Criteria
for the
Identification
of
Cultural Heritage Landscapes

Town of Caledon

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CRITERIA FOR THE IDENTIFICATION OF CULTURAL HERITAGE LANDSCAPES IN THE TOWN OF CALEDON

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1.   INTRODUCTION

The concept of Cultural Heritage Landscapes is perhaps the most profound in the field of heritage preservation. It has long been intuitively understood that certain places have a special, distinguishable character based on the unique integration of such aspects as topography, fauna, settlement patterns, human industry and architecture. Indeed it is the seeking out of these places that 'drives' much of modern tourism. Cultural geographers have been considering and analyzing 'cultural landscapes' since the term was 'coined' by Carl O. Sauer (the father of cultural geography) in 1926 to describe any place modified by humankind, however subtly.

Among the universal guiding principles of heritage preservation 'the site' has always been considered an essential and virtually indivisible component of the value and integrity of a historic structure. As well it has been appreciated that certain urban nodes such as the historic cores, districts or precincts within some cities and towns deserve recognition for their heritage character – a sense of place that transcends the individual resources of which the area is composed. Still it is only relatively recently that this sense of the importance of formally recognizing the special character of 'place' has broadened both literally and metaphorically to include other types of geographic areas such as rural landscapes.

It is now recognized that the preservation of intact cultural heritage landscapes offers the best possibility for maintaining the character of certain special areas in all their subtle complexity. For a rural example this tapestry of features might include hedgerows, rock cut roadways, a sugar bush, fences, springs, paths, mill ruins, family burying grounds as well as the more typically accepted heritage resources of farmhouses and barns. The comparison between this image and that of the preservation of only the single 'best' farmhouse surrounded by suburban or industrial development speaks for itself.

Of course along with the breadth of this important concept comes the difficulty of identifying and managing such broad and diverse resources which often involve a variety of land uses and ownership. While, as alluded to at the outset, the response to cultural heritage landscapes is often initially intuitive, it is necessary to ensure that such areas, rather than simply being picturesque, have true heritage significance and have retained their essential integrity. In order to do this, and thereby justify the preservation of such places in the face of many competing modern demands, it is necessary to develop a process for their examination, and criteria through which they can be identified and delineated. It is the purpose of this study to establish such a process and associated criteria in the particular context of the Town of Caledon.

2.   STUDY APPROACH

In conjunction with its recent Official Plan update, the Town of Caledon has developed general policies pertaining to cultural heritage preservation, including cultural heritage landscape, and scenic roads, however no comprehensive town-wide inventory has yet been undertaken either for built heritage or cultural landscape resources. Official Plan Amendment (OPA) 173 regarding Cultural Heritage Policies notes that in consideration of new development, cultural heritage landscapes identified by either a Cultural Heritage Landscape Inventory or through a Cultural Heritage Survey may be considered for protection and/or designation under the Ontario Heritage Act. OPA 173 notes the intent to undertake such an inventory, and to develop criteria to assist in defining cultural heritage landscapes. It is within the context of this latter policy statement that the Town has commissioned this study.

The study is not intended to be an exhaustive study on the history of Caledon, or an inventory of cultural heritage landscapes. It does, however, explore the potential themes and historical context of the area through a review of some of the excellent documents and books that have been written on Caledon's history, including the *Cultural Heritage Study of the Town of Caledon (Historica Research Limited, 1993)*. These themes were used in conjunction with the proposed evaluation process and criteria to identify a number of candidate cultural heritage landscapes, and were applied to two case studies.

The study process included the following key tasks:

Task 1   Current State Analysis
- Review of relevant Town background documents and existing policy framework;
- Review of historical data and settlement patterns in Caledon;
- Limited field survey of Town noting current conditions, potential sites (representative), and areas of highest probability of having cultural heritage landscapes.

Task 2   Establishing the Framework
- Review and summary of cultural heritage landscape definitions and evaluation criteria in use, or proposed in other locales, both locally and internationally.

Task 3   Defining the Cultural Heritage Landscape in Caledon
- Development of preliminary written evaluation criteria and review with municipal staff and an Ad Hoc Committee;
- 'Testing the criteria,' through identification of representative cultural heritage landscape sites in Caledon, and detailing of two case studies.

