7.2 INGLEWOOD: RAILWAY VILLAGE

Note: All lot references are west of Hurontario Street unless otherwise noted.

7.2.1 HISTORICAL CONTEXT

This Candidate CHL is an organically evolved Railway/Industrial village as described in the Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes. Situated just north of the intersection of McLaughlin Road and Olde Baseline, it was historically at the border between Caledon and Chinguacousy Townships. The village is being considered as a candidate CHL in that it appears to represent a number of Caledon’s inter-related historic themes: Early Industry – Mills on the Credit; the Railway; Mining/Quarrying in the Credit Valley.

7.2.2 INVENTORY

1. Physiographic Description

The Candidate area lies within the Niagara Escarpment, close to its eastern edge within the Credit River valley. It is located just south of an alluvial plain where Black Creek and the east branch of the Credit River join the main Credit.

2. Processes

Land Uses and Activities

Inglewood had a slower gestation as a community than a number of the other mill centered villages in the area. Even in the 1877 Peel County Atlas there is no village noted at its location, though the elements which would soon after come together to create the community are shown already in place.

In 1843 Thomas Corbett purchased the west half of Lot 1, Con. 1 which encompassed the confluence of the East Branch with the main Credit River, thereby offering many possibilities for mill seats. Corbett established the Riverdale Woolen Mills, completing the dam, millrace and small frame mill over a span of five years. The mill prospered for some
time utilizing the local farmers’ wives to spin and ‘full’ the yarn at their homes. Eventually Corbett replaced the original mill with a larger frame structure 100 feet downstream. After 1860, the mill was largely managed by Corbett’s son-in-law, David Graham, who reconstructed the mill in stone in 1871. Despite this the mill was gutted by fire and Graham, discouraged and in poor health, leased it to the highly successful milling firm of Ward and Algie in 1875. The mill, capable of the full process of manufacturing woolen clothing and goods again prospered, as did the local sheep raising farmers. Increased production required an increased labour force, bringing potential mill workers into the community and leading to the construction of workers’ housing in close proximity to the mill.

The Graham family returned to actively running the mills in 1890 and the company has gone through several iterations with the changing times. While at the turn of the century its main product was woolen underwear today Graham Products Ltd. manufactures plastic products. The actual mill buildings have been transformed into the National Training Center for Fitness – Riverdale Mill Fitness Center.

By the third quarter of the 19th century there was growing demand for the dolostone of the Niagara Escarpment to construct Toronto buildings. Amongst other Escarpment locations, a quarry was established just west of the current village on the property of Joachim Hagerman (East ½, Lot 1, Con. 3). The opening up of the quarries led to an influx of labourers and stonecutters into the Inglewood area.

The transportation requirements of these industries and their counterparts throughout the Credit Valley brought the railways. The Hamilton and Northwestern Railway (HNR) came through the settlement in 1877 and gave it the name of Sligo, so that when the Credit Valley Railway (CVR) traversed HNR track the following year it took on the name of Sligo Junction. This name did not sit well with the locals however, and as Riverdale, the name which the area had taken on from the mills, was already used elsewhere, the community was renamed Inglewood.

As a railway junction, with associated infrastructure and easy access for the transport of local stone and manufactured goods, Inglewood grew quickly. It is telling that over the period from 1880 to 1900 Inglewood doubled
its population while Cheltenham, its long established neighbour to the south, declined despite having the railway in close proximity.

By 1900 Inglewood could boast two general stores, a hardware store, bake shop, hotel, blacksmith, wagonmakers’ shop, butcher, grain elevator, planing mill, bank, tailor, community hall and Methodist Church, as well as the Riverdale Woolen Mills and the railway station.

Patterns of Spatial Organization

As noted above, even as late as 1877 the area around 1st Line (McLaughlin Road) and the junction of the HNR and CVR (not actually realized until the following year) gives little evidence of typical urban development except along the mill road (Maple Avenue) which Corbett had developed between 1st Line and the Town Base Line (Olde Base Line Road). Here along with the mills were workers’ housing and just east along the Base Line, a hotel. Toward the end of the 19th century commercial development had begun along 1st Line, north of the junction, while increased industrial growth occurred between the junction and the river. A modest grid of residential streets was laid out west from 1st Line north of the railway tracks. Mackenzie Street was angled to allow railway yard space and the grain elevator. The village essentially retains this form to this day. A village plan was registered in 1881 by David Graham.

3. Elements

Circulation Networks

The Circulation Networks, as inferred above, are the key to village form. The river, the original surveyed roads, the ‘organically’ formed mill road, the railways and the later residential streets built up the network which remains in place today, save for the replacement of the HNR.
with the Caledon Trailway. Through this area, the former CVR is still in use as the Orangeville-Brampton Railway, servicing special industries and offering periodic excursion trains through the scenic Credit River valley, with a rest stop in Inglewood.

