The QUINTE-KINGSTON AREA of Canada’s unique 425-mile waterway corridor

YESTERDAY TODAY TOMORROW

A report on optimum recreational development

Canada-Ontario Rideau-Trent-Severn Study Committee

The brigantine "St. Lawrence", a vessel used to train boys in nineteenth century seamanship, is seen here on Adolphus Reach, Bay of Quinte.
On December 20, 1794 the Governor of Upper Canada wrote to “The Lords of the Committee of His Majesty’s Council for Trade and Plantations” (the forerunner of the colonial offices) in part as follows.

“Having stated ... the great importance which I attach to York (later Toronto) & received ... directions to give due encouragement to that settlement it is with great pleasure that I am to observe that seventy families at least are settling in its vicinity and principally on the Communication between York & Holland River which falls into Lake Simcoe . . .

“I beg permission to enclose a Plan of the Harbor of Pennatangashene in Gloucester (Sturgeon or Matchadash) Bay. I propose to purchase of the Indians a sufficient space of land for the Erection of a Town in that District; & as I think under existing circumstances that not a moment is to be lost, I have desired the Trader who lives there (& who in reality governs the Indians with whom he resides) to bring the Chiefs for that purpose to meet me at York next May.

“Should any circumstances happen so that his Majestys Troups should evacuate Michilimacinae I should presume that the Establishment of a Port at this Harbor would be highly expedient, even should the Island of St. Joseph in the Straits of St. Mary require a detachment, & not be left entirely to the protection of the Merchants.

“I contemplate Gloucester or Pennatangashene from its situation as bidding fair to be in a very short time the most considerable Town in Upper Canada — there is not a doubt upon my mind, but when the passage over the Carrying Place from York shall be well made & the Merchants shall be secure of a ready conveyance for their goods that the Merchants who trade to the North-West will find this rout by far the most cheap & Commodious.

**Bay of Quinte to Lake Simcoe**

“I am to add to this direct communication that from every part of Lake Ontario by means of the chain of little Lakes which stretch from the Bay of Quinty to Lake Simcoe that will be an easy conveyance of the produce of the Country.

“The Merchants of Kingston are now turning their eyes to this Rout as forming hereafter a very practicable communication between Lake Huron & Montreal by means of Traineaus or Sleighs in the Winter Season. This circumstance gives me much satisfaction as till of late my ideas on this subject met with no countenance.

“I consider Gloucester as forming a future Port of Deposit for British Goods not only such as may supply the present Fur Trade, but as offering another Market in Competition with Detroit for the exchange of British Goods for such Produce as the Indians or subjects of the United States may furnish.

“The lands between York & the Bay of Quinty in the Judgment of Farmers from every part of the U. States are most fit for settlement & the Kings Province by the concurrent testimony of People of this description is pronounced to be for all the purposes of Agriculture the finest part of North America . . .

“The Presqu’Isle on Lake Ontario, near the head of the Bay of Quinte is an excellent Harbor & capable of admitting any vessel that can go into Niagara or York — between this & the Bay of Quinte there is a short portage & it is said that by a Canal to be cut without much difficulty of not more than half a mile in length they may hereafter communicate. For the purpose of facilitating the Portage & of reducing the price of the Carrying Place, the lands upon it are directed to be laid out in lots of one hundred acres, on each side of the road granted to bonafide occupants, they keeping a team. I shall also direct three thousand Acres to be reserved for the purpose of making the Canal if upon further inspection I shall find it at any distant period to be practicable.

“The Bay of Quinte is one entire Harbor & settled as I understand by the most respectable Loyalists & Farmers . . . I was happy to find that it may easily be defended by the Ports and Cannon on small Islands, Gun-Boats & Shipping; & the inhabitants are all navigators in consequence of their situation sufficiently expert for this important mode of Defence.

“On my arrival at Kingston I found it improved beyond my expectation, many Stores for Merchandize & Wharfs had been built & new ones were in contemplation. I also found the language of the Merchants very much altered. The Fur Trade, as I had hoped, seemed no longer the principal object of their attention; they look forward to the produce of their Country as a true source of their wealth: The Lands are rising universally in price & nothing seems to be wanting but the introduction of some British Capital & intercourse with other Merchants than those who are merely conversant in the Monopoly of the Fur Trade to increase the wealth & traffic of this Country to a very important degree.”
OPTIMUM RECREATIONAL DEVELOPMENT

in the

QUINTE-KINGSTON AREA

a supplementary report of CORTS
the Canada—Ontario Rideau - Trent - Severn
Study Committee

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East along the Murray Canal to the Bay of Quinte, a stretch of land and water originally considered by Governor Simcoe as part of a prospective route between Kingston and Niagara.
Preface

This is the last major report of CORTS (Canada-Ontario Rideau-Trent-Severn Study Committee).

The first, published by the federal and provincial governments in 1971, was "a study and plan" for the optimum recreational development of the full length of the 425-mile canalized waterway and adjacent shorelands between Ottawa and the Georgian Bay.

It received the general endorsement of federal, provincial and municipal governments, conservation authorities, and concerned citizen groups. (A summary of its initial chapters follows on pages 7 and 8.)

Some land acquisitions recommended have already taken place, shoreline dredging has been put under more rigid control, the federal government under its Parks Canada program has consolidated its recreational waterway planning in a single department and introduced a proposal to use many of the heritage structures along the corridor as points of visitor interest and historical interpretation.

With the approval of both the provincial and federal governments, recommendations 51 and 52 of the initial report have been implemented and the resultant detailed study of recreational potential and existing patterns of land and water use was published in 1972 for the Simcoe-Couchiching area and, with this volume, for the Quinte-Kingston sector.

In association with the Ontario Economic Council, CORTS has also published, with particular reference to the Kingston area, a report on new systems of solid waste disposal. Authored by Professors R. H. Clark of Chemical Engineering and J. H. Brown of Mineral Engineering, Queen's University, it is entitled "Municipal Waste Disposal, Problem or Opportunity".

An initial report on the problems associated with water drawdown in the Trent reservoir lakes has also been completed; and an overall hydrologic study is now underway. Its findings should be available early in 1974.

Also soon to be published by the federal Department of Indian Affairs and Northern Development will be an illustrated survey of historic structures in the Rideau sector as far south as Kingston.

When these seven reports are made public, the work of the CORTS study committee, as originally conceived, will have been completed and the governments concerned will have before them the problem of jointly defining and establishing the administrative mechanism which will, it is hoped, carry forward the interchange of ideas necessary to implement the recommendations, some of immediate priority, others which may alter with the passing of time.

It is not the responsibility of the CORTS Committee to do other than expose to the public and to the over 140 jurisdictions concerned the problems and potentials of this unique recreational corridor.

In respect to this Quinte-Kingston report, a specific study-team for the sector was formed. Participating in the field work and in assembling the background data were David Bates and William Hutchison of the Ontario Ministry of Natural Resources and Arnold Current and Bruce Kidd of the federal Department of Indian Affairs and Northern Development, Parks Canada.

Throughout the study a broad measure of participation was encouraged and valuable assistance received from many other concerned government agencies, educational institutions, commercial and private groups and individuals. Public hearings were held in Belleville and Picton and briefs were received from people who saw in the sector opportunities to enhance the recreational potential while, at the same time, improving the quality of life for the local residents. Questionnaires, interviews, a regional "hot line" radio show and other reports were used to identify the physical and recreational factors and the social values that may shape the sector's future.

In the course of discussions with grades 12 and 13 students throughout the sector, for example, there was found to be an amazing unanimity in respect to the desirability of protecting the natural and human heritage of the sector. Residents of all ages and backgrounds came forward with the same problems and the same proposals whether they related to the litter of abandoned cars or the need to provide a suitable habitat for song birds.

In concluding this report on the final sector of the Rideau-Trent-Severn Waterway Corridor, the citizens concerned expressed the hope that whatever legislative or consultative agency is established should make use of the knowledge gained by the CORTS staff over the past years and that the goodwill and concern at the citizen level will find a channel through which their views may be expressed on a continuing basis. It was further stated that co-ordination should be maintained between all areas of government directly concerned with policy implementation.

This supplementary report on the Quinte-Kingston sector should be read in association with the earlier report on the entire waterway corridor. Many of the major recommendations in the latter apply to all sectors of the corridor and thus are not repeated here.

The format of this supplementary report has been altered somewhat from the one relating to the Lake Simcoe-Couchiching area. Despite their undoubted recreational
potential, many parts of Prince Edward County are less
developed than, for example, Muskoka. Moreover in the
entire sector the soil is under more active cultivation and
recreationists and residents alike value highly the pastoral
environment. Even as far back as 1878, Belden’s Atlas
contained the following paragraph:

"Foremost Position" Nearly a Century Ago

"We may truthfully say that as to varied and delightful
scenery, magnificent roads, pleasant drives, interesting
natural and historical landmarks, and an intelligent,
refined, and hospitable people, Prince Edward beyond
question claims a foremost position; while in everything
which tends to make a country prosperous, its people
contented with their lot, and others contented with them,
it occupies no second place."

While over the past decade shoreland property on the
Bay of Quinte has increased in price by an estimated 700% as
opposed, for example, to over 500% in Muskoka and
about 350% on Lake Simcoe, the Quinte area still offers
shoreland prices slightly lower than the Kawarthas, Mus-
koka, Simcoe-Couchiching and Georgian Bay. The Halibi-
 burton area is the only resort area in south central Ontario
in which shoreline lot prices are lower. It should be stressed,
however, that recent increases in the Bay of Quinte area
have been rapid and shoreline property suitable for cottages
is becoming as scarce and as costly as in the older, pre-
viously more popular, recreation areas.

Because of the rural beauty of the Quinte-Kingston
sector, however, and its relatively recent emergence as a
recreational area, this supplementary report includes many
photographs of its varying attractions. Seeing the potentials
through the camera lens is often the most effective way of
describing them. Recommendations are found in the early
part of the text, along with the photographs, and much of
the background data are included simply as appendices.

As in the other reports, not all the recommendations
appear in this text. Suggestions for land acquisitions in some
instances have merely been conveyed directly to the agencies
concerned in order to avoid undue or unjustified speculative
influences.

Comments on any of the reports would be most welcome
at the CORTS Offices in Toronto (481 University Avenue,
Toronto, M5G 1W8) or in Cornwall (c/o D. A. H. Farmer,
Acting Director, Ontario Region, Parks Canada, Depart-
ment of Indian Affairs and Northern Development, 132
Second Street East, Cornwall, K6H 5V4).

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The Hay Bay Church

Northeast of Adolphustown on the shores of Hay Bay is Upper
Canada’s earliest Methodist chapel, built in 1792. An annual
commemorative service is still held there by the United Church
of Canada.

The White House

Near Amherstview on the south side of highway No. 33 is a
house built by one of the district’s pioneers, William Fairfield,
Sr., in 1793. It is an especially fine example of a well-to-do
Loyalist’s home.
The Waterway Corridor

The spine or core of the waterway corridor is the unique and internationally significant pleasure boat route from Ottawa to the Georgian Bay.

But it is more than just a boat route. It is a complex system of recreational attractions and features, public and private, which extend along its entire 425-mile length.

Public facilities now found in the waterway corridor include locks, parks, scenic roads, historic sites and water access points. Private developments include marinas, lodges, campgrounds, trailer sites and vacation and year-round homes. It is a combination of all these features - public, commercial and private - which make up the complex recreational system and, in a very real sense, they are interrelated.

Significance of the Corridor

Six major points illustrate the significance of the corridor.

(a) In the form of a giant horseshoe cutting across the heart of Ontario's recreation land, it is adjacent to the major transportation routes linking Toronto and Montreal.

(b) The system contains a unique mixture of recreation features - lakes, beaches, swimming areas, fishing waters, scenic landscapes, natural sites such as waterfalls and caves, and historic and archaeological sites of national significance.

(c) The Rideau-Trent Severn Waterway forms one of the continent's most beautiful and varied inland boat routes. The Rideau canal (125 miles), the Bay of Quinte (60 miles) and the Trent-Severn canal (240 miles) make up its constituent parts.

(d) Most of the waterway corridor lies within an area of high recreational capability. Owing to its location on the edge of the Precambrian Shield it can, if properly managed, withstand intensive use without environmental deterioration.

(e) It is readily accessible to the majority of Ontario's people and to western Quebec and northeastern United States. Over 50 million people live within a one-day drive.

(f) The Rideau-Trent-Severn Waterway is, moreover, connected to two other central Canadian boating routes. To the east, the Ottawa-St. Lawrence route offers a protected 240-mile trip. To the west and north, a small-craft route from Port Severn to Sault Ste Marie covers a distance of 360 miles through the protected waters of the Thirty Thousand Islands of the Georgian Bay and the North Channel of Lake Huron. The significance of these inland waterways can readily be seen when the total boat route of approximately one thousand miles is related to the location of population centres, the needs of the users and the recreational attractions within the waterway corridor.

The Need for a Plan

Parts of the waterway, however, are now polluted to the point that recreational use is limited. If water pollution continues to increase, the viability of the whole waterway could be threatened.

Poorly planned private development endangers the future of the waterway corridor. If the construction of vacation homes continues to increase at the present pace, little open space or natural area will be left.

