Honouring

South Lancaster's Heritage

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In collaboration with :
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(who was the initiator of the idea of a Heritage Conservation District for South Lancaster)

and several residents of South Lancaster

March 2026

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The cover page sketch was created by Ron Rayside.

This document includes material aimed at highlighting the historical importance of South Lancaster and begins with an outline of the process for designating the oldest part of that village a Heritage Conservation District.

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Introduction

Objectives

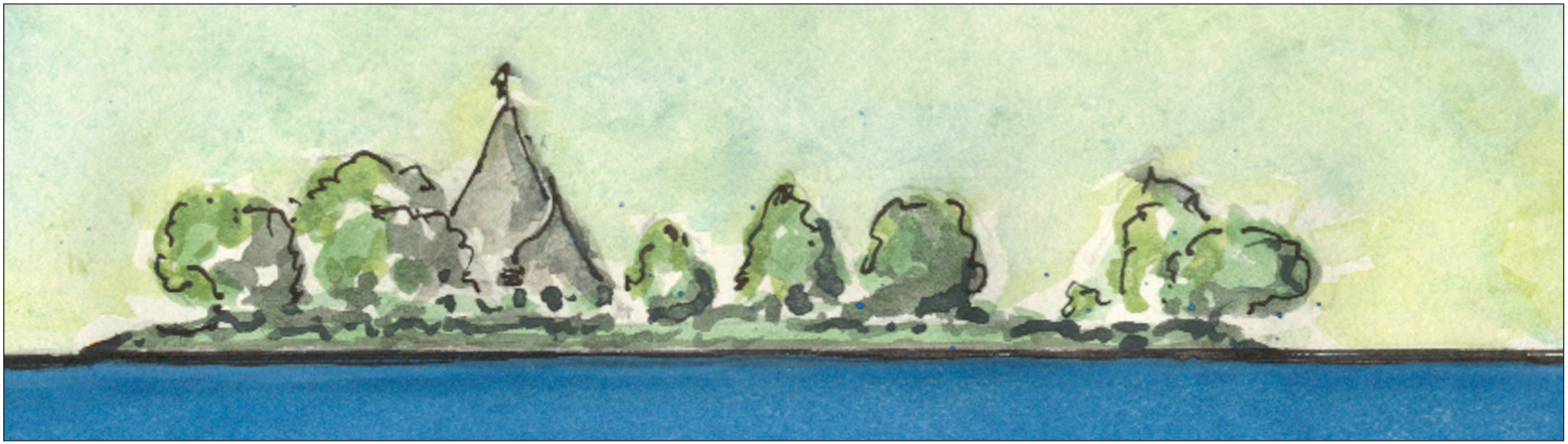
This document highlights the distinctive heritage character of South Lancaster by emphasizing its history and the defining characteristics that shape its identity, both social and physical.

It begins with a discussion of what heritage can mean for a small village. It then provides a short history of this very old waterfront community, pointing to easily neglected stories that help enhance our understanding of the village's importance. Particular attention is given to the village core, which embodies the most important elements of its history and the characteristics most worth respecting. It explores the scale of the built environment, the relationships between public and private spaces, architectural detail, and other contributors to the community fabric.

Using that as a foundation, the document proposes various approaches that the township council can pursue to preserving heritage. These vary from the designation of individual buildings to the establishment of a complete heritage area.

By underscoring the often-underappreciated richness of its history this document aims to support proactive approaches that bolster the transmission of this heritage to future generations while reinforcing the identity and long-term attractiveness of the village.

Cairn Tsikatsinakwahere
Ron Rayside



Heritage Value in a Village

The heritage value of a small village like South Lancaster is not immediately obvious. They often have a humble past, and in some cases never rise above that modesty. They can be found in overlooked corners of Ontario, or bypassed through upgraded highways. They sometimes have long histories but without grand homes, handsome public buildings, or richly decorated churches. They may occasionally have famous sons and daughters, though often only those of regional importance. They may not have been sites of major battles or significant political events. Waves of progress often leave them alone.

For that very reason, they have to be appreciated as a whole rather than simply in their parts. If you walk through their traditional core areas, you might see them as an incoherent hodge-podge. In some cases, though, a careful look reveals highly compacted layers of history. You find handsome houses built by families who left a mark on the local economy next door to those housing people who worked in nearby forests and factories, or made a modest income from sewing or weaving for their neighbours. Some families picked up age-old knowledge of where to fish or hunt, and passed on their knowledge of the river to generation after generation. This is not what we usually find in cities, where ther is more separation between people of different life experience or buildings with different functions. It is also different from subdivisions, which are built up within a limited time, usually with buildings of broadly similar scale and style, so without the historical "layering" in old villages.

A fortunate few retain in their cores a kind of intimacy that is hard to define but worth preserving. Looking beyond the surfaces we can find layers of history - homes built around one-time inns or shops, wharves no longer serving a commercial purpose. There might be trimmed logs hiding behind clapboard or other siding. We can find evidence of prosperity both current and faded. Right next door there can be altogether modest structures lived in or worked by the kind of families not often remembered in historical accounts. There is at least one church, built as grandly as the local population can afford. There is usually a cemetery; in a few we find very old burying grounds that offer a calm retreat into the local past.

South Lancaster is one such village, once a thriving seaport but over time seeings its commercial life stripped away by canals, railways, and roads. Williamstown and Martintown are similar, so easily bypassed and unrecognized.

Preserving heritage in small villages is an opportunity to retain a kind of atmosphere usually not found in larger centres. It also offers opportunities to teach generations of local residents and visitors about the historical lessons close at hand.

South Lancaster Wharf
Unknown

Heritage Qualities of South Lancaster as a Whole

Introduction

There is a distinctive character to this village that goes beyond the historical significance of individual properties. It is quietly stated and easily taken for granted.

One central element is South Lancaster's overall "intimacy." All of the streets in the area under consideration are narrow. The Montreal Road is an exception, though it too is calm because it was superseded as the "highway" to Montreal after a mid-19th-century rise in the level of Lake St. Francis. In fact, one of South Lancaster's distinctive features is that at the village's heart are echoes of a commercial core, as is also true of the other historic villages in South Glengarry. Business was once centred on public wharves or along the Montreal Road and then drawn away by railways and highways. At the same time, the provision of services moved first to Lancaster Village and then to larger urban centres.

All of the village's roads invite mixed use, with pedestrians, strollers, bicycles, and cars mingling without tension. The vegetation on either side of each road is generally mature, and in some cases houses come right up to the streets they sit on, either because they began their lives as shops or in a few cases because they were built before the streets were laid out.

The street grid itself was established early on, in the second decade of the 19th century, a few years after the whole of lot 38 was declared glebe land supporting the local Church of Scotland. Rents were supposed to be paid to the church and this called for some orderliness in future development. The grid is angled upwards from west to east to accommodate the shoreline, a central feature of the community's early formation.

The Character of the Built Environment

A stroll through the village takes you by some early brick houses, taking advantage of a brickyard established mid-19th-century in Lancaster Village. The four buildings in South Lancaster using brick all have the same colour - a warm and relatively uniform red. As we shall see further on, two of these are particularly elegant, with histories linked to families important in the area's development. The first is Inkerman Cottage, at the corner of the Military Road and the Montreal Road; the second is the Stickler House, on Knox Street just east of King. The other two are on Water Street at the southeast corner of lot 38. One remains much as it was, currently owned by the McLennan family. Its neighbour to the west, now owned by the McIntosh family, retains much that is original even if renovations conceal much of its similarity.

Walking through the village also reveals a number of buildings that used clapboard at an early stage. In most cases these are frame houses, but in a few cases wood siding was used to cover logs for aesthetic reasons or to signal a degree of prosperity and refinement. (The Dunlop-Rayside house is an example.)

Whether using brick, wood frame, or logs, many of the houses along the village's streets are one-and-a-half storeys, with dormer windows built into the rooves right at initial construction or very soon afterwards. This adds significantly to the low profile of the village as a whole, and reinforces the sense of intimacy on its streets..

The Waterfront

South Lancaster began at the waterfront, and access to the unusually wide stretch of the St. Lawrence River known as Lake St. Francis remains an essential part of its character. King Street, the central north-south "spine" of the village, ends at a large government wharf built in 1901 and '02. It is used for public fishing and retains a line of boathouses, now colourfully painted. Most of these were built by local men who made their living from the water either guiding visitors or fishing themselves for an important local commercial sector. The long history of families making their living from the river was fuelled by plentiful supplies of pickerel (walleye), bass, and especially yellow perch (for which Lancaster became famous).

This wharf has important antecedents that are central elements in the story of South Lancaster. In the late years of the 18th century, there were at least two wharves built for regional commerce. One of them was built for the Dunlop brothers, who were the area's first merchants, operating a store in the southeast corner of the village (held by the Rayside family since 1913). They needed a wharf to receive shipments by bateau and then Durham boats making the arduous journey up-river from Montreal. It was also used by the two brothers and many of the area's farmers to ship goods produced on Glengarry's farms down-river. Much larger wharves were added to the waterfront between the 1830s and 1850s, amplifying the commercial liveliness of the village as a shipping conduit for goods, livestock, and people. Two of these were linked to the Stickler family, who also established a boat-building enterprise near the mouth of the Raisin River.

As primitive roads were established in the early 19th century, an east-west commercial spine developed along the optimistically called "highway" between Montreal and points west (now the Montreal Road). One or another of the inns established along this road became stage-coach stops. One of the shops (at the corner of King Street) became a post office after the Dunlop brothers no longer offered that service. A few of the village's earliest commercial buildings remain on the Montreal Road.

In the 1850s, the completion of the Grand Trunk Railway moved a good deal of commercial activity to what became Lancaster Village, though recreational and tourist activity centred on the waterfront gradually emerged as important in the lower village's economy. At first seasonal visits and river excursions was mostly for prosperous urbanites, but the compelling attraction of Lake St. Francis fish and the availability of skilled local guides opened up opportunities for a somewhat wider range of tourists, renting rooms or small cottages from local residents. This sector grew more rapidly from the turn into the 20th century on, and with that came the steady expansion of the population living in the area seasonally. Further improvements in road networks and advancements in boat motors facilitated the expansion of recreational activity directed toward the St. Lawrence.

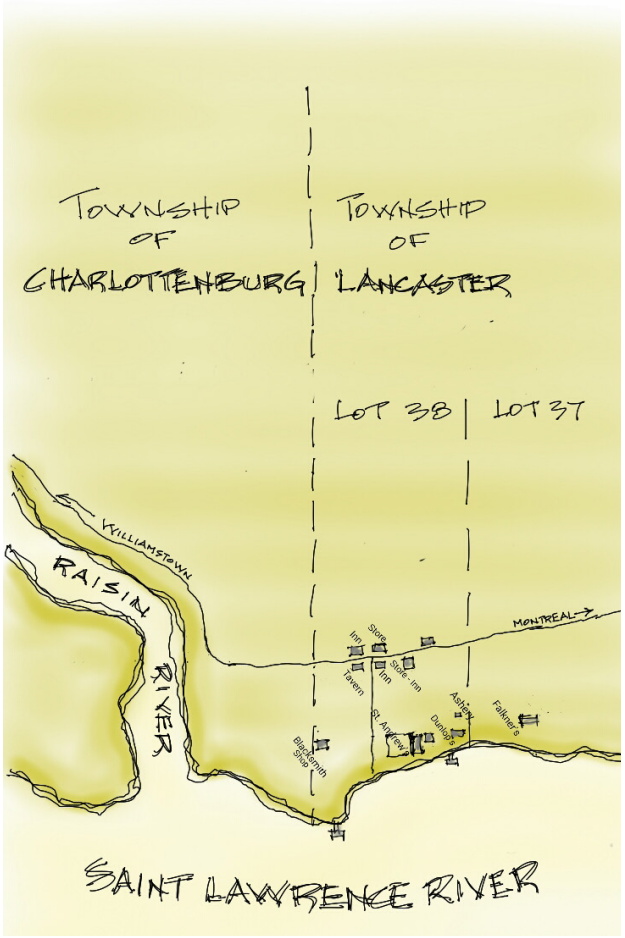
The Cairn Tsikatsinakwahere

The Cairn, prominently visible from almost any spot on South Lancaster's shoreline, is an essential element in what draws attention to the lake. The structure was inspired by an ancient Scottish tradition, but this one was conceived on a monumental scale. That in itself tells a story, but more important are the various historical strands embodied in it. It was built by British and Canadian troops following the Rebellions of 1837 and '38, it is said to keep the soldiers occupied. A giant wharf almost 600 feet long (180m) was built at the end of the Military Road probably facilitated the transport of men and material to the small island near the mouth of the Raising River that would be the Cairn's location. The wharf was soon destroyed by storms, though the remains of its cribs are still visible below the surface of the water.
The Cairn was also built on an island with a long history of contested land claims. In the 1780s, when the British negotiated an agreement over the use of territory previously claimed by the Akwesasne Mohawks, the two sides came away with different interpretations, specifically over the fate of the islands in the St. Lawrence River from Cornwall to South Lancaster. Prior to the Cairn's construction it had been used by Mohawks as a resting place and hunting ground, and possibly as a burial site. The island was formally returned to them after a period of uncertainty, and given the name Tsikatsinakwahere. A new era of cooperation has also emerged, with the Mohawk Council and Parks Canada agreeing on the creation of interpretations signage and materials on the site, creating an important new avenue for exploring the history of the area.

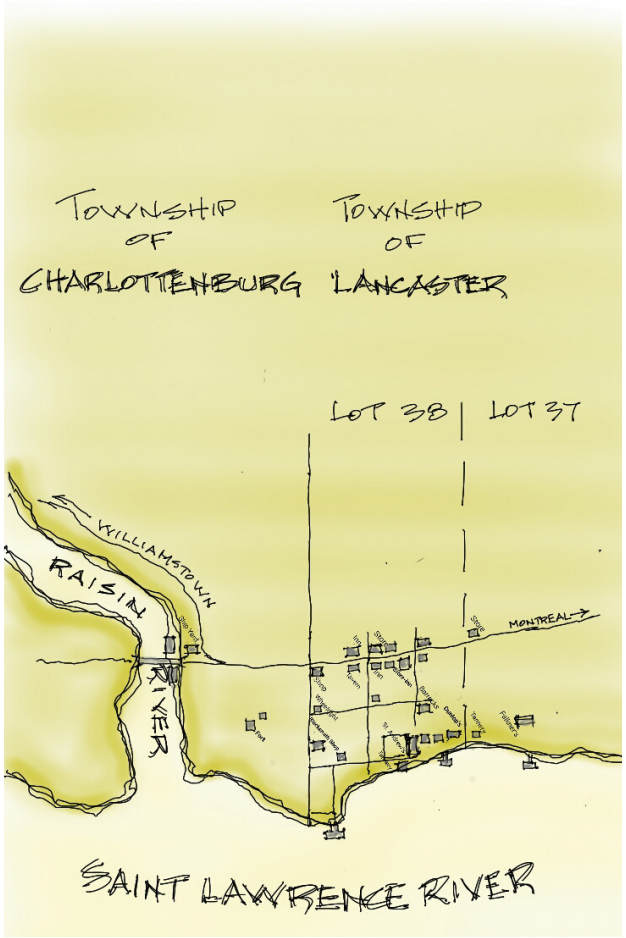
Summing Up

The general point here, then, is that the historic sites, the local streets, the landscaping, and the mix of old dwellings ranging from the grand to the humble, give a special character to South Lancaster. Embedded here are historical stories that can be told through initiatives aimed at preservation.

