most part, composed of a sort of soft granite, which in some places presents a very singular contrast to the regular stratified lime-stone found on either side of the river at the same place, offering to the geologist an interesting field of enquiry, while the quantities of fish of various kinds found in the eddies and deep channels between them, and numerous flocks of wild fowl of almost every variety, frequenting the sequestered bays and nooks with which they abound, hold out the prospect of a rich treat to the sportsman and naturalist, in the prosecution of their favourite pursuits."

"On the occasion of our last visit to this spot, we busied in contrasting the scenes before us with those of a more southern clime. These islands, covered with the dark, cold foliage of the evergreens, with the land, which almost looks sprinkled with gold from the flowers of the aloe: the rugged rocks bearing perhaps a single tree or massed into a bowery island, with the shores bordered with sand, on which Amphitrite and her train might love to dance, and weave their flowery locks with the dropping sea weed, while zephyrs come laden to you with the scent of tropical flowers."

"Beautiful St. Lawrence! others have expressed themselves disappointed with thee; but writing only as I found and felt, and without reference to the impressions even of more gifted travellers, I am constrained to confess that, in no part of my wanderings by sea or by land - the unapproachable Niagara alone excepted - did I feel more interest and excitement than I did when sailing, often shooting down the waters of the thin narrow stream. The variety of islands, which, although named the Thousand, are said to be in reality of much larger number; the racing speed at which the river runs, with the occasional boiling and blustering of rapids, and the also occasional transition from narrows to lakes, and from lakes to narrows again, give an interest and a variety to the sail, which is exceedingly pleasing. True, the islands are none of them high, and some of them are covered only with stunted brushwood. But then they are in constant succession, and most of them, are clothed with trees of very graceful foliage. True, also the river has lost the green clearness it possessed under the world-renowned name of the Niagara, or while

its waters formed the part of the waters of Lake Ontario, and it has now assumed a browned and comparatively turgid aspect. But then it is still full of activity: it toils, tosses, and tumbles like a thing of life. Often it is difficult to understand what all the toil, trouble, and turmoil is about. Like a numerous class of would-be politicians, whose characteristic features are graphically touched off by Woodsworth in the line: "Hurried and hurrying, volatile and loud." - the St. Lawrence seems resolved to make the most of everything - to make a vast noise and bluster as well without as when there is occasion, and to keep up the excitement even long after all apparent cause for it has ceased."

A Trip Through the Lakes of North America; embracing a full description of the St. Lawrence River, together with all the Principal Places on its Banks, from its Source to its Mouth: Commerce of the Lakes, Etc. forming altogether A Complete Guide for the Pleasure Traveller and Emigrant. With Maps and Embellishments.
New York: J. Disturnell, 1857.

Trip from Kingston to Montreal:

"The American steamers on leaving Kingston on their trip to Ogdensburg run between Grand Island and Howe Island, two large islands belonging to the British, when they enter the American channel of the St. Lawrence and land at Clayton, situated at the mouth of French Creek, while the Canadian steamers usually run the North or British Channel, passing Gananoque, 20 miles below Kingston. This is usually the first landing made by the British steamers in descending the river, unless they stop to take in wood at some of the numerous islands." (p. 255)

"The Thousand Islands - The remarkable group of islands in the River St. Lawrence called the Thousand Islands" commences opposite the city of Kingston, and stretches down the river for between 40 and 50 miles, for which distance the St. Lawrence is between six and twelve miles. They lie partly in Canada and partly within the bounds of the State of New York, the boundary line between the United States and Canada dividing them into about equal parts".

"From an examination of Bayfield's chart of the St. Lawrence River, it appears that Wolfe Island or Grand Island, belonging to the British, is 18 miles long and from one to six miles wide. This is the largest island of the group, and contains much good land, being inhabited by a number of families. A canal is commenced, extending across this island, to facilitate trade with Cape Vincent.

Gage Island, lying west of Grand Island, is three miles long. On its southwest end may be seen a light-house as you approach Kingston from Toronto or Oswego. The American boats usually run between this island and Wolfe Island, through the Packet or Bateau Channel."

"On Garden Island, opposite Kingston, is situated a large lumber establishment, where may usually be seen vessels taking in lumber, destined for different ports."

"Howe Island, also belonging to the British, is eight miles long, and from one to two miles wide, lying near the Canada shore. The usual steamboat route, on ascending and descending the river, is between this island and Wolfe Island, running through the Kingston or British Channel, a wide expanse of water, extending from near Kingston to French Creek, on the American side."

"The American Channel runs east of Wolfe or Grand Island, between that and Cape Vincent, where extends the boundary line between the two countries, this being considered the main channel."

"Carleton Island, belonging to the United States, is situated nearly opposite Cape Vincent. It contains about 1200 acres of excellent land, and is an important island, as it commands the American channel of the St. Lawrence, and has two fine coves or harbours at the upper end, where are extensive lumber stations. Here was erected a fort by the British in 1777, and it became their principal military and naval depot for Lake Ontario during the Revolutionary War. Some years afterward, the shipping and public stores were removed to Kingston, but the island was retained and occupied by the British troops until 1812, when the guard was surprised and taken by a party of New York militia." (p. 256)

The waters of the St. Lawrence among the islands here vary at different seasons from three to four feet in height, exposing some hundreds of islets at its lowest stage."

"The fish most abundant are the muskalonge, pickerel, black bass, pike, perch, rock bass, catfish, and eels. The maskalonge, pickerel, and black bass are taken by trolling; the pike are taken in nets, and the perch, rock bass, etc, are taken by hook and line."

"On the islands are found deer, foxes, raccoons, rabbits, squirrels, muskrats, and minks; also partridges, quail, and wild ducks in abundance." (p. 256)

"Grindstone Island, five and half miles long, belongs to the United States. This is a large island, lying in the middle of the river, a short distance below the mouth of French Creek. Here, it is said, the noted Bill Johnson has his favourite abode, either on the main island, or the small island in its immediate vicinity, called Johnson's Island."

"Well's Island, another large and important island, eight or nine miles in length, is attached to the state of New York; it lies mostly above the village of Alexandria, the boundary line running on it west side, where lies the beautiful body of water, called the "Lake of the Thousand Islands", which is a favourite resort for the angler and sportsman."

"The Admiralty Islands are a group lying below Howe Island, and belong to the British. Here the Canadian channel becomes a perfect labyrinth for a number of miles, and the navigation would be very dangerous were it not for the great depth of water and bold shores of the islets."

"The Fleet Group, or Navy Islands, commence opposite Grindstone Island, on the Canadian side of the river, and extends for some distance below to opposite Well's Island. Here the boundary line runs close to the latter island, giving most the small islands to the British." (p. 257)

"The Old Friends are a small group immediately below Well's Island, belonging to the United States."

"The Amateur Islands lies in the middle of the river, opposite Chippewa Creek, and are, in part, attached to the State of New York, and part belong to Canada, the boundary line running between them."

"Immediately below the latter islands the river contracts to one or two miles in width, and the Thousand Islands, of which there are at least fourteen hundred, may be said to terminate, although a large collection of islands called the Brock's Group, lying mostly on the Canada side, are passed a short distance below the village of Brockville, where the St. Lawrence River is about one mile wide, which width it averages for 30 or 40 miles, you approach the rapids below Ogdensburg, when it narrows to about half a mile in width, with banks elevated but a few feet above the water."

"The main stream of the St. Lawrence, says Buckingham, speaking of the Thousand Islands, is so thickly studded with islands that it is like passing through a vast archipelago, rather than navigating a mighty river. They are for the most part rock islets, sometimes rising in abrupt cliffs from the water, and so bold and steep that you may run the boat near enough to touch the cliffs from the vessel. A few only are low and flat, but being nearly all wooded, they form a picturesque groups that can be conceived."

"Among the Thousand Islands are usually found immense quantities of water-fowl and other kinds of wild game, which during the spring and summer months, afford great pleasure to the sportsman. The fishing is also excellent for the most part of the year. During the months of July and August, pleasure parties from the surrounding country, and strangers from a distance, resort here for their amusement, enjoying themselves to their heart's content by hunting, fishing, and bathing, being surrounded by wild and interesting scenery and invigorating air, not exceeded by any section of the United States or Canada."

"Brockville, 50 miles below Kingston and 125 miles above Montreal by railroad route, is a beautiful and flourishing town of about 8,00 inhabitants; it contains a court-house and jail, a custom-house, several churches, two good hotels, and many fine buildings, besides several extensive manufacturing establishments. Here is a convenient steamboat landing, where the American and British passage-boats usually land on their trips up and down the river, the stream being here about two miles in width." (p. 259)

A Glimpse at the United States and the Northern States of America, with Canadas, comprising their Rivers, Lakes, and Falls

**During the Autumn of 1852
Including Some Account of an Emigrant Ship
Edmund Patten, Esq.
London: Effingham Wilson, 1853.**

August 28, leaves Montreal for Lachine by coach. At Lachine, boards "a small steamer".

"Our destination was, in the first instance, to "Kingston", one-hundred and eighty miles south of the point of our departure. I found the canal steamer exceedingly well appointed, the accommodation good, and the number of passengers not inconveniently great. Nothing could be more heavenly than the weather, and the warm glow and crimson hue of the western horizon, bespoke the morrow to be propitious to our wishes. In passing through so many locks, our progress was much impeded, having, on one occasion, lost several hours by an accident at one of the lock gates; we, however, late in the evening, got clear of them, and our stout little steamer once more plunged into the noble broad expanse of waters." (p. 87)

"After taking a few hours rest, early in the morning we found ourselves in what is called the "Lake of the Thousand Islands"; these islands are of every imaginable size, covered with trees, shrubs, and rocks peeping from the foliage, some close together, through which the torrent rushes with fearful rapidity; at one moment the passage, or channel, appeared shut up against further progress, - when, on a sudden, an expanded sheet of water opens upon you: on either bank of gentle elevation, cottages, and log huts are scattered, the residences of the emigrant or wood-cutter, clearing way the forest around him; and so extensive is the whole scene, that although man and his axe have been at work for upwards of two centuries, it would appear as if little impression, as yet, had been made. These beautiful islands extend twenty-five miles in length and six miles in width; and in the vicinity of "Brockville", the effect is particularly striking". (p. 88)

"For hours together, the little steamer appeared contending against what, to an unpractised eye, would appear insurmountable difficulties, and which, indeed, was quite a new feature in my travelling experience; but use and practice, combined with skill and local knowledge, give navigators in these waters such perfect confidence in the various turnings, and, as it were, paths through the eddies and whirlpools, that seldom any serious disaster is heard of." (p. 88)

"The intricacy and difficulty of this navigation, doubtless, is the cause that the surrounding country is but thinly inhabited, presenting a very different aspect to the animated scene on the Hudson, or on Lake Champlain." (p. 89)

"After clearing this formidable cluster of islands, which your fancy might lead you to conclude was the abode of some beautiful nymphs or fairies, we, once more, got into the broad expanse of waters, and greeted, for the first time, the magnificent Lake Ontario..." (p. 89)

The Canadian Handbook and Tourist's Guide, Giving a Description of Canadian Lake and River Scenery and Places of Historical Interest with the Best Spots for Fishing and Shooting.

Montreal: M. Longmore & Co., 1867

"Leaving Brockville by the evening train for Kingston, 47 miles distant, we arrive at midnight; and this being the point where we purpose taking steamer to come down the St. Lawrence and enjoy the scenery of the "Thousand Islands", Rapids &c. it is as well to take a day or two to see the city and its environs." (p. 110)

"Leaving Kingston by one of the steamers from the West, early in the morning, the tourist will get one of the finest views to be met with in Canada, and one which, like the Niagara, though often described in various ways, is really indescribable to do it justice- The Lake of the Thousand Islands." (p. 112)

"...In the course of a few miles the channel becomes so wide, and so full of islands, that it has obtained the name of the "Thousand Islands". These islands which have obtained a world-wide celebrity, consist fully of 1800 in number, of every imaginable shape, size, and appearance, some of them barely visible, others covering many acres; some only a few yards long, others several miles in length; some presenting little or nothing but bare masses of rock, whilst others are so thickly wooded over, that nothing but the most gorgeous green foliage in the summer is to be seen, whilst in autumn, the leaves present colours of different hues of light crimson, yellow, purple, and other colours scarcely imaginable. They are truly the "emerald gems in the ring of the wave", and their broken outline presents the most picturesque combinations of wood and water."

"The first of largest of these islands is Grand or Wolfe Island, containing about 9000 acres, to which there is a ferry-boat constantly plying from Kingston; it is of irregular shape, and indented by numerous bays.

"Betwixt its western shore and the city of Kingston lies Garden Island, containing about 30 acres, belonging to a firm largely engaged in the rafting business. They employ a large number of vessels in bringing staves from the western portion of the Upper Province to the island, where they are made into rafts for the voyage to Quebec."