Co-ordination of the activities of all public agencies and departments is vital. The waterway corridor now comes under the jurisdiction of over 15 federal and provincial departments and some 123 local and regional governments and conservation authorities and six Indian band councils.

Present Use

Construction of the Rideau lock system preceded much of the settlement in the waterway corridor and influenced the pattern of population. Conversely, the Trent-Severn was built in response to the commercial demand of the watershed. New locks were built as burgeoning settlements sought access to waterborne transport.

While no longer serving its original purpose, the Rideau-Trent-Severn corridor is today one of central Canada's highest potential recreational regions.

The unique canal system, with 92 locks linking 33 lakes and six major rivers, offers a protected waterway between the National Capital and southern Ontario's long established playgrounds, Muskoka and the Georgian Bay.

The year-round population in the Rideau-Trent-Severn Waterway Corridor totals well over 800,000, grouped in six cities, six towns, 19 villages and 73 townships - a total of some 104 local municipalities, two regional governments and nine counties.

The National Capital Region and the five tourist areas through which the Rideau-Trent-Severn Waterway flows attract over ten million visits per year. In the various federal, provincial and municipal parks along the waterway and including the Bay of Quinte connecting link, there are over 2,900 developed campsites.

To meet the rapidly rising outdoor recreation demand, the provincial government has acquired or preserved, in or adjacent to the waterway corridor, some 20,000 additional acres for park development and campsites. The National Capital Commission has also set aside large acres for recreation and the federal government has substantially improved its locks and adjacent visitor areas.

The Ontario Ministry of Natural Resources estimates that there are over six million fisherman-visits per annum.

Another aspect of recreational use is the approximately 30,000 vacation homes located along the waterway and approximately the same number of boats using locks.

Lying, in the main, just south of the Precambrian Shield, the corridor offers the logical tourist target for the residents of many of the industrial centres contemplated by Ontario's Design for Development and provides significant recreational growth potentials for communities whose natural characteristics are not suited to major industrial expansion.

Cottage concentration along the Rideau-Trent Severn is increasing at a rate of five to ten percent per annum. Pressure on campsite and park facilities is accelerating at the upper limit of this range. With an annual increase of seven per cent in pleasure boat traffic, the capacity of the system may be over-taxed by the early 1980's. (This is particularly true of the Trent-Severn
sector where cottage development and other major recreational uses have grown faster than in the Rideau sector.) These trends indicate the urgent necessity for a development plan for the Rideau-Trent-Severn Waterway Corridor and some form of co-ordinated implementation.

The encroachment on open space by poorly planned vacation and permanent home developments is another problem. In several areas in the Trent-Severn sector more than five tiers of cottage lots have been developed. In other areas major wetland wildlife areas have been dredged to provide back channels and increase the depth of backshore development. On several lakes undeveloped shoreline is fast disappearing. It is being replaced by rows of cottages, almost urban in character.

As a result of increased residential use, opportunities for public access to certain of the waterway lakes are decreasing. At the same time the demand for public use is increasing and governments have found it difficult to acquire sufficient additional shoreland to permit public access to all parts of the waterway.

Because of the number of public bodies concerned, it has been most difficult for the average citizen to penetrate the jurisdictional jungle and almost equally difficult for the various jurisdictions to initiate the required degree of co-ordinated planning.

Moreover, there is an inherent conflict between various user-groups. Water-skiing, for example, often militates against safe boating and still-water fishing particularly in the narrower channels of the waterway. Again the canoeist, looking for a quiet wildlands experience, is disturbed by the power boater with his engine and wake. The cottager, the camper and the day-user often compete for the same site.

The recreational environment of the Rideau-Trent-Severn Waterway Corridor is approaching a state of crisis. In the main, this is not so much a lack of public investment as the absence of a mechanism to co-ordinate planning between the various jurisdictions and agencies and the related failure on the part of the general public to appreciate the area's unique significance and value.

If one simply takes the Rideau-Trent-Severn for granted, it could well become not a valuable resource but a costly liability.

While some of the lands required for immediate targets are now Crown held or municipally owned, the development of public parks along the waterway, access points, boat launching ramps, improved dockage, picnic sites and a system of scenic drives, walking trails and canoe routes should be accelerated over the next three years. User-fees for federal, provincial and municipal facilities (including especially the use of land, waterlots and parks) should, wherever possible, reflect the value of services offered.

**Targets for Tomorrow**

The goal for the Rideau-Trent-Severn Waterway is to develop a distinctive environmental corridor wherein a wide variety of recreational opportunities are available to users in a safe, pleasant and interesting environment and where optimum recreation use is achieved.

“Optimum use” in this report is where the greatest number of people use an area and are satisfied with it yet where no significant environmental damage occurs.

The following broad objectives were selected after a series of public meetings and discussions with concerned individuals:

1. a pollution-free environment;
2. adequate undeveloped open space, including wildlife areas, natural features and general open space;
3. preservation and interpretation of the human and natural historical environment;
4. an adequate number of public use areas including water access points, picnic sites, campsites, boat routes, canoe routes, walking trails and scenic roads;
5. adequate commercial development; and
6. satisfactory private development.

In broad planning terms, among the “targets for tomorrow” for the Rideau-Trent-Severn Waterway Corridor would be the following.

The water should be pure enough to swim in; the air, clean. All municipal systems should operate to this level. Septic tank source pollution should be eliminated, boat waste should be controlled more thoroughly and the level of commercial and residential water treatment significantly improved.

Subdivision control and land use regulations should ensure that only lands capable of high lodging capacity under the Canada Land Inventory classification are used for residential development. Good subdivision design, a present example being cluster as opposed to strip development, should predominate in new subdivisions. A cottage set-back from the high water mark should be enforced in future with a complete prohibition of building on narrow channels. The set aside in new shoreline subdivisions should include a significant proportion of shore front.

Federal and provincial funds should be invested, where needed, to provide public access to, or public control over, major natural features and open space land areas bordering the waterway, generally of Class 5 or lower as classified under the Canada Land Inventory. Gifts of land holdings to the Crown should be encouraged and current Crown land, federal or provincial, should be used to ensure the continuance or improvement of current environmental quality.

Another co-ordinated federal-provincial responsibility should be to ensure the setting aside of a number of wildlands areas for recreational and conservation purposes.

It is further recommended that all existing leases on public lands be reviewed where such lands are a key to the accomplishment of the overall recreational development plan.

The latter encompasses, in addition to lease review and land acquisition, the establishment of land use regulations and detailed subdivision controls within the waterway corridor to ensure that eventually some 25 per cent of the shoreland is preserved as undeveloped open space for recreational purposes.

**Historical Interpretation**

To interpret the character of the waterway corridor, human and natural history centres should be established in and around preserved, reconstructed or restored structures and at known archaeological sites. All significant pre-1880 structures, both public and private, should be given special consideration. Through the National Historic Parks Branch, the Ontario Heritage Foundation and the Ontario Ministry of Treasury, Economics and Intergovernmental Affairs, the development of historic zones should be encouraged with related scenic driveways, located both within or immediately adjacent to the corridor. Federal and provincial departments and local historical societies should participate in a program to expand and improve site marking and publish promotional literature on the history of all facets of the total waterway corridor.
MAP 1
Regional Setting
The Best for Today and Tomorrow

For What do we Plan?

The Bay of Quinte-Kingston sector is the Lake Ontario component of the Rideau-Trent-Severn waterway corridor. It is some 85 miles long, varies in width from five to 26 miles, and extends from Presqu'ile Bay eight miles west of the mouth of the Trent River at Trenton to Howe Island some 10 miles east of the mouth of the Rideau waterway at Kingston.

The entire area is divided by the sheltered waters of the Bay of Quinte and the St. Lawrence River.

This sector of the Rideau-Trent-Severn has close to 675 miles of coastal shoreline, nearly three-and-a-half times the shorelines of Lakes Simcoe and Couchiching combined.

The mainland constitutes about half the land mass. The remainder is made up of Quinte's Isle (Prince Edward County); Amherst, Wolfe and Howe Islands and the many smaller but significant islands in Lake Ontario and the St. Lawrence River.

No part of this region is far removed from the waters of Lake Ontario and the Bay of Quinte and it is characterized by coastal shoreline with literally hundreds of bays, coves and inlets.

The Bay of Quinte-Kingston sector is almost equi-distant from the major centres of Toronto and Ottawa and, within its boundaries, contains the urban concentrations of Trenton, Belleville, Picton, Napanee and Kingston. Major land access is provided by the Macdonald-Cartier Freeway by provincial highways 2, 14 and 49 and by the more intimate two-lane heritage highway number 33 and scenic roads.

For this report the sector is considered to encompass all the mainland and islands from the Macdonald-Cartier Freeway south to the Canada-United States border. Limits of the sector approach Gananoque on the east and Brighton on the west; on the waterway, convenient points of reference are St. Lawrence Islands National Park and Presqu'ile Provincial Park.

This places the triangular-shaped sector within a dynamic region of urban and industrial and prime recreational units of land and along nationally and internationally significant waters.

Significance of the Sector

Within the 425-mile waterway corridor the Bay of Quinte-Kingston sector is not only the link between the Rideau and Trent-Severn sectors, but it is also the Lake Ontario gateway to both systems and a high quality recreational area in its own right.

It offers fine pleasure cruising and among the best sailing and power boating waters on Lake Ontario. The Gold Cup power boat races and the designation of Kingston as the host of the 1976 Olympic sailing events justify this reputation.

It contains a pleasing combination of landscapes and waterscapes in an intricate urban, rural, scenic and historic environment.

Relatively Undeveloped Shoreline

It has the most interesting and longest relatively undeveloped shoreline on Lake Ontario and contains in a compact area representative samples of the natural history values of the Great Lakes-St. Lawrence lowlands.

There is an opportunity for observing bird life, which, during the migratory seasons, is comparable to the best in the province. A number of species found in this area are relatively unique in Ontario. In the 1972 spring migration at Prince Edward Point, for example, 209 different bird species were logged. The total number observed by the Kingston Field Naturalists, not including starlings and blackbirds, was well over 50,000.

It offers significant opportunities to absorb and interpret human and natural history and as well as a wide range of recreational opportunities for both the family and visitors with special interests. Many of these opportunities are of high quality and have an appeal to resident and tourist alike.

Unlike some other Ontario recreational areas, the residents of the Quinte-Kingston corridor, with only a few exceptions, are obviously happy with their current environment.

However the industrial upsurge in south-central Ontario, and particularly at points midway between Toronto and Montreal, is such as to ensure a constant expansion of the number of persons seeking recreational opportunities in this area. The most immediate threat to the waterway's environment is, of course, found in the industrialization of shoreline along the Bay of Quinte and Lake Ontario from Trenton to Kingston.

This sector is also not far from the Ivy Lea Bridge at Gananoque for the U.S. citizens who seek succour from smoke, cement and traffic jams.

The growing outreach of millions of urbanites is thus just two hours or so away from these approximately 675 miles of shoreline. Yet there is general agreement that neither permanent resident nor visitor seeks to transfer the water quality and other environmental problems of the cities to such a pleasant land. One cannot physically block access to visitors but safeguards to ensure against the degredation of roads, buildings, water and shorelands may be found in co-operative, locally acceptable planning. Indeed without such, the battle is more than half lost.

Can Retain Unique Identity

If all agencies of government, and all concerned citizens, act in concert and act promptly the Quinte-Kingston sector can and will retain its unique identity and will continue to be the beautiful land known to European settlers over nearly two centuries and to its Indian residents for hundreds of years before that.

At the heart of this challenging opportunity and potential conflict are the area's over 200,000 residents and their elected councillors. Each must be concerned not only with current but also long run economics—what is best today for today's resident and what will ensure his grandchildren that, while there will be satisfactory job opportunities and adequate tax revenue to support local services, there will also be ample opportunities for the good life.

So planning must be for both today and tomorrow, for residents now here and for those to come, for the transient visitor and the weekend or seasonal guest, for agriculture, fishing and for industry based on the area's general resources.

To do less is to fail the heritage of the land and its people.
Waupoose orchards on Lake Ontario, 8 miles east of Picton. One-half mile off shore from here is 1,200 acre Waupoos Island which has 5.5 miles of shoreline. A deep-soiled mixed agriculture area, it is all privately owned. The Oblate Fathers have had a retreat on the island some of whose buildings form the summer headquarters of Toronto Brigantine Inc. which operates the Pathfinder. Her sister ship, the St. Lawrence (see front cover), also operates from the same base. The Clifton House for homeless boys and a pheasant farm, offering public hunting, are also on the island which is reached by a towed ferry.

Blacksmith shop at Stella on Amherst Island.

Maple sugar house, Prince Edward County.

One of the few remaining cheese factories in the area is on the Black River.
Background and Recommendations

The varied views of residents of the sector and persons visiting the area are reflected in the following recommendations for which there appears to be widespread local support.

1. Water Quality

Clean water is the key to the recreational use of the total Rideau-Trent-Severn waterway, including the 675 miles of shoreline in the Quinte-Kingston sector.

At present there is a significant water pollution problem in the Bay of Quinte and the quality of the adjacent waters in Lake Ontario has been deteriorating. The major sources of this pollution are municipal and industrial waste and agricultural runoff.