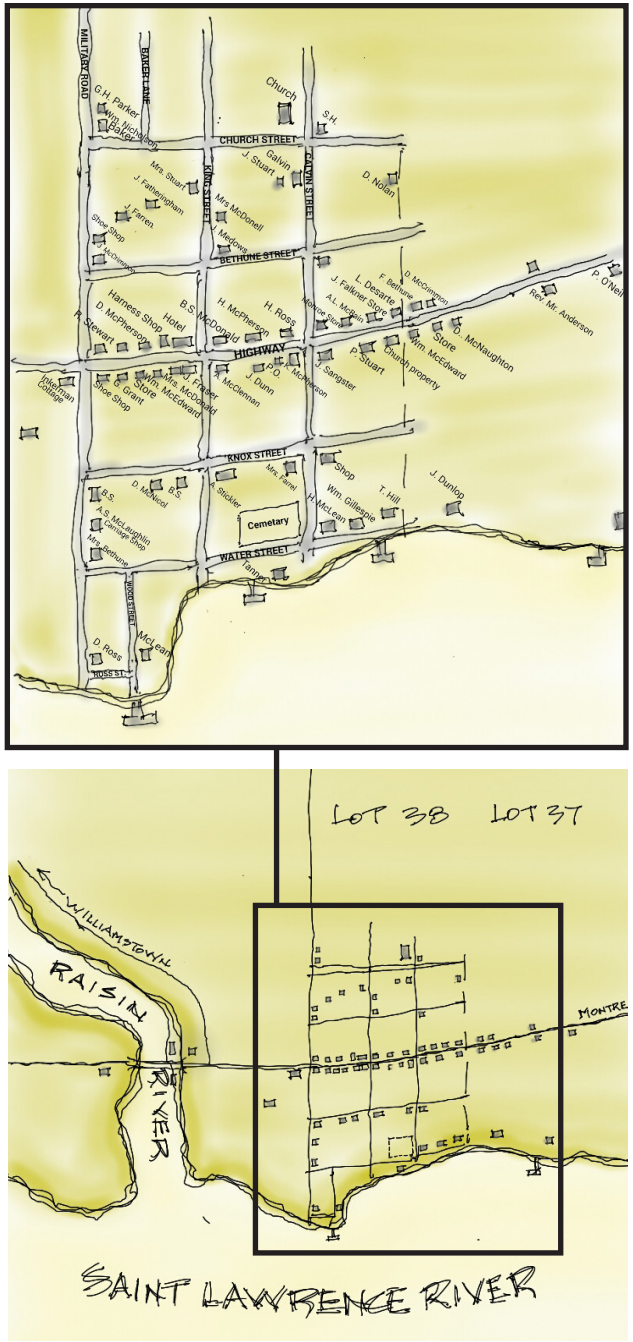
Historical Maps



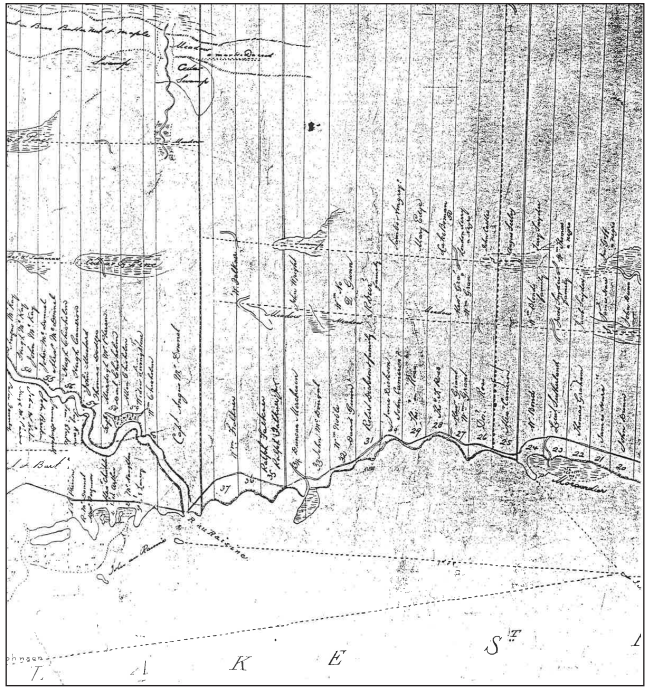
1800
Ron Rayside



1830
Ron Rayside

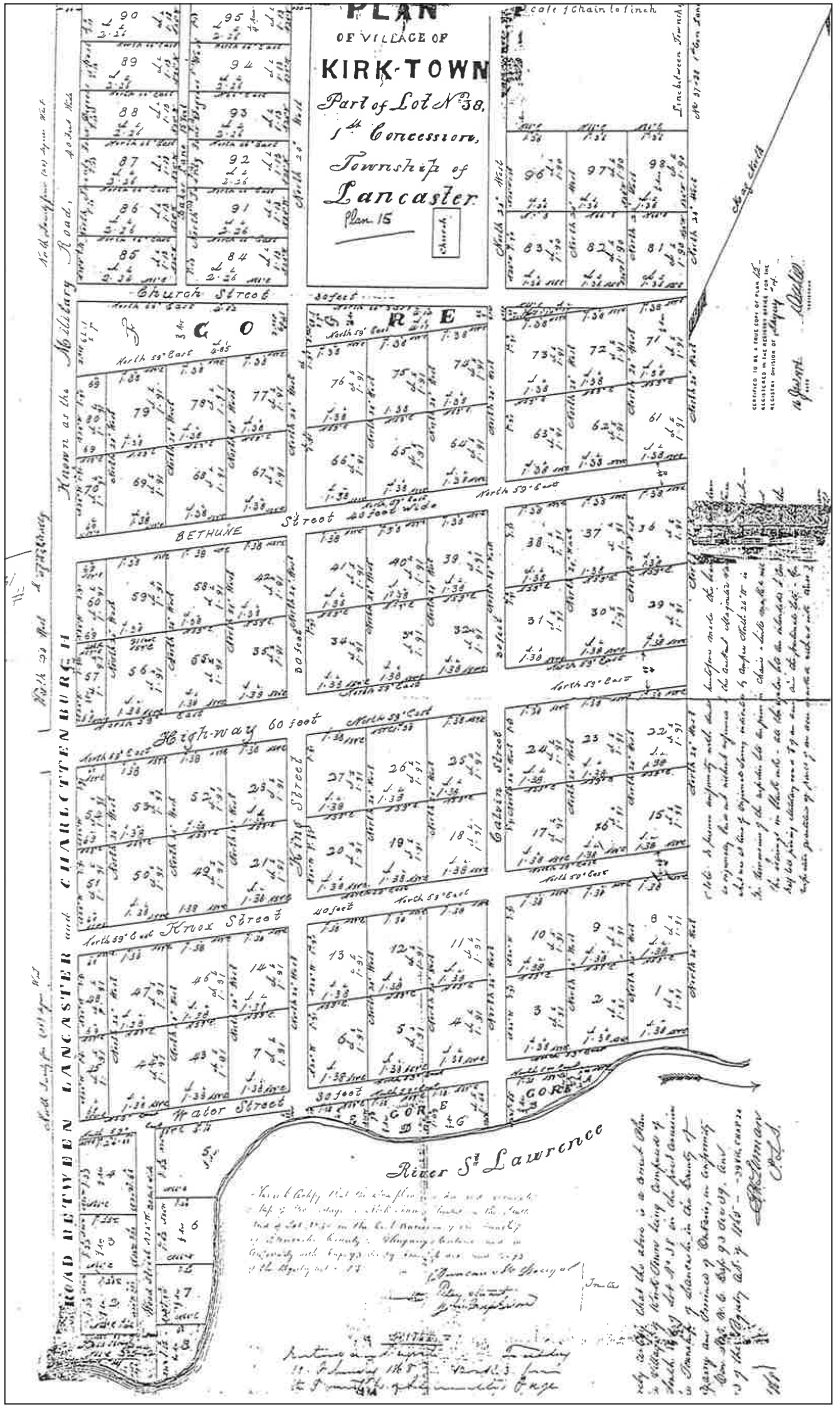


1862
Ron Rayside



1786
Patrick McNiff's map

1879
Atlas of Stormont, Dundas ans Glengarry



Plan of Village of Kriktown
Unknown

One Approach :
The Designation of a Heritage Conservation District

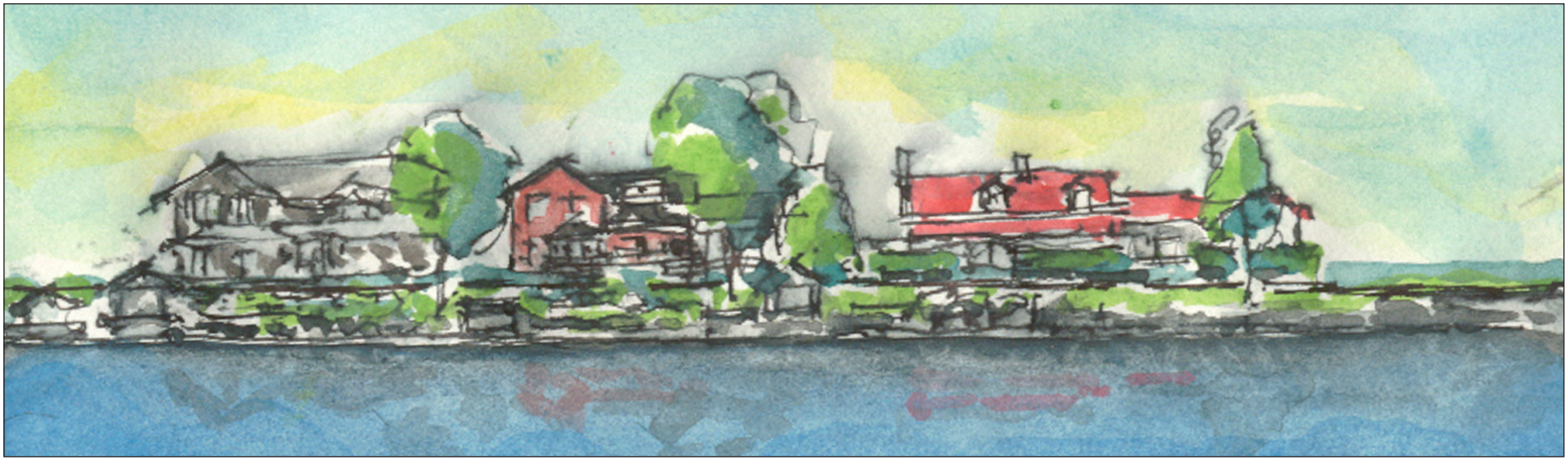
A proposal to create a Heritage Conservation District begins with understanding the historical importance of an area and defining its boundaries. It includes an overall assessment of its distinctiveness from the surrounding areas, the number of specific properties of importance, the district's connections to historically important events or individuals, and the boundaries of the area being considered as having an overall cohesion.

In this case the boundaries would be intended to capture the oldest parts of the village of South Lancaster, most of it contained by the original lot 38 boundaries in Lancaster Township's 1st concession and extending from the St. Lawrence River waterfront about three streets north. (Within any particular HDC at least 25% of buildings or properties must have some historical, landscape, or design distinctiveness.)

A proposal such as this should anticipate local reactions and consider ways of responding to resistance. It might also cite examples of lost opportunities locally and in other communities. (Picton, in Prince Edward County, has an important example of the destruction of a church with important historical value before community mobilization created sufficient support for an HCD.)

The S.D.&G Official Plan includes cultural heritage policies that outline long term historical conservation goals (in section 2.5 and all of section 7). Section 7 begins with a commitment to "incorporate heritage conservation as a sustaining element of economic development." The overall plan also commits the municipality to recognize and conserve its built heritage resources and cultural heritage landscapes. The establishment of such policies at the local level is a pre-condition for undertaking the process of HCD designation.

Water Street
Ron Rayside



Here is an outline of the steps required for designation.

1. The preparation of a proposal by residents supporting the creation of an HCD, with the kind of supportive material contained in this document.

2. The Township Clerk drafts a preliminary report to Council, which may include an outline of what forms of development are permitted within existing zoning rules. Council then decides to explore the proposal or to decline any further steps.

3. With Council's approval, the proposal is referred to the Township's Heritage Advisory Committee. The creation of such committees followed the 1974 passage of the Ontario Heritage Act, and was designed to help the community recognize and conserve the province's heritage, whether in its buildings, landscapes, or culture. The Advisory Committee's responsibility is to gather historical and architectural information, build and maintain records on properties of particular heritage value, and consider historical designation districts or individual buildings within them.

4. With a report from the Heritage Advisory Committee in hand, the Township Council considers its recommendations and decides whether to proceed.

5. If Council votes to proceed, an Area Study has to be undertaken, probably with the assistance of a consultant. (Names of prospective consultants can be drawn from the membership of the Ontario Association of Heritage Professionals.) The first step in this process is for the local council to issue a request for proposals. In doing so, examples of how to frame that request may be sought from other local councils, or from the regional office of the Ministry of Citizenship and Multiculturalism.

a. The study determines the boundaries of the area to be designated, and define its character, including streetscapes, specific historical properties, overall historical importance. In other words, it systematically explores the initial proposal and the recommendations of the Advisory Committee.

b. Organize (with municipality) significant public consultation

c. Recommend changes to the Official Plan and zoning bylaw

6. After the study has been completed and consultations completed, a well-publicized HCD Plan must be developed for Council's adoption. The principles and policies established can be drafted so as to allow considerable leeway for property owners to make changes while laying down those features most important to preserve. What the plan must do is:

a. Clearly establish what would and would not be permitted (for e.g. there are usually more restrictions on what can be done to a specific property at the front than in the back, and generally there are few if any restrictions on interior changes.

b. Anticipate as many proposals for modification of property as possible (for e.g. the installation of solar panels) and develop protocols.