"As a fishing ground for pike, maskinonge, black bass, dore, &c., no part of the St. Lawrence can compare with the shores of these islands." (p. 113)

"There is also very good spearing here at night, and week or two spent on either of these islands will amply repay the fishermen, besides giving him the invigorating benefits resulting from the Lake.... The whole channel of the Lake of the Thousand Islands is a famous spot for sporting; myriads of wild fowls of every description may be found here, and the facilities for coming upon them round some interposing point, by suddenly rounding one of the many islets and taking them on the wing in their flight past, make this amusement more varied than in most other shooting

grounds." (113)"The passage through the Thousand Islands by steamer is generally made in the early morning, leaving Kingston about daylight. You pass close to, and near enough often to cast a pebble from the deck of the steamer on to them, cluster after cluster of circular little islands, whose trees, perpetually moistened by the water, have a most luxuriant leaf, their branches overhanging the current. Again, you pass little winding passages and bays between the islands, the trees on their margins interlacing above them, and forming here and there natural bowers; yet the waters of these bays are so deep that steamers might pass under their shade. Then opens up a magnificent sheet of water, many miles wide, with a large island apparently dividing it into two great rivers; but as you approach it, you discover that is but a group of small islands, the river being divided into many parts, looking like silver threads. Again, the river seems to come to an abrupt termination four or five hundred yards in advance of you, but as you approach the threatening rocks, a channel suddenly opens out on the right, you are whirled suddenly into it, and the next moment a magnificent amphitheatre of lake opens out before you. This, again, to all appearance, is bounded by a dense green bank, but at your approach the mass is moved, as if in a kaleidoscope, and a hundred beautiful little isles appear in its place. Such, for upwards of forty miles, is the scenery through which you glide." (p. 115)

Sketches from America

Part 1 - Canada

Part 2 - A Pic-nic to the Rocky Mountains

Part 3 - The Irish in America

John White, Fellow of Queen's College, Oxford

London: Sampson, Low, Son, and Marston, 1870

"Passing suddenly up the St. Lawrence to another pet spot of Canadian tourists, the Thousand Islands, we come to a place which has been very differently spoken of by its many describers. It used to be a scene to go into rapture over, but Trollope broke in upon the established custom and spoke slightly of the Thousand Isles. As in most of such cases, a middle course seems the truest. There is certainly nothing of grandeur here, and nothing even very wild or romantic. But on a bright sunny day, as the steamer threads its way through the labyrinth of rocky islets, covered with a low dense growth of forest, each of them somewhat resembling the islands that we have seen in Scotch or Irish Lakes Ellen's Isle, or the islands of Killarney, the scene is exceedingly pretty. There are no mountains in sight, no bold cliffs, no handsome trees; everything is on a small scale, and merely pretty -- the narrow winding channels of the Archipelago - the rocks that stand up from the water's edge, and jut out in happy contrast among the thick greenery of the isles - the trees that spring from among the rocks, close to where the ripples are flashing on them, or that droop down over them from above, and nearly touch the blue water. There is a sweet air of soft beauty over the whole, and perhaps its charms are somewhat enhanced by the fact, that you have not to go at all out your way to get at it; for it lies upon the highway into Upper Canada, and is passed through from end to end by the river-steamers that ply from Montreal up to Kingston." (p. 176)

Their Wedding Journeyby **W.D. Howells**Edited by **John K. Reeves****Bloomington: Indiana University Press, 1968****This is a work of fiction based on actual travels to Niagara Falls and the St. Lawrence in 1870-1871.**

"All about the city [Kingston] shores are beautifully wooded, and there are many lovely islands - the first, indeed of those Thousand Islands with which the head of the St. Lawrence is filled, and among which the steamer was presently threading her way. They are still as charming and still almost as wild as when, in 1673, Frontenac's flotilla of canoes passed through the labyrinth and issued upon the lake. Save for a lighthouse upon one of them, there is almost nothing to show that the foot of man has ever pressed the thin grass clinging to their rocky surfaces, and keeping its green in the eternal shadow of their pines and cedars. In the warm morning light they gathered or dispersed before the advancing vessel, which some of them almost touched with the plumage of their evergreens; and where none of them were large, some were so small that it would not have been too bold to figure that as a vaster race of water-birds assembling and separating in her course. It is curiously affecting to find them so unclaimed yet from the solitude of the vanished wilderness, and scarcely touched even by tradition. But for the interest of the French, these tiny islands have scarcely any associations, and must be enjoyed for their beauty alone."(p. 112)

A Tour Through Canada From Nova Scotia to Vancouver IslandReprinted by permission from the column of the **Canadian Gazette, Anon.****London: 1884.**

Leaving Kingston, the expansion of the St. Lawrence, studded with island and well called the Lake of the Thousand Islands, is entered, extending down the river for 40 miles, with a width of 7 miles. Numbering about 1700 these wooded and rocky islets are of every shape and size; some are hardly seen, others many acres in extent; some little but bare rock, others beautified by plenteous foliage. The navigable channel, marked out by wooden light houses, runs from isle to isle, at times within a stone's throw of land. The gorgeous mass of foliage presented in autumn, when the trees exchange their summer green for numberless tints, is a scene of striking beauty. The chief resting place among the islands is Alexandria Bay (Hotels: Thousand Islands Houses, and Crossman House) a small village on the New York side of the river, from whence good boating and fishing may be had. A steamer plies between the Thousand Islands House and Clayton, whence all rail connection can be made with New York via Utica

The Picturesque St. LawrenceWritten and Illustrated by **Clifton Johnson****New York, 1910**

Parks Canada Library, Cornwall, F 5497.2.J63.

re. Thousand Islands: 'Some authorities say they begin with a group west of Kingston known as the Three Brothers, and end at Brockville with the Three Sisters. But there are other islands which dispute the claims of these. Some people disregard the Three Brothers entirely because they are several miles out in the lake, and declare that the rightful leader of the procession is Whiskey Island, overlooked by the grim stronghold of Fort Henry.

re. Whiskey Island: 'You could heave a stone from one end of Whiskey Island to the other; yet there are some islands in the archipelago so much smaller than this as to be mere dimples on the surface of the broad river and supporting not the least verdure on their barren rocks. Other islands are large, fertile areas crowned with lofty trees and containing hundreds of acres of well-cultivated farms.

'Occasionally a single farmer owns an entire island of a suitable size to support him and keep him busy.

While on the steamer going through the Thousand Islands: 'We continued among the islands for four or five hours, yet much of the time so large were they that it seemed as if we were sailing down a stream with mainland on either side... At other times were amidst clusters of the lesser islands, many of which are owned by wealthy people who have built fine residences on them and laid out tasteful grounds. These summer homes represent all kinds of domiciles from the modest cottage of the camper to the imposing castle of the millionaire. Occasionally a little bridge connected islets, and the waterside was buttressed with a stout stone wall that followed in a sinuous line the natural contour of the shore. The turf and the trees too, were groomed into a park-like aspect, and it was all very pretty and pleasant.

But I preferred those islands that were still in a wild state of nature, with bristling firs and pines crowning their rugged rocks. As a whole they are mild and low-lying and make no very striking appeal to the sense of sight, though, admirers declare them to be the most picturesque archipelago in the world. Their chief attraction consists in the constant changes of scene, daintiness of form, and the turning and intersecting of the transparent waterways gliding placidly between. (p. 30)

'The **river in this vicinity** is remarkably equable, never in flood and never much affected by droughts. Seven feet is its greatest variation between a time of unusual rainfall, and a season that is extremely dry. But the level of the stream is also influenced by strong prevailing winds blowing up or down the lake; and as a result there have been instances of rapid fall, followed by a returning wave of extraordinary height. (p. 31)

'We at length reach **Brockville**. Near the east end of the town a bluff rises from the water's edge to a height of about fifty feet. This ledge with its overhanging shelves and clinging vines and many little caves is commonly spoken of as 'High Rocks' At a point where the face of the cliff is comparatively smooth tracings of paintings could be seen until within a few years.

Appendix 2

Orders in Council

January 13 1873 RG 10 Vol 1961 file 4926 C-11122 A.B. Cowan appointed guardian of islands. Alexander Buchanan Cowan born May 15, 1835 Township of Pittsburgh County of Frontenac; Methodist

Reference to an order in council June 14, 1875 RG 10 Vol 1961 File 4926 C-11122 -care of the Thousand Islands in the St. Lawrence should be placed under several lighthouse keepers within whose districts said islands were situated.

OIC 1309 January 1, 1876 [NA C-3314 RG 2]

“On the recommendation of the Hon. The Minister of the Interior the Committee advise that Mr. A. B. Cowan, the guardian of the Islands which belong to the Mississaugua of Alnwick, and lie between the City of Kingston and Mulcaster Island in the River St. Lawrence, be allowed one hundred dollars (\$100) per annum to cover travelling expenses and repairs to boats, in addition to his present salary of Two hundred and fifty dollars per annum.”

OIC 210, February 4, 1891 [NA C-3413 RG 2]

“On a Report dated 30th of January 1891 from the Superintendent General of Indian Affairs submitting the question of the advisability of offering for competition at public auction a certain number, say fifty (50) of the Islands in the St. Lawrence in the group known as “The Thousand Island” (the number of Islands in the group is about 359 and the number remaining undisposed of about 258)

The Minister is of the opinion that fifty of these islands between such points as may be considered by him advisable, should be put up at an upset price for competition at public auction, and sold for the highest offer, and that the sale should be held in the spring or summer of 1891, and that the sales should be on the following conditions, viz.

1st No more than one island to be purchased by any one person, excepting in the case of islands which are less than one half acre in area, when two of such islands, if in proximity to one another, may be purchased. No more than ten acres on any of the islands may be sold to one person.

2nd One third of the purchase money to be paid in cash, and the balance in two years with interest at six per cent from the date of sale.

3rd None of the trees or shrubbery to be cut down or destroyed, except in spots where a building is to be erected, or for the purpose of beautifying the grounds or in laying them out more regularly or in making paths, etc.

4th A house of not less value than \$3000.00 to be erected on each island sold, within two years from the date of purchase.

5th In the event of failure to comply with any of the above conditions as regards the sale made of any island or islands the same to be forfeited and such forfeiture to be without remedy, or

without any claim on the part of the purchaser to compensation for improvements made on or for money paid on account of said island or islands.

The Committee concurring in the above recommend that the Superintendent General of Indian Affairs be authorized to take action accordingly.”

OIC 1195 June 1, 1891 [NA C-3416 RG 2] amending OIC 210 February 4, 1891

“The Committee on the recommendation of the Superintendent General of Indian Affairs advise that the 4th section of the Order in Council of the 4th of February 1891, relative to the proposed sale of some of the Islands in the St. Lawrence Islands in view of representation made to him by the Surveyor who was instructed to inspect and recommend which of the Islands should be selected to be offered for sale, be amended by substituting for the value of the house to be erected on each Island \$1000.00 instead of \$3000.00 as stated therein”

OIC 1697 June 15, 1893 [NA C-3611 RG 2] amending OIC 210 February 4, 1891

“On a Report dated 8th of June 1893 from the Superintendent General of Indian Affairs stating with reference to the Order in Council of the 4th of February 1891, authorizing the sale of 50 islands in the River St. Lawrence, on the conditions named therein that two auction sales of islands have been held under the authority of that order, with the result of only 16 islands being sold, 12 at the auction sale in 1891 and 4 at the auction sale in 1892, the chief objection to the conditions of sale being to the required erection of a house by the purchaser of a value of not less than \$1000.00.

The Minister further states that these islands were first surveyed and valued in 1874, and since that time the Department of Indian Affairs has endeavoured to dispose of them at auction in the best interests of the Indians, both by sale and lease, requiring them to be improved by the erection of houses thereon by the purchasers or lessees. Neither plan has worked satisfactorily. The Minister has recently caused an inspections and re-valuation of the islands to be made by a thoroughly competent man, being a Dominion as well as a Provincial Land Surveyor of Ontario and he recommends that such of the islands as are situated opposite the Townships of Leeds, Lansdowne, Escott and Yonge, in the County of Leeds, be placed in the market at once and sold by public auction at not less than the prices fixed by and given in the valuation made by the said surveyor, or at as much higher a price as can be obtained for them, without any conditions as to settlement or improvements. The purchase would be paid in cash or one quarter cash and the balance in three equal annual installments with interest at 6% per annum on the unpaid purchase money.

The Minister further recommends in order that sales of the islands in the above localities may be effected with convenience to the public and advantage to the Department of Indian Affairs, that the Public Auction [??] be held at the Town of Gananoque in the County of Leeds.

The Committee submit the above recommendations for Your Excellency’s approval.”

OIC 2835 November 18, 1893 [NA C3616 RG 2] amending OIC 1697 15 June, 1893

“On a Report dated 26 October, 1893 from the Superintendent General of Indian Affairs, referring to the Order in Council of 15 June, 1892, authorizing the sale by auction, without conditions as to settlement or improvements, of such of the Thousand Islands in the River St. Lawrence as are situated opposite the Townships of Leeds, Lansdowne, Escott and Yonge, in the

County of Leeds, at upset prices, as fixed by a valuation made for the Department of Indian Affairs.

The Minister states that it has been found impracticable to dispose of the said islands by auction, and he therefore recommends that Your Excellency do grant authority for their disposal by the Department of Indian Affairs by private sale, without any conditions as to settlement or improvements, and at upset prices to be fixed in accordance with the aforesaid valuation, not more than two islands to be sold to any one purchaser and, in the event of there being two or more applicants for any particular island, the said applicants be asked to tender, and the island to be sold to the highest tenderer.

The Committee concur in the recommendation of the Superintendent General of Indian Affairs and submit the same for Your Excellency's approval."

Report of Committee May 21, 1894 RG 10 Vol 2683 file 137,553 C-11,269

The committee of the Privy Council have had under consideration a despatch, hereto attached, dated 26th April 1894 for the Lieutenant Governor of Ontario on the subject of the sale of the Islands in the Thousand Island group in the River St. Lawrence.

The Superintendent General of Indian Affairs, to whom the matter was referred, states:-

1st. That as to the suggestion that the Dominion Government might appropriate to the benefit of the Indian owners of the Islands, the value or assumed value thereof, and maintain them as a national park instead of disposing of them to private purchasers, he cannot recommend that Parliament be asked to vote the money necessary for the purchase as he does not consider that the reserving of the islands as a public park would be in the general public interest; nor can he for the same reason, recommend that Parliament be asked to appropriate money for the payment of part of the value of the island, the Government of Ontario to pay the remainder, with a view to their being held jointly by the Dominion and Ontario Governments as a public park, as suggested in His Honour's despatch. The Department of Indian Affairs has already reserved eleven of the Islands from sale.

2nd. That the information asked for by the Government of Ontario as to the lowest price which would be accepted for the islands, has been already give in the Order in Council of the 31st March last, a copy of which has been transmitted to the Lieutenant Governor of the Province.

The Minister cannot see his way to recommend that a price less than the value placed upon the island and set forth in the above mentioned Order in Council, should be accepted for them, and the Government of Canada is bound as trustee of the Indian owners, to secure for them the full value of the islands, regardless of what the desire of other classes of the community may be with respect to the reserving of the islands as a public park.

3rd. The Minister further states that as to the concluding part of the despatch it was thought that the information transmitted to the Ontario government respecting the island was what was asked for in the despatches from that Government and was such as to convey the views of the Dominion Government as to the disposal of the islands, he regrets that it should have been found unsatisfactory, but he cannot on that ground recommend that the island be withdrawn from sale until there is an opportunity for negotiation and subsequent reference to the Legislature as the Indians are anxious to have the islands sole and their interest demands that there should be no delay in realizing upon them.

