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THE CORPORATION OF THE TOWN OF  

**GANANOQUE**  
*Canadian Gateway to the 1000 Islands*

February 5, 2021

Provincial Heritage Registrar  
 ATTN: Erin Semande  
 Ontario Heritage Trust  
 10 Adelaide Street East  
 Toronto, Ontario  
 M5C 1J3

ONTARIO HERITAGE TRUST  
 MAR 11 2021  
 RECEIVED

Sent via Email: [Erin.Semande@heritagetrust.on.ca](mailto:Erin.Semande@heritagetrust.on.ca)

Dear Erin Semande:

**Re: Town of Gananoque – Notice of Intention to Amend Eight (8) Heritage Designations**

As a requirement under the under *Ontario Heritage Act*, Section 30(1), Part IV of the, R.S.O. 1990, Chapter 0.8, please be advised that at a regular meeting of Council, held on Tuesday, July 17, 2018, the Council of the Town of Gananoque passed Motion #21-014, entitled “Notice of Intention to Amend Eight (8) Municipal Heritage Designations” for the following:

|   |   |                        |   |                 |
|---|---|------------------------|---|-----------------|
| 1 | Christ Church                               | 30 Church Street       | Lot 518, 520 Pt Lot 519 Plan 86, Town of Gananoque            | By-law 2009-064 |
| 2 | Pumphouse                                   | 110 Kate Street        | Lot C and D Plant 167, Town of Gananoque                      | By-law 2009-063 |
| 3 | Bandshell                                   | 30 King Street East    | Plan 86, Lot A, Lot 1009, east side of the Gananoque River    | By-law 1992-032 |
| 4 | Rogers House                                | 161 King Street East   | Lot 46, Plan 86 east of the Gananoque River                   | By-law 2005-064 |
| 5 | Skinner House                               | 95 King Street West    | Lot 1041, Lot 1042 and Pt Lot 1043 Plan 86, Town of Gananoque | By-law 2008-024 |
| 6 | St. Andrew's Presbyterian Church            | 175 Stone Street South | Lot 71 to 73, Plan 86, E/S Gananoque River                    | By-law 2015-118 |
| 7 | St. John's Evangelist Roman Catholic Church | 270 Stone Street South | All of Lots 637 and 638, Plan 86, east of Gananoque River     | By-law 2000-023 |

|   |                        |   |                         |                 |
|---|------------------------|---|-------------------------|-----------------|
| 8 | Gananoque Swing Bridge | Bridge which spans the most southerly limit of Gananoque River where it flows into the St. Lawrence River | Connecting Water Street | By-law 2014-076 |
|---|------------------------|---|-------------------------|-----------------|

Information regarding the above Municipally Designated Heritage properties are attached.

Any person wishing to object to the proposed amendment(s) may submit a written Notice of Objection to the Clerk's Department that provides a statement for the objection and all relevant facts. These submissions will be received up to and including March 12, 2021 at 12:00 PM.

Should you require further information or clarification, please do not hesitate to contact me at [clerk@gananoque.ca](mailto:clerk@gananoque.ca) or 613-382-2149 ext. 1120.

Sincerely,

Penny Kelly  
Clerk / CEMC

Attachments

c. Kari Lambe, Manager of Community Services

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30 King Street East  
Gananoque, ON K7G 1E9  
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Fax: 613-382-8587  
[www.gananoque.ca](http://www.gananoque.ca)

**SCHEDULE B**  
**STATEMENT OF CULTURAL VALUE OR INTEREST AND HERITAGE ATTRIBUTES**  
**GANANOQUE SWING BRIDGE, WATER STREET, GANANOQUE, ONTARIO**

**STATEMENT OF CULTURAL VALUE OR INTEREST:**

- Built in 1893, The Gananoque Swing Bridge is a rare example of an early central pivoting bridge in Canada. The site encompasses the area of both approaches to the bridge notably the retaining walls, abutments of the east and west shores, and the pier below the bridge as well as the associated river bed of these supports and access.
- The Swing Bridge required exceptional precision tooling to construct and install the riveted steel structure, pivoting mechanism for a massive cantilevered form, and structural supports.
- The bridge shows exceptional technical and scientific achievement with the engineering requirements to create a rotating horizontal structure of great cantilevered length.
- The Swing Bridge was constructed with municipal financial support, by the Thousand Islands Railway, to give direct rail access to industry on the east side of the Gananoque River, in particular the Gananoque Carriage Company - at the time one of the largest manufacturers of carriages in the Dominion.
- Located where the mouth of the Gananoque River meets the St. Lawrence River, the structure illustrates the development of this area of Gananoque notable for its waterfront presence, amongst marina, wharf and boating facilities – many of which still are accommodated in older structures, and which are in keeping with original scale, function and environs of the bridge. The property may exhibit some archaeological potential. However, archaeology can be addressed through another process.
- The Swing Bridge was designed and constructed by the Leeds Bridge and Iron Works Ltd., of Gananoque. An individual engineer is not known. The Swing Bridge is an important feature in maintaining the riverine and marina character of the Town's south end, particularly where the mouth of the Gananoque River meets the St. Lawrence River.
- The property is of high correlation to the physical, visual and historical surroundings in which it is located. It was designed to better link the east and west sides of mouth of the Gananoque River, particularly to provide improved access to the Gananoque Carriage Company, which still exists in part since 1896 as the Gananoque Inn.
- As a bridge, the structure is very prominent in the community. Further the prominence of the Swing Bridge is heightened by its age, the integrity of the distinctive materials associated with the time of its construction, and the rarity in Canada of its rotating mechanism.