Criteria for Designating a District

Attributes of the Territory

The Heritage Conservation District Plan highlights the key attributes that express the cultural heritage value of this dynamic and evolved Heritage Conservation District. These attributes may include, for example:

- Natural topographic boundaries;
- Street grid and urban morphology;
- Physical evidence of the period of significance;
- Vernacular structures;
- A high degree of integrity of heritage resources;
- Landmark buildings of local and regional significance;
- Heritage attributes of individual properties;
- Mature landscaping with tree-lined streets;
- The spatial relationship between all buildings within the Heritage Conservation District, including their relationship to one another, to the streets, to open spaces, and to adjacent areas

The Plan therefore establishes clear objectives to be achieved in relation to these defining territorial characteristics.

Permits and Authorizations

The Plan sets out the procedures related to required authorizations and identifies the types of work subject to approval. Any work that falls under these provisions must obtain prior authorization, which will be evaluated based on guidelines. These guideline are grounded in prior analyses and aim to ensure the preservation and enhancement of the specific characteristics of the territory.

Guidelines

The guidelines may address a range of distinct elements and may vary in their level of precision. Some guideline may be highly specific, while others may articulate broader intentions open to interpretation. These guideline may include, but are not limited to, the following:

Scale: This may include considerations of building height in relation to its context, as well as the integration of upper storeys.

Densification: This may include both vertical and horizontal densification strategies.

Architectural Features: This may address elements such as windows, shutters, doors, and other character-defining details.

Privacy and Intimacy: This may relate to the intimate character of a place, including the presence of mature trees and landscaping.

Roads and Trees: This may include criteria related to vegetation species, tree size, and their placement in relation to the street.

Setbacks and Parking: This may address building placement to ensure a coherent and continuous streetscape character, as well as appropriate parking location.

Porches and Accessory Buildings: This may address accessory structures in order to maintain the coherence and integrity of the living environment.

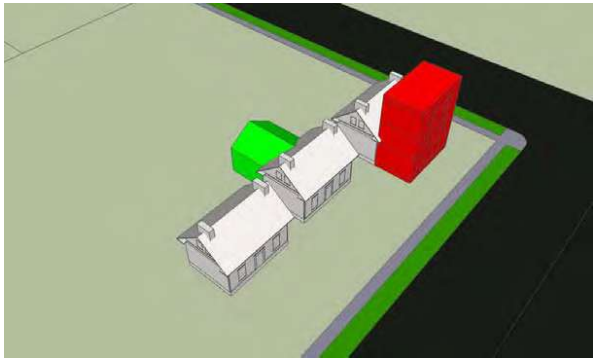
Architectural Quality and Approach: This may include specific criteria related to architectural styles or material selection.

Contemporary Architecture: Guideline may also be established to guide contemporary architectural interventions and ensure their harmonious integration within the historic context.

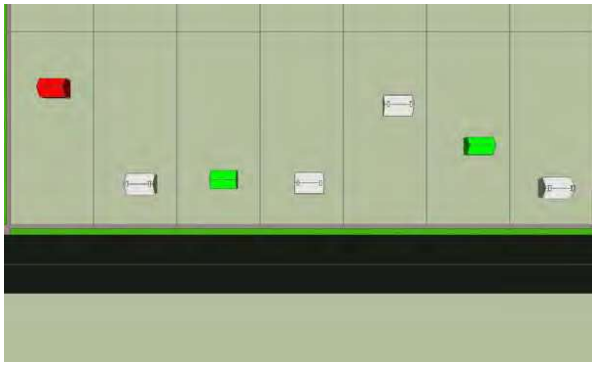
Drawing Illustrations from the Village of Bath

The following example illustrates selected criteria from the Village of Bath, which are accompanied by diagrams to clarify the design intent.

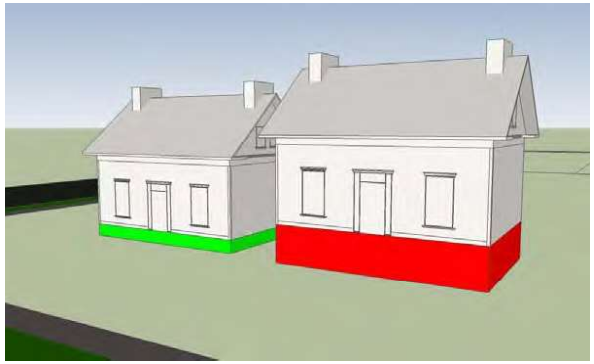
The green dormer is the most suitable addition as it is contextual to the house. It maintains a secondary nature and emphasizes the symmetry of the house.
The yellow dormer is an okay example. It may be based on historic precedent but is massing impacts the existing contributing resource.
The red dormer is inappropriate. It is out of context with the house structure—oversized windows, hipped roof, and interrupts the symmetry of the three-bay façade.



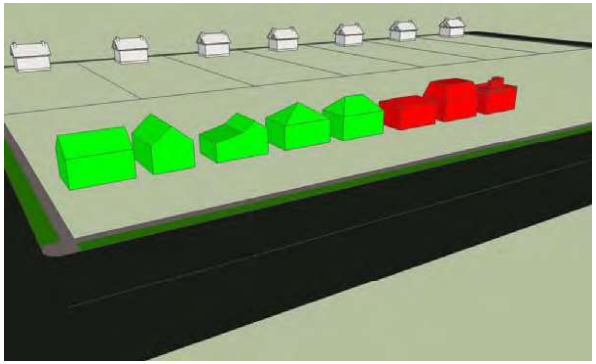
The addition shown in green is appropriate in scale and massing. It is setback to clearly articulate the secondary nature of the structure.
The addition shown in red is out of context and negatively impacts the massing and scale of the existing contributing heritage resource. It is out of proportion and would negatively impact adjacent contributing resources.



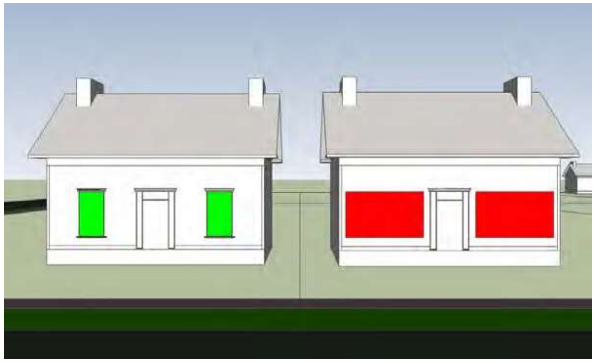
The setback of a new construction should be brought to the front of the lot (left green building) to be inline with adjacent heritage resources, rather than placed towards to the rear of the property as the red building is placed.
In the situation where two heritage resources are of different setback, the new construction should average the difference (illustrated in the green building on the right)



Oversized foundations are out of context with the Village of Bath (shown in red). A more modestly sized foundation (shown in green) is more contextually appropriate with heritage structures.



Appropriate roofing styles include (shown in green): end-gable, gable, saltbox, pyramidal, and hipped.
Inappropriate roofing styles include (shown in red): low-pitched hip roof, Mansard roof, and flat roof or rooftop patio.



The proportion of solids and voids is significant to the reading of a structure. The building on the left (shown in green) has appropriately sized windows in relation to the wall space and door. The building on the right (shown in red) has oversized windows that dwarf the door and overwhelm the building's façade.

The Creation of a Heritage Conservation District in South Lancaster

Extracts from the presentation of Margaret Brown to the South Glengarry Council (July 14th 2025)

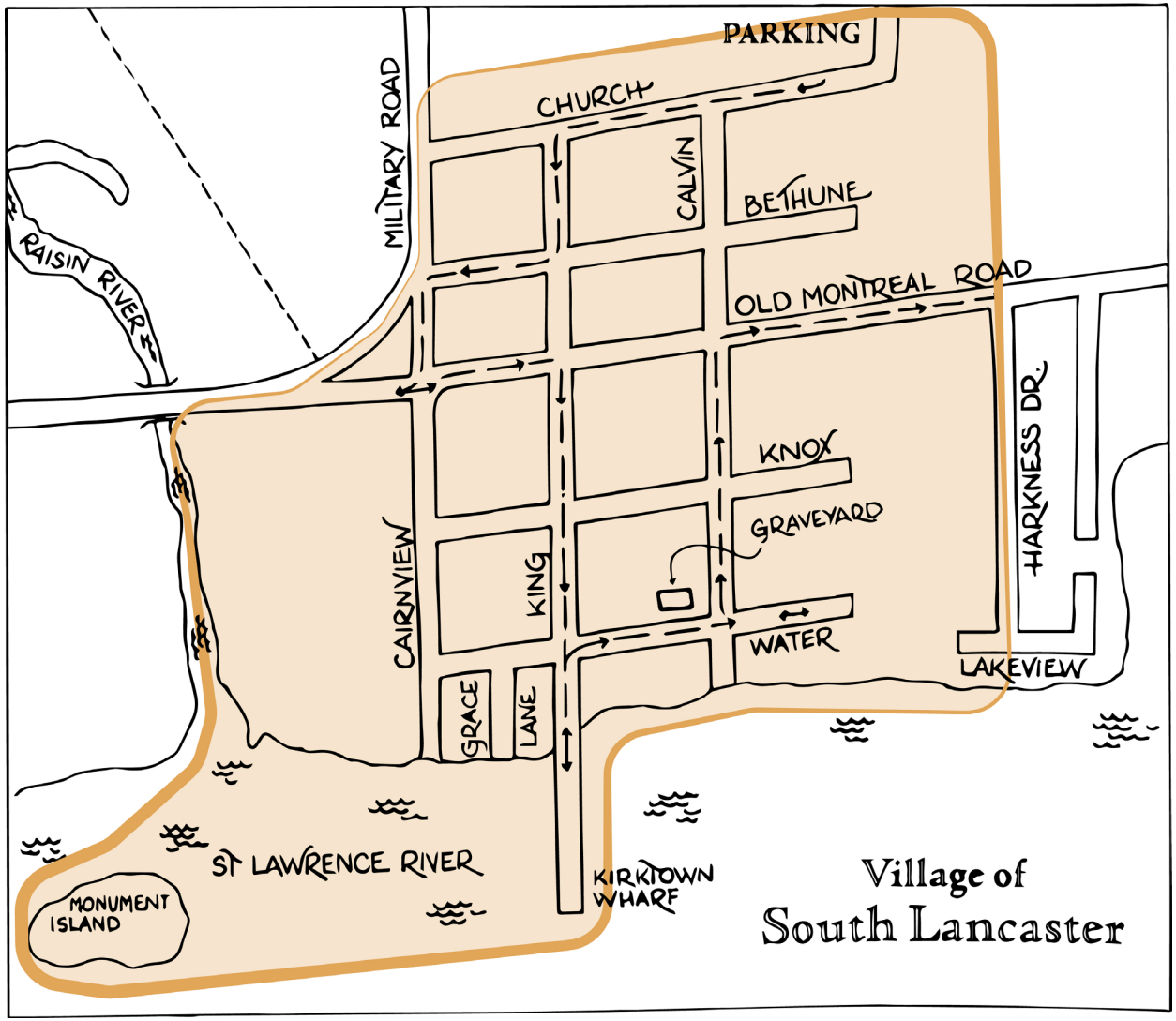
South Lancaster is one of Ontario's oldest settlements. The thing that makes South Lancaster special isn't only its historic buildings but the rich history that is attached to them. The town prospered as a trading post on the St Lawrence River near the Raisin River, serving as a gateway to regions further north. Beginning in 1784 Loyalist settlers began putting down roots in the area and the town grew with stores, inns, tanneries, blacksmiths,wheelwrights and wharves. We need to protect what remains of that history.

We need a better solution to control development. The hamlet can be declared a Heritage Conservation District. It allows municipalities to set reasonable design guidelines, for example building height, rooflines, material, while still allowing for growth. Other Ontario towns have done this successfully, and we can too.

The township, in consultation with all the interested groups, will set up a vision for how the area will be developed, and what kinds of buildings will be allowed. We can learn from the way other municipalities have already done this. Then the plan must be submitted to the Ontario government for approval.

This map from the South Lancaster Walking Tour booklet shows buildings of historical interest. They are scattered around the town, but there are others there that are just as old. Then there are summer cottages, and some newer homes. A heritage district designation would cover and protect the entire area, and they are all part of the story of how the hamlet has evolved over the last 240 years.

Proposed area for Heritage Conservation Districts
Heritage advisory Committee



The Economic Impact of Heritage Conservation Districts[1]

There have been many studies of the impact of heritage designations across North America, the overwhelming majority indicating a positive impact. Among the most studied aspects of this is the effect on property values. Here too, the information available conveys a consistent message, that heritage designation increases sale prices compared to properties without heritage designation or those lying outside heritage districts.

One of the most revealing studies used information from a large number of Ontario's Heritage Conservation Districts conducted by specialists based in Waterloo and North Bay. It gathered data from 64 of these, ranging from small communities to large, including actual property sales values. Those numbers indicated that 43 percent of properties in HCDs or those specifically designated sold at prices above the average, with an additional 34 percent selling at average prices. In other words, less than one-quarter sold below average market value. The study of HCD impact also surveyed local residents, and showed that 78 percent were satisfied with the heritage designation, most of those very satisfied. Only 5 percent were dissatisfied (the rest having no clear opinion).

Other studies have come to similar conclusions. For example, surveys of property values and sales have been undertaken in all parts of the United States and various parts of Canada, by a variety of researchers using different approaches. The results are remarkably consistent, that properties in historic districts on balance outperform the market.

Many HCDs attract tourists, with the promise of increased business for local restaurants and service providers. In a village as small as South Lancaster, without a commercial core, this is difficult to evaluate. However, a heightened awareness of heritage in the region would have the potential to draw more visitors or to extend their stays. The designation of an HCD for South Lancaster or a significant increase in the number of individual properties identified for their heritage value could lead by example, creating momentum for such action in villages like Williamstown, Martintown, and Lancaster Village. A regional commitment would draw attention, with longer-term economic benefit.

[1] The most significant study, cited above, is "Assessing the Success of Heritage Conservation Districts: Insights from Ontario, Canada" written by Jason Kovacs, Kayla Jones Galvin, and Robert Shipley. It was published by Cities, an international journal published in Europe (volume 45, 2015).

Wharf
Ron Rayside

The Responsibility of Property Owners within an HCD

An individual property being designated gains some protection from demolition or alterations that compromise its heritage value. This does not mean that the owner is expected to restore the property to its original condition, but it does mean that there are responsibilities for maintaining heritage elements identified in the official designation. Only those elements specifically listed are subject to this restriction. Proposals for change would be submitted to the Heritage Advisory Committee.

A Heritage Conservation District applies similar principles to the properties lying within its boundaries, though the HCD Plan can provide for some degree of flexibility in applying overall principles to individual properties. The Plan comes after extensive community consultation, and should respond to those concerns most widely expressed.