The Committee on the recommendation of the Superintendent of Indian Affairs, advise that a certified copy of this Minute, if approved be forwarded to the Lieutenant Governor of Ontario, in reply to his despatch of the 26th April 1894.

OIC 3310 November 30, 1894 [NA C-3629 RG 2] Amending OIC 210 4 February 1891; amending OIC 1195 1 June 1891

“On a Report dated 29th October 1894, from the Superintendent General of Indian Affairs, stating that by Order in Council of the 4th February 1891, authority was given for the sale of Islands in the St. Lawrence River, in the group known as the Thousand Islands, on certain conditions, one of which provided that a house of not less value than \$3000.00 should be erected on each Island sold, within two years from the date of purchase, and that by Order in Council of the 1st June, 1891, the aforesaid Order was amended by substituting for the value of the house to be erected on each island \$1000.00 instead of \$3000.00.

Only sixteen islands were disposed of and as it was evident that the conditions under which they were put on the market hampered the sale of the islands, as Order in Council was passed on the 15th June 1893, authorizing their sale without any conditions as to settlement or improvement. The Minister further states that certain purchases of Islands sold under authority of the Order in Council of the 4th February 1891, as amended, have asked be be [sic] relieved of the conditions as to the erection of a house, so that the patents may issue to them, as to purchases under the last Order in Council, on payment of the full amount of the purchase money.

The Minister submits herewith a statement showing the islands sold under the aforesaid condition with the names of the purchasers and the prices at which the island were sold; and as he is of the opinion that no benefit can accrue to the Indian owners of the island yet undisposed of by insisting on the fulfilment of the said condition, he recommends that in the case of islands sold under authority of the Order in Council of 4th February 1891, as amended, the condition of sale as the erection of a house on each island be waived.”

OIC 1725 September 20, 1904 NA, T-5001

On a memorandum dated 30 August 1904, from the Superintendent General of Indian Affairs, submitting that the following islands in the River St. Lawrence lying in front of the Townships of Leeds, Lansdowne and Young [sic] have been reserved for park purposes, namely:-

- Burnt or Aubrey
- Pine or Mermaid
- Buck or Beau Rivage
- Hog or Camelot
- Johnson or Endymion
- Citron or Garden
- Deer or Georgina
- Bowes or Constance
- No. 116 or Adelaide

The Minister states that these islands are the property of the Mississauga Indians of Section 141 of the Indian Act as added thereto by Section 8 of Chapter 35 Vic. 58-59, authority be given for the remission of interest above referred to.

The Committee submit the same for approval.
Approved September 20, 1904

PC 1927 3 Nov. 1905; Transfer by the Mississauga of Alnwick of two islands for park purposes in addition to those transferred by OIC 20 Sept. 04.

Rg 10 Vol 2715 file 144,001-1B Extract from a report of the committee of the Honourable the Privy Council approved by the Governor General on the 2nd May 1905
That until the completion of the transfer from the Department of Indian Affairs to the Department of the Interior, as authorized by Order in Council of 20th September 1904, of the islands referred to therein opposite the townships of Leeds, Lansdowne and Young for Park purposes, the islands referred to and the wharves and pavilions recently erected thereon be placed under a caretaker and that the same be temporarily placed under the care of Mr. O.V. Goulette, Guardian of Islands, of Gananoque and the Mr. Goulette be paid \$10.00 a month from Indian Land management Fund for his services in that connection.

OIC 3081 10 Dec, 1914; T-5024 Islands in the River St. Lawrence used as parks, playgrounds etc., to be established as Dominion Forest Reserves and Parks.

OIC 2428 3 Dec. 1919; T-5039 Dovans or Sheep Island St. Lawrence Rues near Morusburg proclaimed Dominion Park to be known as Broder Park.

OIC 122 25 Jan 1924; T-5052 Part of Grenadier Island St. Lawrence River to be by proclamation added to Grenadier Island Dom park

OIC 1194 11 July 1924; T-5053 Cedar island kingston transferred to dept. Of Interior for Park Purposes

OIC 937 20 April 1936; T-5099 Approval Plans of Ivy Lea Hill Island Ont Bridge and Hill Island Wellsely or Wells Island NY Bridge

OIC 1953-1914 Mallorytown Landing Ont acceptance of land from Ont Province for National Parks purposes

OIC 1954-2005 December 16, 1954 - transfer of ownership of Red Horse Island to Minister of Northern Affairs

OIC 1959-356 25 March Public lands grant Act , Sale Dorans or Canada Island River St. Lauren a to Ontario Province

OIC 1958-35/1386 Island 7c transferred to Parks Service

OIC 1958-356 Transfer of Broder Island to Province

OIC 1965-871

Whereas the islands described in Schedule A hereto are under the management, charge and direction of the Minister of Citizen and Immigration;

And whereas the Department of Northern Affairs and National Resources has made application to acquire the said islands in consideration of the sum of \$4,260 as an addition to the St. Lawrence Islands National Park.

And whereas the said islands are part of a number surrendered for sale by the Mississauga Indians of Alnwick on June 19, 1856;

And whereas the consideration offered is in full payment of the Indian interest and in accordance with the present day value of the islands as established by appraisal;

And whereas the sale of the said islands for National park purposes is in the public interest;

And whereas the minister of Citizenship and Immigration is empowered by section 53 of the Indian Act to dispose of surrendered lands.

Therefore, His Excellency the Governor General in Council on the recommendation of the Minister of Citizenship and Immigration, pursuant to section 35 of the Public Works Act, is pleased hereby to transfer the management, charge and direction of the islands described in Schedule A hereto from the Minister of Citizenship and Immigration to the Minister of Northern Affairs and National Resources in consideration of the sum of \$4,260.

Schedule A

In the province of Ontario, in the Saint Lawrence River in the county of Leeds the following 83 islands as same are shown on plan fourteen hundred and sixty four in the Canada Lands Survey Records at Ottawa, a copy of which has been deposited in the Registry office for said county under number twenty-three hundred and three;

In the Township of Front of Leeds and Lansdowne

Island No 04, 8c, 18b, 27d, 31c, 31d, 32a, 32b, 33b, 34a, 34g, 34h, 34m, 34n, 35b, 35c, 39b, 40b (Leeds portion of twp), 33j, 41c, 41d, 41e, 41g, 41h, 46b, 48d, 48e, 48f, 49a, 49b, 50b, 50c, 51a, 51c, 51e, 51f, 52e, 54a, 57b, 57d, 57f, 58a, 58b, 59a, 59c, 59d, 59e, 62a, 64c, 64d, 66a, 66b, 66c, 67b, 67c, 67e, 68c, 68d, 69c, 70b, 73c, 73d, 77f, 80a, 81c, 82d, 91b, 93a, 93b, (Lansdowne portion of twsp)

In the Township of Front of Escott

106b, 106c, 107a, 108a, 108b, 112d, 112e, 113k, 113L

In the Township of Front of Yonge

115f, 115g, 115i, 116c, 116n

Appendix 3

Report on natural resources present on Park Islands [late 1970s]

Adelaide Island or No. 116 PLANTS: Rare in Canada - low blueberry; Eastern range limit at Adelaide - great lobelia; Southern Affinity - american hazelnut, Canada Milk vetch, southern arrowwood; Western Affinity - cord grass

FISH SPAWNING: Spawning area for pike, carp and perhaps muskellunge

REPTILES AND AMPHIBIANS: At least four species of herptiles have been seen at Adelaide. Snapping turtles are reportedly common in this area.

BIRDS: Great blue heron (feeding area), waterfowl, woodcock, warbling vireo

Burnt or Aubrey – lighthouse, keepers house, pavilion REPTILES AND AMPHIBIANS: At least five species occur here; the northern brown snake is uncommon in the region

Buck or Beau Rivage – lighthouse keepers house, REPTILES AND AMPHIBIANS: This island has a few common species including leopard frogs, water snakes and map turtles. The bay provide suitable habitat

Hog or Camelot Island GEOLOGY: Camelot has a fine rich wooded ravine between granitic ridges.

PLANTS: Rare in Canada - pitch pine, white basswood. Boreal Affinity - yellow clintonia.

Southwestern Affinity - eight-flowered fescue

REPTILES AND AMPHIBIANS: Camelot is well known for the abundance of northern water snakes which live in the sheltered bays. The eastern milk snake, a rare species is reported for this island.

MAMMALS: A red fox had a den on Camelot in 1975 (Park files). A racoon has also been seen on the island.

BIRDS: ruffed grouse, yellow rumped warbler (Sutherland, 1977), Great Horned owl (Bradstreet 1977)

Constance Island also referred to as Bowes, PLANTS: Rare in Canada - pitch pine; Southern affinity - Canada milk vetch; small bog like depression with orchids

Johnson or Endymion PLANTS: Rare in Canada - pitch pine, white basswood, low blueberry; Southern affinity - witch hazel

BIRDS: Pine warbler rarely recorded as breeding in Ontario (Sutherland 1977)

Georgina island Deer or Catline 2 pavillions PLANTS: Rare in Canada - pitch pine; Boreal Affinity - yellow clintonia; Southern affinity - Canada milk vetch, hairy bush clover, southern arrowwood.

FISH SPAWNING: Small mouth bass spawn in the south bay on Georgina

REPTILES AND AMPHIBIANS: This island has at least 6 species of reptiles and amphibians despite the fast currents and shortage of still bays.

MAMMALS: American mink - reported in 1927 (Woods, 1972), Eastern gray squirrel and eastern chipmunk are present in low numbers

Gordon or Citron pavilion GEOLOGY: Gordon and Hay - These islands are composed primarily of flat lying beds of sandstone. Gordon has some conglomerate material which is another type of sedimentary rock (Greggs and Gorman 1976)

PLANTS: Southern affinity - southern arrowwood, great lobelia (e. range limit), may apple (near n limit), Canada Milk Vetch, frostweed

REPTILES AND AMPHIBIANS: Five species of reptiles and amphibians. The northern brown snake is uncommon

Grenadier or Bathurst Island pavilion, lighthouse, lighthouse keepers house, purchase of further property in 1960s GEOLOGY: An esker appears as a long prominent ridge on Grenadier Island

PLANTS: East Grenadier; Rare in Canada - swamp white oak; Boreal affinity - white spruce.

Central Grenadier ; rare in Canada - pitch pine. Carolinian Affinity - wandlike bush clover, pokeweed. Eastern limits of species in 1000 Islands region - peach leaved willow. Southern affinity - rue anemone (at ne range limit), may apple (near north limit, witch hazel, ground nut, frostweed.

West Grenadier; rare in Canada - deerberry. Carolinian element - spice bush. Southern affinity - american hazelnut

FISH SPAWNING: Grenadier East - small mouth bass spawning area at mouth of Brookers Creek (north side of Island) marshy shoreline, suitable for pike and muskellunge spawning (Burley, 1977)

Grenadier Centre - carp spawn in small shallow marshy bays

REPTILES AND AMPHIBIANS: Grenadier Island Centre - At least 10 species of reptiles and amphibians have been recorded for this area and it is believed that habitat is abundant. The musk, an uncommon species of turtle and the rare blanding's turtle are found here.

Grenadier West - Five species recorded for the rocky point of land, the eastern milk snake is rare (Parsons, 1975)

MAMMALS: Grenadier Centre - Several common species occur: short-tailed shrew, white footed mouse, racoon, eastern gray squirrel, eastern chipmunk etc. North shore of Grenadier Island offers good muskrat habitat.

BIRDS: Grenadier East - Green heron, crested flycatcher, yellow throat, rufous sided towhee, least flycatcher (rare summer resident), whip-poor-will (Morin 1973), warblers and thrushes are numerous (Bradstreet 1977)

Grenadier Centre - Green heron, mallard, yellow throat (Morin 1973); variety of woodland birds (Bradstreet 1977)

Grenadier West - least flycatcher, red-breasted nuthatch, pine warbler, yellow throat (Moran, 1973) least flycatcher rare summer resident

Mermaid Island, known as "Pine" or "Walker"

Refugee or Stovin or Picnic

Broder Island 1917 – flooded when seaway went through 1950s

Bass

Car island 1968

Cedar 1924

Melville or Hay Island 1960s GEOLOGY: Gordon and Hay Islands. These islands are composed primarily of flat lying beds of sandstone.

BIRDS: waterfowl feeding are along shallow shorelines

Hill 1970s? GEOLOGY: An interesting glacial feature which is probably an esker can be seen at a gravel pit near the centre of the island. There is some indication that an old river channel cuts the esker. Interesting mixtures of sand also suggest the presence of an old sea shore (Greggs and Gorman 1976)

PLANTS: Rare in Canada - pitch pine; Southern affinity - witch hazel, ground nut.

FISH SPAWNING: Hill Island east - large mouth bass spawn in the marshy areas between Hill and Club Island (Burley 1977)

REPTILES AND AMPHIBIANS: 14 species of herptiles, mostly recorded for the south and central portions including the marshlands. The northern ribbon snake, stinkpot turtle, re-spotted newt and norther brown snake are uncommon (Parsons, 1975)

MAMMALS: Few observations made in this area to date. Several sightings of white-tailed deer and reports of good winter yards (Wilson 1977). Some deer probably move onto Wallace and Ash Islands during the winter (Burley 1977).

BIRDS: bald eagle, red tailed hawk, ruffed grouse, pine warblers in pitch pine stands (Bradstreet 1977)

Lindsay island

Macdonald Island PLANTS: Rare in Canada - white basswood; Boreal Affinity - yellow clintonia; Southern affinity - map apple, Canada milk vetch

BIRDS: nesting area for Mallard ducks along north shoreline.

Main Duck

Milton Pitcairn Island

Mulcaster island 1968

Red Horse Island was transferred to this Department in 1951 by Order in Council as an addition to St. Lawrence Islands national Park.