Three Sections of Waterway

The Bay of Quinte is made up of three sections each of which has its own water quality problems.

The inner bay, from the west end of the Bay of Quinte to Deseronto, is relatively shallow, 12 feet to 25 feet. The Trent, Moira, Salmon and Napanee Rivers flow into this inner bay and make up approximately 90% of the total drainage area of the Bay of Quinte.

The majority of development on the Bay of Quinte occurs on the north shore of the shallow bay in the Belleville-Trenton area and it is here where the most serious water quality problems occur.

Primarily it is one of eutrophication. There is a high level of nutrients in the water and a resultant heavy algae growth, one comparable to the level of growth in the highly polluted Burlington Bay at Hamilton.

Algae oversaturate surface waters with oxygen, then, as algae growth dies, it falls to the bottom, decomposes and uses up oxygen so that in the late summer there is an oxygen deficiency.

Because of the relative shallowness of the water, however, the oxygen deficiency is short-lived. The wind turns over the water, frequently and thoroughly.

This flourishing growth of algae, however, affects the water supplies of the north shore, particularly at Belleville and Deseronto. It also prevents the sunlight from reaching the rooted aquatic plants. These plants have, therefore, been greatly reduced and, since many fish species depend on them for their habitat, the fishery has been significantly affected. Moreover, the lack of plant growth has promoted erosion of bottom soils and caused a silting of the water.

The middle bay, which runs from Deseronto to Picton, is deeper but has only a small drainage area. There has been a recent increase in the deeper middle bay algae growth and the problem of oxygen depletion also present, particularly at the mouth of Bay Bay. The oxygen is returned to the water in the late fall and winter as the surface water cools and mixes with the deeper waters.

The outer bay extends into eastern Lake Ontario and the St. Lawrence River and the water depth becomes progressively greater and the algae problem less extreme. The phosphorus level also decreases as the Bay of Quinte approaches Lake Ontario.

The balance of the water in the sector includes Presqu'ile Bay, Lake Ontario and the St. Lawrence River to Gananoque. The drainage area is not large, the main river flowing into this area being the Cataract at Kingston.

The waters of eastern Lake Ontario do not have a serious eutrophication problem. However there is an increased growth of more pollution-tolerant algae in the Kingston shore area and, in some bays, such as Prince Edward Bay, there has been oxygen depletion.

Cause of Algae Growth

One of the chief causes of algae growth is the high level of phosphorus in the water. Municipal and industrial wastes are responsible for some 85% of the phosphorus which enters the Bay of Quinte.

Since phosphorus can be removed from effluent at waste treatment plants, phosphorus removal seems to be the key to improving the quality of the water.

For this reason the government of Ontario has required municipalities and industries, whose wastes flow into the tributaries of the Bay of Quinte, to have tertiary treatment for the removal of phosphorus by the end of 1973, and those whose wastes flow directly into the Bay of Quinte and Lake Ontario by the end of 1975. It is anticipated that this will reduce the discharge of phosphorus from this source by as much as 90% and have a beneficial effect on the waters of the Bay of Quinte although it will take some time to see the effect.

The input of phosphorus is being further lessened by federal restrictions on the level of phosphates allowable in detergents. A further cutback in this allowable level took effect at the end of 1972. Detergent phosphates had made up a large proportion of the total which flowed into the water.

A further step which should be beneficial to the waters of Lake Ontario is the Joint Canada-United States Agreement to control pollution on the lower Great Lakes, as recommended by the report of the International Joint Commission in 1970.

Scenic Lake-on-the-Mountain, the site of a Provincial Park and the source of water for the Glenora Fisheries Research Station, is at present experiencing serious water quality difficulties. Agricultural wastes have had a detrimental effect on the water in this lake.

One possible problem is currently on the horizon. The Lennox Generating Station of Ontario Hydro in South Fredericksburg Township will discharge heated water into Lake Ontario at a narrow point at the entrance to the Bay of Quinte. This thermal plume could have major effects on the fish population which passes through this area to go up the Bay to spawn, or down to Lake Ontario to feed. The effect of the sudden change in water temperature on fish is not certain. The whole question of the use of lakes as coolants needs more thorough study.

It is recommended that measures to improve water quality in the Quinte-Kingston sector be continued and, where necessary, expanded.

2. The Character of the Environment

The basically rural atmosphere of the sector adds immeasurably to its total recreation appeal.

Rural Ontario farm culture is reflected in the small fields with their hedge and tree rows, snake and stone fences, and treed lanes which are both aesthetically pleasing and provide a good habitat for wildlife. Most of the farm buildings were built during the nineteenth century.

Good agricultural soils are interspersed with the shallow, juniper-covered Farmington soils, sometimes used for limited pasturing.

There is a variety of crops on the better agricultural soils — fruit trees, market garden vegetables, grains. The evidences of commercial fishing on some shore roads, and the maple sugaring in the spring, all add to the appeal of this sector. These, coupled with the fact that when driving in the area one is never more than
Commercial fishing boats at the wharf in Long Point Harbor, Prince Edward County.

Removing fish from the nets on the way back from the fishing grounds.

Above, nets drying in the sun; below, fishing from the federal wharf in West Lake at Wellington.

Above, commercial fishing off Point Traverse; below, sports fishing off Big Island, Bay of Quinte.
eight miles, and in most cases less than five, from the water, give a superb variety.

Changes are presently taking place in the local agricultural community. For example, canning operations and cheese factories, and other traditional forms of local industry in Prince Edward County are disappearing. Yet these should be encouraged not only as employers of local people but as visitor attractions. Fruit farming should also be encouraged for its economic worth and for its visual impact on the landscape. In each of these areas the current effect of centralized marketing policies might well be reviewed.

New and Different Approach

In the maintenance of recreation values there is merit in recognizing a new and different approach. Traditional policies have tended to emphasize the acquisition of lands by government. This need not, however, be the case. There are other ways of maintaining the intrinsic values of a landscape.

Indeed in the Rideau-Trent-Severn Waterway, to consider acquisition of the entire corridor as a park is neither practicable nor desirable.

The waterway is basically a complex system containing the residents of large and small municipalities and Indian reservations; and combining private land, provincial, federal and municipal parks; conservation authority areas; lakes, rivers and islands; historic and archeological sites; fishing, hunting and wildlife management areas.

In the Quinte-Kingston sector, for example, one finds some 600,000 acres of rural and urban land and 675 miles of shoreline ranging all the way from sheer limestone cliffs to smooth, sandy beaches. Each plays a significant role in the aesthetic character of both landscape and seascape.

The necessity is for an enlightened regional plan for the area which recognizes and accommodates the special landscape qualities and land use potential. This can and should be the concern of all levels of government and of all users of the land.

3. Commercial and Sports Fishing

Commercial fishing in the area has two facets. It has been in existence since the days of the United Empire Loyalists, and could probably continue to be a viable industry which creates jobs for fishermen, boatbuilders and in the fish processing industry.

Commercial fishing is also a tourist attraction. Small commercial fishing harbors, like Long Point Harbor in Prince Edward County, is another unique aspect of the area. Boats, drying nets, fish landings and other phases of the industry create a package which is attractive to the tourist. Fish can be sold to the visitor and trips arranged to the fishing grounds to watch the operation.

The commercial fishery, at one time among the best in North America, had an annual productivity of 15 pounds per acre per year. The Bay of Quinte and the Eastern Basin historically made up 60% of the total catch of Lake Ontario.

While it now constitutes at least 25%, catches have dropped off considerably since 1929 when the landings were predominantly of freshwater herring, ciscoe and whitefish. Lake Trout once constituted a considerable percentage of the catch in the Eastern Basin. Eutrophication and over fishing have caused the commercial fishery now to rely more heavily on shoreline species such as yellow perch, carp, catfish and bullheads.

Changes in Species

The most important commercial species today is the yellow perch which has shown up in continually larger quantities in commercial landings since 1961.

Tertiary sewage treatment, massive hatchery support and sea lamprey control programs have, however, already begun to bring back the more valuable offshore commercial fishery. Hatchery-based salmon are also being planted in this sector and may well renew a century-old fishery resource.

The regional sports fishery has been deemed a million dollar industry by tourist operators. The yellow pickerel or walleye is the most important species, supplying more than 100,000 recreation hours annually.

Intensive sports fishing is done in the Bay of Quinte, West Lake, East Lake, Conseecon Lake and Wellers Bay. Ice fishing for pickrel and yellow perch on Wellers Bay, Conseecon Lake and West Lake is becoming more popular each year. The yellow perch fishery is patronized predominantly by anglers from New York State. Opportunities for larger muskelunge and northern pike catches are available at Smith Bay, Prince Edward Bay and Pull Point Cove. Other important species available to the fishermen include northern pike, lake whitefish, blue pickerel and largemouth and smallmouth bass.

It is recommended that commercial fishermen, backed by tourist agency promotion, explore the potential of conducted fishing tours for visitors.

4. Heritage Highway

To ensure that historic, scenic, and cultural aspects can be viewed with minimal interference from "progress" alien to the character of the area, certain roads should be set apart so that they can remain much as they are.

The Danforth road, built by Asa Danforth between 1798 and 1801, started at Kingston and entered Prince Edward County at Glenora. It proceeded through Picton to Wellington, on to Carrying Place and thence to Toronto.

The present provincial highway #33 follows this same route and provides a drive from which to view the variety of architectural styles which span the nineteenth century in both rural and urban areas.

It is recommended that highway #33 from Kingston to the Murray Canal be designated as part of Ontario's system of heritage highways, that development along this route be in keeping with the heritage concept; that no further major industrial development should take place on highway #33 between the Lennox Generating Station at Bath and the Glenora Ferry, and that the counties of Frontenac and Lennox and Addington, with the assistance of the Ministry of Transportation and Communications consider the establishment of an alternative service road to the north linking the industrialized area near Bath to Highway 401 and Kingston.

It is further recommended that parkettes be established at strategic locations between the Murray Canal and Collins Bay.

5. Scenic Routes, Boat Routes and Shoreline

Scenic routes should not only give access to viewpoints but in themselves be aesthetically pleasing. They should not be widened—they are for shunpikers not speeders—and their general orientation should remain unchanged. Drive-outs or picnic sites should be located at special points of interest along these roads. Road maintenance and improvements should include the total roadscapes and care should be taken not to give it a manicured look.

New buildings should be set back a sufficient distance or screened in such a manner that they are not an obvious intrusion in the roadscapes. Similar considerations govern waterway routes for pleasure boaters.

It is recommended that the scenic routes and boat routes on Map 2, p. 14-5 be designated in official plans and marked with signs.

The shoreline, to a significant degree, is responsible for the present recreational attraction the waters in the sector have for pleasure boaters.

The pattern of forests, cliffs, marshes and fields, interspersed with man-made structures, offers a pleasing variety of interesting scenery not only from the water but also from the shore roads.

It is recommended that the shorelines designed on Map 3, p. 14-15 constituting, with public holdings, some 55% of the total shoreline be largely retained, through municipal zoning, in their present state of
Cape Vesey rises 75 feet above the waters of Prince Edward Bay. Above, farm and cottage development on the east shore of Long Reach. Below, treed escarpment on the west shore of Long Reach.

Swetman Island looking toward Cape Vesey.

Above, the limestone shoreline looking toward Wicked Point, Prince Edward County. Below, cobble shoreline of Simcoe Island, south of Kingston.

Cape Vesey rises 75 feet above the waters of Prince Edward Bay.
6. Cycling Routes

It is recommended that a system of cycling routes be established on the less travelled but paved scenic country roads and incorporating the proposed scenic roads. These should be marked as cycling routes in the same manner as highway routes are marked.

The scenic landscapes within the area would lend themselves to the future development of off-road equestrian and cycling trails.

7. Glenora Ferry

The ferry ride adds much to the recreation experience and reinforces the point that Prince Edward County is virtually an island.

It is recommended that the ferry service at Glenora be retained.

8. Howe Island Ferry System

The Howe Island ferry also adds significantly to the recreation experience. Safer and more reliable means of transportation to and from Howe Island is, however, urgently required. The two ferries are in service only during the open water period.

The Ministry of Transportation and Communications is preparing to install a modern, larger capacity ferry and a bubble system for ice control, permitting year-round service.

9. Historic Zones and Routes

There are a number of historic structures in the Quinte-Kingston sector threatened by either neglect or 'progress'.

Although some buildings are being restored and preserved by the private sector and the Act Respecting the City of Kingston, 1970 allows for some municipal control over historic structures, there is still great need for a means to preserve historically worthwhile buildings.

One of the problems is that many of the buildings which should be preserved are not, in themselves, historically important. Their importance lies in their conjunction to other similar buildings forming a zone of importance, either from the historical-architectural point of view, or from an historical-aesthetic aspect.

Historic zones or routes are generally meaningless unless there is some obvious and explainable bond with the past. There
Left, a current commercial use of an early building at Bath on the proposed Heritage Highway 33. The 18th century Reynolds house, right, on the main street of Wellington is reputed to be the oldest remaining building in Prince Edward County.