**Boundary Demarcations**

Property boundaries are typically informal within the village, although many older residences define their yards with picket fences and, based on historic photos, it is likely that this was more prevalent in the past.

**Vegetation Related to Land Use**

As a working class railway and milling community, beautification was not a priority for Inglewood and there is a general lack of street trees to this day along the main street. However many private properties have been landscaped over the years, and there are now mature trees in the residential areas. A number of properties in the village centre contain perennial gardens, reminiscent of English cottage gardens. In this theme, the local community has established a decorative ‘railway garden’ on the north embankment of the railroad tracks at the entrance to the Caledon Trailway.

The trail corridor itself is re-naturalizing along its length, as are the former industrial sites near the railway junction. With its low hanging willows the Credit River valley, which meanders through the Candidate CHL area, crossing the main street just north of Maple Ave., is still a popular fishing spot. The adjacent park and softball diamond are the long standing location for community recreation and social activities.

**Buildings, Structures and Objects**

*Note * denotes properties designated under the Ontario Heritage Act.*

With the train crossing and signal lights still at the center of the village, and the Caledon Trailway a reminder of the HNR, the historic core of the village along with the mill complex still retain their late 19th century character. Typically the older houses are 3 bay centre gable, 1 ½ storey frame
structures, such as 44 Lorne Street. Several recent buildings have replicated this traditional design.

*93 Lorne Street  
(Graham-Wilson-Pim Residence)

This 1 ½ storey centre-gabled, three bay ‘cottage’, currently clad in board and batten may date c.1870. Originally part of David Graham’s mill property it may well have been tenanted by a mill employee. Graham’s property, which included the mill complex, extended to both sides of the river though the Lorne St. area appears to have been workers housing rather than pure industrial.

The first documented owner is Jesse Wilson who purchased the property from the Grahams. A lancet window lights the upstairs hall and 2/2 windows remain in place.

A stone structure, which has been used as both a residence and to house livestock, is also a part of the property. A simple one storey rubblestone building, it almost certainly was constructed as workers’ housing.

*102 Maple Avenue  
Graham Industrial Complex

The site has continuously supported industrial activity since Thomas Corbett constructed a mill slightly upstream from this location c.1846. The existing stone buildings have evolved from Corbett’s son-in-law, David Graham’s rebuilding of the 2nd frame mill in stone in 1871. That mill was gutted by fire but aspects of the stone shell were incorporated into the subsequent rebuilding.

The rubble stone mill structures (with cut stone datestone on the main building) and the mature trees along the lane and throughout the property, in combination with Maple Avenue, the original mill road, the wooded hill to the north and, of course the Credit River and its east branch, all combine to create a particularly important industrial cultural heritage landscape. These features are given further significance by continued use of the site for commercial purposes.
**21 Louise Street**

5 bay, 1 ½ storey medium pitched end gabled frame house with wood siding and side kitchen wing. Main entrance with transom and sidelights, 12/12 windows with pilastered surrounds, corbelled chimneys and extended wood frieze indicate a building that would appear to predate the general village architecture and residential plan and may date to c.1860. A house is shown in that approximate position on David Grahams’s Lot in 1877. The house occupies a corner lot and is surrounded by mature trees.

**15612 McLaughlin Road**
(former Store)

Italianate former general store (datestone of 1886) constructed in dichromatic brick with buff window arch and quoin accents. Bracketed eave, typical of the Italianate style, exuberant verandah and a particularly fine corbelled dichromatic chimney are key features of the building.

**15672 McLaughlin Road**
United Church (formerly Methodist)

Constructed in 1894 in red brick with buff accents on a stone foundation extending up to a beveled water table, the formerly Methodist Church has a narrow belfry with weather vane. The longitudinal elevations are buttressed with the buttresses combining stone and brick as with the adjacent walling. Between the buttresses are large lancet windows with buff brick surrounds and diamond patterned leaded glass.
**Former railway hotel, now General Store and Gift Shop**  
(Main Street at the Rail Crossing)

Large hipped roof, two storey dichromatic brick store built into the knoll just south of the railway tracks. A section of the front is now covered in board and batten.

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**Archaeological Sites**

Although no thorough archaeological survey has yet been undertaken of the Credit River or the Inglewood village area, the nature of the valley at this location, being the confluence of the East Branch with the main Credit, the alluvial plain to the north and the wooded Escarpment ridge to the west, indicate a high potential for prehistoric sites, particularly seasonal hunting/fishing camps.

As well, the various generations of mills and evolution from a farming to industrial community suggest the potential for the recovery of historic artifacts.