Acquisition of Shoe island Completed. Cheque forwarded to Justice, October 19, 1967

Acquisition of Squaw island Completed. Cheque forwarded to Justice, October 19, 1967

TAR ISLAND GEOLOGY: A small esker (glacial deposit) parallels the north shore of Tar Island

FISH SPAWNING: (sand banks) small mouth bass spawn along north shore of Tar Island Thwartway acquired about 1970 **GEOLOGY:** A good sand beach is found on the west side of the Island. Above the beach there is a thick deposit of lacustrine clay (FMI Maps)

PLANTS: Rare in Canada - pitch pine, low blueberry. Eastern limit of species in the 100 Island Region - peach-leaved willow. Southern affinity - cardina cranesbill (Geranium)

FISH SPAWNING: Small mouth bass spawning area in small gravel bay on west side of the island.

REPTILES AND AMPHIBIANS: At least seven reptiles and amphibians live on Thwartway.

MAMMALS: Several common species include eastern gray squirrel, red squirrel and star-nosed mole. A big brown bat was observed around an old house in 1972 (Van Ingen 1977). Park files indicate that white-tailed deer have visited the island in recent years, probably by crossing the ice in winter.

BIRDS: wild turkey, red-tailed hawk, ruffed grouse, eastern phoebe, screech owl, woodcock

Appendix 4

Inventory of reports held in SLINP Archives to 2001

1966

1. **Dore, William G.** Department of Agriculture 1966 Floristic List for SLI
2. nd Recommendations for future botanical research

1967

1. **Brown=s Bay Wreck** 1967 - Gunboats on the St. Lawrence River (1763-1839) by Judith Beattie Manuscript Report 15; File of photos of raising of the Wreck; File of Drawing and contract for model construction of British gunboat for display.
2. Provisional master plan

1969

Park expansion plan

1970

1. **Michael Caley** park naturalist 1970 Preliminary On-Site Exhibit A proposal Squaw Island
2. **Roland Beschel** 1970 - Preliminary Report on botanical research in the SLINP
3. **Crowder Adele** – Queen’s University 1970-71 and A.E. Gerwood - Report on Botanical Research in the St. Lawrence Islands National Park
4. Selected characteristics of campground users 1970

1971

G Taylor Paper on Interpretive Planning Process 1971

1972

1. **Garwood, A.E.** 1972 - List of Vascular Plants from 21 of the 1000 Islands
2. **John G. Woods** Interpretive Annual Report 1972 [photos]

1973

1. **Gibbs, A.F.** - Park Warden 1973 - Report on Mammal Survey St. Lawrence Islands National Park
1973 - and J. G. Woods Pitch Pine Survey in St. Lawrence Islands National Park
2. 1973 no author - Resource Management Plan
3. **Cossette, Danielle** casual naturalist 1973 – Children’s Programs - description and short analysis of children’ s programs held that summer
1973 - Butterflies and Moths of the Thousand islands Region
4. **John G. Woods** Some Plants of Special Interest in SLINP 1973
“The River Rat” A training guide for interpretive naturalists working in the 1000 Islands nd Interpretive Annual Report 1973 [photos]
5. **Goldsmith, Arthur** - casual naturalist 1973 - Habitat Analysis of Individual Land Holdings in St. Lawrence Islands National Park

6. **Sam P Vander Kloet** The Biological Status of Pitch Pine *Pinus rigida* Miller, in Ontario and Adjacent New York 1973
7. **Marcia E. Woods** school Program Report Spring 1973
8. **Mike Sykes** Report on the mass media of the 1000 Islands Area 1973
9. **Hamre, Gordon** casual naturalist 1973 - Fish Life in Waters Within or adjacent to St. Lawrence Islands National Park
10. This file contains a report by **Claude Langlois** from 1973 entitled Recreational Potential St. Lawrence Islands National Park

1974

1. **John G. Woods** Interpretive Plan for 1974/75
2. **John G. Woods** Interpretive Operations 1974/75 Enjoying the Outdoors with Children
3. **John G. Woods** Interpretation Plan c. 1974 - original and copy in file
4. **Gartshore, Mary** - seasonal naturalist. 1974 - An Annotated List of the mammals of the Thousand Islands Region
 nd - Mammal Trapping
 nd - Laboratory manual for Preparing Study Skins
5. **M.C. Bedard** - Recreology student Ottawa U. 1974 - Visitor Analysis; Reflections on Interpretation; Bibliography on Pertinent Studies
6. **Hamre, Gordon** casual naturalist - Report on Roving

1975

1. **John G. Woods** Interpretive Operation 1975/76 SLINP Brown's Bay Wreck on-site exhibit
2. **Gilbertson, M** 1975 - article from Nature Canada A Great Lakes Tragedy - article on ecological impact on birds on Great lakes
3. **Marilyn Armstrong** Three papers dated 1975 - probably written by a summer student employed for the season.
 Coadaptions of Flowers and Insect - this was written for a course - ZOO 472S is noted on the cover sheet.
 Aspects of Interpretation
 Some Plant Affiliations in the Thousand Island Region
4. **Hammond, Phil** casual naturalist 1974 Potential for Land and Water routes in the Thousand Islands Area - explores potential for self-guiding or hiking trails on islands.
5. **W.J. Cody** Research Branch Agriculture Canada 1975 The Vascular Plants of the Thousand Islands National Park Region
 1975 Etude Phytogéographique de la Flore de la région du Parc National Des Iles du Saint-Laurent
6. In 1975, 76 and 77 **D. W. Anions** produced a number of resource conservation planning documents
7. **E Van Ingen** Mammals of the Thousand Islands Region 1975
8. Arthropod survey of SLINP **J E H Martin**
9. A forest type and ecological zone report **Derek Munro**
10. A mycological survey of SLINP **S.C. Thomson**
11. Public Safety and search and rescue plan

1976

1. **Hamre, Gordon** casual naturalist 1976 - Trees of the Thousand Islands Regions and Mervyn Syroteuk and John G. Woods Floating Interpretation Centre Pre-Design Package and Island Talks and Walks - description and evaluation of summer programme on Camelot Island
2. **S. C. Thomson** A Mycological Survey of SLINP 1976-76
3. **Greggs, R.G** 1976 and W.A. Gorman - Geology of the Thousand Islands Island Insights No. 2
4. **G.F.G. Stanley** Conflicts and Social Notes: The War of 1812-14 The Patriot War 1837/8 Island Insights no. 7 1976; Guns and Gunboats on the St. Lawrence or the thousand Islands as a factor in Canadian American relations during the first half of the nineteenth century in North America 1976
5. Insects of the SLINP **G.A. Calderwood**
6. A phytogeographical study of the flora of SLINP **William J. Cody**
7. Island impact study **Adele Crowder**

1977

1. **Coates - William E. Coates and Associates Ltd., Guelph** Nov. 1977 - Report on Site Plans for Hill Island Gravel Pit prepared for Parks Canada - present options on what to do with gravel pit acquired by PC on Hill Island
2. **Dyer, Mary** 1977 - Natural Theme Analysis of Region 19b Avifauna
3. **Geis, J.W.** 1977 - Preliminary Report : Biological Characteristics of the St. Lawrence River
4. **Crowder Adele** – Queen's University 1977 - Island Impact Study - interim and final reports
5. **Hamre, Gordon** casual naturalist 1977 - Script for Garden of the Great spirit 1977 and W. Mills - Operational Plan Preliminary Inventory of Resources and Facilities
6. **G Taylor** Report on Hill Island 1977; Floral and Faunal Diversity in the Thousand Islands 1977; SLINP Perspective and Prospect and; Interpretation on Hill Island 1977
7. **E Van Ingen** National Theme Analysis of Region 19b 1977
8. **Ecologistics** Kitchener Ontario - contract with PC 1979 A Survey of Small Mammals of the St Lawrence Islands National Park
9. **Comeau, Michelle** seasonal park naturalist 1977 - Human History and Character of the Thousand Islands Storyline 1977 - The Interpretive Potential of Grenadier Island
10. **BufoInc.** 1977 - An Ecological Study of the Landon Bay and the Lake of the Isles Area.
11. **Marilyn Anions** Two reports - prepared under contract by Marilyn Anions of Mallorytown 1977/78 To Organize Botanical Collection in Preparation for Publication of Park Plant Checklist April 1977 Vegetational Themes for Natural Region 19b
She also took part in a project of count waterfowl in the spring of 1979
12. **Elaine Wallace** Report of Summer Campground Interpretive Program 1977 - campground extension program - took programme to other campgrounds (eg Browns Bay)
13. Preliminary inventory of resources and facilities

14. Diptera of the SLINP; Hymenopters of SLINP **Biosystems Research Institute**
15. Beetles of SLINP **G.A. Calderwood**
16. Environmental situation analysis **Ecologistics ltd.**
17. A study to determine criterion for defining optimum situations for recreational activities in the SLI Heritage District **Ecologistics**
18. Trail guidelines manual **Max Finklestein**
19. The climate of SLINP **Steven Lapczak**
20. Survey of chironomidae (diptera) of SLINIP **D. R. Oliver**

1978

1. **E Van Ingen** Sportsfish of the Thousand Islands 1978
2. **Donald A. Sutherland** Early Winter Study of Avifauna in St. Lawrence Island National Park and some adjacent areas 1978
3. **Elaine Wallace** Summer Campground Interpretive Program 1978
4. **J. Wright** An Archaeological Survey of SLINP [1978]; Gordon Island [nd]; Squaw Island [nd]
8. Avifaunal Survey of SLINP **Michael S. Bradstreet**
9. Interpretive Prospectus **Bob Carlisle**
10. Integrated Resource Survey **R. Hirvonen**

1979

1. **Crowder Adele** - Queen's University 1979 and D. Greer and N. Fongern - The Ecology of Terricolous Mosses in the St. Lawrence Islands National Park
2. **W.J. Cody** Research Branch Agriculture Canada 1979 A Trilingual Checklist of vascular plants for St. Lawrence Islands National Park and Adjacent Area.
3. Camping in SLINP 1977 season
4. Survey of small mammals **Ecologistics Ltd**
5. Birds of SLINP

197-?

1. **Gregory, John** casual naturalist Geology Slide Talk – text; probably 1970s - Geology and Location of Indian Artifacts - contour maps with some notations
2. Report on botanical research in SLINP **Adele Crowder**
3. Bibliography and literature review of the resource base of SLINP
4. History of the native people in the region of SLINP **William C. Noble**

1980

1. **W.J. Cody** Research Branch Agriculture Canada Early 1980s Plants of the Thousand Islands Island Insights NO.1
2. **Thomas Burton** -park warden 1980-81 Pitch Pine Survey - vol 1 and 2 and volume of raw data
3. Resource management of selected rare plants **Adele Crowder**

4. School Program
5. Interpretive Program – summary and analysis 1976-69 **D. Ross**

1981

- 1 **Elaine Wallace** Summer Campground Extension Program 1981
2. Visitor Use survey
3. Property requirement reports: Fitzsimmons, Mallory and Hill Island properties

1982

1. **Donald A. Sutherland** A Brief Analysis of Rare Vascular Plant Species Representation/Uniqueness in the 1000 Islands Heritage Area 1982; A summary of Biological Survey of St. Lawrence Parks Commission Properties in the Thousand Islands Heritage Area 1982
2. 1982 - Hugh Bremer and J. Norris - Draft Pitch Pine Management Plan
3. Property Requirements report Runciman property
4. Historic Resource inventory **Susan Smith**

1983

1. **Ford, Bruce**[1983] - Resource Inventory Trail Proposal and Interpretive Topics for the Runciman Property East Grenadier - plants and birds
2. Prehistoric themes evaluation of SLINP **Arin Archaeological Investigations**
3. 1982 visitor use study **Wanda M A Hoskins**

1984

1. **Brownell, Vivian** 1984 - Parts 2 and 3 of the rare plant management plan
2. **Dewar, Keith** 1984 - Live In centre demand study; 1984 - several copies of Black rat snake pamphlet; 1984 - Annual Report of SLI
3. **Haskin, Grant** of Rockport [1984] Building of the Thousand Island Parkway
4. Pitch Pine management plan **Hugh Bremner**
5. Management plan

1985

1. **Thomas Burton** -park warden 1985 Pitch Pine Survey
2. **Dewar, Keith** 1985 - Copies of Very Small and very special The History of St. Lawrence Islands National Park
3. Examination and maintenance for Browns Bay Wreck **Lorne Murdock**
4. Amphibian and reptile management plan **Harold J. parsons**
5. Management study of black rat snake **Patrick Weatherhead**

1986

1. **Crowe, Eleanor**
1986 - Binder of information on Red Horse Islands
2. **Grooms, Chris**

1986 - with Mary Dillon Children=s Interpretive Program 1986 Final Report

3. Black rat snake; Herpile survey 1986 **Hugh Bremner**
4. Wildlife Management **Ecologistics Limited**
5. Gypsy Moth Survey **Jeff Leggo**
6. Vegetative management plan **Theodore Mosquin**
7. Well survey and water quality **Water and Earth Science Associates Ltd**

1987

1 **Thomas Burton** -park warden Gypsy Moth Larvae and egg mass monitoring program - a summary of data for the five year period 1982-1986

2. **Grooms, Chris**

1987 - with Selby Kostuik Children=s Interpretive Program 1987 Final Report

3. Visitor services plan **Mary Dalman**
4. Geotechnical investigations at Mallorytown Landing **Fordex Limited**

1989

1. **Bremner, H.** Hugh Bremner and Paul Grigoiew - Gypsy Moth management Plan

2. **Barb Walker** Summer 1989 children=s program final report

3. Status of Beaver in SLINP **Norman Stolle**

198-?