Above left, an octagonal house in Ameliasburg of which there are four in Prince Edward County. Above right, an early Georgian house located on County road 26 near Carrying Place, Prince Edward County. Lower left, built in 1851 on the north shore of Amherst Island, near Emerald, was the residence of a prominent early Canadian painter Daniel Fowler, 1810-1894. A good example, lower right, of the classic revival period located on road 15, Prince Edward County.
Left, Main Duck Lighthouse some 15 miles off the south shore of Prince Edward County near the United States boundary. Right, the 1881 Prince Edward Point lighthouse at the mouth of Long Point Harbor is still federal property.

is generally no historical physical link with roads as in most cases they have been modernized and if only buildings of major importance are saved, then at best there will remain discontinuous nodes of history. This does not imply that there should be a mass preservation of all historic structures but if one is willing to designate a route or an area as historically significant, one must be willing to maintain a major portion of the total historical inheritance.

Preliminary studies have indicated the high potential for historic zoning in the Quinte-Kingston sector.

Because history is such an integral part of the total recreation experience, it is recommended that, when the federal historic building inventory is completed, historic zones be set out for the sector. Every effort should be made to maintain all significant aspects of these zones and to permit no discordant intrusions.

10. Lighthouses

(a) Scotch Bonnet Lighthouse
The oldest remaining historic sentinel of the Schooner Era, the Scotch Bonnet Lighthouse, is located 3.5 miles southwest of Huyck Point in Prince Edward County. Constructed of shore stone, this 54-foot, circular limestone tower was erected in 1856 on an exposed ledge of the Scotch Bonnet Shoal. Long since inoperative, the fixed white light has been replaced by an adjacent automatic system.

Much of the structure has succumbed to the elements. The mortar has become crumbly and large areas of the tower have been eroded. Such a picturesque structure, however, is worth preserving in its present condition.

(b) Simcoe Island Lighthouse
This 1883 lighthouse has been converted to an automatic lighting system and at present is in no danger of demolition. The original structure is intact and in good condition. If any future consideration is given to changing the navigation aids on Simcoe Island causing abandonment of the lighthouse, it is recommended that it be retained as Crown property, perhaps as the nucleus of a small day use park or picnic area.

11. Archaeological Research
Archaeological excavations were initiated in the summer of 1972 to determine...
the number and size of Indian sites in the area. Progress has been slow because many more sites, prehistoric and of the post-European period, have come to light than were assumed present. Early, middle and late Woodland sites as well as Hopewellian have been uncovered. Some compare in area with the larger sites along Rice Lake.

It is recommended that this research be continued in association with regional universities or experienced graduate archaeologists so that a total picture can be obtained of the significance of the area.

12. Museums

There are fourteen museums in the sector and many are only locally significant. Each of the latter would attract more visitors if it were devoted to a specialized theme. Inter-museum loans could enable each one to take advantage of all available material in order to develop themes.

It is recommended that museums in the sector be encouraged to integrate their programs under plans individually developed with the local museum advisers of the Ontario Ministry of Colleges and Universities and of the concerned persons on the staff of the St. Lawrence Parks Commission which now holds historic sites in the area.

It is further recommended that Queen's or some other university within or near the sector be asked to undertake research with a view to the establishment of a paleontology or fossil interpretive centre in one of the more significant limestone areas.

13. Publicly Owned Recreation Lands

There are five provincial parks, one federal park, two St. Lawrence Parks Commission parks, three conservation areas and a number of municipal parks in the Quinte-Kingston sector. The latter are used primarily by local residents.

A. Provincial Parks

(i) Presqu'ile Park is a low rock mass in Lake Ontario tied to the mainland by a long sand spit enclosing a lovely little bay. The peninsula is over four miles long and one-half mile wide and the total area of 2,170 acres includes almost equal portions of marsh, woodlands, meadows, fields, and a beach-sand dune area. It is a well-known observation point during bird migrations, and the 322 acres of offshore island—the Presqu'ile Islands Wilderness area—are breeding grounds for thousands of ring-billed gulls and common terns. The park area contains some 500 campsites.

(ii) North Beach is a 75-acre sandbar park that has been specially developed for day use. On the Lake Ontario side, one mile of sand beach slopes gradually into the lake. On the North Bay side, the beach is half the length and steeper.

The park represents one of the earliest efforts to protect the natural environment. In 1835 officials of Hillier Township asked that the area be acquired to ensure its protection.

(iii) Sandbanks-Outlet Provincial Park

The Sandbanks is an 894-acre sand bar between Lake Ontario and West Lake. The beautiful beach and unique sand dunes were formed by sand collecting across the mouth of the bay, and then being heaped into transverse dunes and dune ridges by the prevailing westerly winds. The Sandbanks dunes are perhaps best known because of their size and their picturesque setting. Approximately 350 acres of the dunes have been mulched with hay and straw and extensively planted with pine and poplar to control sand movement.

Outlet Beach is a 675-acre baymouth bar between Lake Ontario and East Lake. Moulded by wind and waves from sands dumped by the retreating ice sheets at the end of the last glacial period, the sand bar is still growing. Successive transverse dune ridges are forming on the Lake Ontario side.

On the older dunes towards East Lake, cedar, juniper, and other coniferous tree species have taken a firm hold in the sandy base. On the Lake Ontario side, the younger, unstable shore dunes are being stabilized with the help of wild sand
West Lake, with some six miles of sandy shoreline, was formed by a baymouth sand bar at the Sandbanks Park.

Outlet beach recently joined to the Sandbanks by a provincial purchase.

Over 800 acres of sand dune formations are a dramatic feature of Sandbanks Park.

cherry, willow and sedges and plantings of poplar.

There are 482 developed campsites and three separate campgrounds in the Sandbanks-Outlet park area.

In 1972, 543 acres were purchased by the Ontario Ministry of Natural Resources along the shoreline between Outlet and Sandbanks Parks. Included were several active mixed farms and orchards, a summer resort and several cottages. The soil is a deep loam.

It is recommended that modification be made to the present operations and development at Outlet and Sandbanks. They should be designed to accommodate increasing day use and a portion of the newly acquired property between the present parks should be utilized to provide an alternative camping area. This campground should be limited to about 500 sites. The older two public park areas, which have suffered significantly from overuse and overdevelopment would then have a predominantly day use orientation. The major natural features could thus be protected but, as the demand for overnight camping expands, greater emphasis could be given to private local investment in such facilities.

It is further recommended that in developing this area, replanting for dune stabilization, if such is desirable, should use only trees and shrubs native to the area. Parking lots should be located only in environmentally suitable areas.

Interpretive programs are designed to create public awareness. It is only to the extent that the public understands and contributes to the basic features, processes and intent of the park can one hope to maintain the ecological, historical and cultural integrity of the recreation base.

The recently acquired McDonald "century" farm, settled about 1850 and located between Sandbanks and Outlet parks, was in one family for several generations. It should be developed and operated as a living example of a period farm for the interpretation of park visitors.

(iv) Lake-on-the-Mountain

On a limestone plateau above the waters of the Bay of Quinte, is Lake-on-the-Mountain, a 218 acre lake whose northern shore lies barely ninety yards from the edge of the 170 foot escarpment which falls steeply into the Bay of Quinte.

The leader of a group of United Empire Loyalists, Peter Van Alstine, built two mills, one at the top of the mountain, the other at the foot. Both were powered by water from Lake-on-the-Mountain. The grey, stone lower mill still stands to the east of the Glenora Fisheries Research Station.

Van Alstine also operated the first
Above, Lake-on-the-Mountain east of Picton and the Stone Mill below the escarpment.

Cottages and other private recreational facilities at the Outlet adjacent to Outlet Provincial Park.

Some of the CORTS technical group examine an archaeological site and four Indian pot shards, see below, in Sandbanks Provincial Park.

The Glenora Ferry crossing Adolphus Reach providing a water link in highway 33.

Above, Lake-on-the-Mountain east of Picton and the Stone Mill below the escarpment. From the Lake-on-the-Mountain area on Adolphus Reach, see below, Long Reach can be seen to the north.

Cottages and other private recreational facilities at the Outlet adjacent to Outlet Provincial Park.
This horse powered ferry was operated in 1900 from Waupoos to Waupoo Island and is similar to the early ferry link in highway 33 at Glenora.

The 1797 Van Alstine stone mill, right, is presently used by the Ontario Ministry of Natural Resources as a Fisheries Research Station. A private chicken hatchery occupies the stone building on the left.

Glenora ferry service across Adolphus Reach.

Situated as it is at the crossroads of the Bay of Quinte and Highway 33, the lake is an important tourist attraction.

It is recommended that a study be initiated to determine the desirability of extending Lake-on-the-Mountain provincial day use park for the interpretation of the natural and human history of the area.

Viewing the Bay of Quinte can be immediately facilitated at the no-charge provincial park picnic site by the removal of some of the obstructing trees and branches. The high chain link fence, which limits photography, should also be replaced by a low limestone wall more in keeping with the atmosphere of the site.

A high water quality standard should be set and maintained for the lake. However, without a legal clarification of the limits of the Crown-owned shoreline, pollution and other problems will be difficult to solve.

Other recommendations concerning the Lake-on-the-Mountain Park and vicinity are as follows:

(a) that the Glenora Stone Mill adjacent to the provincial Fisheries Research Station be acquired, should it at any future time be offered for sale. These buildings are not only of significance historically but could be grouped with the structures of the Fisheries Research Station should the latter move to the proposed new hatchery at Bath, or to some other location;

(b) that the area east of the Lake-on-the-Mountain Motel be zoned as open space or purchased to retain this portion of the viewpoint over the Long Reach and Adolphus Reach, the most outstanding in the sector.

B. St. Lawrence Parks Commission

Holdings

(i) The 70 acre Adolphustown Park is located at Hagerman's Point near the community of Adolphustown, where, in 1784, a small band of United Empire Loyalists under the leadership of Peter Van Alstine, landed. A stone obelisk and plaque commemorates the Loyalists. The earliest burying ground in the sector is situated here and several of the early gravestones have been embedded in a memorial wall.

The U.E.L. museum, open in the summer months, provides a record of their lives and times while the burial ground remains as a permanent memorial. The facilities at this historic park also include a campground, bathing beach and a boat launching ramp.

(ii) The seven acre Fairfield Park, located on highway 33 west of Collins Bay, is a day use picnic area with boat launching facilities. The park includes the White Loyalist Church.

Adolphustown: Settlement nestled beside the sheltered waters of Adolphustown Reach in Lennox and Addington has been called the Plymouth Rock of Ontario. Here, at Hagerman's Point, there landed from bateaux on June 16, 1784 a small band of United Empire Loyalists under the leadership of Major Peter Van Alstine. The area in the immediate vicinity of the landing place has been set aside as an historic park and a stone obelisk commemorates the Loyalists. The earlier burying ground in the district is situated here and several of the early gravestones have been embedded in a memorial wall. An old Loyalist church, erected in 1822, stands nearby and is now used as a parish hall. In St. Alban's, a more recent edifice, there are a series of tablets commemorating many of the early Loyalists.
House. built in 1793, which was in the Fairfield family for six generations.

The Goodsite House, on highway 33 near Bath, a gift to the Crown in the right of Ontario, along with the White House are currently being studied as to their best potential interpretive role.

It is recommended that each of these residences be used in conjunction with a program interpreting the heritage role of highway 33.

(iii) The Commission also operates Fort Henry, an historic park east of Kingston which attracts some 180,000 visitors annually.

C. Future Recreation Areas

(i) Big Sandy Bay

In 1967 some 709 acres of provincial parkland were purchased from three Wolfe Island farmers, to protect the dunes, provide more public sandy beach and as a possible waterfowl management area. It is a typical baymouth bar-lagoon-marsh complex. Approximately 70% of the area is marsh, 5% sand beach and low profiled sand dunes, and 25% reasonably good pasture land.

Visitors have recently entered the dunes via private land located to the north of the Crown property with dune buggies and other motorized recreation vehicles. Significant damage has been done to the pioneer vegetation species and to the some 35 acres of stable sand dunes.

It is recommended that these sand dunes be protected from damage by mechanical vehicles.

Wolfe Island, situated within the Atlantic flyway corridor, is a major waterfowl collecting area and large rafts of ducks and geese — over 14,000 per day in May and many more in the fall — frequent the Bear Point section. The St. Lawrence Parks Commission is at present in charge of the eventual development of this parkland on the west end of Wolfe Island.

Outstanding hunting opportunities are available for Canada geese and diving ducks, and to a lesser extent, for puddle ducks.

It is recommended that the 709 acres of provincial parkland at Big Sandy Bay be used mainly as a Wildlife Management Area. This area would provide controlled public hunting opportunities primarily for diving duck species such as the American Golden-eye, the Greater and Lesser Scaup, the Ringnecked, and the Bufflehead.

(ii) Picton Gunnery and Bombing Range

The east (Ostrander Bay) and west (Point Petre) blocks of the former Department of National Defence properties were acquired through Crown Assets Disposal Corporation by the Prince Edward County A.R.D.A. organization in 1968. An inter-agency committee was established to determine the division of the entire 3,965 acre property among various administrative bodies. The Ontario Ministry of Natural Resources was selected in November, 1971, as the body to be responsible for managing these lands.

The property will be managed as a provincial recreation area, but the site, only now recovering from its use as a tank and artillery range, will not sustain intensive use without severe damage to the environment.