Montreal Road
Ron Rayside

Other regulatory options[2]

Introduction

Although a Heritage Conservation District (HCD) is the best option for heritage conservation for an urban ensemble, as is the case in South Lancaster, several other tools or mechanisms can be implemented to ensure the preservation and enhancement of South Lancaster's built heritage. The following section presents some alternatives.

Municipal Secondary Plans

A secondary plan is a land use plan that applies to a specific area of a municipality. It can contain more detailed policies for the targeted area, addressing aspects such as urban design and urban form. It allows for the establishment of local development policies that guide the growth and transformation of the area.

Given the development pressures facing cities today, this tool could guide new development while preserving the essential elements of the village's character. Many municipalities have secondary plans to manage development, and some are specifically oriented toward preserving the urban character of the environment. For example, the Village of Manotick, part of the City of Ottawa, has such a plan. Similarly, the secondary plan for the Village of Queenston in the Town of Niagara-on-the-Lake addresses development density, land uses, and building appearance.

Municipal Heritage Registers

Registering all relevant buildings on the municipal heritage register could be an option to preserve heritage. However, this is primarily a regulatory framework to limit demolition rather than a tool for enhancing heritage.

Indeed, the Ontario Heritage Act stipulates that the municipal clerk must maintain a register of properties with cultural heritage value within the municipality. This register contains information on all designated properties as well as a list of non-designated properties that have heritage value. Non-designated properties listed on the municipal register receive interim protection from demolition, requiring at least 60 days' written notice to council before any intended demolition.

Many municipalities maintain registers of non-designated listed properties. For example, Wilmot Township has a list of over 100 buildings that are non-designated listed properties.

Heritage Easements / Conservation Easement Agreements

Another conservation tool is the heritage conservation easement. Any property owner wishing to preserve the character of their building can submit it for assessment to determine if it meets the Trust's criteria. If it does, the owner can donate the conservation easement to the Trust, which will ensure that the conservation objectives of the easement are respected.

In this way, the owner retains ownership, but the easement is registered on the property title, and the conservation conditions remain in effect in case of sale or transfer, thus ensuring the long-term preservation of the property.

[2] Sources: Ontario Heritage Trust, Province of Ontario, Engage Ottawa, Town of Niagara-on-the-Lake, Wilmot Township

Levels of Heritage Protection Available to Municipalities Under the Ontario Heritage Act

PROTECTION LEVEL

HIGHEST

Heritage Designation

Under Part IV of the Ontario Heritage Act, the council of a municipality may pass by-laws designating individual properties within the municipality to be of cultural heritage value or interest. Heritage designation can provide long-term protection to a single property, a portion of a property (exterior, interior, landscape features), or more than one property. Owners of designated properties must obtain council's approval for:

1. Alterations that affect the identified heritage attributes (exterior, interior, and/or landscaping);
2. New construction or additions, and;
3. Demolitions

HIGH

Heritage Conservation Districts/Area

Under Part V of the Ontario Heritage Act, municipalities with designated heritage conservation districts undertake studies and develop plans to guide change in these areas. Municipalities can now incorporate heritage district plans into their official plan (or a secondary plan) to integrate heritage conservation into mainstream planning. Owners of property in designated heritage conservation districts must also obtain council's approval for alterations, new construction or demolition.

MODERATE

Heritage Easements

Under the Ontario Heritage Act, council can pass by-laws entering into easements or covenants – voluntary legal agreements – with heritage property owners. Easement agreements set out requirements for maintaining a property or specific heritage features of a property. To protect heritage features that are important to the community, easement agreements can in some circumstances be required in return for granting municipal planning approvals or exemptions, such as density bonuses. The agreement is registered on the title to the property and is binding on future owners. Entering into an easement agreement assures owners that their heritage properties will be protected over the long term.

LOW

Heritage Register

Following the amendments to the Ontario Heritage Act in 2005, municipalities must keep a Register of Heritage Properties in the municipality that are of cultural heritage value or interest. A heritage register is an official list of heritage properties that have heritage value or character for a community. The register has legal status and can provide short-term protection to listed heritage resources.

The owner of a listed property shall not demolish or remove a building or structure on the property or permit the demolition or removal of the building or structure unless the owner gives the council of the municipality at least 60 days notice in writing of the owner's intention to demolish or remove the building or structure or to permit the demolition or removal of the building or structure.

NONE

Heritage Inventory

A heritage inventory is a list of heritage resources that may have heritage value or character for a community. Although an inventory is often used as a planning aid, it does not have legal status until it, or a portion of it, is adopted as a heritage register by a resolution of the local government. A heritage inventory cannot be used to delay or deny a demolition or alteration permit.

Municipalitiy of Leamington

Enhancing Heritage Awareness

Brochures
- Providing a brief history and pointing to individual highlights
- Re-designing existing walking tour

Heritage Section on Township Website
- On landing page presenting an historical overview
- Supplementary pages, well illustrated, on individual structures
    - Also on wharves, prominent individuals and families, etc.

Historic Plaques
- Create a local plaque for installation in front of important buildings
    - Cairn
    - Government wharf, highlighting fishing
    - Stickler House, Inkerman Cottage, etc.
- Commemorating important individuals
    - Alexander Stickler, Edith Rayside
    - Apply for one or two Ontario provincial historic plaques

Create a series of walking tours
- Regular short tours on one weekday during busy visitor season
- Occasional long tour in cooperation with Glengarry Historical Society
    - coupled with training on architectural details

Rural architecture styles in ontario

Georgian and Loyalist Vernacular (Late 18th - Mid-19th Century

Symmetrical, rectangular farmhouses with central entrances and medium-pitched gable roofs, built in limestone or timber frame with clapboard siding.

Ontario Cottage (Mid-19th Century)

One-and-a-half storey, symmetrical houses with low-pitched roofs and central doors, typically constructed in brick or wood frame.

Gothic Revival (Mid-19th Century)

Steeply pitched roofs with pointed arch windows and decorative vergeboards, usually built in wood frame construction.

Italianate Farmhouse (Mid- to Late-19th Century)

Tall, bracketed farmhouses with low-pitched roofs and narrow windows, commonly built in brick.

Victorian Vernacular (Late 19th Century)

Asymmetrical houses with bay windows and decorative trim, constructed in brick or wood using local craftsmanship.

Edwardian / Foursquare (Early 20th Century)

Boxy, two-storey homes with hipped roofs and wide porches, typically built in brick or wood frame with restrained ornamentation.

Farmstead Typologies (Functional Agricultural Architecture)

Bank Barn
Two-level agricultural structure built into a slope for grade access on both levels, constructed in timber frame with wood siding or stone foundations.

English Barn
Rectangular barn with central threshing floor and side bays, built in heavy timber frame with vertical wood cladding.

Gambrel Roof Barn
Barn distinguished by its double-sloped roof maximizing loft space, constructed in timber frame with wood siding and later metal roofing.

Drive Shed
Long, open-sided farm structure for equipment storage, built in simple timber framing with wood or metal roofing.

Mid-20th Century Rural Ranch

Low-profile, horizontal houses with minimal ornamentation, built in wood frame, brick veneer, or mixed materials.

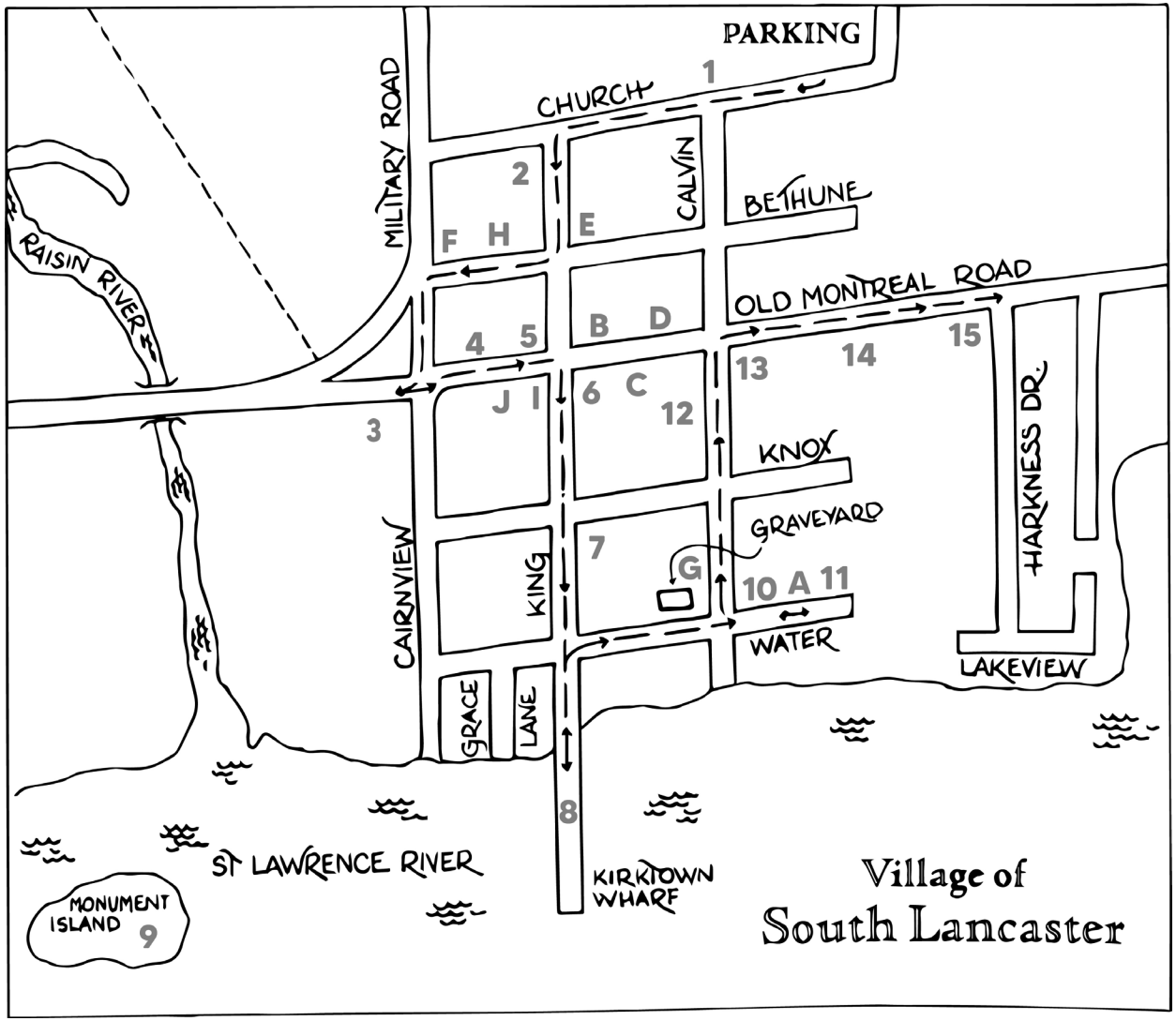
Contemporary Rural

Simplified barn-inspired forms with large glazing and clean lines, constructed in wood, steel, metal cladding, and high-performance sustainable materials.

Properties with Major Heritage Value in South Lancaster[3]

This catalogue of important properties draws from various sources, and does not cover everything listed in the Walking Tour booklet

Village of South Lancaster
Heritage advisory Committee



[3] with information drawn from A Walking Tour of South Lancaster, by Marilyn LeBrun

1790s Beginnings

/ BUILDING 5

Moosehead Inn
(20373 Old Montreal Road)

The core of this substantial building was established as an inn by Archie Stewart in the 1790s, located on the main road to Montreal at what was becoming a commercial centre of the newly established village. It is thought by some to have been the earliest operating inn in Upper Canada/Ontario. The overall profile of the original building along with some of the interior has been retained. The house passed to MacPhersons in the 1830s, then to William Wright in the early years of the 20th century, and more recently to the Noseworthy family.

Ron Rayside

/ BUILDING 11

Dunlop/Rayside House
(20399 Water Street)

(Already designated a heritage property by the Township.)

At the heart of this very old house is a storey-and-a-half cedar-log structure that was large for its time. It was put up by two young brothers who had recently migrated from near Glasgow. From its beginnings it operated as a general store and informal post office, the first in the area, and a dwelling for the two Dunlops and eventually the family of the only one of them who married. In addition to selling goods, the two brothers served as intermediaries for area farmers to export grain and other farm products that could be shipped by water to Montreal. In the late 1840s the property passed to Thomas Hill and his family, he being the first light-house keeper in the area. In 1913 the Rayside family began using it as a seasonal residence, and it remains in that family.

/ BUILDING 12

MacPherson/Miller/Brown Stagecoach Inn
(20386 Old Montreal Road)

This structure, built by Kenneth MacPherson in the early 1790s as an inn on the Montreal Road (at Calvin), remains largely as it was. The regularity of its second floor windows speaks to the rooms for rent upstairs, and important interior features remain – including a fireplace positioned away from the walls and open on two sides. From its original owners, the property passed to the McGill family from Montreal, and then to a family named Miller also from Montreal. Since 2000 it has been owned by Margaret Brown.

Ron Rayside

Early 19th Century

/ BUILDING 4

MacPherson/Carmichael House
(20369 Old Montreal Road)

Built by the MacPherson family in 1827, it was quickly rented by Col. Lewis Carmichael, a British officer in charge of military operations in the area. He established the first Highland Games in the County in 1827, and busied his soldiers after the rebellions of 1837-38 with the construction of the Cairn. Important original elements of the house remain from its early years and survived various renovations. The MacPhersons remained in the house until the 1950s.

/ BUILDING 13

Flowerdale Cottage
(20390 Old Montreal Road)

This was built with an imposingly wide verandah as a dwelling and inn during the 1830s, operated by the Bertrand family. It was frequented by visiting fisherman from its earliest days. Emily Bertrand was the daughter of a famous local character named Finnan the Buffalo; Olivier was a fishing guide and what we would now call an outfitter. For many years, the house was occupied by the family of Keith McKay, after which it was owned by the Chrétien family.

/ BUILDING 14

Bethune Cottage
(20408 Old Montreal Road)

This was a residence named after the Rev. John Behune in the 1790s and perhaps owned by him. It lies just outside lot 38 to the east, on the south side of the Montreal Road. Ironically, a lot just east of this was the site for a church built by Free Church Presbyterians after the split between them and the adherents of the official Church of Scotland (to which Bethune was tied). Since that time, Bethune descendants have lived continuously in the house.