Resource description and analysis

1990

1. Herptofaunal inventory of SLINP **James Kamstra**

2. Proposal to develop market plan for SLINP; Situation analysis for SLINP **Coopers & Lybrand Consulting Group**

3. Management plan for rare vascular plants in SLINP **Jeff Kaiser**

mid 1990s

Kate Walsh

Tourism and Recreation in 1000 Islands

Transportation History of 1000 islands 1600 – 1960

1991 1. Marketing Strategy for Mallorytown Landing; service alternatives for Mallorytown Landing **Coopers & Lybrand Consutling Group**

2 Park Conservation Plan

1992

1. Management plan – amended

2. Zone 1 and environmentally sensitive site study **Geomatics International Inc**

3. Waste management audit **Murray Grant**

1993

1. SLINP automated fee machine report
2. Visitor use survey

1994

1. Environment impact assessment of the park management plan for SLINP
2. Inventory of historic and archaeological resources for SLINP **Northeastern Archaeological Associates**

1995

1. **Susan MacFarlane** Agricultural Land use 1700-1950
Agricultural Land use Northern New York state 1700-1950

1997

Historical Land Use Study synthesis report **MA Snetsinger**

1998

1. Management Plan

2000

Visitor Survey 2000

2001

Preliminary Assessment of the archaeological potential at Main Duck Island

2002 – Archaeological site reviews of anticipated O& M activities at SLINP **Brian Ross**

Appendix 5

Description of SLINP from National Parks Act with amendments to 2003

ST. LAWRENCE ISLANDS NATIONAL PARK OF CANADA

In the Province of Ontario;

In the counties of Leeds and Frontenac;

All those parcels of land being more particularly described under Firstly to Twelfthly as follows:

Firstly

The following 17 islands as shown on plans 50113, 50114, 50115 and 50116 in the Canada Lands Surveys Records at Ottawa:

In the Township of Pittsburgh:

Whiskey Island,

containing about 0.32 hectare;

Cedar Island,

containing about 9.31 hectares;

Milton (Pitcairn) (Amazon) Island,

containing about 3.24 hectares;

In the Township of Front of Leeds and Lansdowne:

Aubrey Island,

containing about 5.79 hectares;

Mermaid Island,

containing about 1.54 hectares;

Red Horse (7A) Island,

containing about 0.21 hectare;

Beaurivage Island,

containing about 4.17 hectares;

Leek (Thwartway) Island,

containing about 36.71 hectares;

Camelot Island,

containing about 9.47 hectares;

Endymion Island,

containing about 4.41 hectares;

Gordon Island,

containing about 6.27 hectares;

Mulcaster (Sugar) Island,

containing about 5.38 hectares;

Lyndoe (79) Island,

containing about 0.57 hectare;

Georgina Island,

containing about 9.43 hectares;

Constance Island,
 containing about 2.95 hectares;
 In the Township of Front of Yonge:
 Adelaide (116) Island,
 containing about 5.30 hectares;
 In the Township of Elizabethtown:
 Stovin Island,
 containing about 4.13 hectares.

Secondly

The following 88 islands as shown on plans 61449, 61450, 61451 and 61452 in the Canada Lands Surveys Records at Ottawa, copies of which are filed in the Registry Office at Brockville as LE 338, LE 339, LE 340 and LE 341 respectively;
 In the Township of Front of Leeds and Lansdowne:
 Islands 04, 7C, 8C, 10A, 18B, 27D, 31C, 31D, 32A, 32B, 33B, 33J, 34A, 34G, 34H, 34M, 34N, 35B, 35C, 39B, 40B, 41B, 41C, 41D, 41E, 41G, 41H, 46B, 48E, 48F, 49A, 49B, 50B, 50C, 51A, 51C, 51E, 51F, 52E, 54A, 57B, 57D, 57F, 58A, 58B, 59A, 59C, 59D, 59E, 62A, 64C, 64D, 66A, 66B, 66C, 67B, 67C, 67E, 68C, 68D, 70B, 73C, 73D, 77F, 80A, 81C, 82D, 91B, 93A, 93B, Bass and Bass A islands, containing together about 1.24 hectares;
 In the Township of Front of Escott:
 Islands 106B, 106C, 107A, 108A, 108B, 112D, 112E, 113A, 113B, 113K and 113L, containing together about 0.18 hectare;
 In the Township of Front of Yonge:
 Islands 115F, 115G, 115I, 116C and 116N, containing together about 0.01 hectare.

Thirdly

In the Township of Front of Escott:
 Squaw, Car and Shoe Islands as shown on Plan 57151 in the Canada Lands Surveys Records at Ottawa, a copy of which is filed in the Registry Office at Brockville as LE 327, containing together about 3.05 hectares.

Fourthly

In the Township of Lansdowne;
 In the Municipality of Front of Leeds and Lansdowne;
 Those portions of Hill (Leroux) Island being the whole of lot 5 and parts of Lot 6 on Registered Plan 163, shown as Parts 1 and 2 on a plan deposited in the Registry Office at Brockville as 28R-1962, a copy of which is recorded in the Canada Lands Surveys Records at Ottawa as 61190;
 Together with a Right-of-Way over those parts of Lot 1 on Registered Plan 120, shown as Parts 6, 9, 10 and 11 on said Plan 28R-1962, containing together about 2.13 hectares;
 Island 89C on Registered Plan 120, shown as Part 29 on a plan deposited in said office as 28R-1962, a copy of which is recorded in said records as 61190, said island containing about 0.16 hectare.

Fifthly

In the Municipality of the Township of Front of Escott;

Those portions of Grenadier (Bathurst) Island described as follows:

The whole of the Dominion Park lot and Lighthouse Site lot as shown on Plan 681 in the Canada Lands Surveys Records at Ottawa;

EXCEPT a parcel of land 50 feet (15.24 metres) square comprising the site of Grenadier Light LL 331 as described in Order-in-Council P.C. 1965-1692 dated September 15, 1965; the remainder containing about 4.39 hectares;

That part of Lot 4 on Registered Plan 120, described in a deed between G.R. Latimer and H. Latimer and Her Majesty the Queen in right of Canada, registered in the Registry Office at Brockville as 39049 on December 14, 1970, shown on a Plan of Survey by K.M. Wiseman, O.L.S., dated August 8, 1967, attached to Instrument registered as 7367 in said office, said part containing about 0.09 hectare;

That part of Lot 5 on Registered Plan 120, as shown on Plan 53064 in said records, a copy of which is deposited in said office as instrument 5774, said part containing about 85.4 hectares;

That part of Lot 5 on Registered Plan 120, described in a deed between Hubert L. Mallory and Gordon H. Hunt, Trustees of the Public School Board of the Township School Area of Front of Escott and Her Majesty the Queen in right of Canada, registered in said office as 7439 on April 2, 1968, said part containing about 0.2 hectare;

That part of Lot 6 on Registered Plan 120, described in a deed between Franz Benedek and Her Majesty the Queen in right of Canada, registered in said office as 35119 on May 25, 1970, said part containing about 39 hectares;

Lot 8 on Registered Plan 120, shown as Part 1, parts of the bed of the St. Lawrence River adjacent to Lots 8 and 9 shown as Parts 2 and 9, and Part 6, all shown on a plan deposited in said office as 28R-4854, a copy of which is recorded as 70113 in said records, containing together about 22.38 hectares;

That part of Lot 10 on Registered Plan 120, and parts of the bed of the St. Lawrence River adjacent to Lot 10, shown as Parts 1 to 5 inclusive on a plan deposited in said office as 28R-4005, a copy of which is recorded as 68276 in said records, containing together about 32.38 hectares;

That part of Lot 10 on Registered Plan 120, and parts of the bed of the St. Lawrence River adjacent to Lot 10, shown as Parts 1 to 5 inclusive on a plan deposited in said office as 28R-4140, a copy of which is recorded as 68554 in said records, containing together about 2.63 hectares;

The whole of Lot 12 as shown on Plan 56630 in said records, a copy of which is deposited in said office as 42324, said lot containing about 30 hectares.

Sixthly

In the Municipality of the Township of Front of Leeds and Lansdowne;

That part of Hay (Melville) Island on Registered Plan 313, described in a deed between C. Carpenter and Her Majesty the Queen in right of Canada, registered in the Registry Office at Brockville as 82282 on August 16, 1976; said part containing about 24.42 hectares.

Seventhly

In the Municipality of the Township of Front of Leeds and Lansdowne;
 That part of McDonald (Hog) (Cow) (Georgiana) Island on Registered Plan 120, described in a deed between M.M. Caird and Her Majesty the Queen in right of Canada, registered in the Registry Office at Brockville as 28990 on May 25, 1969; said part containing about 11.63 hectares;
 Islands 12B and 12C (Leeward Islands) and that part of said McDonald Island on Registered Plan 120, described in a deed between H.S. Fuller and R.S. Fuller, and Her Majesty the Queen in right of Canada, registered in said office as 80855 on June 21, 1976; containing together about 0.49 hectare.

Eighthly

In the Municipality of the Township of Front of Leeds and Lansdowne;
 That part of Joel (Lindsay) (Crocker) Island described in a deed between S.H. Manson and Her Majesty the Queen in right of Canada, registered in the Registry Office at Brockville as 68820 on December 19, 1974; said part containing about 4.05 hectares.

Ninthly

In the Township of Front of Yonge;
 In the Broken Front Concession;
 In Lot 22;
 The whole of Parcels A and B as shown on Plan 42935 in the Canada Lands Surveys Records at Ottawa, a copy of which is deposited in the Registry Office at Brockville as 2734; containing together about 4.14 hectares.

Tenthly

In the Township of Front of Yonge;
 In the Broken Front Concession;
 In Lots 22 and 23;
 The whole of Parcel C as shown on Plan 43518 in the Canada Lands Surveys Records at Ottawa, a copy of which is deposited in the Registry Office at Brockville as 3380; said parcel containing about 33.82 hectares.

Eleventhly

In the Township of Front of Yonge;

 In the Broken Front Concession;
 That part of Lot 22 as shown on Plan 57594 in the Canada Lands Surveys Records at Ottawa, said part containing about 0.40 hectare.

Twelfthly

In the Township of Lansdowne;
 In the Municipality of the Township of Front of Leeds and Lansdowne;
 Those portions of Hill (Leroux) Island described as follows:
 Those parts of Lots 2 and 4 on Registered Plan 163, the whole of Block P on Registered Plan 273 and those parts of Lots 1 and 5 on Registered Plan 120, shown as Parts 3 to 24 inclusive and Part 28 on Plan 28R-1962 deposited in the Registry Office at Brockville, a

copy of which is recorded as 61190 in the Canada Lands Surveys Records at Ottawa; and Parts 1 to 5 inclusive and Parts 7 to 57 inclusive on Plan 28R-1961 deposited in said office, a copy of which is recorded as 61192 in said records; and Parts 1 to 8 inclusive on Plan 28R-1963 deposited in said office, a copy of which is recorded as 61191 in said records, containing together about 150.7 hectares;

Those parts of Lots 2, 3 and 4 on Registered Plan 120, shown as Parts 1, 2, 3, 4 and 5 on Plan 28R-3747 deposited in said office, a copy of which is recorded as 67675 in said records, containing together about 115.8 hectares;

Those parts of Lots 6 and 7 on Registered Plan 120, shown as Parts 7 to 17 inclusive on Plan 28R-3786 deposited in said office, a copy of which is recorded as 67731 in said records;

Together with a Right-of-Way over Parts 1 and 3 as shown on said Plan 28R-3786, containing together about 105 hectares;

That part of Lot 8 on Registered Plan 120, now re-subdivided and described as Block 6 on Registered Plan 389, shown as Part 1 on Plan 28R-562 deposited in said office, a copy of which is recorded as 73572 in said records, said part containing about 7.5 hectares;

Those parts of Lot 8 on Registered Plan 120, shown as Parts 1 to 7 inclusive on Plan 28R-6405 deposited in said office, a copy of which is recorded as 73164 in said records, containing together about 33 hectares;

Those parts of Lot 8 on Registered Plan 120, shown as Parts 1, 2 and 3 on Plan 28R-7831 deposited in said office, containing together about 6.2 hectares;

The whole from Firstly to Twelfthly containing about 829.6 hectares (8.30 square kilometres).

Appendix 6

Staff synopsis

The Department of Indian Affairs was charged with the care and protection of all the Thousand Islands between the time that the land came under government trust from the Mississauga of Alnwick. The first known caretaker of the islands was a Mr. A.B. Cowan appointed in 1873. Some years later care of the islands was subdivided, and the islands were assigned caretakers depending on their geographic location. A. B. Cowan continued as caretaker of the islands between Kingston and Mulcaster Island and was paid \$250/annum for his services; John Wallace was Guardian of the Islands between Mulcaster and Yeo Islands - he was also a fisheries officer and was paid \$25/ annum; A. Root was the Guardian of the Islands from Yeo to Green Islands - also a fisheries office and paid \$25/annum; and finally Joseph L. Thompson was guardian of the islands from Green Island to Brockville - also a fisheries officer and paid \$25/annum.

In 1897 O.V. Goulette was appointed caretaker of Aseveral islands reserved for park purposes@. When the islands were officially transferred to the Department of the Interior and set aside as reserved for park purposes by order in council 1927 September 20, 1904, Goulette continued as caretaker of the islands transferred. He was still in that position in 1908, and in 1907 was paid \$120 salary and \$95 expenses. He also received \$150/ annum be the Department of Indian Affairs for looking after the unsold islands under the charge of that department. In 1908 Frank Oliver, an employee of the Department of the Interior, wrote a letter to the Minister of Railways and Canals, asking his advice on whether or not to retain the services of Goulette. He mentions in his letter that Goulette had applied for an increase in salary.

In May 1911 J.B. MacKenzie was appointed as Caretaker of St. Lawrence Parks at \$200/annum. He was dismissed in June of 1912, and replaced with the following:

Joshua Timleck appointed caretaker for Stovin Island June 1912 \$50/annum

J.C. Wallace appointed caretaker of Georgina and Constance Island May [1913]
\$25/annum

James A Acton appointed caretaker of Aubrey and Mermaid Islands May 1912
\$25/annum

Abraham Meggs appointed caretaker of Beau Rivage Island May 1912 \$25/annum

Robert J. Harrier appointed caretaker of Mallorytown Landing February 1912 \$25/annum

Mrs. Manly Cross appointed caretaker of Gordon, Camelot and Endymion Islands July 1912 \$25/annum

D. Root appointed caretaker of Grenadier Island property July 1912 \$25/annum.

Most of these people were also employed by the Government of Canada as lighthouse keepers. James Acton had charge of the Burnt Island light, J.C. Wallace had charge of the Lindoe Light, Abram Meggs had charge of the Red Horse and Spectacle Shoals lights, Mrs. Manley Cross had charge of the Jackstraw Shoals and Gananoque Narrows and Delbert Root had charge of the Grenadier Island light. A memo from 1912 states that the Marine and Fisheries Department had

offered to add the duties of park island caretakers to the duties of lightkeeper, however the memo went on to “say it seems to me that a small annual allowance, say, \$25.00 should be provided [sic] for each, as I think we would be more likely to get better service if this was done.” The memo also identifies Senator Taylor as the person who proposed this scheme.