Task 4   Developing Written Criteria for the Identification of Cultural Heritage Landscapes
- Documenting process and findings in a summary report, supported by: representative photographic examples, and plan illustrating areas of cultural heritage landscape potential;
- Identification of next steps in identifying cultural heritage landscapes.

3.   REGIONAL CHARACTER AND CONTEXT IN CALEDON

The Cultural Heritage Landscape (CHL) is the recognizable imprint of human settlement and activities on the land over time. Caledon, a relatively young municipal entity, encompasses a number of diverse regions (which are only touched on in this report), each with their own distinctive character, derived from the interplay of human settlement/activities and the particular landscape upon which the human story has been played out. The distinctive landforms and physiographic regions of Caledon are both the backdrop and main source of the readily distinguishable differences in the character between the various areas that make up the municipality. Although the historical themes and contexts of Caledon's heritage parallel that of the province as a whole, it is the interaction of its dramatic natural features: the Oak Ridges Moraine, the Escarpment and the Credit and Humber River systems, that have shaped the form and character of its settlement areas and early industries, in a manner that is unique within Ontario.

Following is a brief summary of each of the key regions within the Town and how settlement in the area has both adapted to, and influenced the landscapes that are present today.

3.1   Physiographic Regions

The dolostone capped spine of the *Niagara Escarpment* is the most prominent feature of the Town, rising abruptly out of the flat and fertile Peel Plain in the southeast and angling across the Town, tending generally north–south. Unarguably, one of Ontario's most outstanding physiographic features, the Escarpment has been designated a World Biosphere Reserve by United Nations Education, Scientific and Cultural Organization (UNESCO). As one of only eleven World Biosphere Reserves in Canada, this designation places the Escarpment globally on a par with the Florida Everglades, the Galapagos Islands, and the Serengeti Plains.

The Escarpment 'bends' westward at The Forks of the Credit. This 'bend' also embraces the westernmost point of the *Oak Ridges Moraine*. An interlobate moraine (formed approximately 13,000 years ago between two receding lobes of the Laurentide Ice Sheet), the sand and gravel hills of the Moraine extend across most of the northeast portion of the Town and typically form the height of land across Southern Ontario, east to the Trent River. From just below the Grange Sideroad north to Mono Mills, these two significant landforms run 'side by side' with the hummocky hills of the Moraine extending up to the 'scarp' face.

The high hills of the Moraine, composed largely of glacially deposited sand and gravel, are a natural catchment area for precipitation, giving rise to many springs along its lower edges. A number of these springs become the headwaters of significant streams. This is the origin of the *Humber River*, now designated a 'Canadian Heritage River' based on its outstanding human heritage and recreational values, and the contribution it has made to the development of Canada. The Humber's broad watershed dominates the eastern section of the Town.

The *Credit River*, from its source in the northwest of the Town, has cut its way over time through the limestone bedrock of the Escarpment, creating a deep gorge. The Credit, a pool and riffle stream with a mostly rocky bottom, is a sharp contrast to the slower, meandering Humber.

The lower reaches of the Town are characterized by the flat to slightly undulating lands of the *Peel Plain* which extends across the lower reaches of the Town, sloping gradually toward Lake Ontario. This extensive plain which encompasses the central portions of the Regional Municipalities of Halton, Peel and York and the northwestern portion of the City of Toronto, consists of a glacial till rich in shale and limestone, topped by a veneer of relatively impervious clays.

These major landscape features have always had, and continue to have, implications for the form and nature of human use and settlement of the area presenting various opportunities and constraints in response to such essential human concerns as the range and extent of potential wild food sources, access to potable water, potential for cultivation, ease of travel, nature of building materials, health and safety of encampments and permanent settlements, potential for industry (especially 19th century and beyond), and aesthetic and spiritual satisfaction.

3.2   The Imprint of Human Settlement/Activities

3.2.1   Early Human Habitation

The Oak Ridges Moraine was one of the earliest areas in southern Ontario to be free of ice and thus is likely to have been one of the first to support human habitation (Oak Ridges Study p.9). The area appears to have been continuously occupied from that time on with sites documented which span the full period of pre-historic settlement. On Mount Wolfe, the highest point in the northeast with creeks and wetlands along its slopes, three sites are known, including a Huron village and burying ground. It has been suggested that the location of the village site was determined relative to a long distance trail across the Moraine. Like the Humber valley, the Moraine is considered one of the significant travelways of aboriginal people (researchers have estimated as many as five trails).