Mid-19th Century

/ BUILDING 1

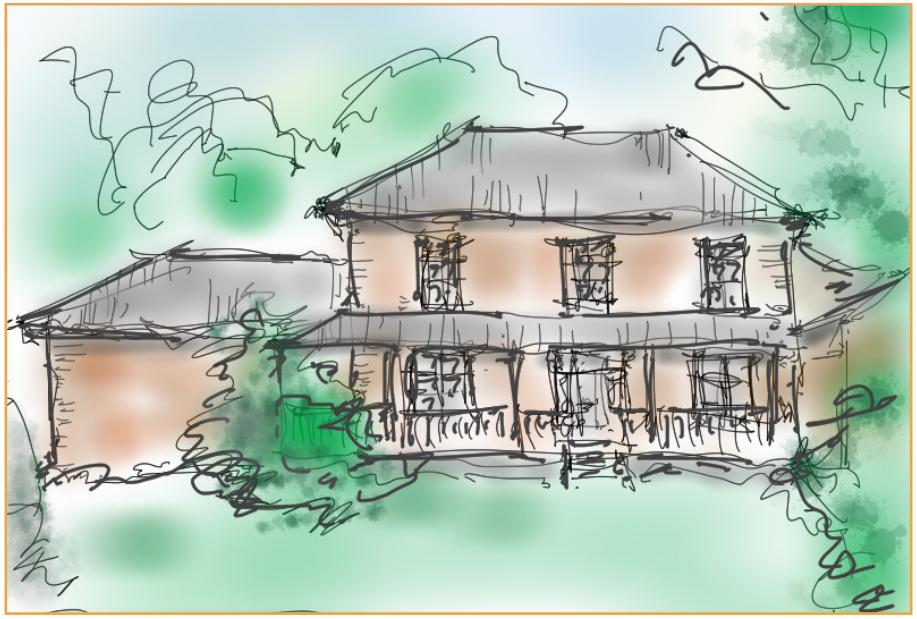
The Stone Church
(20389 Church Street)

This Presbyterian Church was started in 1850 and completed in 1855, replacing an earlier church just east of the waterfront burying ground. The new church used stone quarried in Charlottenburg, and retains as souvenirs of the congregation's original church a large key and a wooden carving of a dove. The congregation has a long history of retaining its original denomination despite various attempts at broader Presbyterian or Protestant merger.

/ BUILDING 7

Stickler House
(20376 Knox Street)

This handsome brick house was built in 1853 by one of the region's most prominent citizens. Alexander Stickler served as captain on boats trading along the St. Lawrence valley, managed wharves in South Lancaster, and established a boat-building enterprise near the mouth of the Raisin River that constructed large tug-drawn barges. His family's house was the first in the lower village to use brick, almost certainly from the brick-yard established near the upper village. The house is distinctive in opening up to both the north side (fronting on Knox Street) and south side (facing the river), with a central hall going directly from one to the other. It remains in descendants of the original builders.



Ron Rayside

/ BUILDING 3

Inkerman Cottage
(20358 Old Montreal Road)

This strikingly handsome brick house was built in 1855 and named after the Battle of Inkerman to celebrate a British victory in the Crimean War. The property lies just over the boundary line separating Lancaster from Charlottenburg, on land that was originally owned by prominent area farmer Alexander Cameron. It was then owned by the Sticklers, and from 1880 the Raysides. Much original detail remains, including the stables out back, even with significant renovations in the 1910s and '80s. During the time that James Rayside lived there a sawmill co-owned by him was built on the near bank of the Raisin River. Behind the house and close to the waterfront is the site of the little stone bastion built during the early years of the 19th century, called "Fort Needless" by locals.

/ BUILDING 10

The Manse
(20391 Water Street)

This waterfront property at the foot of Calvin Street has a long history starting before the middle of the 19th century. An earlier building was lived in by a member of the Munro family who served as the second lighthouse keeper in the area (following the 1844 designation of Thomas Hill as keeper of "Hill's" Lighthouse). Years before that, a military barracks was built at what is probably the back half of this property. In the 1850s it was one of a pair of houses next to one another on Water Street, using brick brought down from the Lancaster brick yard. The core of the house on the corner has had much renovation, and is now owned by the McIntoshes.

/ BUILDING A

Gillespie/Tanner/McLennan House[4] (20395 Water Street)

The brick house on Water Street between the house named "the Manse" and the Dunlop/Rayside house was built by and lived in by the family of William Gillespie in the mid-1850s. It was one of the matching pair of brick houses put up at the same time, the corner property's similarity to it masked by renovations. William Gillespie started as a blacksmith but became a wharf manager working with or for Alexander Stickler. In later life he reported that he sympathized with the reformers who rose up in the 1837-38 rebellions, but knew that he would be in danger if he revealed that his neighbours. The original house remains with only modest renovations.

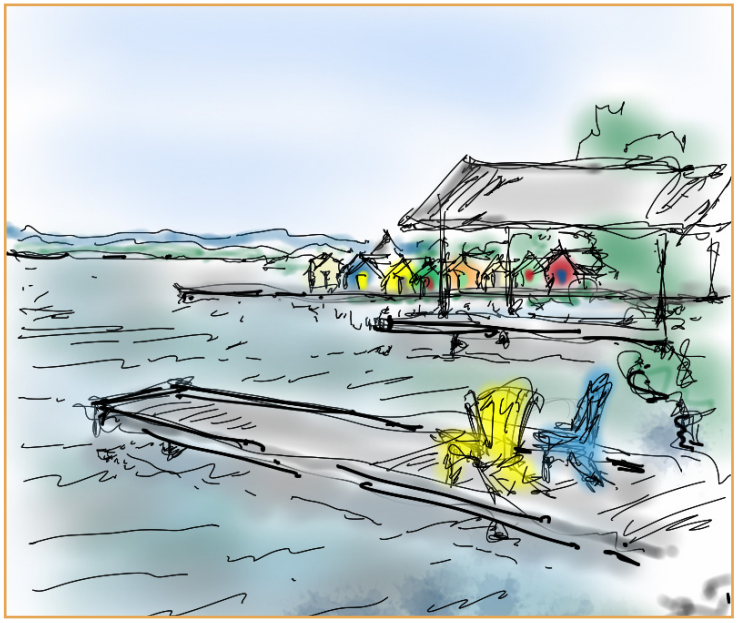
[4] not listed on walking-tour map.

Early 20th Century

/ PLACE 8

Lancaster Wharf

This large wharf was completed in 1901-02 as a government wharf, even if the need for the wharf for commercial purposes was in decline. It was built just east of a wharf with a long pedigree before that, damaged and shifted by a major storm. That earlier structure, with a large covered platform at its end, was at the foot of what is now Grace Lane, built by and for the Grand Trunk Railway, easing the transfer of goods between the waterfront and the rail station in the upper village. Since becoming a site for fishing and swimming, the wharf began seeing boathouses constructed on its west side, and with bright-coloured painting they have become one of the defining features of the village landscape.



Ron Rayside

Heritage Properties Now Lost

/ BUILDING B

Sandfield Macdonald House
(NE corner, Mtl. Rd. and King St.)

This was originally a store established in the 1790s by James McIntosh, who succeeded the Dunlops in operating a post office. By around the middle of the century it became the dwelling of a prosperous brother of Ontario's first premier – John Sandfield Macdonal.

Sandfield Macdonald house

/ BUILDING 6

McLennan/Mossop House
(SE corner, Mtl Rd. and King St.)

This storey-and-a-half log building began life as a tavern and inn. John McLennan and family expanded it and used it as dwelling as well as having rooms to let. For some time later on it became the residence of the Mossop family, until the widowed Mabel Mossop moved down to the waterfront property owned by her Dunlop family ancestors, just east of the store and dwelling the Dunlops originally built.

McLennan - Mossop House

More Properties of South Lancaster

/ BUILDING C
20382 Old Montreal Road

/ BUILDING D
20383 Old Montreal Road

Ron Rayside

/ BUILDING E

20377 Bethune Street

/ BUILDING F

20365 Bethune Street

/ BUILDING G

6408 Calvin Street

/ BUILDING H

20369 Bethune Street

/ BUILDING I

20374 Old Montreal Road

/ BUILDING J

20370 Old Montreal Road

Vernacular architecture



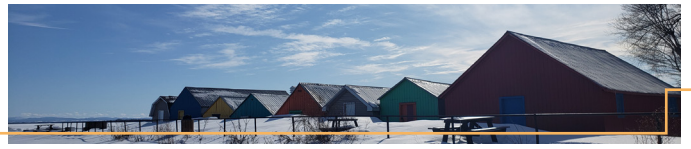






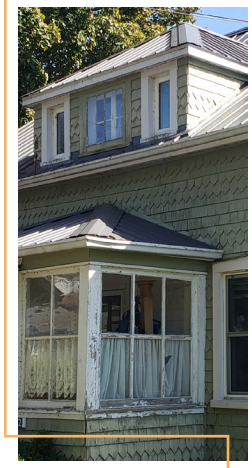


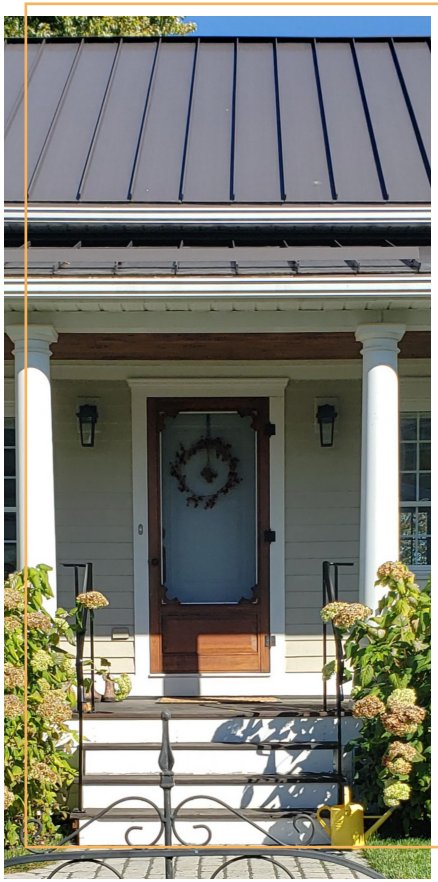




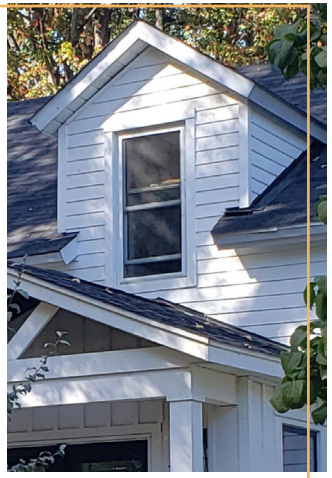

Architectural features of South Lancaster

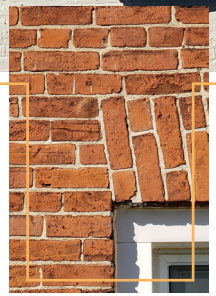
This section highlights some distinctive architectural elements that we find in South Lancaster's buildings. Some of these are old and worth preserving; others are relatively new but in their own way contribute to the general character of the village. Modern siding, shingling, or brickwork, for example, can be compatible with what is worth retaining. Details such as these, representing a variety of periods, can contribute to the heritage worthiness of the village as a whole and add to our appreciation of the heritage elements of individual structures. This section is not intended to be comprehensive, but offers a sample of the ways in which often-overlooked features of the village's buildings are worth paying attention to.

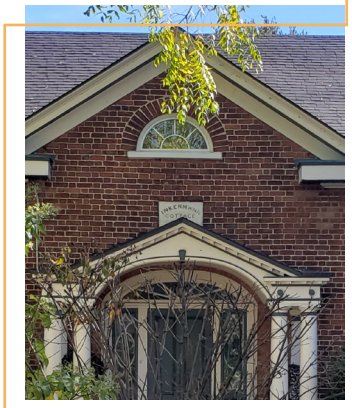


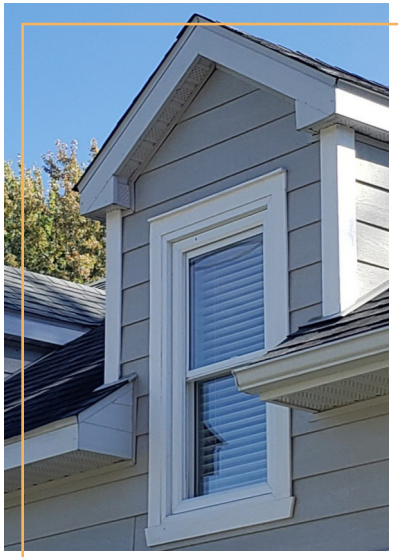


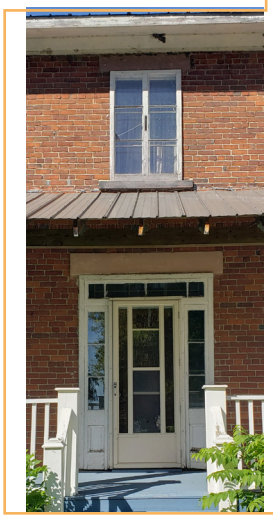

20365
BETHUNE
EST. 1820

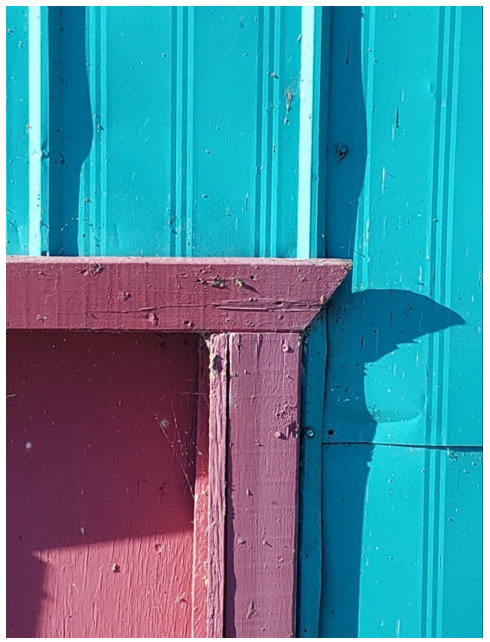












Lancaster's Waterfront Village: A Short History[5]

Introduction

South Lancaster is a very old village formed during the earliest years of settlement by Loyalists fleeing the American Revolution and as well as Highland Scots escaping poverty. It developed slowly through the 1790s and became a small but busy waterfront trading centre in the early decades of the 19th century. The coming of the Grand Trunk Railway in the mid-1850s moved business activity one mile north to "Lancaster Depot" or "Lancaster Station," leaving the "lower village" (soon widely known as South Lancaster) a quieter village eventually attracting newcomers for precisely that reason. It has long been one of Ontario's unrecognized historic treasures.