**HERITAGE ATTRIBUTES:**

- horizontally rotating bridge mechanism on a circular pivot point/pier (also known as a vertical locating point) set on a limestone masonry foundation, located at the centre of gravity of the bridge
- designed to allow clear passage for tall water craft between the St. Lawrence and Gananoque rivers.
- provides vehicular (originally also including rail) and pedestrian traffic – the steel grate/grill road bed with the pivot point consists of two transverse beams that rest on a circular drum that in turn sit on a circular track of wheels, the decking of the sidewalk (south side) consists of cut steel checker plate laid directly on top of the steel grate decking), hinged steel cover plates at each end of the bridge span the gap between the bridge and land-cased access.
- waterfront presence, amongst marina, wharf and boating facilities – many still accommodated in older structures, which are in keeping with original scale, function and environs of the bridge
- clear approaches to the bridge set on limestone abutments, with the abutments protected on the south/St. Lawrence River side by stepped concrete walls on the east and piled rocks on the west



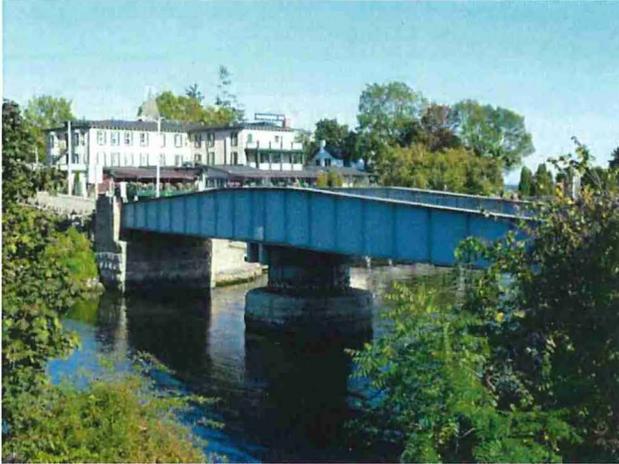
*Figure 39: Oblique aerial, 1920, from the southwest, with St. John's visible roughly in the centre left of the image (McCarthy, LAC MIKAN no. 3261445).*

#### Community Context / Landmark Status

St. John's, as a building, is prominent by virtue of its elaboration, physical form and institutional status. Its mass, nave height, projecting baptistery, bell tower and rectory, and commanding presence over the high bank of the Gananoque River near the mouth of the St. Lawrence, were intended to make it a landmark structure, and continues to remain so. It was designed to be immediately identifiable as a traditional, Christian place of religious worship—which elevates it in terms of structural hierarchy within the surrounding environs. Continuity of function as a Roman Catholic church adds to its landmark status.

**SCHEDULE C**  
**HERITAGE DESIGNATION REPORT**  
**GANANOQUE SWING BRIDGE, WATER STREET, GANANOQUE, ONTARIO**

*Author: Edgar Tumak, 2013, revised 2020*



*Figure 1: Gananoque Swing Bridge, viewed from the northwest, with the Gananoque Inn in the background (photo E. Tumak, Sept. 2013).*

**STATEMENT OF REASON FOR DESIGNATION**

The Gananoque Swing Bridge of 1893 is proposed for designation under the Ontario Heritage Act for historical, structural and contextual criteria. The designation encompasses the area within both approaches to the bridge notably the retaining walls and abutments of the east and west shores as well as the riverbed and pier below the bridge.

The bridge was constructed with municipal support by the Thousand Islands Railway, a Rathbun Company subsidiary (based in Deseronto), to give direct rail access to industry on the east side of the Gananoque River, in particular the large Gananoque Carriage Company—at the time one of the largest manufacturers of carriages in the Dominion. Located at the mouth of the Gananoque River, the bridge was designed to rotate horizontally on the limestone-clad central pier and allow passage of tall water craft from the St. Lawrence. The riveted-steel, single-lane structure also originally accommodated vehicular and pedestrian traffic, which continued after the rail tracks were removed in 1913. The direct intervention by the municipality to guarantee the construction of the structure, illustrates the notable commitment the Town invested in infrastructure for industry in the late 19<sup>th</sup> century. The construction of the structure is attributed to the Leeds Bridge and Iron Works Ltd., of Gananoque.

A compatible setting for the Swing Bridge is present with the traditional wharf and boating facilities along the shores of the south end of the Gananoque River—many older structures themselves. This environment is in keeping with the original scale, function and environs of the bridge. The approaches to the bridge on either side of the Gananoque River are also consistent with the early history of the bridge, featuring industrial land on the west and residential and visitor accommodation on the east.

**HISTORY**

Trends

The Gananoque Swing Bridge of 1893<sup>1</sup> illustrates the notable investment and support by the Town of Gananoque in industrial activities in the late-19<sup>th</sup> century. It was constructed to give direct rail access for the Gananoque Carriage Company (GCC) which was lacking at its location on the east side of the Gananoque River at its confluence with the St. Lawrence. Direct rail access was

<sup>1</sup> *Gananoque Reporter*, 23 July, 8 Oct., and 31 Dec. 1892, and 1 July 1893; and Privy Council Minute 2865, 31 Oct., 1893, in Douglas N.W. Smith, *By Rail, Road and Water to Gananoque* (Ottawa: Trackside Canada, 1995), p 39-41.

- notable for its engineering significance in the town and nationally
- low-profile, riveted steel-sided superstructure that gently slopes up from the abutment ends to a horizontal centre, with the sides, reinforced with vertical stiffening plates on the interior of the steel side walls (somewhat resembling small buttresses) also providing structural support for the bridge deck and which from an enclosure for the single-lane road bed