Throughout the reaches of the Humber, a key transportation corridor as well as a rich source of food and dry, accessible campsites, many archaeological sites have been identified. The confluence of the Humber River and Centreville Creek is considered particularly rich. No systematic survey has been undertaken of the Credit and its tributaries and consequently relatively few sites are known, but the potential is considered High to Very High given that proximity to water is the major indicator for the location of indigenous sites. While First Nations' modifications to the natural landscape were relatively modest in European terms, research has shown that they still could be quite significant in their own right (e.g. the burning of the forest understorey).

3.2.2 Euro-Canadian Settlement: The 'Grid'

With the spread of Euro-Canadian settlement, which began slowly as in most hinterland regions, the rigid survey grid was overlaid on this diverse and occasionally dramatic natural

landscape. The current Town of Caledon is a relatively modern entity (1974) comprised of the northern part of the Township of Chinguacousy as well as the Townships of Caledon and Albion. These Townships were surveyed over 1818-1819 and laid out in the double front system, relatively new at the time. In this system the common unit of concession, the half-lot, was almost square and 100 acres in size. Each half of a 200 acre-lot fronted on a different concession line road. Side roads generally intersected the concession roads every five full lots, or 1000 acres. This system established the pattern of settlement discernable to the present day. Field size, house, drive and outbuilding placement, property boundary demarcation by fence and/or tree-line, all relate to the original survey and the roadways remain, for the most part, the historic concession roads and side roads.

Of course the roads, which were laid out straight on the idealized plan, had to be modified in construction to deal with the actual topography, particularly at the Escarpment which was not readily amenable to road building. A number are, in fact, almost 'switchbacks' as they deal with a terrain of rocky ridges and gorges. Anomalies between the surveys of the original townships are still discernible in the offset of side roads at the former junction between Albion and Caledon townships (now Airport Road), and the placement of Boston Mills Road only two lots south of Old Baseline, the former boundary between Caledon and Chinguacousy townships, (much closer than the typical five lot allowance). The roads were renamed following the municipal reorganization that created the present Town of Caledon. Despite names chosen for their historical associations, most long time area residents still refer to the roads by concession numbers and the township of origin.

3.2.3   Farming the Peel Plain

The Peel Plain is a remarkably flat landscape relative to the upland character of so much of the Town. The soils of this area are classified as Class1, among the best in the Province, and the farms of those who settled here prospered and expanded. A large part of this area was once part of Chinguacousy Township and the southern part of Albion Township (south of the Moraine). While land clearing was a struggle, the soils were stable, much less susceptible to erosion than the sandy soils to the northeast and able to support a variety of crop types. It was initially wheat farming that brought prosperity to the farmers of the area. Wheat prices skyrocketed in the mid 19th century, pushed by a chain of events which began with the gold rush of 1849 and peaked in 1854-1855 when the crop failed in Europe at the same time as the Crimean War cut off the supply of Russian wheat. It was with the wealth generated in this period that many of the area farmers built their 'second' homes, most often choosing the combination of red brick with buff brick detailing which is now considered a characteristic of the architecture of the area. While some residents built all new in brick, others bricked over existing frame and log structures.

Beginning in this same period, the signing of the Reciprocity Treaty with the U.S.A. (1854-1865) and the arrival of the railway encouraged farmers to diversify, including an increase in livestock. This diversification in turn changed agricultural outbuilding requirements. The modest English two bay hay barn was no longer adequate in itself, leading to the construction either of a second barn or the raising of the existing barn on a stone foundation with livestock at that ground storey and hay in the loft above. Thus it was in this period that the barn became the dominant feature of the Peel Plain landscape.

The flatness of the Peel Plain means that it was almost solely the survey grid which established the form of settlement, a tapestry of fields with the occasional woodlot, wetland and/or creek. Except at its northern and western margins where the buildings are framed by the highlands beyond, the dominant features on the skyline are the barn and the silo along with windrow trees and/or mature front yard shade trees. Many of the properties now have a modern bungalow adjacent to the brick farmhouse where several generations remain on the land. Working farms have had to adopt modern practices and to some extent, scales of operation, with an accompanying affect on the historic landscape.