Early Formation

This area began as wilderness beyond the western edge of the settled population of New France. It was broadly within Iroquois territory, though the first stretch of it along Lac Saint-François had only modest value as hunting ground and even less for permanent communities. Much of the surrounding land was low lying, and when British surveyors began laying out concessions and lots in the 1780s they thought that what would soon be called Lancaster Township had little farming potential. They carried on regardless, numbering waterfront lots starting with number 1 at the border with Quebec. At the eastern end of this first township was a lot narrower than the others, at first given no number and allocated to no one. (You can see that on the left side of the 1786 map below, right next to the border with Charlottenburg Township, showing no inscription for either the lot number or the name of a person originally granted the land.)

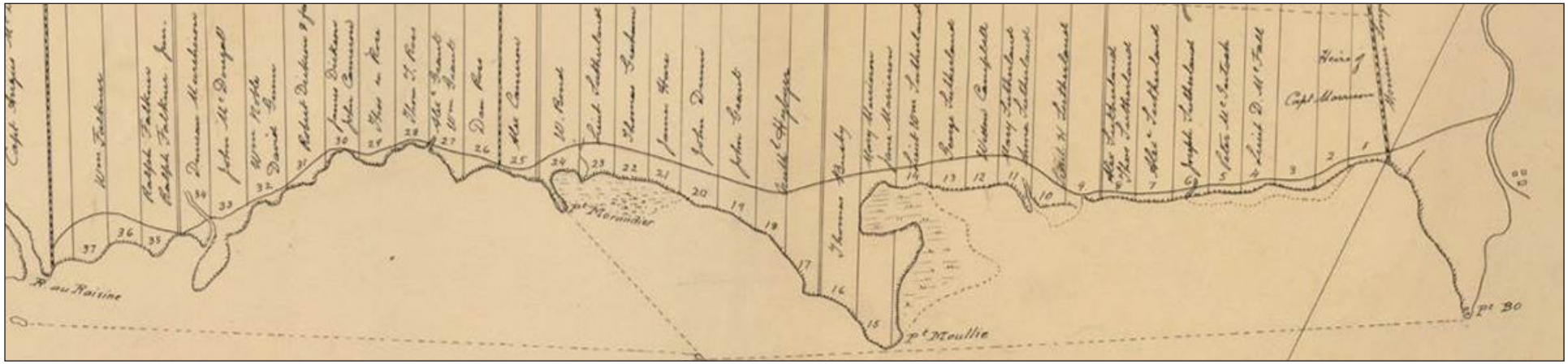
Loyalists fleeing retribution from newly victorious Americans arrived at Quebec in waves right from the beginning of the revolutionary war, and on a larger scale after 1783. A substantial group arrived in what is now Cornwall led by Sir John Johnson, who had already secured for himself a large tract of land in Charlottenburg. Near the end of 1784, Charlottenburg had up to 450 settlers on its farm lots, but the quality of the township just to the east drew at most 90 (about 15 families). Some accounts suggest that a trading post of some sort had been established as early as 1763 at the mouth of the Rivière aux Raisins, though if that is the case no settlement resulted.

It is only in the early 1790s that we can talk of a hamlet or village. One of the first of the new arrivals was William Falkner, who in 1785 settled with his family on lots 35, 36, and 37, right next door to the unnamed 38th. Falkner was already one of the most influential of the new settlers and was soon named a Justice of the Peace.

Lancaster's Waterfront
Dunlops – Lancaster's Waterfront Village

[5] This document is drawn from a much larger history entitled Dunlops – Lancaster's Village on the St. Lawrence. This is one of several substantial documents that will be made available in the fall of 2025 at a section of **www.davidrayside.ca** entitled The Lancaster Project.

Plan of the New Settlements, 1786 – segment (LAC)
Patrick McNiff



The Rev. John Bethune was also a prominent early arrival. In 1787 a group of Highlanders from Glengarry travelled to Montreal, where Bethune had already formed a Presbyterian congregation, and persuaded him to re-locate where there was a growing population of Highland Scots. In May of that year he and his family settled on a waterfront property some distance west of the Raisin River mouth, ministering to far flung congregations. One was based in Lancaster and within three years he was preaching in a small log or frame church beside a waterfront graveyard pre-dating his arrival. The first of the Loyalists buried there was interred in 1785, though it may also have been used in earlier years by Quebec fur traders during the New France period and post-conquest English-speaking traders moving up the St. Lawrence.

Many of the Highlanders who had settled in Glengarry did so in large family groups, often originating in the same small region of northwest Scotland. This meant that even small areas in one township would have many McDonalds, Camerons, Macdonells, Frasers, McMillans, and McPhersons, often choosing from a small range of given names. This led to the use of nicknames, one example being that fair-haired McLennans were known as "Ban McLennans." (This distinctive nickname tradition has carried on across many generations to the present day.)

In 1791, the British authorities split what had once been Quebec into Upper and Lower Canada. The new regime in the upper colony (Ontario) was to have land set aside as "clergy reserves" interpreted by the colonial authorities as financially supporting the Church of England to the exclusion of other denominations. Undeterred, Bethune began a campaign to secure title to all of what was now called lot 38 in Lancaster's 1st concession to support the Church of Scotland. He had in mind a Presbyterian settlement, though he also wanted to benefit from rents paid by anyone currently living on that land or migrating to it. It took years before Bethune succeeded but he did so in 1809, making lot 38 perhaps the first land reserve in Upper Canada designated as benefitting a church other than Anglican. In theory anyone residing in that lower stretch of lot 38 would now owe rent to Bethune's church.

In the meantime there were a few other settlers already in place. John and James Dunlop, two young brothers aged 20 and 16, had migrated directly from around Glasgow to Montreal, proceeding to Lancaster around 1792. They may have known the Falkners

Topographical Map of the Province of Lower Canada, 1815 (ANQ) – segment showing "Dunlops" at mouth of Raisin
Joseph Bouchette

and stayed with them at first, and perhaps on William's advice they settled next door at the lower east corner of lot 38. With help – possibly from a Montreal merchant they had connections to - they built a log structure to house a store and dwelling for themselves strategically located right on the waterfront. Along with other tradespeople and merchants who would follow in their steps, the Dunlops sold goods to area farmers who could not produce all of what they needed from their own crops and livestock. The Dunlops also enabled the export of what little surplus those farmers could extract from the acreage they cultivated or the trees they cut.

In these early days, transportation of people and goods was primarily by the St. Lawrence River, so the Dunlops built a wharf to accommodate the bateaux and then the Durham boats that made the arduous journey upriver from Montreal and the much easier trip down the rapids below Coteau-du-lac. That wharf was probably located on Falkner land just a little east of the store, becoming an essential vehicle for importing or exporting goods for others who were settling in the immediate areas. As the first and best-known commercial establishment in what became Lancaster village the Dunlop store also began serving informally as a post office. So prominent was the Dunlops' establishment that an important 1815 map of Lower Canada published in Montreal identified the village using the brothers' name. (This is in a corner of the map that included Lake St. Francis.)

During the winter, transportation by horse or sleigh was more practical along roads too primitive and rough to be of much use outside the cold season. The road (or trail) leading to Montreal in one direction and Kingston in the other, interrupted by the Raisin River, encouraged modest commercial activity a block or so away from the river,

A few other commercial ventures opened at around the time that the Dunlop brothers arrived, clustered primarily around the road Montreal, between the township boundary and the eastern end of lot 38. Inns, perhaps three of them, were established close to the intersection of King Street. One of them was on the southeast corner eventually expanded by John McLennan's family into a dwelling as well as a place to stop over. The inn on the northwest corner eventually became Hunter's Lodge and then the Moosehead Inn. Kenneth McPherson opened a store across the street (southwest corner). Perhaps a little later James McIntosh opened a store on the northeast corner, taking over the formal

position of postmaster from John Dunlop in 1822. In later decades this became home to a brother of John Sandfield Macdonald, Ontario's first premier.

Two of this intersection's most important buildings have since disappeared, but the Moosehead Inn remains. On the Montreal Road there is at least one early building that survives at the corner of Calvin Street, built in the early 1790s as a dwelling and stagecoach inn with an upstairs devoted entirely to rented rooms. (This makes it one of Ontario's earlier surviving inns.)

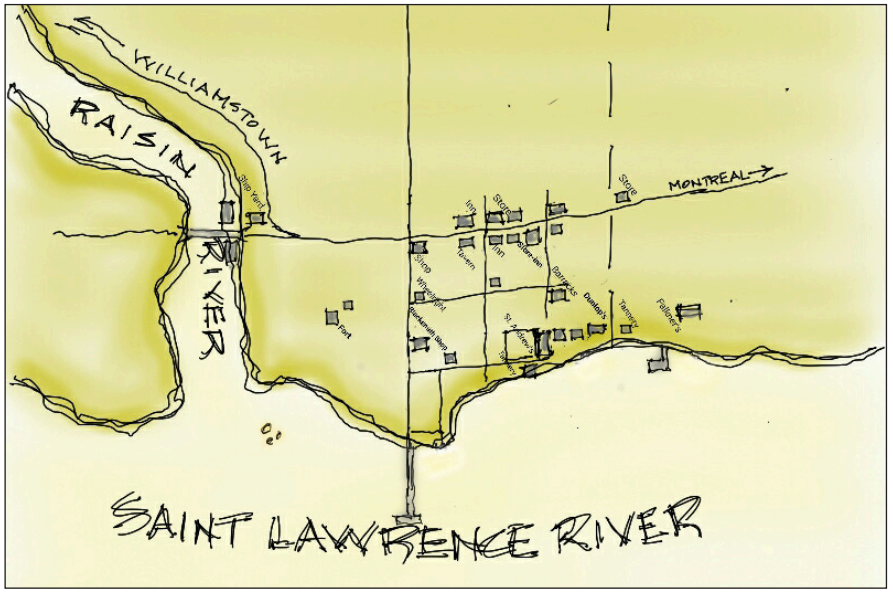
First Half of the 19th Century

During the first few decades of the 19th century, other commercial establishments went up, aided by modest improvements in the Montreal Road and the 1808 construction of a bridge across the Raisin River. The St. Lawrence River was still an indispensable link to the outside world and during this period there were up to three wharves along the waterfront. Apart from its three or four inns the village now had blacksmith shops, carriage makers, general stores, asheries, tanneries, shoemakers - a few of those business operations in buildings that are probably incorporated into houses that stand to this day.

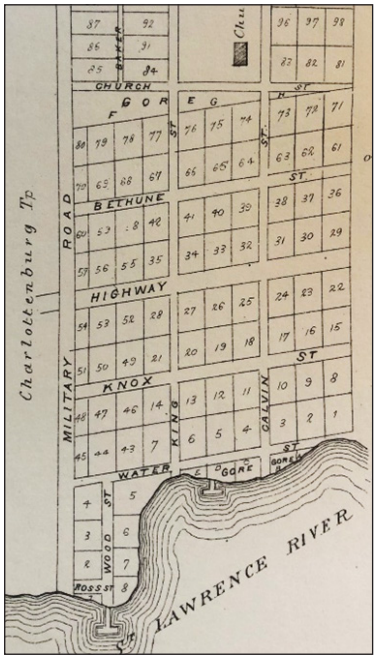
The village served as a modest base for militia forces during the War of 1812, bringing anxiety and a degree of business prosperity to the village. A small stone bastion was built in 1812 near the mouth of the Raisin River (called Fort Needless by locals) and a barracks was put up on Calvin Street. The end of the war with the Americans and of the Napoleonic Wars in Europe produced an economic slow-down that was not kind to the little village. 1816 was also the "year without a summer," continuously cold because of a massive volcanic explosion in Indonesia that spread ash around the world. The early '30s brought cholera epidemics, which would return in the late '40s and early '50s alongside typhoid.

In 1830, the village's population was about 100 (from 10 to 12 families). One visitor described it as a "bustling little seaport," though rough edges apparent in its taverns elicited scowling comments from British visitors. Ron Rayside has created a map which approximates the buildings then in place, on which you can see the concentrated building along the Montreal to Kingston "highway." (Beside this map I have inserted the street grid created for the lower village quite early on, this version printed in 1879.)

Village at 1830
Ron Rayside



1879 (approximately)
Map for Kirktown



Mid-Century Change

Lancaster was once again a military base during the rebellions of 1837 and '38, with the Cairn said to be a construction project to keep soldiers occupied immediately after the rebellions. It may have been around this time that an immense pier almost 600 feet long (180m) was built out into the river from the south end of the Military Road. This would have helped in transporting material for building the Cairn and could also serve as a vehicle for transporting the 1200 soldiers based at Lancaster. A wharf as large as this, and past a few rocky outcrops closer to shore, would also serve the steamboats that could now travel upriver from Montreal because of major improvements in the Beauharnois Canal. This pier, however, did not survive long, either because it was put up as only a temporary structure or was taken away by a violent storm, made more hazardous by a late '40s rise in the level of Lake St. Francis resulting from a dam at Beauharnois.

Increased river traffic provided business for several local merchants and a few additional employment opportunities. It also created jobs for two lighthouse keepers (one of whom lived in the house that the Dunlop brothers had built). Roads were still not good, but improved just enough to allow for a daily stagecoach run between Montreal and Prescott.

In 1851 there were about 37 households in the village with the total population about 235. By then most of the lots on the two streets north and south of the Montreal Road were occupied, though the village was still largely contained within the original eastern and western boundaries of lot 38.

The next decade brought the Grand Trunk Railway linking communities across the southernmost inhabited areas of Lower and Upper Canada, This opened up new economic opportunities for the region but at the same time bled commerce away from the waterfront village in favour of the rail station. The trunk line from Montreal to Toronto was completed in 1856.

It was in that decade that the large stone church was built to replace John Bethune's first sanctuary. Its congregation had a distinctive history of forging its own path through the various combinations and mergers that Presbyterians across Canada experienced through the 19th and into the 20th century.