A public access point complete with a boat launching ramp and parking facilities has been established in the Soup Harbor vicinity near Point Petre.

D. Conservation Areas

Specific tracts of land and water within the larger boundaries of several Conservation Authorities have been set aside primarily for recreation.

(i) The Macauley Mountain Area in the Prince Edward Region Authority is a 450-acre recreation site offering opportunities for walking, hiking, horseback riding, downhill skiing, tobogganing and snowmobiling. It is located south of the town of Picton on the Waupoos Road.

(ii) The Hay Bay Area of the Cataraqui Authority is a one-acre site located three miles north of Adolphustown on the Hay Bay Township road. The facilities include picnic tables and a boat launching ramp.

(iii) The Little Cataraqui Creek Area is located north of highway 2 at the western limits of the City of Kingston. Recreational activities on the 1,313-acre site include canoeing, nature trails, fishing, hiking and walking as well as snowmobiling. This conservation area is under the jurisdiction of the Cataraqui Authority.

E. Provincial Wilderness Areas

South of the French and Mattawa Rivers there are only 14 areas, totalling 4.95 square miles, that have been declared wilderness areas under the Wilderness Areas Act of 1959 and seven of these are in provincial parks.

The baymouth bar of Big Sandy Bay at the south-west end of Wolfe Island, part of which is publicly owned through the Ministry of Natural Resources.

Hay Bay Marsh, under management, would provide an excellent habitat for both sport fish and waterfowl.
In the Quinte-Kingston sector, two areas, accepted as gifts by the province, have been set aside to preserve their natural environment.

(i) *Tickell or Snake Island* (¾ acre) in the Bay of Quinte. This was the first area to be established under the Wilderness Areas Act of 1959.

(ii) *Timber Island* — 101 acres in Prince Edward Bay.

**F. St. Lawrence Islands National Park**

Scattered among the famous Thousand Islands in the upper St. Lawrence River between Kingston and Brockville is the St. Lawrence Islands National Park, consisting of seventeen islands and about eighty rocky islets. Two of these (Cedar Island and Pitcairn or Milton Island), are in the Kingston area and the Admiralty Islands are near Gananoque. This is the only portion of the St. Lawrence Islands National Park which lies within the Quinte-Kingston sector. Camping is permitted on these islands which are equipped with outdoor cooking facilities, picnic tables, docks and wells. Total park visitation in 1971 was some 225,000 people.

Parks Canada also operates *Bellevue House National Historic Park* in Kingston, an early home of Canada's first prime minister. There are some 35,000 visitors annually to this house.

**14. Marshlands**

Since marshlands represent only 3%, or approximately 20,000 acres of the entire sector, and since they can be so critical both to the water table and as nesting and resting grounds for wildfowl and habitats for fish and fur bearing animals, an assessment of the marshlands should be undertaken to determine a priority for management.

The combination of open water and marsh provides an ideal breeding ground for fish and waterfowl.
It is further recommended that the Ministry of Natural Resources or the Canadian Wildlife Service acquire and manage those marshlands which have a high potential for fish and wildlife habitats. This would apply particularly to the Big Island and Huff Island marshes.

15. The Big Swamp, Prince Edward County
A hardwood swamp and stream complex of approximately 10 square miles, it is an excellent environment for Wood Duck and song birds and the source of much of the water in Consequon Lake.

It is recommended that the Big Swamp environment be maintained by careful forest management and water level control. (See also Appendix page 40).

16. The Alvar near Asselstine and The Bayview Bog
The 2,550-acre alvar and bog in Concessions I, II, III of Ernestown Township, Lennox and Addington County are rare environments urgently requiring protection. Numerous species of rare flowering plants, bog plants, mosses and lichens which are at their northern and eastern limit, are contained in the 2,550-acre bog and alvar landscapes. Steps should be taken through local land use control to protect these floral habitats. (See also Appendix page 40).

17. Roblin Mill Pond, Prince Edward County
Roblin Mill pond, situated below the wooded escarpment north of the village of Ameliasburgh, is one of the most picturesque inland features in the entire sector. This scenic enclave, a focal area for residents, hikers and touring visitors, has countywide recreational significance.

There are only six inland bodies of water in Prince Edward County and none in the balance of the sector. They are Consequon Lake, Fish Lake, Lake-on-the-Mountain, the mill pond three miles up-river at Milford, Robin Lake and the adjacent Roblin Mill pond.

The Quinte-Hastings Trail Association has established campsites and outdoor cooking facilities on private property adjacent to Roblin pond. This picnic and campsite area should be maintained to accommodate county use and hikers on the Quinte-Hastings Trail. A dam on the pond will also have to be maintained and a small wading beach for children could be constructed near the picnic site.

It is recommended that the Roblin Mill pond and surrounding hills be retained as open space and an easement secured to maintain the right of public use of the campsite area. These might be the responsibilities of the Prince Edward County Conservation Authority.

18. Goose Refuge—Pyke Farm, Wolfe Island
It is recommended that a section of the Pyke family farm and the small bay between the farm and the Big Sandy Bay park property be set aside as a migratory Canada Goose refuge. No hunting would be permitted in a buffer zone extending one-quarter mile from the boundary of the refuge. It would be necessary to have co-operative protection of the water resting area by both Canadian and United States authorities for the refuge to be feasible. This might be accomplished through the Canadian Wildlife Service.

19. Wildlife Management Agreements
As most of Wolfe Island is under private ownership, it is recommended that...
mutually acceptable agreements under section 6, subsection 3 of the Game and Fish Act (1970) be worked out with private landowners by the Ministry of Natural Resources. Such agreements could afford the outstanding Canada Goose hunting experience in Southern Ontario. Because of easier access it would appear desirable to establish lower daily bag limits as well as a shorter hunting season. This would also tend to expand viewing opportunities for visitors to the proposed Pyke goose refuge.

20. Long Point Area — Prince Edward County

Long Point on the south-east side of Prince Edward Bay has the potential for a wide variety of recreational opportunities. The Point is at present under private ownership. It is not suited to agricultural or residential development because of the thin soil over limestone bedrock.

The land and the surrounding waters are, however, major collecting areas for migratory birds in both spring and fall. Spring flowers carpet the woods including the rare White Trout-lily, the Purple Cress, and the Arrow Arum or Tuckahoe. The shoreline varies from 50-foot escarpments on the north side to flat limestone ledges on the south. There is good bass fishing from the east end of Long Point to the False Duck Islands.

The waters with their many wooden and steel hulled wrecks are known locally as the "Graveyard of Lake Ontario". The scenic qualities of this commercial fishing harbor and public wharf provide a bonus to the visitor. It is recommended the commercial fishing harbor be maintained with the government wharf designated as a harbor of refuge.

(b) Prince Edward Point Lighthouse

The lighthouse at Long Point, under private lease from the federal Crown, might in time be used as an interpretive centre, for example, covering the commercial fishery.

A second theme might be the migratory birds of the region with the tower used as a lookout over the flyway during the migratory season.

(c) The Graveyard of Lake Ontario

Two-thirds or more of the shipwrecks that occurred on Lake Ontario during the schooner and early steam era took place between Point Petre on Prince Edward County and the Main Duck Islands. The waters around Point Prince Edward, Point Traverse, Timber Island and Swetman Island and the treacherous shoals and bars such as Duckling Reef, Gull Bar and Poplar Bar contain the wrecks of a number of two and three-masted schooners, brigantines, barges and steamers.

A number of marine diving clubs operate in the area. All marine artifacts must be reported to the nearest Receiver of Wreck and are the property temporarily of the Crown in the right of Canada.

21. Pleasure Boating

(a) Lake Ontario

As in the rest of the waterway corridor there has in the past decade been a substantial growth in the number of boating enthusiasts in the Quinte-Kingston sector.

Although the most favoured boating routes are the protected waters of the St. Lawrence River and the Bay of Quinte, seasoned sailors ply the more open stretches of Lake Ontario.

Pleasure boating along the west coast of Prince Edward County to the Main Duck Islands and beyond is popular but, because of the unprotected waters, takes place only on a limited basis.

Boating on the Lake Ontario waters between the Upper Gap at Amherst Island and Prince Edward Bay is somewhat more extensive. During periods of normal westerlies, this area is calm, colorful and suitable for boats of almost any size or type. The celebrated "Around the County Regatta" is usually held bi-seasonally provided favourable weather conditions prevail.
Boaters in this area generally, however, require more shelters offering emergency protection because of sudden changes in weather conditions in these unprotected waters.

It is recommended that the present federal wharves at Presqu'île Bay, Wellington and Long Point (Prince Edward County) be maintained as harbors of refuge.

**Main Duck and Yorkshire Islands**

Main Duck and Yorkshire Islands are situated half way across Lake Ontario on a route often used by boaters between Long Point in Prince Edward County and the Galloo Island in the U.S. As the Canadian islands are in Prince Edward County, their future development could be controlled by the county council. Consideration should be given to their public acquisition if they come on the market. It is recommended that an agreement be made between the federal and/or provincial authorities and the owners of Main Duck Island for the establishment thereon of a harbor of refuge.

Nicholson Island is located about half way between Wellington and Presqu'île and somewhat less than a mile offshore. It is privately owned and used for pheasant raising and hunting. It is recommended that an agreement be sought between the Crown, federal or provincial, and the owners of Nicholson Island to use the wharf there as a shelter.

(b) **Bay of Quinte-Kingston Waterway**

Although there is a growing volume of pleasurecraft travel between the Rideau and the Trent-Severn waterways the Bay of Quinte-Kingston sector is a destination point in itself.

Local use is concentrated at such points as Trenton-Belleville, Big Bay, Long Reach, Adolphus Reach, North Channel and Kingston. There are, however, few facilities, aside from marinas, to use as half-way stops during round-trip, day use boating excursions. Ten water-oriented picnic and park sites have been recommended for possible future development.

**22. Point Anne**

The ruins of the original cement plant at Point Anne, long since abandoned, offer an unusual and captivating 10-acre potential recreation site despite the prevalence of poison ivy. Camping and picnicking facilities could be developed on the property and a small wharf constructed to allow access by the boating public.

It is recommended that a gift of the site of the ruins be sought from the Canada Cement Company.

**23. Tourist Information**

It is recommended that all levels of government increase their efforts to direct attention to tourist facilities, scenic attractions, scenic roads, public wharves, roadside parkettes, historic sites, and scenic viewpoints.

Private enterprise also has an opportunity to meet the increasing demand for recreation land and facilities. Private campground growth adjacent to crowded provincial parks, for example, is already helping and such supplemental investment will be required even more in the future.

There is a notable deficiency in recreational information for the boating public.
The 1972 train excursion stops at the iron ore dock near Picton.

It is recommended that a brochure and map of the area waterway facilities and attractions should be available to all boaters. It would briefly describe and illustrate service centres, marinas, government wharves, harbors of refuge, picnic and camping sites, points of interest, launching sites, scuba diving areas, public land and boating routes. This might be privately published but a major annual guidebook should be available for the entire Rideau-Trent-Severn waterway corridor.

On the Macdonald-Cartier Freeway specific markers should be erected at the Wooler Road and Marysville Road interchanges indicating the nearby provincial parks and the Quinte's Isle tourist region.

It is also recommended that provision be made for directional map billboards at service centres.

24. Railway Excursions

In 1972 a roundtrip railway excursion of some 120 miles took place between the iron ore mine at Marmora to the loading dock at Picton. The passenger cars were attached to the regular ore train and the round trip was easily made in one day. People arrived from all over Southern Ontario and came from as far away as New York to take part in the excursion. From the passengers' point of view the trip was a great success.

At the present time the rail line has limited use and could quite easily accommodate an excursion train. Additional facilities along the line could be set up to accommodate a steam locomotive, thus enhancing the venture. The entire sector would benefit.

25. Rookeries

There are a number of islands, islets and bars in Lake Ontario and the Bay of Quinte, such as Scotch Bonnet, Pigeon, Salmon, Snake, Sweatman and Gull Bar that are important rookeries for gulls, terns and cormorants.

Pigeon and Scotch Bonnet Islands were habitats for colonies of double-crested cormorants. The Scotch Bonnet was considered the very first known breeding place of the cormorant on Lake Ontario. Approximately 40 nests of this species were discovered on Scotch Bonnet Island in 1939 and a rookery was sighted on Pigeon Island in 1962.

Occasional sightings of the cormorant have been made periodically but it is not known what has happened to those colonies in recent years.

It is recommended that the major rookeries be preserved. Protection may be attained during the nesting period by declaring the rookeries off-limits to the general public.

26. Osprey — A Threatened Species

The osprey, like other predatory birds, has decreased considerably in numbers in recent years.

Low nestling production appears to be a major factor in the general North American decline. Intrusion into, and destruction of, the habitat by man and chemicals are the major contributing factors.

The osprey is an inviting subject for bird watching and, as a number of isolated islands and remote marsh areas in this sector are ideal habitats for this species, nesting platforms should be erected on selected sites.

It is recommended that research and management programs be instituted by the Ministry of Natural Resources and/or the Canada Wildlife Services.