More seriously, the ease of construction afforded by this flat, cleared land and its proximity to already-established suburban and commercial/industrial enterprises to the south continues to present a strong lure to development.

3.2.4   Albion Hills: A Contrasting Case

Settlement in the more northerly *Albion Hills* contrasts that of the Peel Plain. Here the farmhouse, barn and fields are set within a rolling, hummocky landscape with hills rising to the north behind the structures. The snake fences, which typically define the properties, appear to undulate with the terrain. While the sandy soils of the Moraine initially provided reasonable yields, merciless soil erosion began to occur as land clearing increased and too great a percentage of tree cover was lost (90% by 1900). Initially undermining the quality of farming (after one generation), erosion culminated eventually in virtual dust bowl conditions with the remaining soil simply blowing away. The farmers of the area, many of Irish descent, rarely had the surplus funds to allow for the building of a 'second' house in brick or even bricking over their first frame or log house. Thus a number of early examples of log homes survive in this area. This is true also of barn and outbuilding improvements.

Still, the branches and tributaries of the Humber run through the area and provided many potential mill seats. The mills of Robert Campbell became the focal point for the community which later became Palgrave. The Palgrave millpond, which is the 'gateway' into the village from the north, remains one of its most distinctive features.

The well-wooded, shaded environment that now characterizes much of this area is derived largely from the attempt in the latter half of the 20th century to stabilize the soils and diminish flooding, and bears little resemblance to the exposed and denuded landscape of the late 19th century.
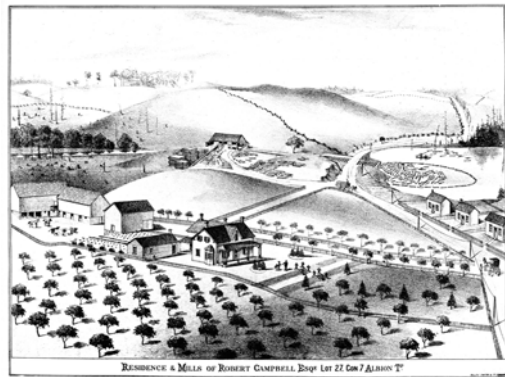
Source: 1877 Historical Atlas of Peel County

3.2.5   Early Industry along the Credit

The area dominated by the Escarpment was generally too rocky and rugged to support agriculture except in pockets at its margins. Still, from its initial discovery the Credit River was considered one of the best streams for milling in all of southern Ontario. The many industries which developed around this power source -originally, as elsewhere, saw and grist mills, and later such enterprises as textile mills, distilleries, bottling plants and hydro plants -

spawned communities all along the river valley, typically tucked close to the Escarpment. The dolostone, sandstone and limestone, exposed as outcrops and/or often close to the surface which made farming so difficult, was found to be excellent building stone with the red whirlpool sandstone particularly prized for major public buildings in Toronto and other urban centres. Quarrying and lime burning became key industries along the Credit particularly between Cataract and Inglewood. Toward the south, in former Chinguacousy Township, outcrops of red Queenston shale provided the basis for brick and terra cotta manufacture at Cheltenham and Terra Cotta. It is the gullying of these shales due to lack of vegetation which created the striking landscape feature known as the 'badlands'.

While each riverside community is distinct, there are characteristics which are shared by many. Bordered by the Escarpment and the river most have a Mill Street, a mill pond (though Cataract 'Lake' disappeared with the removal of the dam), a combination of typical housing types (from workers' housing to that of the mill and/or quarry owner), the prevalence of local stone as a building material and at least some streets which wind with the river.

The railway, key to the development of many hinterland areas, played a particularly important role in the success of the industries along the Credit. The origin and development of Inglewood derived directly from its being the junction of both the Hamilton and Northwestern Railway and the Credit Valley Railway. The former CVR railway, although little used now, still runs through the center of the village and remains a dominant feature. This is true as well at The Forks of the Credit where the trestle traversing the stream echoes the monumental wooden trestle originally built for that location, much of which remains embedded in the existing embankments.