Orange & yellow - Stickler wharves

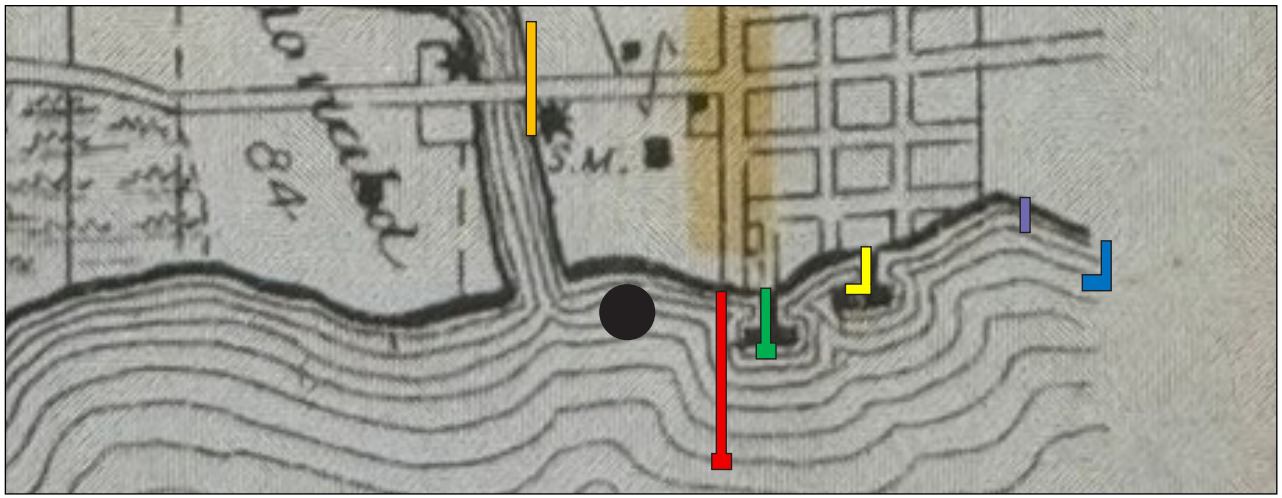
Blue - Dunlop wharves 1 & 2

Red - Military Road wharf (590Ft)

Green - Grand Trunk wharf

Black circle represents approximate location of rocky shallows, once an outcrop named "Isle aux Raisins".

Wharves
Belden Atlas, 1879 Dunlop #1 & 2



It was also in the 1850s that the Lancaster area got its first brickyard, used for the construction of new hotels near the railway and a few houses. Those red bricks were also used for building Inkerman Cottage at the corner of the Montreal Road and the Military Road, originally built for Grand Trunk engineers. Two other brick houses were built side-by-side on the waterfront beside the Dunlop brothers' store. A fourth was the strikingly handsome home built by Alexander Stickler just south of the corner of King and the Montreal Road looking out to the river. Stickler managed the largest of the waterfront wharves and developed a boat-building business on the banks of the Raisin River to construct large transport barges. All four of these buildings remain.

19th Century Wharves[6]

Stickler had already built two wharves around this time. One was on the Raisin River close to where the Montreal Road crossed over on its way to Cornwall, and designed to service his barge-building enterprise. Another was just east of his waterfront house in the village, across from the graveyard. The arrival of the railway also led the Grand Trunk to build its own wharf at the foot of Ross Street (between King Street and the Military Road), now called Grace Street

The Dunlops still had a significant wharf, though it was further east than their original, on land purchased by the two original brothers from the Falkners. The wharf was built there to access deeper water. I have show this structure as well as the GTR pier, the two Stickler wharves, and the ill-fated 600-foot-long wharf.

Graveyard
Ron Rayside

Tourism and Recreation[7]

Trains and steamboats allowed for a very gradual increase in seasonal visitors and the development of resorts and services devoted to what we would now call tourism. This would eventually lead to a growth in the appeal of the Lancaster area for extended seasonal stays. This provided some employment in a generally difficulty time, increasingly so from the turn of the century on.

In Lancaster there were plentiful supplies of pickerel, bass, and yellow perch. More exciting for recreational fishing were sturgeon, which could weigh well over 100 pounds, and muskellunge up to 40 pounds. In the fall, the major draw was duck-hunting, especially along the shores of Lake St. Francis or on islands accessible by boat. Across all these seasons there was a slowly increased call on knowledgeable local guides. Closer to Cornwall some of these would be Indigenous; in Lancaster most of them were French Canadians whose families had migrated to Glengarry one, two, or three generations earlier.

[6] This section benefitted enormously from the assistance of Chris Bignell.
[7] Roy Lefebvre and Norman Seymour, The Rivermen: Echoes of Lake St. Francis (Cornwall: Astro Printing, 2007) chap. 5 and chap. 16.

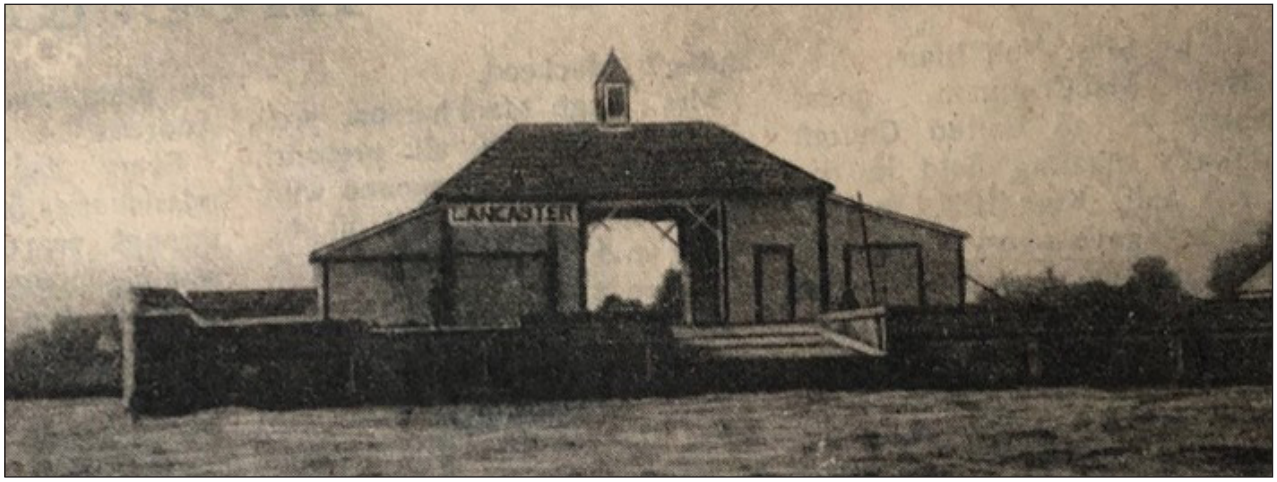
The 20th Century

In the 19th century, tourism and recreation were largely restricted to the economically privileged, mostly from English-speaking Montreal and to some extent other nearby towns and cities. The luxurious Algonquin Hotel (on Stanley Island) catered to this sector, though its heyday would begin only in the 1890s. Hunters were able to travel to private camps, often on privately owned or leased islands, like that operated by the Grand Trunk Railway on a small island just east of Lancaster catering to company executives.

The new century began with the construction of a new government wharf at the foot of King Street, at a time when other docking places had become unusable. The GTR wharf, now named the Richelieu, had been shifted by a huge storm, and the old Stickler wharf had been seriously damaged by fire. A new large wharf was completed in 1901-02, though by then very little commercial traffic made use of it.

The early 20th century saw an increase in the number of summertime visitors, some of whom could use that new pier for fishing or for docking boats designed for recreation. A small item in a 1903 issue of the Glengarry News reported that South Lancaster was becoming "a favourite summer resort with boating, fishing and hunting facilities unsurpassed." This led to more opportunities for local residents to rent out small waterfront cottages or rooms in boarding houses. Around a time when prohibition was most widely supported Hunter's Lodge had the advantage of being only one of two hotels in Lancaster Township legally able to sell alcohol, though it would serve Indigenous customers only through a special window to the outside and would not let them drink inside. The more relaxed approach to liquor in Quebec compared to Ontario also meant that Lancaster could benefit from easy access to alcohol from over the Quebec border either to the east or across Lake St. Francis.

In 1904 the first automobile was sighted, and car travel gradually increased the seasonal traffic from Montreal. For the crucial road to Cornwall on one side and Montreal on the other, paving would come only in the mid-1920s, about the time that bridges at Île Perot allowed quicker access to Montreal.



Lancaster Wharf, at the foot of King Street, built 1901-02
Roy Lefebvre and Norman Seymour, The Rivermen:

Those Making a Living on the River[8]

Opportunities for local guides increased dramatically from this point on. Théophile Laframboise began making his living from the river early in the century, and four generations of family members followed in his tracks. They offered their expertise for sports-fishermen seeking adventure with sturgeon, muskies, or even the much smaller pike. There was also a chance for skilled

[8] Much of this section comes from information provided in Lefebvre and Seymour, The Rivermen

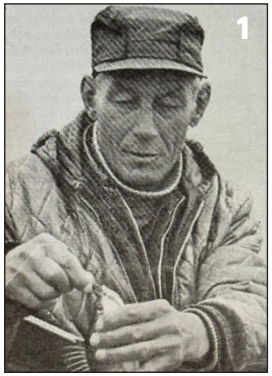
locals who knew the river to develop a commercial business selling filleted pickerel, bass, and especially perch (for which Lancaster became famous). Jack's Place was a widely-known restaurant between Lancaster's two villages serving unmatched fish rolls from the 1920s on.

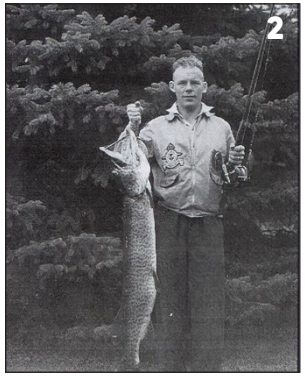
One local product that resulted from duck hunting in the fall was the carving of decoys, used by the guides who carved them either for their own use or for the hunters they served. Some were plain and unadorned, but others were beautifully detailed. Another product that derived from both fishing and hunting was boat building. One example is the St. Lawrence River lapstrake skiff, first designed and built in the mid-19th century by Joe Lemay at Fraser's Point, not far west of Lancaster.

Even with recreational activity expanding and seasonal visitor numbers growing South Lancaster was not prospering, and by this time neither was the upper village. Whatever benefit they brought to the area, railways (and then roads) harmed local enterprises and reduced employment opportunities for young people. After World War II, the local population was aging, and many of the newcomers were themselves near or over the retirement age.

On the other hand, this created a kind of stability on the village's older streets, allowing for the retention of a good deal of its earlier character. The ages-old habit of using nicknames to distinguish families or individuals remained firmly in place. As in the past, they referred to family roots, current physical traits, or personality quirks. The buildings, too, retained much of their earlier

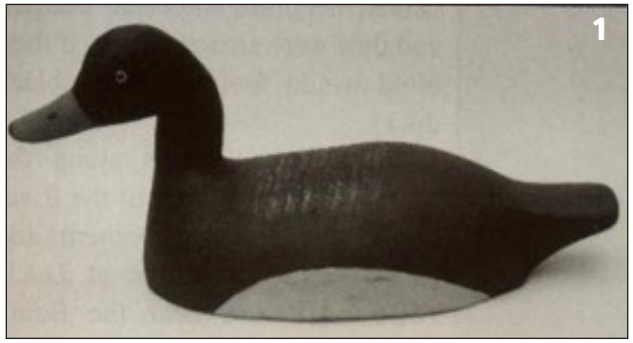
1. Oscar Laframboise
2. Contented customer from Schnaufer family
3. Jack's Place





Roy Lefebvre and Norman Seymour, The Rivermen:

1. Bluebill duck decoy, Angus Bertrand
2. Bluebill decoys by Orel Leboeuf, St. Anicet
3. St. Lawrence River Lapstrake Skiff

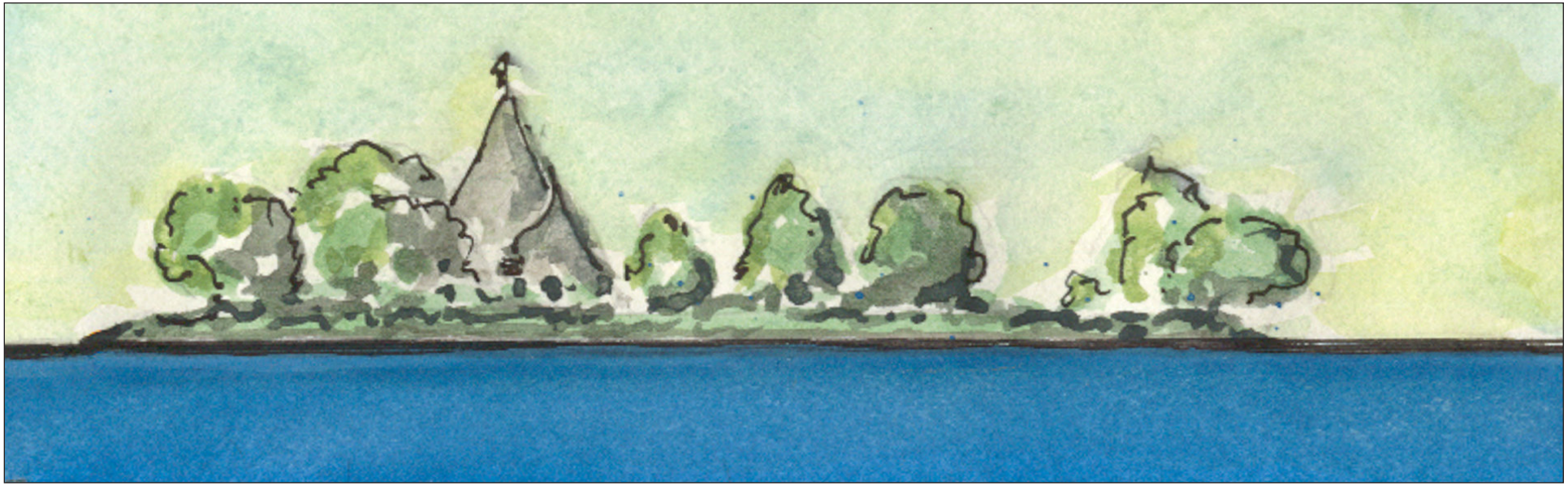


Roy Lefebvre and Norman Seymour, The Rivermen:

A Note on the Village Name

profile: many one or one-and-a-half storeys; some were two; none was higher. Without anyone having deliberately chosen this path, it had become an unusually undisturbed community, its historical value largely unrecognized outside the region and often within it. It was no longer inhabited primarily by the descendants of Loyalists. Indeed it may have always had as many immigrants from Britain as refugees from the United States. Its French-speaking population grew with the massive waves of migration out of Quebec during the second half of the 19th century and the early decades of the 20th. There was, and is, no one community that "owns" its history, and many newcomers from the earliest years of the 20th century onward warmly embraced that sense of living in an historically important village.

Early on, the properties east of lot 38 were referred to as "Falkner's Settlement," but a village did not yet exist and this almost-certainly referred to the location of the one family by that name. From the 1790s on "Lancaster" was the name, though among merchants along the St. Lawrence the name "Dunlops" was used to identify the waterfront store and post office. After the railway created an "upper village" called Lancaster Station or Depot, the official name soon given to the lower village was Kirktown, but "South Lancaster" came to be the more common label (well-established by 1867) even if not officially used until the 20th century.