Over the years the caretakers of the various Islands changed.

Stovin Island 1912 Joshua Timleck; 1929 George Sargeant; 1936 L.A.Pergau who remained caretaker at least until 1952 and may have remained as late as 1956

Georgina and Constance Island 1912 J.G. Wallace; 1919 Andrew Truesdell; sometime before 1952 taken over by H.T. Cirtwell - may have remained as late as 1956

Aubrey and Mermaid Islands 1912 James A Acton; 1917 Thomas Ferris; sometime before 1952 taken over by W. Dorey - may have remained as late as 1956

Beau Rivage Island 1912 Abraham Meggs ; 1917 Thomas Ferris; sometime before 1952 taken over by W. Dorey - may have remained as late as 1956

Mallorytown Landing 1912 Robert J. Harrier; 1924 John Manor until at least 1946; sometime before 1952 taken over by W.J. Guild - may have remained as late as 1956

Gordon, Camelot and Endymion Islands 1912 Mrs. Manley Cross; 1917 Thomas Ferris; sometime before 1936 taken over by Thomas Glover; 1936 Clark Liddell - may have remained as late as 1956

Grenadier Island property 1912 D. Root; sometime before 1952 taken over by W. D Buell- may have remained as late as 1956

Adelaide Island 1924 John Manor, who also cared for Mallorytown landing [so the caretaker before him may have been RJ Harrier] Manor on strength at the park until at least 1946; sometime before 1952 taken over by W.J. Guild - may have remained as late as 1956

Cedar 1924 J. B. Conway; 1929 Henry Cambridge; mid 1930s E. Fitzgibbons; 1937 Daniel Gallagher; sometime before 1952 taken over by E.J. Gallagher - may have remained as late as 1956

Broder 1919 [Geo Challies]; 1923 Albert Bourrette; 1934 Paul Gordon; 1949 N.J. Clark; 1955 island flooded by hydro project

In 1951 O.N. Noonan started work as the foreman at Mallorytown Landing. His job appeared to entail the direction of maintenance on the mainland property. In 1954 his position was abolished.

By the mid 1950s most of the island caretaker positions seem to have been rolled into two positions, one operating out of Morrisburg (Patrick O=Grady) and one out of Kingston (EJ Gallagher). It is possible those positions were only taking care of Broder and Cedar Islands respectively. The first park warden, Frank Jervis, was appointed in 1954. He was directed by the Superintendent of Point Pelee, who was also the superintendent of SLI. [1949 JDB MacFarlane; 1951 CG Childe (acting); 1956 JC Brown] Over the course of the 1950s, and certainly by 1958, the maintenance of the islands - collecting garbage, etc. was being done by crews out of Mallorytown Landing. Also new building and repair of old buildings and other amenities (such as stoves) on the islands was being done by seasonal crews of carpenter, stonemasons and labourers.

Not many names have survived from this period, and even the numbers are scanty, but here are some:

In 1954, authorization for hiring 6 men for six months was received from TB; Mr. E. Kelly is referred to as someone who has been employed seasonally as a carpenter

In 1956, TB approval for hiring 23 men as seasonal employees: some names for this year include Mr. E Kearney (a labour foreman), and B.G. Russell, J.C. Elliott and Clifford Gibson - the last three men over 70 years old whom the park wished to reemploy.

1957 - Mrs. Jervis was apparently doing a lot of work for the Warden - he requests compensation for her in a memo to HQ - 18 men employed carrying out various construction projects

1958 Two men were hired in March to get the park equipment ready for the season; in this year we find the first mention of a lifeguard for the beach at Mallorytown Landing and a crew of five men picked up garbage in the Gananoque area. This year Neil Woledge replaced Frank Jervis as Chief park Warden.

1959 - casual labour was hired to fight a fire on Georgina Island they were C. Poole, E. Hollingsworth, J. Rogers, H. Tanney, K. Heodge, C. Shire, G. Morrow, D. King and M. Woledge. There was still a lifeguard at Mallorytown Landing and a 5 person crew collecting garbage in the Gananoque area.

Through the 1960s, this same system appeared to continue, although in 1960 the number of lifeguards at Mallorytown Landing increased to 2. As well the number of maintenance boats increased to three, and the crews cut wood, hauled garbage and cleaned toilets and tables. A seasonal park warden (A. MacDonald) was hired in 1965 and stationed on Red Horse Island for the season. For most years throughout the 1960s, crews were hired throughout the winter to carry out such tasks as cutting, splitting and hauling wood, and building picnic tables. Superintendent of the park changed in 1963 to T. Pierce, and in 1966. J.C. Holroyd was briefly chief park warden, to be replaced by G. Balding in 1967. Alf MacDonald became Chief Park Warden in 1970. By the early 1970s, the staff had increased to include naturalists and interpretation staff as well as office staff.

George Balding	Superintendent	1968-1970
Gordon Kebblee	Superintendent	1970-1974
A.D. (Fred) Tremblay	Superintendent	1974-1977

John Bonser	Community Liaison	1977-
Dave Warner	Assistant Superintendent	1978-

Appendix 7

Various Pieces written by Alf MacDonald about SLINP

1. A partial record of key personnel at SLINP during my stay at the Park

Frank Jarvis	Chief Park Warden	1956-1959
Neil Woledge	Chief Park Warden	1959-1964
Jack Holroyd	Chief Park Warden	1964-1967
George Balding	Chief Park Warden	1967-1968
George Balding	Superintendent	1968-1970
Gordon Kebblee	Superintendent	1970-1974
A.D. (Fred) Tremblay	Superintendent	1974-
A.G. MacDonald	Operator	1962-1964
A.G. MacDonald	Park Warden	1964-1970
A.G. MacDonald	Chief Park Warden	1970 - 1976
Gerald Price	Park Warden	1969-1975
Adlar (Allan?) Gibbs	Park Warden	1972-1974
Jim Reynolds	Park Warden	1972-1972
Bill [Phil] Hammond	Park Warden	1973-
Doug Amions	Park Warden	1974
Ted Young	Works Officer	1968-1970
Victor Ruski	Works Officer	1970-1971
Larry Gates	Works officer	1971- deceased
Douglas Elliott	Storesman	1968-1973
James Cassidy	Storesman	1973 - deceased
Eileen Poole	Stenographer	1969-
Gloria Williams	Stenographer	1972-
Robert Cullen	Administrative Officer	1972-
Claude Langlois	Operations manager	1973-1973
Michael Caley	Naturalist	1970-1970
Robert Whittam	Naturalist	1971-1972
John Woods	naturalist	1972-
Liz Holroyd	naturalist	1973-

Long Term Employees

Hugh Tanney	Labourer	1955-
George Haffie	Labourer Foreman	1958-

Prior to 1956, and Mr. Jarvis arrival as Chief Warden, all services were undertaken by caretakers administered through Headquarters in Ottawa. After Mr. Jarvis arrival, regular seasonal work crews were hired on, boats and other equipment purchased and administration was handled by Mr. Jarvis and the Superintendent from Point Pelee, Mr. Tony Pierce, until the arrival in Cornwall in 1965 of a newly appointed Regional Director, Don Combs, after that time Regional office handled most of the Administration of the Park. I was unsure of when some of the above employees left the park, so I have left those dates blank.

Further research has brought to light that a Mr. Tom (Poppy) Glover of Gananoque, was the Lighthouse Keeper at Gananoque Narrows and Jack Straw, prior to 1934 when Sam Liddle took over the duties. I inadvertently left out the Jack Straw Lighthouse in my original brief history. The original wooden structure was still standing when I began my employment with the park.

2. Government Island Caretakers (1966)

Little is known of early caretakers, other than peace-meal word of mouth stories handed down to me by those that lived through that era.

Norman Conley, who lives at Cartwright Point, adjacent to Cedar Island, was a self proclaimed Rum Runner, during his early years, but a couple of episodes with the U.S. Lawmakers made him decide this was a foolhardy occupation. Norman was an early caretaker on Cedar Island, and was still at it in the late 1960s, but due to advancing age, turned the duties over to his two sons, who let the caretaker business go to pot, in preference to burning t Parks Petrol in running up and down the River.

During my early years with the Park, two or three labourers would travel to Cartwright Point and use Mr. Conley's boat to go to the Island and do a weekly maintenance clean-up, and to cut wood for the visitors.

Tom Glover, lighthouse keeper fro Red Horse Rock Lighthouse, and Aubrey Island Lighthouse, was also an early caretaker for BeauRivage, Mermaid and Aubrey Islands. Tom lived in the Cottage on Red Horse Island, after he was forced out due to his heavy booze problem, he was replaced by Harry Cook for a couple of years, but due to ill heath he had to retire. The Lighthouses were then electrified, doing away with the need of any local people to tend them. The caretaker duties of the three islands was then taken over by Sam Liddell, up until 1957,m when the caretakers duties were taken over by staff employees hired for these duties by newly appointed Chief Park Warden Frank Jervis, who was stationed at Mallorytown Landing.

Sam Liddell was the Lighthouse Keeper at Gananoque Narrows light from 1934 until it was electrified in the 1950s, he was also a Librarians of sorts at the Lighthouse until the Library

closed due to lack of use in 1946. Sam was also the Caretaker during the period 1934 to 1957 for Gordon, Camelot, and Endymion Islands, as well as taking over the duties at BeauRivage, Mermaid and Aubrey Island after Harry Cook was forced to retire due to ill health.

Sam and his wife Mabel raised Seven Children during this period, Sam working seven days a week, for Seventeen Dollars a month. One winter in dire straits, Sam and his family stayed in a one room tool shed on Gordon Island, that shed was little more than 10' x 15', as I remember it. There was a lean-to shed attached to the north side of it, when it was torn down by work crews in the late 1960s. The Park on a few occasions, transported a Farmall Cub Tractor to Gordon Island on different occasions to use for different purposes and we housed it in the tool shed that was used a living quarters by Sam and his family, and there was little room to spare. The shed in question sat about 25' north of the pavilion on the Island.

Georgina and Constance Islands were looked after by several different caretakers over the years, the last of whom was Kenneth Chisamore, who was also a caretaker on a private island east of Georgina Island, until 1957 when taken over by Park Employees

Grenadier Island Lighthouse was cared for by Abel Root of Rockport. There was a residence on the Island for his use, now owned by the Golf Club and was used through the navigation season by different Lighthouse Keepers. Abel also owned a Grocery Store and Meat Market in Rockport in the early 1900s. Abel's son Delbert, a Caretaker and Boatman on a private island assisted his father in looking after the Lighthouse, and the Park Section of the Island, until taken over by Park Staff from Mallorytown Landing in 1957. This Lighthouse was one of the first in the system to be electrified. Delbert Root's son Alfred, was a very good friend of my Parents, and he and his wife Nellie were Best Man and Bridesmaid at My Parents wedding. Alfred Root transported my Mother to hospital when I was born, and I was therefore named after him.

Adelaide Island was cared for by John Manor, who rowed over from the mainland, weather permitting, through the navigation season, he was later replaced by William (Bill) Guild, proprietor of a small marina operation, just west of Mallorytown Landing, rocks from the former piers can still be seen where his boathouse once stood. Bill of course had outboard powered boats and could get to Adelaide in more inclement weather. Of course the everyday caretaking of this Island was also taken over by Parks staff in 1957.

The Stovin Island caretaker was a Mr. Pergau of Lyn, later it went to his Daughter Helen, and her Husband Victor Tufts originally of Mallorytown, and later of Brockville, they held the job of caretaker until taken over by staff from the mainland Park in Mallorytown. The name Pergau here may be misspelled as Mr. Pergau was the last surviving male in the area, and I have been unable to find the name listed anywhere that I have checked. Helen his daughter and her husband Victor Tufts, had one daughter, who married a lad named Brown, and they live in Brockville, but I have been unable to contact them for verification of her Mothers Family name.

3. St. Lawrence Islands National Park (A Brief History) by Alfred G. MacDonald, U.E.

St. Lawrence Islands National park, got its start in 1902, when one of the Mallory Family, a descendant of the founders of Mallorytown, and Mallorytown Landing, donated a parcel of land at Mallorytown Landing proper, and an Island known as Bridge island, to the Federal Government to be used for recreational purposes by the residents of the area. The land in question comprised 6.5 acres in size. This Park is second oldest only to Rocky Mountain Park (Banff), established in 1887.

When the Park was first established, Bridge island was actually an Island in times of normal and high water levels, and when the water was low, it could be reached by walking on dry land, but as it was an important stop by the smaller steamers of that era, to take on and disembark passengers, as well as goods destined for area stores, or other individuals, a bridge of timber was constructed, to the Island, in order to keep the pedestrians, as well as the other goods dry.

In addition to Mallorytown Landing, ten Islands, Aubrey; Mermaid; BeauRivage; Camelot; Gordon; Endymion; Georgina; Constance; Adelaide, and Stovin, as well as the western section of Grenadier Island was purchased from the Mississauga Indians of Alnwick. Also Broder Island, a portion of St. Regis Indian Reserve, in the Township of Williamsburg, comprising approximately 20 acres was another addition from the Militia Dept. for park purposes on Jan. 23, 1912. Unfortunately or fortunately, depending on the thoughts of some, Broder Island was lost to the St. Lawrence Seaway in the 1950sd.

On the seventh of April 1904, a contract was signed between the Superintendent of Indian Affairs and John D. Warwick, Architect and Contractor of Brockville, to erect, build, setup and finish the docks, approaches, pavillions, stoves, closets etc. On six certain Islands in the River St. Lawrence, and to compose the same of such stone, brick, timber and other materials for the sum of Eleven Thousand, Nine Hundred and Fifty Dollars.

The tender submitted by Mr. Warwick, dated march 28, 1904 was at agree top build six docks, three approaches, six camp stoves, twelve water closets (Privies), six pavilions, with tables and benches, as outlined in a letter dated may 14, 1904 as follows,

#1 Beau Rivage Island -- North Side

#2 Gordon Island -- Centre

#3 Georgina island -- North side

#4 Georgina Island -- South Side

#5 Grenadier Island -- South Side

#6 Will be on the island just off the grounds proposed to be given to the Government by the Mallory Family, Bridge island, (Present [1968] Visitor Centre)

#7 Picnic Island (Stovin)

The pavilions were originally constructed with wooden support flooring, as quoted –joists to be 2" X 6", & 2" X 8", with outside rim 2" X 10" placed at the necessary centers on rocks to secure a substantial and strong floor, and to be of Hemlock.