While agricultural development in the Escarpment area was very difficult, farming did take place in pockets, occasionally with some success. These farms often eventually had a farmhouse, barn foundation and outbuildings of local stone. As well, stone gateposts and fieldstone fences leveled with cedar shingles were distinctive elements of this area.

3.2.6   Recreation and Nature Conservation

The scenic features, dramatic terrain and fresh waters of the Town of Caledon have long made it an attractive area for nature enjoyment. The Town is home to a number of public and private recreation sites whose origins are rooted in its history. The Belfountain Conservation Area site has a lengthy history of recreational pursuits dating to the late 1800s when it was the private estate of a wealthy and prominent local businessman. The Caledon Mountain Trout Club is an exclusive members-only sporting facility, operating on a site that has been a fish and game area since the mid-1800s. Formalized in 1903 as a weekend and

summer retreat, the club still operates today from its historic clubhouse in much the same way as it did one hundred years ago.

Albion Hills Conservation Area was the first conservation area in Ontario. Established in the mid 1950s, not long after Hurricane Hazel wreaked destruction on the region, represented new responsibilities for the (then) Humber River Conservation Authority, toward the provision of public recreation, in conjunction with its mandate for flood control and environmental conservation.

Caledon's physiographic features, which transcend municipal boundaries, have given rise in more recent decades to a regional network of trails that represent trends toward environmental conservation and personal nature enjoyment, and demonstrate the spirit and strength of grass-roots movements. The Bruce Trail extends the length of the Niagara Escarpment, some 300 kilometres, to its terminus at Tobermory. The Caledon section, which has been in existence for over thirty years, spans the Credit River, Humber River and Nottawasaga Creek watersheds, passing by notable area features such as the Cheltenham Badlands, Caledon Mountain at the Devil's Pulpit, and The Forks of the Credit Provincial Park.

The Caledon Trailway, which also forms a segment of the Bruce Trail, is located along the bed of the old Hamilton and Northwestern Railway, built in the 1870s to transport stone, brick, timber and agricultural goods. The trail is one of the earliest designated routes of the Trans Canada Trail, and the first TCT pavilion was built on the trail in Caledon East.

The Humber Valley Heritage Trail follows pre-historic travel routes along the Humber valley north from Bolton to join with the Bruce Trail and the Caledon Trailway, and is to be eventually linked southward to the lower sections of the trail which terminate at Lake Ontario. The Oak Ridges Moraine Trail extends from the Albion Hills Conservation Area and the Bruce Trail to the eastern boundary of the Town of Caledon, and beyond.

The Elora Cataract Trailway runs 47 km from Elora to Cataract, along a branch route of the Credit Valley Railway (CVR) which was constructed in 1879 between Toronto and Orangeville, in direct competition with the Toronto, Grey & Bruce Railway. In 1883, the CVR was incorporated into the Ontario and Quebec Railway, an affiliate company of the Canadian Pacific Railway (CPR). A year later it was leased to the Canadian Pacific Railway. The original CVR line is now abandoned by CPR, although the segment from Streetsville to Orangeville was acquired in recent years by the Town of Orangeville and operates as a short-line for freight.

INSERT FIGURE 1 – TOWNSHIP OF CALEDON, 1877

INSERT FIGURE 1 – TOWNSHIP OF ALBION, 1877

INSERT FIGURE 1 – NORTHERN PART OF TOWNSHIP OF CHINGUACOUSY, 1877

4. CRITERIA FOR THE IDENTIFICATION AND EVALUATION OF CULTURAL HERITAGE LANDSCAPES

4.1 Defining the Cultural Heritage Landscape (CHL)

Cultural landscape preservation is a global issue, recognized as early as 1962 by the United Nations Educational, Scientific and Cultural Organization (UNESCO) through its adoption of a "Recommendation Concerning the Safeguarding of the Beauty and Character of Landscapes and Sites. The recommendation pertained to the *"preservation and, where possible, the restoration of the aspect of natural, rural and urban landscapes and sites, whether natural or man-made, which have a cultural or aesthetic interest or form typical natural surroundings."*