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**3. Site Context**

The Escarpment looms over the village to the west, while the river valley, broad as it accepts the East Branch, defines the eastern periphery of the area. The CVR followed the course of the river and the continued presence of the railway (now Orangeville-Brampton Railway) still dominates the village landscape.
7.2.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity.

Significance

Significance Criteria

While any landscape upon which humankind has left its imprint is a cultural landscape, only those cultural landscapes that have a deep connection with the history of the jurisdiction can be identified as cultural heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.

B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.

C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.

D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.

E. Has yielded or is likely to yield information important to prehistory or history.

F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.

Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. Its key individual elements, which constitute the cultural heritage landscape and the way in which their interweaving makes a unique ‘place,’ must still clearly reflect the historic period and/or organic evolution from which the heritage significance derives.

Conclusions

Based on the preceding examination, the Inglewood Railway Village Candidate CHL fulfills Significance Criteria A and B. Though settled relatively late it strongly represents the key Caledon themes of: water-powered industry along the Credit River; the quarrying of building stone and the coming of the railway.
The family of Thomas Corbett, the original mill owner, maintained ownership and involvement in the mill and village life through his son-in-law David Graham, generally up until the present day.

Within the area being examined, the integrity of the historic fabric is relatively strong. The continued presence of the railway and the ongoing use of the mills for manufacturing allow for the most authentic links to the past.

7.2.4 STATEMENT OF SIGNIFICANCE

The continuous use of a mill site for industrial purposes from the mid 19th century to the present day is extremely unusual in Ontario, particularly where the site retains its late 19th century character.

Thomas Corbett’s purchase of the W ½ Lot 1 Con. 1 in 1843, which included the confluence of the East Branch with the main stream of the Credit, began an industrial heritage now over 150 years old. Corbett had moved and expanded his original frame woollen mill to the present site by 1859. In 1871 this building was replaced in stone by his son-law David Graham, who had been managing Corbett’s mills since c.1860. The stone structure was gutted by fire c.1875. After a period of leasing it to Ward and Algie, the Graham family again took over management and was particularly successful in the production of wool underwear well into the 1920s. Corbett’s original operation utilized the local farmer’s wives for weaving the wool into cloth, a true cottage industry, but by the later 19th century it had become a full manufacturing operation. The buildings of the mill complex currently house a fitness institute while the general site is still associated with manufacturing under the Graham name.

By the third quarter of the 19th century the potential for supplying Toronto and other urban markets with building stone from the dolostone of the Escarpment was recognized and quarries sprang up just west of the current village. This, coupled with the coming of the railway finally created the necessary conditions for a true settlement node to develop. The HNR and CVR came through within a year of each other and the settlement became a railway junction with the associated infrastructure. Growth was rapid from that point on, with the area doubling its population over the next 20 years.

The combination of the continued presence of railways at the centre of town, both in the active track (formerly CVR) and the Caledon Trailway, the representative 19th century commercial establishments on Main Street (McLaughlin) and the residential fabric between the Trailway and Macdonald Streets still present the character of a late 19th century railway village.

Also, despite typical suburban development north of the historic core on McLaughlin, the overall context of Inglewood - open space and the mill complex between the village and Olde Base Line to the south, the Escarpment rising steeply to the west, and the Credit River generally to the east - remains largely intact.
Character-defining Elements:

IN-1  * 93 Lorne Street (Graham-Wilson-Pim Residence)
IN-2   McLaughlin Road, Methodist Church
IN-3   44 Lorne Street
IN-4   The Caledon Trailway representing the HNR
IN-5   15612 McLaughlin Road, Former General Store
IN-6   The confluence of the former railways (CVR and HNR), including elements such as track and signals
IN-7   21 Louise Street
IN-8   * 100-106 Maple Avenue, Graham Mill complex including buildings, lane, mature trees, dam ruins
IN-9   General Store and Gift Shop
IN-10  The existing and former stores (now Barber Shop) and their relationship to the railway
IN-11  The confluence of the Credit River and the East Branch
IN-12  The Lloyd Wilson centennial Arena and Inglewood Park

It is thus recommended that this Candidate CHL, referred to as Inglewood: Railway Village be identified as a CHL.

7.2.5 BOUNDARIES

In general, the identified Inglewood: Railway Village CHL Boundaries can be described thusly: at the south extending along Olde Base Line from the Trailway in the west to the eastern end of the W ½ of Lot 1, Con. 1 in the east; angling along the Trailway northeast to encompass the 19th century residential streets up to Macdonald Street, then along Macdonald Street (only the properties on the south side are included), jogging north to include 93 Lorne, crossing McLaughlin and to the Trailway south to the northern limit of the W ½ Lot 1 Con. 1 where it follows the western edge of the property to Olde Base Line.

Refer to Figure 8 Inglewood: Railway Village for detailed delineation of boundaries.