27. Wellers Bay — Prince Edward County

The 3,140 acres at Wellers Bay is under license of occupation by the Department
of National Defence so that the public use of the land under water, containing a number of unexploded bombs, may be restricted.

However, a portion of the Wellers Bay spit, Bald Island and Fox Island have been allocated for the establishment of a long-term waterfowl habitat conservation project under the management of the Canadian Wildlife Service.

It is recommended that the present status of this area be maintained.

28. Wellers Bay Access

It would be desirable to maintain access to Wellers Bay and Lake Ontario through the Wellers Bay spit for commercial fishermen and recreationists.

It is recommended that a study be initiated to determine the engineering feasibility of, and the ecological impact on, Wellers Bay, of dredging one or two channels to navigable depths, say seven feet.

29. Cottaging Opportunities

If present trends continue and adequate land use zoning is not introduced most shoreline property currently in private ownership will soon be subdivided.

It is recommended that further linear development or infilling along the 675 mile shoreline be discouraged. Future residential construction should be concentrated largely on high capability, deep soiled sites. The following areas could appropriately be used for such clustered cottage developments and should be given consideration in future development plans.

Robinson Point on Big Island, Sophiasburgh Township.
Pickerel Point to Grenade Point, South Marysburgh Township.
Port Milford vicinity, South Marysburgh Township.

Wellers Bay, Ameliasburgh Township.
The Pines vicinity on Hay Bay, South Fredericksburgh and Adolphustown Townships.
Less than one-third of the shoreline in the whole Quinte-Kingston sector is even reasonably suited to cottaging and only a little over 12 percent for swimming and/ or camping.

30. Boat Launching Sites

It is recommended that a number of public boat launching ramps be established. These could be built in conjunction with road allowances ending at the shoreline. Such access points should be appropriately marked and might include picnic sites.

31. The Belleville Bay Bridge

The present swing bridge on Highway 14 causeway already causes significant traffic delays during the navigation season. With an anticipated increase in tourist traffic on the road and in boaters using the waterway, severe congestion could occur.

It is recommended that a bridge, comparable to the Quinte Skyway (Mohawk Bridge) on highway 49 near Deseronto, be built to replace the present swing bridge and causeway on highway 14 but lower in profile to blend with the landscape characteristics of the area.

32. Trenton Waterfront

One of the most valuable amenities which the town of Trenton has are its waterfront and harbor. Unsatisfactory shoreline development, however, has resulted in an unsightly waterfront.

At the present time there is no full service marina in Trenton, the southern entrance to the Trent waterway.

It is recommended that a rehabilitation program be instituted to create a pleasing entrance and information centre. Within this program, space should be reserved for future commercial marinas.

33. Industrial Location

Further industrial development should be located back from the waterfront. Industry should not be allowed to locate on waterfronts unless frontage is essential to the viability of the industry and only then if it will not have a detrimental effect on the surrounding areas and on water quality.

A common deep-water terminal could be developed for the industries in each industrial zone.

34. Proposed Hydro Crossing at Long Reach

The Ontario Hydro Electric Commission has taken into account local objec-
tions relating to the originally proposed overhead crossing of Long Reach by the 230 KV line from the new Lennox Generating Station to near Woodville in Prince Edward County and has formed a project team to review this situation. Contemplated was an eight-cable span, 3,200 feet long, which at its low point would have been 150 feet above the water. Orange balloons on the cable as warnings to aircraft were proposed together with high red and white towers at either end.

Visual pollution of this most scenic section of the Bay of Quinte should be avoided. If this is the only economically acceptable route to meet the Prince Edward County power demand, it should cross in a submarine cable, entering the Long Reach as unobtrusively as possible and in harmony with the adjacent landscape.

* * * * *

Earlier Recommendations

The following recommendations, extracted from the original CORTS Report, are included here because of their special relevance to the Bay of Quinte-Kingston Sector.

(i) The disposal systems of all unsewered developments within the waterway should be inspected and necessary corrective steps be taken in the immediate future.

(ii) Normally private subdividers are required to designate and convey a minimum of five percent of their land, or the financial equivalent, for public park use. For shoreland subdivisions anywhere in the Rideau-Trent-Severn Waterway Corridor, it is recommended that the provincial government give consideration to a requirement that all such dedications should include a significant portion of shorefront and that current legislation be amended, if required, to encourage the conveying by subdividers of a minimum of 10 percent of the total area involved.

(iii) Historic zones should be protected by all governments and public agencies. For example to preserve historic structures both highway and hydro-electric rights-of-way should be diverted.

(iv) Provincial legislation should be passed to enable municipalities to adopt building facade by-laws.

(v) It is recommended that the possibilities of an extended cruise ship operation on the Bay of Quinte be brought to the attention of private investors.

(vi) Certain individuals or associations may be interested in donating property for public use. It is recommended that a flexible policy be formulated regarding such gifts. Land owners wishing to donate land for open space, or any other use, should be accommodated in whatever way suits their particular circumstances.

Excavation for the H.E.P.C. Lennox Generating Station with highway 33 in the foreground.

Above, south over the proposed heritage highway 33 to the North Channel and Amherst Island. Below, south over the excavation for the new Canada Cement plant to highway 33 and the North Channel.
History of the Area

Of the prehistoric Indian cultures only three are known to have been in this part of the Rideau-Trent-Severn waterway corridor.

The earliest were the nomadic Laurentian group which roamed the area between the end of the ice age and 1000 B.C. The artifacts of this culture group are fairly abundant.

The Point Peninsula culture occupied the area from 1000 B.C. to about 1000 A.D. These people were less nomadic and settled in villages for longer periods of time.

Although they were still primarily hunters and fishermen, they did practice limited agriculture, growing corn and tobacco. With a more sedentary way of life, they had more time for the manufacture of tools and weapons. The Point Peninsula Indian began to handcraft pottery.

The Iroquoian culture of the Great Lakes basin at the time the Europeans first arrived was composed of the Huron, Petun or Tobacco, and Neutral nations of southwestern Ontario and the Five Nations of the Iroquois.

The earliest explorers in Eastern Canada found these Indians cultivating corn, tobacco, pumpkins and beans. This rudimentary agricultural development made possible a more settled and organized community life and, although they still hunted and fished, the tribes lived in compact settlements and villages.

Community life reached its highest development in the Iroquois Confederacy of Five Nations. These Iroquoian tribes were the Oneidas, Onondagas, Mohawks, Senecas and the Cayugas. In 1722, this Confederacy was referred to as the Six Nations when the Tuscaroras were included.

In 1668 the Sulpicians, a religious order of the Roman Catholic Church, established a sub-mission near the mouth of the Napanee River to minister to the Oneidas. This Indian village was called Ganeious but up to the present time its location has not been fully proven. Other Sulpician sub-missions were established at the Cayuga village of Kenté (precise site unknown), Ganaraska on the site of Port Hope, and villages near the mouth of the Trent River and on the north shore of Consecon Lake. The bay near which the missionaries lived became known as the Bay of Kenté and, later, the Bay of Quinte.

Iroquois Abandon Bay of Quinte

By 1674 the Iroquois were forced to abandon the Bay of Quinte area and, in 1680, the Sulpicians abandoned their other Lake Ontario missions. Today only traces of the Consecon mission site remain in a field on the north shore of Consecon Lake.

In the late 1600's the Mississauga tribe occupied the land between the Trent and Gananoque Rivers. There is some evidence that they used Hopewellian mounds in Prince Edward County for burial purposes. With the exception of certain lands (including the business centre of what is now the city of Belleville), the Mississaugas sold this tract to the British Crown in 1783 to make land available for the settling of the United Empire Loyalists.

In 1826, under the auspices of the Methodist Church, a mission was established on Grape Island in the Bay of Quinte to minister to the Mississaugas. At its peak, the mission housed about two hundred Indian men, women and children. It lasted for only ten years but the ruins of the buildings and other artifacts of the...
era are still to be found. According to Richard Boehme “its influence spread in every direction for hundreds and thousands of miles. Many Indians are Christians today because their ancestors were reached by the influence of Grape Island”.

The first group of Loyalists to arrive in Hastings County were the Fort Hunter Mohawks from New York State. They landed on May 22, 1784, near the present site of the village of Deseronto. On April 1, 1793, the Mohawk Tract, an area of about 150 square miles between the mouth of Salmon River and Bowen’s Creek, was officially granted to the Six Nations Indians and, in 1820, the north half of the tract was transferred back to the Crown and a township (Tyendinaga) was set up. The Tyendinaga Reserve took its name from Joseph Brant, the outstanding Mohawk Chief and leader on the British side in the American Revolution, whose Indian name was Thayendanegea.

Early Europeans

Samuel de Champlain came down the Trent River into the Bay of Quinte in 1615 on his way to attack the Iroquois near Oswego.

In 1670, M. de Courcelles, Governor of New France, became the first European to ascend the St. Lawrence River to Lake Ontario.

In 1668 two Sulpicians missionaries, Abbé Francois de Fenelon and Abbé Claude Trouvé, left Lachine for their mission on the Bay of Quinte. Their destination was the village of Kenté where they hoped to set up a permanent mission as a focal point of French activity in the area. However in 1673 Le Comte de Frontenac decided to build a fort at Cataraqui rather than at Quinte. The predecessor of the present city of Kingston (Fort Lac St. Louis) was later called Frontenac, a name which the local county still carries. Incidentally Lac St. Louis was an early name for Lake Ontario.

The mission buildings at Kenté were never completed and were abandoned in 1687. The Marquis de Nonville, Governor-General of New France, invited Iroquois Indians of Kenté and Ganeious to a conference at Fort Frontenac where 40-50 men and 80 women and children were captured, tortured and sent as slaves to France. The Iroquois retaliated and slew several hundred in an attack near Montreal.

After being abandoned in 1686, Fort Frontenac was reestablished in 1695 and subsequently became an important French trading post and base for the struggle against the English and their Indian allies.

The Seven Years’ War cost France her empire in the new world. The French captured the British Fort Oswego in 1757 and in the next year the British captured and destroyed Fort Frontenac. The Treaty of Paris in 1763 gave the British control of New France. Between 1759 and the end of the American Revolution, the French fortification lay abandoned. Captain Michael Grass in 1778 said that “scarce the vestige of a human habitation could be found in the whole extent of the Bay of Quinte”.

The Coming of the Loyalists

Although it may be assumed that, after 1778, refugees from the rebellion began to arrive in this area by way of Carleton Island, which was at that time a military post, the major influx did not occur until the early 1780’s.

In 1783 Governor Frederick Haldimand ordered Major-General Samuel Holland to survey Frontenac’s old fort and the harbor. Deputy Surveyor John Collins, in whose honour Collins Bay was named, laid out the town plot. Major John Ross, transferred from Carleton Island, became the first British Commandant at Cataraqui. His military task was complicated by the fact that he had to make arrangements for the large number of United Empire Loyalists expected to arrive at Cataraqui (later Kingston) in the spring of 1784.

On May 13 the Quebec Gazette carried an announcement advising all Loyalists going to Cataraqui to be ready to embark on the 17th. They actually left on the 21st of May and arrived at Cataraqui in mid-June. Collins had surveyed the site of Cataraqui and called it Kingston. Ernestown, Fredericksburg, Adolphustown and Marysburgh Townships were in the process of being surveyed. Thus the whole area lying between Kingston and the Bay of Quinte was being opened to accommodate the United Empire Loyalists, loyal Mohawks, and members of disbanded military units.

Kingston became the centre for the colonists clustered about the Bay of Quinte and the St. Lawrence River headwaters. In the town were gathered the military and governmental bodies necessary for the defence and administration of the colony. Kingston became a vital point on the long line of communication which now stretched from Quebec to Niagara. The site of Frontenac’s old fort was abandoned and new fortifications were constructed on higher ground at Point Henry, named in honour of Henry Hamilton, Lieutenant-Governor of Quebec from 1782 to 1785. The Constitutional Act of 1791 divided Canada into two provinces. John Graves Simcoe, first Lieutenant-Governor of Upper Canada, chose Newark
Roblin pond, the former site of Roblin Mill, now at Black Creek Pioneer Village, Toronto.

Milford Pond on Black River, Prince Edward County, one of the six internal bodies of water.

Kingston continued to prosper though its citizens were disappointed that the town was not chosen as the capital of Upper Canada. With the outbreak of the War of 1812, Britain based a naval headquarters at Kingston. The war years were prosperous ones. By 1838 the town was large enough to be incorporated as a city and in 1841 it became the capital of the Province of Canada. This status lasted only until 1844 but provided enormous impetus for the growth of the city.

Surveying the Townships

The first “town” (Kingston Township) was surveyed in 1783 and the next year post revolutionary settlement began to take place by soldiers and civilian refugees from New York under Captain Grass.

“Towns” two (Ernestown) and three (Fredericksburgh) were settled by men of Jessup’s Rangers of New York State and the King's New York Royal Rangers. These people were reasonably well-equipped both mentally and physically for the ordeal of beginning a new life in a new country.

The fourth “town” (Adolphustown) was surveyed and settled in 1784 by Loyalists from the wealthy Hudson Valley under Peter Van Alstine. These people were less well adjusted to the hardships and hazards of pioneering than the settlers of most other townships. The fact that all concessions had access to the water was, however, a great advantage to the settlers whose only means of travel was by boat.