Cairn Tsikatsinakwahere
Ron Rayside

South Lancaster History in Key Dates

1776-83	American Revolution begins Loyalist migration, much of it to Canada
1784	Britain abandons attempt to limit settlement west of the old Quebec boundary
	Patrick McNiff and associates begin surveying townships west of Quebec
	Sir John Johnson arrives near Cornwall with group of Loyalist settlers
1785	William Falkner, wife Mary Edge, and William's father settle on lots 35-38 - 1st to settle near Lancaster; William appointed Justice of Peace in 1788
1787	Rev. John Bethune moves from Montreal congregation to Glengarry - 1st Presbyterian minister west of Quebec
1789	Post office of some sort established at Lancaster, possibly at Falkners
1790	Public wharf built by William McIntosh to accommodate bateau shipments
	Bethune spurs building of church for his congregation, east side of cemetary -probably log but possibly frame
1791	Upper Canada split from what became known as Lower Canada
1791-92	Dunlop brothers establish store & dwelling at SE corner of Lot 38 -1st merchants in Lancaster, one of 1st buildings -John soon officially named postmaster as one in 1st U.C. network of 13 offices
1792	Archibald Stewart establishes inn at NW corner of King St. & Montreal Road
1792-93	Cluster of other commercial establishments built at same intersection -inn at SE corner; store at NE corner, possibly store at SW corner -Kenneth MacPherson builds stagecoach inn, corner Mtl. Rd and Calvin
1790s	Additional businesses and shops established on Montreal road
1809	Bethune secures title for Lot 38 as glebe land benefiting Presbyterian Church
1812	War of 1812 begins; stone bastion built near Raisin River mouth -barracks built on east side of Calvin Street
	Bridge built across Raisin River -may have been crude predecessor built 1808

1814	Stagecoach line between Montreal and Prescott established - though roads close-to-impassable most of the year
1815	End of War of 1812 and Napoleonic wars leads to economic depression -at same time large group of Highlanders headed to Glengarry
1816	"Year without a summer" – devastating crops
1816-18	Village street grid laid out within Lot 38 boundaries
1822-23	James McIntosh named postmaster, operates from store at NE corner King & Mtl Rd
1823	John McLennan and family build house on site of older inn, SE corner King & Mtl Rd -future home of Mabel Mossop, prominent local historian
1827	Colonel Lewis Carmichael rents MacPherson Cottage, NE corner Mtl. Rd & Military Rd. -founded Glengarry's 1st highland games that year -supervised building of Cairn by soldiers after 1837-38 rebellions
1828	Steamboat runs inaugurated between Cornwall and Coteau-du-lac with stop at Lancaster
±1830 or ±1840	590-foot wharf built at end of Military Road -able to accommodate steamboats, military uses -destroyed by mid-century, probably by storms
1831-32	Major cholera outbreak along St. Lawrence Valley, including Lancaster
1837-38	Rebellions in Lower and Upper Canada; 2,000 Glengarry militia assemble at Lancaster
1839-42	Cairn built on one of "Isles aux raisins", old Mohawk burying ground,
1841	Union of Canadas brings together Lower and Upper Canada -named Canada East and West, though old names persist -Cornwall lawyer John Sandfield Macdonald elected to Legislative Assembly
	Military Road from waterfront to Alexandria completed; very poor road until 1930s
1844	Construction of 1st lighthouse in area in channel on St. Lawrence River -called "Hill's Lighthouse" after 1st keeper Thomas Hill -Hill lived in Dunlop house with family from 1848 on, if not earlier.

1845-48	Canal improvements, including dam and canal at Beauharnois -raised water level on Lake St. Francis; drowned out section of Montreal Rd.
1851	Province of Canada census records 37 households (235 people) in Lancaster's lower village -major merchants were Archibald Stuart, Donald Ross, Kenneth MacPherson; Hugh Munro, William McBean, William and Alex McEdward -businesses included 6 carpenters, 5 wheelwrights, 5 blacksmiths, 5 shoemakers, 4 tanners, 3 harness maker, 2 tailors, 1 cabinet maker, I plasterer
1853	Alexander Stickler builds grand house, SE corner of King and Knox Streets -prominent in shipping, wharf managing, barge-building near Raisin R. mouth Brick houses also built at east end of Water Street -one owned by William Gillespie (blacksmith and wharfinger) -one at corner of Calvin, site of original manse, later dwelling of John Munro
1854	Zion Church built on Montreal Road just east of Lot 38 boundary -home for "Free Church" Presbyterians, after "Great Disruption" of 1843 -dismantled in 1874; bricks used for Knox Presbyterian in upper village
1855	"Stone Church" completed for Presbyterian congregation, replacing original Bethune church
1855-56	Completion of Grand Trunk Railway 1st cluster of business establishments around railway station and tracks -originally called Lancaster Station or Depot, later on Lancaster -opening of local brickyard meant many buildings used its red brick
1862	John Sandfield Macdonald of Cornwall becomes Premier of Province of Canada -1867 – named 1st Premier of post-Confederation province of Ontario -brother Randall long resident in house at NE corner of King & Montreal Road
1865-66	Threats of invasion from Irish-American "Fenians" -militia forces mobilized to augment British regulars
1867	Confederation - uniting Canada East and West with Nova Scotia & New Brunswick By then, "South Lancaster" as name of lower village in widespread use
1870	Another Fenian scare, less serious, though still mobilized local militia

±1871	D.M. McPherson ("cheese king") opens his 1st cheese factory -on his family's farm – Lot 15 1st concession Lan. Tshp – east of village -by late '80s, had up to 80 factories and additional related businesss
1872	Edith Rayside born; moves to Inkerman Cottage with family in 1880 -one of Canada's bestl-known nurses in 1910s, '20s, and '30s -brother Stuart, born two years later, went on to a famous athletic career
	Sawmill established by James Rayside and Archibald McArthur -just east of Raisin River, south of main road
1880	Establishment of Glengarry Times, in December, editor – J.C. McNeil. -1st newspaper in Glengarry; lasted until June 1882
1884	Majority of voters in S.D.&G. vote to go "dry" -under 1878 federal liquor legislation allowing localities to go dry.
1891	Census reports population of upper village 750; lower village 100 -S. Lan has only 4 merchants: grocer, tanner, confectioner, lumber dealer
1894	D.M. McPherson takes over provincial legislative seat from James Rayside -ran under banner of Patrons of Industry; served one term
1894	New sawmill established at lower village by Archibald McArthur
1900	John Tanner appointed Presbyterian minister at Stone Church -rose to prominence in Canada's Presbyterian Church -lived in Gillespie house after moving on from S. Lancaster charge and leaving manse
1900s	Increasing numbers of seasonal residents treating S. Lancaster as a summer resort
1901	Government Wharf built at foot of King Street -replaced damaged Grand Trunk Wharf at foot of Wood Street and now-useless Stickler Wharf
1904	Roman Catholic parish established for Lancaster villages, church built in upper village
1911	Local referendum closes all bars in Glengarry except 2 in Lancaster Tship -one was Moosehead Inn; all of Glengarry was dry in 1914
1914	Great War begins; many volunteers from region enlist.
1917	Edith Rayside appointed as one of two matrons-in-chief of Canadian military nurses

1918	Steamship Chaffee burned at Lancaster Wharf, after 25 years' service -last ship providing regular service at Lancaster wharf
1923	Electric lighting arrives in Lancaster area
1925	Bridges linking mainland to Ste-Anne-de-Beaupré speed road travel to Montreal -Highway 2 asphalted
1927	Province-wide prohibition ends in Ontario
±1953	Dicaires store and snack bar opens at South Lancaster curve in Highway 2
±1955	Dairy Queen opens on Highway 2 between Lancaster villages
	Large waterfront properties west of Raisin River being developed
1955	Jack's Place, famous for fish rolls, burns; never re-built
	Louise Sandfield Macdonald, music composer, dies in Stickler House -granddaughter of John Sandfield Macdonald, Ontario's 1st Premier
1958	Bertha Hébert begins operating family's post office store at King and Montreal Rd
1959	St. Lawrence Seaway opens; large dam and locks at Cornwall
1960s	Moosehead Inn ceases operations -Sandfield Macdonald house on Mtl Rd at King St torn down
1964	Highway 401 completed -begun 1952; eastern Ontario last section to be finished
1970s	Russell and Elizabeth Harper move into 1860s brick house near Stone Church -Russell Harper already established as a preeminent writer on Canadian art
1990s	Ron and Isabel Marchant purchase the McLennan/Mossop house and open Art Gallery -house torn down some time after their departure

Proposal to council

Individual Heritage Designation

Encouraging individual heritage designation represents a proactive and collaborative approach to protecting significant properties within the community. Property owners should be encouraged to seek designation under the applicable heritage legislation, with the Township playing an active role as facilitator.

To simplify and demystify the process, a concise and user-friendly guide could be developed outlining the key steps required for designation.

Additionally, a volunteer support initiative could be established to assist property owners in researching the history of their buildings.

In this context we recommend to Council that the Township:

- Provide clear and accessible information regarding the benefits and implications of designation;
- Offer administrative guidance throughout the designation process;
- Support documentation efforts by helping to identify historical sources and archival materials.

District-Based Approach

As illustrated in the comparative diagram, several levels of intervention are available, ranging from minimal action to comprehensive protection mechanisms.

No Action: The Township may choose not to intervene formally, allowing existing planning tools to apply without heritage-specific measures.

Heritage Inventory (Minimum Level): Conducting or updating a heritage inventory provides essential documentation of cultural heritage resources but does not, in itself, offer formal protection.

Heritage Register: Listing properties on a municipal heritage register offers a baseline level of protection, including advance notice requirements prior to demolition, thereby introducing a degree of oversight.

Heritage Easements (Moderate Protection): Heritage conservation easements provide a stronger level of protection through legal agreements registered on title. These agreements can define specific conservation obligations and ensure long-term preservation of identified heritage attributes.

Heritage Conservation District: Establishing a HCD ensures that changes are evaluated within a cohesive and contextual framework.

Secondary Plan: The preparation of a secondary plan for the sector represents another strategic option.

In the development of a Heritage Conservation District, there are 2 steps involved: a study and then a plan. The study part of this process contains much of what is in this document. So, in fact, the work is completed up to about 85 or 90%. This then leads to the second part which is the Plan. The fact that the study is almost complete reduces the cost of the process. In addition, David Rayside has written an extensive history of the village, which as well reduces the cost of the process.

In the development of The Plan could combine professional help and input from local residents in terms of the history of some of the houses. The plan could as well be in two parts with the first part dealing with some of the elements concerning planning regulations and modifications which would be appropriate for heritage conservation. In this context, we recommend to Council that the Township:

1. Initiate the process of the creation of a Heritage Conservation District (HCD), assuming that the initial part of the process is the preparation of the Study is almost complete (and could be completed on a voluntary basis in collaboration with the Township planning department)

2. In collaboration with the heritage committee and the Planning department formalise the next steps in proceeding with the Plan for the HCD with the two-step process which is described above. The parameters of the Plan in terms of orientations and rules would have to be as light as possible while still maintaining the objectives of the study and the heritage quality of the village.

3. Create a mechanism to allow for financial contributions from residents in order to reduce the net cost of the professional services necessary to prepare the Plan part of the process. Considering the work done including this document and the history of the village the cost of professional services could be reduced by half. Resident contributions would reduce the net cost even more.

4. Designate the area within the proposed boundary of a Heritage Conservation District Study area, under 40.1 of the Ontario Heritage Act with a temporary by-law to limit alterations or demolition of existing properties within the boundary of the area while the Study is completed and next steps are clarified. Proposals for new construction would have to be evaluated project by project, but perhaps a limit of new construction of 2 storeys.

Wharf
Ron Rayside

Annex 1

22 243 Old Hwy 2

Annex 2

HCD - Notes

Designation of study area

40.1 (1) If the council of a municipality undertakes a study under section 40, the council may by by-law designate the area specified in the by-law as a heritage conservation study area for a period of up to one year. 2005, c. 6. s. 29.

Same

(2) A by-law made under subsection (1) may prohibit or set limitations with respect to,

(a) the alteration of property situated in the heritage conservation study area; and

(b) the erection, demolition or removal of buildings or structures, or classes of buildings or structures, in the heritage conservation study area. 2005, c. 6. s. 29.

Notice of by-law

(3) If the council of a municipality passes a by-law under subsection (1), the council shall, within 30 days after the by-law is passed, cause notice of the by-law,

(a) to be served on each owner of property located in the heritage conservation study area and on the Trust; and

(b) to be published in a newspaper of general circulation in the municipality. 2005, c. 6. s. 29.

Appeal to Tribunal

(4) Any person who objects to a by-law passed under subsection (1) may appeal to the Tribunal by giving the clerk of the municipality, within 30 days after the date of publication under clause (3) (b), a notice of appeal setting out the objection to the by-law and the reasons in support of the objection, accompanied by the fee charged by the Tribunal. 2017, c. 23, Sched. 5, s. 65; 2021, c. 4, Sched. 6, s. 74 (2).

Application

(5) Subsections 41 (6) to (9) apply with necessary modifications to an appeal under subsection (4). 2005, c. 6. s. 29; 2006, c. 11, Sched. B, s. 11 (4).

Limitation

(6) Where the designation of a study area in a municipality ceases to be in effect, the council of the municipality shall not, during the following three years, pass a by-law designating another study area that includes an area that was part of the previously designated study area. 2005, c. 6. s. 29.

Other Relevant Ontario Heritage Act Provisions

Area study

40 (1) The council of a municipality may undertake a study of any area of the municipality for the purpose of designating one or more heritage conservation districts. 2005, c. 6. s. 29.

Scope of study

(2) A study under subsection (1) shall,

(a) examine the character and appearance of the area that is the subject of the study, including buildings, structures and other property features of the area, to determine if the area should be preserved as a heritage conservation district;

(b) examine and make recommendations as to the geographic boundaries of the area to be designated;

(c) consider and make recommendations as to the objectives of the designation and the content of the heritage conservation district plan required under section 41.1;

(d) make recommendations as to any changes that will be required to the municipality's official plan and to any municipal by-laws, including any zoning by-laws. 2005, c. 6. s. 29.

Consultation

(3) If the council of a municipality has established a municipal heritage committee under section 28, the council shall consult with the committee with respect to the study. 2005, c. 6. s. 29.

Content of plan

(5) A heritage conservation district plan shall include,

(a) a statement of the objectives to be achieved in designating the area as a heritage conservation district;

(b) a statement explaining the cultural heritage value or interest of the heritage conservation district;

(c) a description of the heritage attributes of the heritage conservation district and of properties in the district;

(d) policy statements, guidelines and procedures for achieving the stated objectives and managing change in the heritage conservation district; and

(e) a description of the alterations or classes of alterations that are minor in nature and that the owner of property in the heritage conservation district may carry out or permit to be carried out on any part of the property, other than the interior of any structure or building on the property, without obtaining a permit under section 42. 2005, c. 6, s. 31.