Flooring to be made of 1 ¼" square edged flooring, laid ¼" apart to allow of water to go through, (this also allowed other objects to go through, such as silverware, and coins, many of

which were recovered by eager Park workers), when these buildings were torn down to be replaced by the pan-Abode buildings.

The large heavy roofs, as seen on the one remaining building at Mallorytown Landing, were supported solely by 24 round posts, and as quoted by the late Earnest Poole or Grenadier island, shortly after the Pavillions were constructed, in a fairly strong wind, the roof of the pavillion at Mallorytown Landing, made a slow turn to the right, and collapsed onto the floor, luckily at a time when no one was in the building.

The roof was raised and repaired, and two iron rods were added from the roof to be anchored into the granite rock, this was thought to be adequate to stop a re occurrence, but the roof was very unstable in strong winds, making it a very unsafe place to be.

In a memorandum of July 2m 1980, it is seen the following "The pavilion was blown down, but has since been re-erected and repaired by the Public Works Dept. the new wood replacing that which was broken has not yet been painted, and the pavilion is consequently rather unsightly. When re-erected it was bolted firmly to the rock at each end by an iron rod, and there should now be no danger of another collapse.

In a memo of Feb. 1st, 1909, a pavilion on Georgina island suffered the same fate as the one at Mallorytown Landing and was repaired. About this time a second Pavillion was constructed on Stovin island.

In a memo to file #562962 (3) CA. 1916, it is stated that there are nine pavilions erected on park Islands and the mainland, and as I recall when starting my employment at the Park the number still in existence, they were as follows, Stovin 2; Mallorytown Landing 1; Grenadier 1; Georgina 2; Gordon 1; BeauRivage 1; and Endymion1. There were a smaller type of shelter on Cedar, BeauRivage, Camelot and Adelaide Island, which I assume are still in use.

Sometime after 1909, concrete floors were installed in about half of these nine Pavillions, and stone and mortar supports were installed in all 9 pavillions to make them more sturdy and windproof, as can still be seen in the one remaining at Mallortown landing. In the late 1960s all the remaining pavilions of this type were either torn down or burnt down by Parks Staff under orders of then Chief park Warden Neil Woledge, and replacement Pan Abodes were constructed on the site to replace them.

In the mid 1930s, before the construction of the 1000 Islands Parkway, I have camped at the Landing with my Family, under the Maples, south of the Chief Warden's Residence, which at that time was the northernmost boundary of the park. It was pleasant then, quiet, no crowds, no motor boats whizzing around, we seemed to have the whole area to ourselves. With the construction of the parkway, which was a make work project during the Great Depression, or the Dirty thirties, as it was more commonly known, changed the area of the waterfront a great deal, surplus materials from the roadbuilding were used to build up the causeway to Bridge Island, doing away with the Bridge or Walkway. During these early years the area was managed by the late John manor, owner of the farm later purchased from Mr. & Mrs. Hatrold Address. Mr. Manor was the father of Mrs. Address and Mrs. William (Bill) Guild.

The Island areas were maintained by Lighthouse Keepers mostly, but other areas where there were no Lighthouses adjacent to the Islands, were maintained by others, under contract to the park. On the death of Mr. Manor, Mr. Harold Address looked after the mainland area, until the

late 1950s, when the Farm was sold to the Park and the first Chief park Warden, Mr. Frank Jervis, was moved into the area to Supervise the Park, the Chief Wardens Residence was constructed, as well as the washrooms in the campground and one in the day use area, plus the workshop, which is now the stores area.,

The campground at that time comprised of the land south of the road leading to the office complex of the Park. Also at that time, three new boats were purchased, #1 a 20' Fiberglass hardtop outboard, for use of the Chief Warden, #2, a 35' Wooden Workboat, built in Lunenburg, Nova Scotia, and #3, a 25' Wooden Workboat, built by Elmer Address (Address Boatworks), of Rockport, Ont. Boat operators at that time were the late Clarke Poole, and George Haffie.

About 1960, Mr. Jervis was replaced by Chief Warden Neil Woledge., in 1962 my employment started with the Park, a time when it depended on how you voted, whether or not you got a job, or kept a job with both Provincial and Federal Governments. Mr. Woledge a Fledgling Golfer, to improve his driving ability used to stand on the roadway and drive golfball into the field which is now the campground, he lost a lot of balls this way, and to counter act this, he had two of the labourers, mow the waist high hay, down to what would become the expanded campground, this became an instant success, as it was filled with as many as 100 tents and trailers, throughout the camping season.

In 1963, the present day combination washroom, changehouse, as well as sewage treatment plant was constructed. There was a woodframe changehouse, that sat on the causeway at the time, which was no longer needed, and it was moved into the compound area, just inside the gate and to the north, near where the Resource conservation Building now stands. This was made into a paint shop, later to be moved to the west of the compound, at the rear of the present Office building, and was then made into a Stores Building.

During the early years, St. Lawrence, Point Pelee, and Georgian Bay Island national Parks, were managed by a Chief Warden, under a Superintendent stationed at Point Pelee, who made periodic inspections from park Staff in Ottawa, Regional headquarters in Cornwall would come along later.

In 1964, I applied for a seasonal Warden position at the Park and was successful in the Competition. I was stationed at Red Horse island for the summer months and patrolled the Islands in that area including Cedar Island on a daily basis, weather permitting, my first patrol boat was a 125' open fiberglass boat with a 10 H.P. outboard motor, running light were operated by a 6 volt, hand held lantern battery, and there was no radio, a situation that should be experienced by to-days Warden Service, in carrying out search and rescue operations. There was no electrical service on Red Horse, and washroom facilities were a small Privy to the west of the cottage, primitive perhaps but manageable.

Mr. Woledge was replaced by Chief Warden Jack Holroyd, about mid 1965, up until that time all park business was done in a room set aside in the Chief Warden's Residence, and it was decided that we now required an Office Building, which was constructed just in front of the present day office building, it was of wood frame construction, it contained the Chief Warden Office, a Warden Office, a reception room, a small storage area and a small furnace room.

Chief Warden Holroyd was replaced in September 1967, by newly appointed Superintendent, George Balding, that winter I was promoted to fulltime Warden, and it was about this time that

our first clerk-typist, Eileen Poole, was taken on strength, on a part time basis. The next Superintendent Gordon Robblee, arrived in 1969, and a new office building was constructed, which now houses the naturalist Section, the building previously built for an Office building was sold by Public Tender and was purchased by James Keller of Escott, and was moved to Tar island to be used as a Cottage.

Going back to about 1960, two properties with buildings were purchased to make room for the present day Boathouse, #1 was a combination Boathouse – Cottage, owned by the late Claude Gibson of Mallorytown, it was purchased by Bill Guild, and moved to his property, where it still stands, north and east of present T.J. Guilds Gunshop.

The second building was also a combination Boathouse, Cottage, formerly owned by my Grandfather, John R., MacDonald, this was a somewhat smaller building than that of Mr. Gibson's, and was moved to its present site on property at the Front of Yonge/Front of Escott Townline waterfront. The present boathouse was constructed in the 1960-61 winter and summer, according to George Haffie, it was so cold the river was frozen to a depth of four feet.

In 1961, two cottages, lying just north of the Boathouse were purchased, one belonging to a Dr. Thoms, the medical Officer of Health at the time, the other, I do not recall the name of at this time. These cottages were demolished, but I believe parts of the footing and foundations can still be seen..

Another Cottage, owned by Victor Purvis, sat just north and east of the present day Sewage plant, and was used by some of the Park Staff as living quarters, up until about 1967, when it was expropriated from the owners.

I have seen the purchase of several Island properties, during my time at the Park, #1 the Senecal (Kahnt) farm on Grenadier, #2 the Billy Buell Property, and #3, the east end of Grenadier #4 Squaw, Shoe and Carr Island group, #5, Pitcairn island, #6 Thwartway or Leek Island, #7 McDonald Island #8 Lindsay Island and #9 Mulcaster Island.

On the 1245h of September 1972, while on a river patrol, I developed very severe back pain, with a partial paralysis of my Legs, and when returning to base, could not tie the boat, nor get out of the boat under my own steam, so to speak, and had to get assistance via radio, and be driven to my home. I was on and off work until the 29th of November 1972, when I underwent surgery to remove two severely herniated discs, and as the spinal cord was already damaged, no fusion was undertaken, and I have been in severe pain off and on ever since. I tried to continue my employment, even taking on the Chief Warden Duties at Terra Nova National park, for a few short months, but the pain continued, intensified by the climate at Terra Nova, I had to return to St. Lawrence, but the pain continued, and coupled with the effects of the heavy medication, I was forced to cease work on or about July 8, 1977, and go on permanent disability.

I am thankful to this day, that I can still maneuver under my own steam, and not have to rely on a wheelchair. About ten years ago, my wife developed severe eye problems, and is now classed as legally Blind, and my ability to still get around, and be able to look after her, is a blessing to us both.

Alfred G. Macdonald, U.E., Great, Great, Great Grandson of Randy McDonnell, a United Empire Loyalist, who settled at Quabbin Hill in 1784, was born in the hamlet of Rockport, and has lived in the area most of his life. The above listed History is derived from the Wardens manual, The

National Parks Act, from early park correspondence, and from memory, and it is hoped that the information contained herein will be beneficial to the Park requirements.