The fifth “town” (Marysburgh) was surveyed between 1784 and 1786. Settlement began in 1785 by Hessian mercenaries and officers of the 84th Regiment. As in the case of Adolphustown, great care was taken to ensure waterfront access. The Hessians fared least well of all the settlers. They could not speak the language and were largely ignorant of agricultural practices. They could neither fish nor farm and this, combined with the fact that they were disparaged by the United Empire Loyalists, made life for them most difficult.

The sixth “town” (Sophiasburgh) was surveyed in 1785 and settlement began in 1788. Nearly all the settlers who took land in this township came from one of the other townships along the Bay of Quinte. These, along with a few lately arrived United Empire Loyalists, were the original pioneers.

The seventh (Ameliasburgh), eighth (Sydney) and the ninth “towns” (Thurlow) were not required for organized
settlement and surveying did not start until 1787-8.

In 1783 a township was surveyed (Tyendinaga) for the Mohawk Indians who had fought beside the British during the American Revolution. They took possession of the land in 1784.

Because of the general desire for water access the original surveys in the area followed the general configuration of the shoreline. The result, when the survey was completed, was a series of gores and an apparent randomness of concessions not normally found in the townships of southern Ontario.

West of Kingston a mill for grinding wheat was built at government expense in 1787 at Appanea Falls (Napanee). It was replaced in 1792 and, three years later, Mrs. John Graves Simcoe sketched the mill while passing through the area. Until the construction of a mill in Prince Edward in 1796, the Napanee mill served the whole of the Quinte area.

Schools and Churches

One of the first schools west of Kingston in the Quinte area was opened by John C. Clarke in 1786 in the Township of Fredericksburgh.

A school had been started the year before by the Reverend John Stuart in Kingston.

In 1789 a school was in operation in Ernestown and one in Adolphustown. In 1811 the privately operated Bath Academy was established. By 1820 Ernestown supported 13 "common schools" and Adolphustown three. In 1846 the Education Act proposed by Egerton Ryerson came into effect and formed the basis of today's public schools.

The religious needs of the early settlers were met by various denominations. The Methodists built a church at Hay Bay in 1792 while, as early as 1788, a Methodist Episcopal preacher was at work in the Adolphustown area. The Society of Friends in Canada was first organized in Adolphustown, the Quakers having been active in the area since 1790.

By 1790 there were some 2,000 settlers in the area and by 1900 this had grown to 95,000. The present population is over 210,000. Prince Edward County early reached a population level similar to that of today but the north shore or mainland continued to expand.

Road, Rail and Sail

When Upper Canada became a separate province in 1791, a major road building program was initiated. In 1798, at Governor Simcoe's instigation, a contract was awarded to open a road between Kingston and York. Asa Danforth was the contractor and the man after whom the road was later named. The construction advanced from Bath to Picton, Adolphus Reach being crossed by horse-powered ferry; and then went on to Wellington and Carrying Place. The Toronto to Carrying Place link began a year later and the total length was completed in three years.

The Danforth Road, however, was not maintained except where local people were interested in keeping it open. The Kingston Road, now Highway #2, through Belleville, Napanee and on to Kingston, was opened in 1816-17 but for many years the use of either road was a difficult experience. As "The Emigrant's Guide to Upper Canada" said in 1820, the roads were "moderately commensurate with the retarded progress" of the country.

Rail Line Completed

In the 1850's a rail line was completed between Montreal and Toronto. This offered the first reliable and somewhat comfortable means of travel. The line followed the north shore of Lake Ontario through the larger centres of population, by-passing Prince Edward County. By the 1870's rail service was a status symbol: the community without a railway was considered backward and likely to stay that way. A line to Picton was completed in 1879 but it did not herald a hoped for new age of prosperity for Prince Edward County.

From the time of the Loyalists, ships and water transportation were a way of life. Almost every place on or near the water became a shipbuilding centre of some sort or size.

Early revenue for the ships came from the lumber trade but, by 1860, the forests were diminished and grain became the major cargo. From 1860-90 were the Barley Days on Prince Edward County. These were the days of peak prosperity, the days when farmers were the wealthiest people.

In 1881 barley was grown on more acres than were used in 1945 for all grain crops. Ships were loaded from harvest time to freeze-up from every conceivable location, including the farm itself if it were near the water. As a companion crop to barley, hops were produced in large quantities and shipped along with wheat to the United States.

In 1890 the McKinley Tariff, however, was enacted south of the border, giving protection to U.S. farmers against imported farm products. Overnight the bottom fell out of the market and the barley days were over.

In 1888 work was begun on the Murray Canal between the Bay of Quinte and Presqu'ile Bay. Although military considerations were cited to support it, the main advantages were in economies in shipping local produce to the larger urban markets and the convenience of passenger ships running the north shore of Lake Ontario.
Agricultural History

By 1800, after the Loyalist settlements had become well established, farming expanded rapidly.

One of the first agricultural fairs was held in Hastings County in 1821. After the Napoleonic wars an increase in immigration, especially from the British Isles, and the preferential wheat terms granted by Britain in 1822, gave a major boost to the agricultural community. Most land clearing had been completed by 1835 and the agricultural base of the area was well established.

In the early 1800's farming began to change from a basically subsistence operation to a commercial venture. Agricultural products, such as barley, began to be shipped to the United States.

The American Civil War of 1854-56 created a rising demand for wheat and other farm products. The Elgin Reciprocity Treaty of 1854 provided a growing market with the United States.

About this time the dairy cattle industry became more significant. In the mid-1860's the first cheese factories were built in the area and, by 1874, Prince Edward County alone had 28 factories. The cheese industry continued to prosper until the beginning of the 1950's.

Barley Days in County

A major change in the agricultural pattern of Prince Edward County was influenced by the American Civil War and the resultant increased tax on American whiskey. As a consequence, the malting industry increased sixteenfold and the quality barley from Prince Edward County was in great demand. Production of barley accelerated until by 1880 it was grown on over 40,000 acres, or nearly one-third of the cultivated land of the peninsula.

From 1791, when William Bell, a trader and later a teacher in the Tyendinaga Mohawk School, brought the first apple trees to the Belleville vicinity, the industry gradually grew until the general area became known as a major fruit belt. Orchards were established on sites where the spring climate is tempered by the influence of Lake Ontario and the Bay of Quinte.

By 1900 Prince Edward County boasted a large percentage of Ontario's canning capacity. Initially, however, the bulk of the fruits and vegetables canned came from off the island. From 1910 to 1930 the local crop increased sevenfold. This, along with dairying, effectively filled the gap left by the declining grain markets.

Current Agricultural Production

The soil capabilities for agriculture of the lands within the Quinte-Kingston sector range from very high to very low. The overall capability can be described as moderately high.

On the mainland section of the sector the best general area for agriculture extends from Shannonville on the west to Ernestown on the east and includes the land from Adolphustown to Sandhurst.

The best area for general agriculture on Prince Edward County lies north of the section of Highway 33 between Picton and Wellington. There are as well large acreages of very high capability on Pleasant Point, South Bay and near Black River.

Amherst, Wolfe and Howe Islands are areas of relatively flat, moderately high capability soils.

Marginal lands total over 55,000 acres in Prince Edward County, 4,400 acres on Amherst, Wolfe and Howe Islands, and approximately 45,000 acres on the mainland. This represents about one-fifth of the entire sector.

The major current agricultural activities are dairying, livestock raising, and fruit and vegetable growing. The counties of Prince Edward, Hastings, Northumberland and Durham constitute one of the largest vegetable and fruit producing areas in Ontario; total annual sales are valued at over $5 million.

Apples are the main fruit crop grown, although cherries, raspberries and strawberries are common. An apple cannery will shortly open in Trenton, utilizing the crop from the four counties. Annual sales are expected to be between seven and eight million dollars.

Leads Ontario in Peas

Prince Edward County grows more peas than any other county in Ontario and her 11 processing companies are canning or freezing 23 percent of Ontario's peas. A food processing industry opened in the Trenton area in 1972 will provide an annual market outlet for 14 million pounds of corn and 3 million pounds of peas. The estimated on-farm value in 1972 generated by this new industry is expected to be in excess of $370,000.

The Soil and Crop Improvement Association directors in the Quinte district have been pressing for expanded grain handling and storage facilities in the area. More corn grown in the counties and the arrival of white beans as a local crop have spurred this need. A storage unit, with a total capacity of 88,000 bushels, is expected to be built near Belleville.

The tomato industry in Prince Edward County is supported by 17 factories in the Quinte district, 14 of which process whole-pack tomatoes.

Total milk production in the Prince Edward County dairy industry is 78 million pounds per year or, in terms of total value, approximately $5 million. The total milk production statistic for south Lennox and Addington County, including Amherst Island, and Wolfe and Howe Islands is not available but the poundage is thought to be comparable.

Several large scale poultry operations are located near Hay Bay, Picton and Belleville. The Hay Bay plant can grow 30,000 pullets per year and the total capacity of the Picton and Belleville plants is 110,000 laying hens.

Gulls follow a plowman near the shore of Howe Island.
Architectural Heritage

Prince Edward County, the only part of this sector in which the initial federal survey has been completed, owes much of its architectural character to the heavy influx of United Empire Loyalists.

These people brought with them a building tradition based largely on the Georgian principles of harmony, balance and simplicity of ornamentation.

The first type of building still witnessing this influence is usually a brick farmhouse, (sometimes stone or frame, built to a basic rectangular plan, with a gently pitched gabled roof, a three bay balanced facade and a centre door sometimes adorned with a fanlight and sidelights incorporating delicate tracery.

Between Picton and Bloomfield on provincial highway #33 both the West Lake Boarding school and its neighbour, the Taylor house, are handsome prototypes of this style with their skillful control of proportions and intuitive feeling for scale.

Prince Edward County’s geographical isolation made it less open to the influences of Victorian Revivals than other areas of southern Ontario. Indeed when the latter were slowly adopted by county builders, they were often simply tacked on to the basic Georgian.

Square Plan House Popular

Another style of house became more common in the second quarter of the 19th century and continued right through the century. It is also a variant of the rectangular house but almost square in plan, with its roof hipped from all four sides to a short ridge or a flat and usually had large inside end chimneys. The Reverend McCauley’s house (the pioneer of Picton) on Union Street, built about 1830, is an example of this type, exhibiting Classical Revival trim. Others, while adopting this basic style, followed different modes such as Regency, with long French windows opening on to a verandah supported on trellis. Others used Italianate features such as the round arch and wider, bracketed eaves.

In 1830-1850, the Greek Revival normally involved little more than the addition of Classical details (pilasters, shelves, entablatures, cornices with lintels) applied to one or the other of the forms of houses already commonly built. Both five bay and three bay fronts were treated in this way and incorporated squareheaded windows and doors, sometimes framed with fluted side pilasters and a carefully molded cornice periodically incorporating dentils.

Builders sometimes adapted the three bay house to a side hall plan with its gable to the road. As these houses did not give as much accommodation as the more common type, with central entry and stairs, they were frequently extended by wings on both sides. Examples of this style are 33 Main Street W., Picton, originally the home of Dr. Pratt Nash (illustrated in Belden’s Atlas) and now "renovated” to fit the needs of a funeral parlor; the frame house on 154 Main Street in Wellington with its fine doorway is a fine example of this type.

West Lake Boarding School is a fine example of “Loyalist Neo-Classic” architecture. It was built before 1839 on the north side of highway 33 west of Picton and was the first Quaker seminary in Canada.
Single Storey Stone Still Common

More Classical Revival trim appears on another handsome type of building: a one-storey stone house, built to a nearly square plan with low hipped roof and gently projecting eaves incorporating both cornice and frieze. Tooled ashlar is used for window sills, lintels, and quoins and provides a handsome textural contrast to the rough finish of field stone for walls. Sophiasburgh Township still has some such early houses. The Pate residence facing the Bay of Quinte well exemplifies the style and bears the additional advantage of having retained its primitive character both in interior plan and trim.

Gothic Revival in Prince Edward County coincides with the introduction of a low key Picturesque Esthetic. From the 1840's the regular outline of the customary rectangular house is broken by a centre gable sheltering a Gothic window. But no attempt is made to vary the outline by giving the roof a steep pitch and adding projections from the main facade. The field stone Roblin House in the village of Ameliasburg exemplifies this trend as early as 1842. Later houses throughout Prince Edward County were to adopt this mode.

By 1870 the L-shaped plan was in greater favour for farms and village houses. Oriel windows, porches and verandahs adorned with some fretwork were tacked to front facades and created a lively pattern of solids and voids more in accordance with High Victorian principles. By this time, a belated version of Italianate style was popularized: "boxy" structures with either side hall or centre plan, hipped roofs, wide bracketed eaves, often with panelled frieze, segmental windows, round arched doors and sometimes a two-storey bay window at centre tower, adding greater plasticity to the building. King Street in Picton, and much of Main Street in Bloomfield and Wellington, are lined with such examples of commodious buildings, reminders of the most prosperous period in Quinte.

The Bath-Kingston section, of course, also has a major architectural legacy to which special attention is being drawn in 1973, the tercentenary of Frontenac's Community. Substantial aid for reconstruction and preservation is being made available by the senior levels of government and such agencies as the Ontario Heritage Foundation.
POPULATION OF AREA
(STATISTICS, CANADA)

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1Includes municipality of Wellington
2Includes municipalities of Bloomfield and Picton
3Includes municipality of Bath
4Includes municipality of Napanee
5Includes municipality of Newburgh
6Includes municipalities of Deseronto and Tyendinaga Indian Reserve
7Includes municipality of Stirling
Water-Oriented Recreation Capability

The Quinte-Kingston sector is perhaps the major underdeveloped recreation area in Southern Ontario, considering its inherent recreational potential and proximity to areas of high population.

The outstanding physical feature is the series of sand beaches on the baymouth bars on the western shores of Prince Edward County, Amherst Island, Wolfe Island, and on the spit at Presqu'ile and at Hungry Bay on the Tyendinaga Indian Reserve. Back of the baymouth bars in Prince Edward County are the warmer, sheltered waters of East and West Lakes, and of North, Weller, Huyck and Pleasant Bays.

There are two Canada Land Inventory Class one beaches in the area — Outlet Beach and the Sandbanks Beach — plus several Class two beaches. Many other attractive swimming sites can be found on the spits and bars.

The bulk of the shoreland, however, is rocky and shallow, limiting cottage development. The Lake Ontario shore is particularly exposed and has relatively few sheltered harbors.

Boaters in the area have access to the sheltered and internationally renowned scenic Quinte waterway between the Murray Canal and Kingston and to other sectors of the Rideau-Trent-Severn, the finest inland waterway in Canada. The Trent-Severn sector extends north-west from Trenton, and the Rideau offers excellent boating waters between Kingston and Ottawa. In addition the Lake Ontario end of the Thousand Islands National Park is in the eastern part of the sector. The Quinte-Kingston sector offers a wide range of boating opportunities for craft large and small in both sheltered and open lake waters.

The Lake-on-the-Mountain viewpoint is ranked Class two in the Canada Land Inventory for Recreation. It is one of two Class two units in all of Southeastern Ontario and there are no Class ones.
Bedrock Geology

The Quinte-Kingston sector lies within the St. Lawrence Lowlands, with the bedrock consisting primarily of sedimentary limestones of the Ordovician Period.

These limestones are subdivided into two formations, the Black River and the Trenton. The Black River formation is fine-grained and generally thickly bedded. The Trenton limestone, which overlies the Black River formation, is coarse-grained, thinly bedded with shale partings, and is much more susceptible to weathering.

The limestone bed which dips into a south-south-westerly direction is occasionally interrupted by abrupt cuestaform escarpments. The Frontenac Axis (with its Precambrian rocks) that lies to the north of Kingston forms the outer rim of the Ontario basin which was an early predecessor of the present Great Lakes system.

The Black River and Trenton limestones are quarried for crushed stone at Kingston, Napanee and Picton, and for the manufacture of Portland Cement at Picton and in the near future, at Bath. Black River limestone was formerly quarried extensively as a building stone at Kingston and Napanee.

The area has two physiographic regions, the Napanee Plain and the Prince Edward Peninsula.

The Napanee Plain is a flat to undulating plain of Black River limestone from which the glacier stripped most of the overburden. There is one small protuberance of Precambrian granite near the town of Shannonville. Centering on the town of Napanee the plain covers approximately 700 square miles. Howe, Wolfe and Amherst Islands are in the same region.

While the soil is generally only a few inches deep, some deeper soils occur in stream valleys. Unconsolidated materials were deposited over 10,000 years ago in fresh-water glacial lakes or in the marine waters of the Champlain Sea. There are a few scattered drumlins in South Fredericksburg Township, Tyendinaga Township, and on Amherst Island. Cutting the limestone plain, to a depth of 50 to 100 feet, are the alluvial valleys of the Salmon and Napanee Rivers.

The Napanee Plain region of the sector contains over 1,850 acres of muck, 2,025 acres of peat bog, and 3,000 acres of marsh. The most prominent marshes are those of Marysville Creek, the Napanee River, Hay Bay and Little Cataract Creek.

Glaciers Stripped Overburden

The Prince Edward Peninsula is a 390 square mile plateau of Trenton limestone from which the glaciers have stripped most of the overburden.

A Precambrian granite outcrop is found in Ameliasburg Township. The east and north rims of the limestone plateau are marked by steep bluffs from 25 to 250 feet in height. From the north and east rims, the plateau slopes to the south and west.

The highest point is on the north-east edge of the plateau about two miles north-east of Picton where the elevation is 250 feet above Lake Ontario. The flat surface of the limestone plain is broken only by drumlins, the largest of which is located just to the north-west of Picton. This drumlin is about 1 1/4 miles in length, one-half mile in width and 75 feet in height.

There is little or no soil on the plateau above 275 to 300 feet except that forming the drumlins in Ameliasburg, Hallowell and Sophiasburgh townships. More than half of the region has shallow soils, that is soils of less than 30 inches, and much of this is only a few inches over limestone bedrock.

Sink Hole Lakes

An unusual topographic feature of Prince Edward County is the location of Roblin Lake, Fish Lake and Lake-on-the-Mountain near the rim of the plateau. These lakes occupy bedrock basins that are thought to be sink holes which developed prior to the last glaciation in the area, possibly in pre-Pleistocene time.

Between the foot of the plateau and the shoreline between Carrying Place and Northport and along the north shoreline of Prince Edward Bay are to be found clay plains of two to 20 feet in depth.

Extending in a fan shape southwest from Picton to East and West Lakes is an extensive sand plain with depths of as much as 75 feet. The easterly limit of this plain is marked by the lower bench of the Picton fault which follows the east shore of East Lake. There is one esker in the area which dissects this sand plain running southwest from Picton for a distance of about five miles.

Sand dunes of up to 75 feet in height are found on the baymouth bars of East and West Lakes and Huyck, Pleasant, North and Wellers Bays.

Prince Edward County contains over 13,000 acres each of marsh and muck.
The Timber Trade

The first sawmill to be erected in Upper Canada was at what is now called Kingston Mills in 1782. This was followed by mills on Millhaven Creek in 1785, Napanee in 1786, Belleville in 1790 and Thomson's Mills on the Napanee River in 1792.

Initially white pine on public lands was largely reserved for the Navy, but, after 1826, anyone was permitted to cut on ungranted lands on the payment of dues. Many early mills were built by the government and their products supplied the needs of the settlers. The timber sawn in these mills, and the potash recovered from the ashes of burned hardwoods, were the only utilization of products from the large scale clearing operations.

Square Timber Trade

The export of masts and spars was a thriving business as late as 1855 but reciprocity and railways brought an increasing trade with the United States. The squared timber trade began somewhat later than the mast and spar trade. It was really only as a result of the stimulus of a developing United States sawlog and lumber market that the forests in the sector became something more than an obstacle in the way of settlement.

From 1860 to 1890 much of the timber was squared but other important product utilizations included staves, lathwood, tanbark, shingles, corduroy, shipbuilding material, railway ties, fence posts and furniture woods.

From the earliest days of settlement, wood was the sole source of fuel supply. With the inception of steamship travel, and later the railway, the forests of the sector were ruthlessly razed to feed the industry.

By the mid 1800's, the forests had been cleared from substantial areas of the townships along the Lake Ontario front.

Today, on the main agricultural lands within the sector, the forests tend to be restricted to farm woodlots and to parcels of land where farming is impractical because of shallowness of soil, wetness or topography.

Forest Cover

(a) Great Lakes-St. Lawrence Forest Region

Sugar maple and beech are common to the whole area. With them are basswood, red ash, yellow birch, red oak, white oak and bur oak. Frequently eastern hemlock, white pine and balsam fir occur with the tolerant hardwood types, plus scattered large-toothed aspen, butternut, black cherry and bitternut hickory.

Blue beech, silver maple, red elm and black ash are found locally on uneven bottomland and swampy sites, and eastern white cedar is present in swampy depressions.

(b) Carolinian Forest

The northern tip of the deciduous hardwood forests of the eastern United States—the Carolinian Forest—.touches Prince Edward County.

Some of the Carolinian species which have their northern limits in this sector are the Blue Ash, Black Oak, Red Mulberry, Shagbark Hickory, Bitternut, Bitternutt Hickory, Chinquapin Oak, Sycamore and Swamp White Oak. Coniferous species are few, but there are scattered distributions of Tamarack, Eastern Red Cedar, Eastern Hemlock and Eastern White Pine.

(c) The Alvar at Asselstine, Ernestown Township

An alvar is a poorly drained limestone plain which experiences severe summer drought. At Asselstine it supports many species of flowering plants, lichens and mosses which are very rare in this area. Some of the flowering plants, such as Upland White Aster, Carolina Whitlowgrass, Tall Cinquefoil, and Early Buttercup are at their northern and eastern limit in this alvar. In June the blossoming of these rare plants is at its peak but the colors fade quickly in the drought of summer.

The unique assembly of this very rare landscape type and the relic plants are in danger. A portion of the alvar has been used as a garbage dump and another part as pasture.

(d) The Bayview Bog Forest

This is a small bog lake of six acres lying about a mile south-east of the Asselstine River.

It is the only bog of this type in the region and in it can be found a rich assembly of bog plants such as Labrador-tea, Lambkill, one-flowered Wintergreen, Round-leaved Sundew, various types of orchids, Pitcher-plants, and a rich moss and liverwort flora. In addition to its unusual vegetation, the Bayview bog is a nesting habitat which is used by many northern Warblers and other northern birds such as the Boreal Chickadee.

(e) The Big Swamp

The largest muck area to be found in the sector is the Big Swamp in Prince Edward County.
Edward County. This 10 square mile hardwood swamp is heavily wooded, chiefly with red and silver maples and white elm. It offers an ideal habitat for the Louisiana Water-Thrush and the Wood Duck.

(f) The Sandbanks Flora
This area comprises the largest active dune complex in eastern Ontario.

The foredunes are on the Lake Ontario side and the older, transverse dunes are on the West Lake side. Immediately to the east of the foredune ridges are the wet sandflats or pannes.

The high dunes of the sandbanks and the associated flora make it a most significant area. The actual pattern of vegetation in the pannes is very complex and differences in elevation of a few centimeters determine quite different plant groupings.

Fauna

There is a striking mixture of northern and southern forms of fauna in the sector and, because of Prince Edward County's climate and proximity to the Alleghenian and Carolinian forest regions, a number of exotic species are regularly found. These include the Blue-winged Warbler, Prairie Warbler, Cerulean Warbler, King Rail, Orchard Oriole, Western Oriole, Western Chorus Frog, Map Turtle, Blanding's Turtle and the Eastern Pipistrel.
Selected Reference List


“Botanical Notes”, Dr. R. A. Bischel, Queens University, Kingston, 1966.


“Fish Species Succession in Lake Ontario”, W. P. Christie. Ontario Department of Lands and Forests.


“Historical Plaques”, Department of Tourism and Information.


“Historic Ontario”, Department of Tourism and Information.


“Pollution of Lake Erie, Lake Ontario, and the International Section of the St. Lawrence River”, International Joint Commission-Canada and United States. 1970.


Corts Reports

The following reports issued by the Canada-Ontario Rideau-Trent-Severn Study Committee, in association with other governmental agencies, are available to the public through the Ontario Government Book Store, 880 Bay Street, Toronto, and Information Canada, Toronto and Ottawa:

The Rideau-Trent-Severn — Yesterday, Today, Tomorrow — $3

The Lake Simcoe-Couchiching Area — $1

The Quinte-Kingston Area — $3

Municipal Waste Disposal — Problem or Opportunity? (in association with the Ontario Economic Council) — $3

The Architectural Heritage of the Rideau Corridor (available through Parks Canada, Ottawa) — $1.50

Water-level Fluctuation and Cottaging on the Trent Canal Reservoir Lakes — $1
County Court-House, Picton: This town, formerly composed of the adjacent communities of "Hallowell" and "Picton," until they were united in 1837, contains many fine old buildings and has strong associations with Sir John A. Macdonald, Canada's first prime minister. The County Court-House, built 1832-34 in the Greek Revival style, is one of the oldest remaining structures of its type in the province. Nearby is old "St. Mary Magdalene’s Church," constructed in 1825 by the Anglican missionary, the Reverend William Macaulay.

Kingston City Hall: This handsome structure was built 1843-44 when Kingston was the capital of the United Province of Canada. Constructed in expectation that it might be used for sessions of the Legislative Assembly, this plan ended when the legislature resolved in November 1843 to move the capital to Montreal.
The Murney Redoubt: This imposing Martello tower in Macdonald Park has walls which, on the water side, are 15 feet thick at the bottom tapering to 12 feet at the top. Its armament included a 32-pounder gun and three 32-pounder carronades. Together with Fort Frederick, the Shoal Tower and Cathcart Tower on Cedar Island it protected Kingston's harbor against possible attack from enemy warships. The Murney redoubt is now preserved as a historical museum.

“Bellevue” on Centre Street, Kingston, a home of Canada’s first prime minister, Sir John A. Macdonald. It is a national historic site open to the public.

The Allan Macpherson House, built in the 1820's by one of the early leaders of Napanee, is now open to the public as a museum.