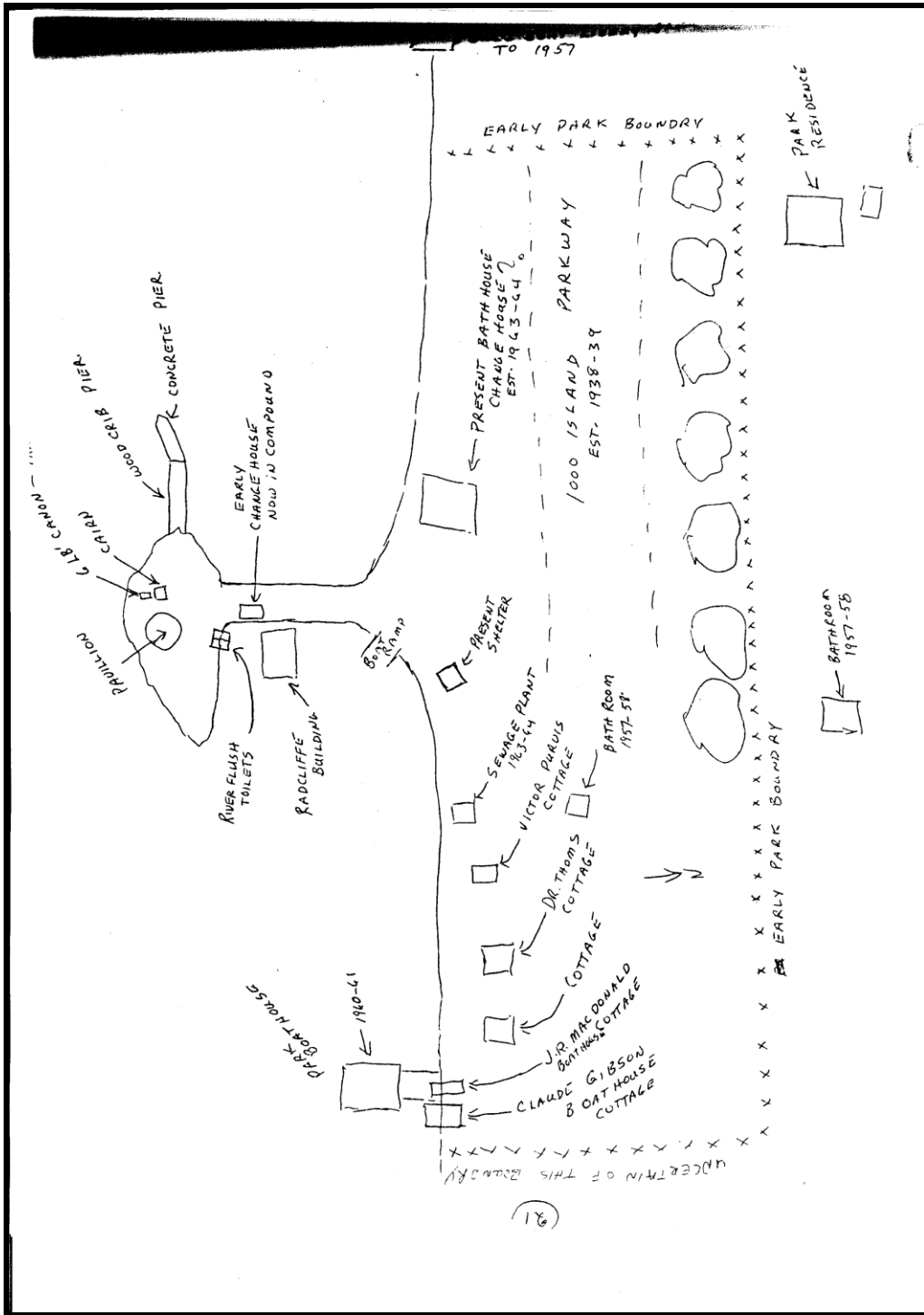


Figure 41 Drawing of Mallorytown Landing by Alf MacDonald c. 1966

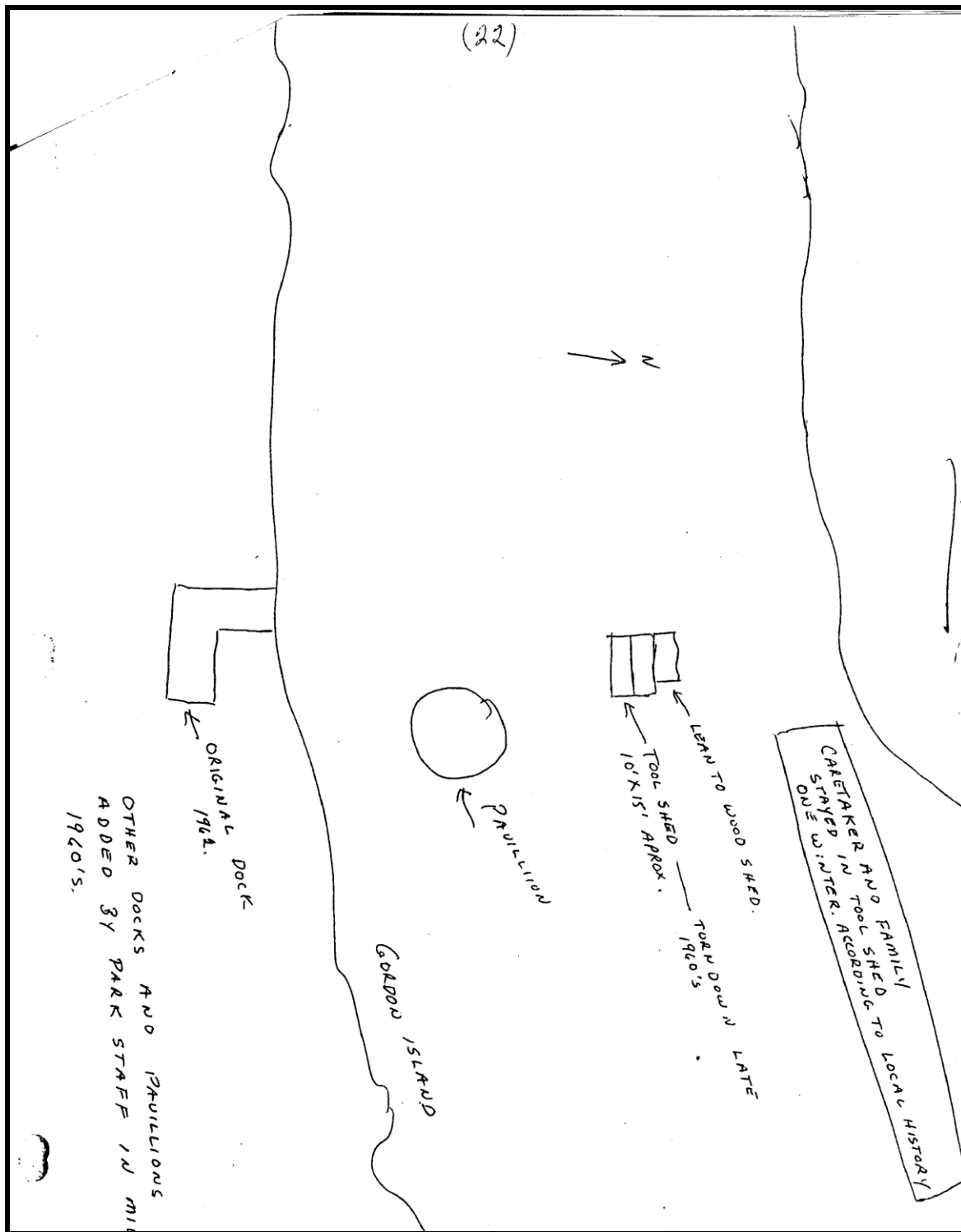


Figure 42 Drawing of Gordon Island circa 1963 by Alf MacDonald

Appendix 8

List of Recommendations of the SLINPAC

1. Parks Canada should co-ordinate its plans and activities and co-operate with the other sectors in maintaining the character of the Thousand Islands Heritage Area.
2. Parks Canada should not compete with the other sectors of the Thousand Islands Heritage Area, neither with the private sector nor with the other public agencies.
3. Parks Canada is the only agency in the area with a prime mandate for interpretation. No other public agency is currently interpreting the Thousand Island Heritage Area, except on a limited basis. Therefore, the primary role of St. Lawrence Islands National Park would be the interpretation of the Thousand Islands Heritage Area to area residents and visitors. Preservation and recreation are essential to accomplish the interpretation function of the park, as explained in the Interpretation section of this report.
4. Since no other agency is in a position to provide public access to the islands Parks Canada should continue to provide an island recreation experience. It should also preserve those characteristics, both human and natural which are unique to islands. Therefore, Parks Canada has a special role on the islands of the Thousand Island Heritage Area.
5. Parks Canada need not own a large amount of land to interpret the Thousand Islands Heritage Area to residents and visitors. Parks Canada should extend its services by invitation beyond its boundaries to private lands and to other public lands. In providing such interpretive services all public lands should be utilized in the most efficient way.
Conservation easements should be used whenever possible. This committee cannot foresee the need to expand the park beyond five square miles.
6. any land acquisition must fulfill a demonstrated need of Parks Canada to meet its goals and objectives.
7. Therefore, it is recommended that the park would continue to be scattered throughout the Thousand Island Heritage Area.
There is no need for the holdings to be connected. Instead there should be adequate information services to guide visitors among the park holdings, also called nodes, and elsewhere in the Thousand Islands Heritage Area.
8. There must be adequate buffering between Parks Canada activities and those in the other sectors. There must be sufficient buffering between public and private activities so that the owner of each does not suffer from the use of the adjacent property.
9. Through its interpretive programme, Parks Canada should encourage other sectors to improve the aesthetics of the Thousand Island Heritage Area.

10. Grants-in-lieu of taxes should be paid on all Parks Canada holdings in an amount equivalent to that which would have been paid to the municipalities if the properties were in private ownership....
11. All acquisitions of land by Parks Canada must be on the open market – willing buyer, willing seller – there must be no expropriation, threat of expropriation nor coercion.
12. There should be a full exchange of information among sectors of the Thousand Islands Heritage Area. Parks Canada's plans and activities should be open to view by all others through a continuing public participation programme.
13. There should be an on-going advisory committee to assist in the Master Planning Process. It is essential that Parks Canada consult with the advisory committee prior to land acquisition or any change in the role of the park.
14. When the master plan for St. Lawrence Islands National Park is approved, an advisory committee should continue to monitor Parks Canada's plans and activities.
15. The committee recommends that Parks Canada demonstrate leadership by initiating a conference which involves all public agencies from all levels of government which affect the area through plans and activities. This conference should establish a working committee to discuss planning with the aim of integrating individual agency plans in the broad scope of managing public lands. This is to eliminate duplication of services and save public funds.
16. The advisory committee therefore recommends that interpretation should be a primary function of the St. Lawrence Islands National Park.
17. The interpretive objective of the ST. Lawrence Islands National Park should be to interpret the region in terms of its natural and human history and as a representative sample of one of Canada's major natural regions and to demonstrate the interplay of the on-going human and natural resources that make the region what it is. The purpose here would be to make the programme relevant to the people of the region in terms of their expressed desire to protect its unique character as well as relevant to all Canadians.
18. Therefore, the Park would continue to be scattered throughout the Thousand Islands Heritage Area.
19. The advisory committee recommends the establishment of a year-round interpretive center as one of the tools to be used in meeting the interpretive aims. This following criteria for the selection of the site are given in order of priority.
 1. Access – must be accessible by car from the Thousand Islands Heritage are, some arrangements should be made to make the center accessible to boaters.
 2. Size – the land must be large enough to include necessary infrastructure such as the interpretive center, parking, roads and a buffer to minimize the impact on neighbouring privately held lands. Depending upon specific location, a land ara of between 50 and 500 acres should suffice.
 3. Natural features – It should have aesthetically acceptable surrounding to provide a suitable milieu for interpretation. The land base must have a definite geological connection with a group or groups of islands.

4. Vista – to present the Thousand Island without having to transport people to the islands for interpretation.
20. The advisory committee recommends the establishment of a year-round live-in center with the following function, facility factors and criteria for the selection of location:
 1. Function – primarily to serve school children, secondarily to serve groups such as scouts and guides, especially in the off season. Thirdly, to serve other groups on an as available basis for conferences or seminars on outdoor education.
 2. facility factors – to serve a maximum of one classroom size (40 students).
 - sleeping quarters, dining facilities, classroom or study area, library facility, storage areas.
 - year round operation, therefore services (hydro, heat...)
 - modest parking area
 - trails and open spaces
 3. Location criteria – in order of priority
 - a. Size – the land area must be large enough to include necessary infrastructure such as live-in facility, parking and trails as well as a number of natural features.
 - b. Natural features – it must incorporate the maximum number of natural feature, flora, fauna, geology, human history, a definite geological connection with a group of groups of islands is not necessary. As area of at least 500 acres would be appropriate.
 - c. Conflicting uses- it should be separated from potentially conflicting or non-conforming developments such as cottages, major highway and tourist activity area.
 - d. Access- It must have land access., boat access should be available nearby for use in taking students on water oriented studies.
 4. Vista – This is not a limiting factor.
21. The advisory committee recommends that research be undertaken to learn more about aeolian depositions of sandstone within the Thousand Island Heritage Area.
22. The advisory committee recommends that further studies be undertaken to determine the limits of flooding by the Champlain Sea which are presently poorly known.
23. It is recommended that the properties on Hill Island that demonstrate the micro-climate effect and form the long ridges running down the backbone of the island be acquired.
24. The advisory committee recommends that the site where colonial birds nest should be protected, with owner being approached for permission to put “warning” signs on the property.
25. It is recommended that the Ministry of Natural Resources be approached to establish fish refuges for certain periods of the year. It is recommended that research, particularly pertaining to non-commercial species, be utilized and, if necessary, augmented.

26. Research is needed to locate breeding areas, significant habitat and dispersal patterns of herptiles with Thousand Island Heritage Area in order to formulate a conservation policy.
27. At least one significant herptile habitat should be acquired for the National Park's interpretation programme.
28. It is recommended that where rat snake habitats are identified, special efforts should be made to protect them.
29. It is recommended that Parks Canada approach the St. Lawrence Parks Commission to establish a hawk lookout on Mount Fitzsimmons.
30. It is recommended that properties lying between the central and eastern Parks Canada portions of Grenadier Island be purchased when they become available.,
31. It is recommended that island purchase not be utilized as a means of relieving recreational pressure in the long term.
32. It is recommended that Parks Canada take the necessary steps to prevent further deteriorations of habitat on Beaurivage Island.
33. It is recommended that purchase be a last resort. If property acquisition is necessary then Parks Canada shall be expected to acquire the minimum amount of property to meet a particular goal or objective. The provisions of the Thousand Islands Heritage Area concept obliges Parks Canada to consider all other avenues before acquiring land.
34. The advisory committee recommends that Parks Canada examine divesting itself of Cedar and Milton Islands.
35. Any property to be acquired by Parks Canada must be acquired on the open market. Any agent of the government involved in the acquisition of land for park purposes must identify himself or herself as such. The seller must be informed that the property in question is to be acquired for park purposes.
36. The Minister has promised that expropriation will not be used to expand the park. We urge him to carry this promise a step further and endorse this recommendation against 'block busting'. This would happen if Parks Canada acquired land surrounding a private holding. Parks Canada could use its land in such a way as to coerce the owner of the private lot to sell. Parks Canada must, therefore, be sensitive to the need to buffer effectively where parks holdings abut private lands.
37. The advisory committee recommends that Parks Canada demonstrate openness at every opportunity. This may be accomplished by announcing proposed property acquisition or divestiture to the adjacent property owners and the public. The announcement should include full details such as price and the rationale for the acquisition or divestiture.
38. The advisory committee recommends that Parks Canada immediately register the deeds for all of its holdings in St. Lawrence Islands National Park, and that it establish this policy so it applies to future acquisitions.
39. The advisory committee recommends that the scenario be implemented by Parks Canada following the guidelines and recommendations contained in this report.

40. This committee recommends that parliament change the name of St. Lawrence Island National Park to Thousand Islands National Park at the earliest convenient time. This change will link the park identity with the area it represents.
41. The advisory committee recommends that the land freeze be removed when the Minister of Indian and Northern Affairs accepts the recommendations relating to land acquisition and the on-going advisory committee.
42. The committee recommends that Parks Canada should develop effective public participation exercises before planning and developing projects. We believe that an informed citizenry, consulted in advance by development agencies, will contribute significantly to any plans for the region. More important, those plans will incorporate the legitimate aspirations of those who live with them.
43. The committee recommends that Parks Canada should not attempt to establish wilderness parks in proximity to developed areas, such as the Thousand Islands.
44. The advisory committee recommends that conservation easements or similar techniques should be used wherever possible.
45. The committee recommends that Parks Canada should send an observer to meetings of the South Leeds Planning Board.
46. The committee recommends that Parks Canada should make known its plans to the South Leeds Planning Board and in turn consider the planning board's intentions.
47. This committee recommends that grants-in-lieu of taxes be paid on an on-going basis at a rate sufficient to compensate the municipalities.
48. The committee recommends that Parks Canada continue to purchase goods and services, and employ personnel, from the local area whenever possible.
49. This committee recommends that the on-going advisory committee monitor development of Wellesley Island. It also recommends that the International Joint Commission be alerted because of its watchdog role under the provisions of the Boundary Waters Treaty of 1909. Furthermore, the on-going advisory committee should investigate the provisions of the Great Lakes Water Quality Agreement of 1972 to determine whether its provisions could be invoked to preclude adverse impact upon the Lake of the Isles, should the need arise.
50. Based upon the experience of this advisory committee, we recommend that the Minister and Parks Canada should establish conflict of interest guidelines applicable to future advisory committees as well as for the on-going advisory committee which we have also recommended.
51. The committee recommends the status of individual members of future advisory committees be established before the committee begins its deliberations. A policy is needed to determine whether members are appointed as individuals or as representatives of an organization.
52. We recommend that meetings should be open and that a public question period be established as part of the regular meeting format for future advisory committees. We established this policy early in 1977 and found that it added to committee credibility and demonstrated openness. It was our experience that most questions could be

- answered when asked; those which required research were answered at the next regular meeting, during the question period.
53. Finally we recommend that a policy of direct communication with the 'constituency' is imperative. Our newsletters kept area residents informed and the comment cards were useful. Future advisory committees ay find it useful to utilize outside assistance in preparing newsletters.
 54. We recommend that SLINPAC's life be extended for the duration of the master planning process and that it then be known as the on-going advisory committee.
 55. The committee recommends that within a reasonable time of acceptance of this report a committee office with adequate staff should be established in the study area.
 56. We recommend that the on-going advisory committee establish terms of reference of an advisory committee which will succeed the on-going advisory committee and will advise on the implementation of the master plan.