In 1992 the UNESCO World Heritage Convention Operational Guidelines for inclusion of sites on the World Heritage List were updated by the World Heritage Committee to include cultural landscapes. The Guidelines identify cultural landscapes as representing "the combined works of nature and man". They are *"illustrative of the evolution of human society and settlement over time, under the influence of the physical constraints and/or opportunities presented by their natural environment and of successive social, economic and cultural forces, both external and internal. They should be selected on the basis both of their outstanding universal value and of their representativity in terms of a clearly defined geo-cultural region and also for their capacity to illustrate the essential and distinct cultural elements of such regions."* For the purpose of identifying and classifying cultural landscapes UNESCO uses three categories: *designed landscapes*, *evolved landscapes*, and *associative landscapes* (see below).

The definition, categorization of cultural landscapes, and the guidelines for their identification set out by UNESCO have been widely used as the basis for defining cultural heritage landscapes by national organizations including Parks Canada and the U.S. National Park Service – National Register of Historic Places.

Parks Canada defines cultural landscapes as *"Any geographical area that has been modified, influenced, or given special cultural meaning by people"* (Parks Canada, 1994a: 119). The National Historic Sites System Plan includes designated national historic sites within all three types of cultural landscapes, as categorized by UNESCO.

The U.S. National Register of Historic Places utilizes the following definition, established in 1996 by the US Secretary of the Interior – Guidelines for the Treatment of Cultural Heritage Landscapes: *"a geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a histori*c *event, activity, or person or exhibiting other cultural or aesthetic values."* The U.S. has been among the most active countries in the identification and preservation of CHLs over the last decade.

In Ontario, CHLs were recognized and defined in the Ontario Provincial Policy Statements (OPPS) (1996) under the Planning Act as follows:

" a defined geographical area of heritage significance which has been modified by human activities. Such an area is valued by the community, and is of significance to the understanding of the history of a people or place." Significant is defined by the OPPS as "important in terms of amount, content, representation or effect."

This remains the Province's only 'official' definition of cultural heritage landscape.

OPA 173 adopts the OPSS definition for cultural heritage landscapes and further adds: "*Cultural heritage landscapes include any area perceived as an ensemble of culturally derived features such as a neighbourhood, townscape, roadscape, farmscape, or waterscape that is of significance because it illustrates noteworthy features between people and their surrounding environment.*"

This intentionally broad definition was leavened by the commitment on the part of the Town 'to develop more detailed criteria to assist in defining cultural heritage landscapes'. However, within the OPA, "heritage roads" are clearly defined as a "road or portion of road which exhibits physical and historical integrity" and one or more of the following attributes:

A. Historical associations with a theme of human history that is representative of cultural processes in the development and use of land in the Town;

B. Historical associations with the life or activities of a person, group, institution or organization that has made a significant contribution to the local or regional municipality;

C. Scenic amenity, based on historical, architectural or archaeological value, with a recognizable sense of position or place either viewed from within the road right-of-way or viewed from an exterior viewpoint;

D. Having an association with a local landmark.

Of particular relevance to Caledon, the Niagara Escarpment Plan (NEP) (Office Consolidation 2002) makes specific note of the need for conservation of cultural heritage features and landscapes, and scenic values, within the Escarpment Natural Areas, the Escarpment Protection Areas, and the Escarpment Rural Areas. The NEP defines Cultural Landscapes as follows:

"A cultural landscape is the product of human activity over time in modifying the landscape for their own purpose, and is an aggregation of human-made features such as a village, farmland, waterways, transportation corridors, and other artifacts."

The NEC has also undertaken a study that investigated a methodology for defining, identifying and evaluating cultural heritage landscapes (Cultural Landscape Assessment: A Comparison of Current Methods and Their Potential for Application within the Niagara Escarpment, Payne, 1996). Several methods were compared including expert based top-down assessments that focus on evaluation according to predetermined criteria, such as the one in use by the U.S. National Park Service, and the Cultural Heritage Evaluation Process for Ontario Management Board Secretariat. A combined expert/informant based model was selected as best meeting objectives developed with the NEC for conducting an analysis that was compatible with its database and mandate, as well as providing evidence of local values which is implicit to the most widely accepted definitions of a CHL. In a subsequent study, a proposed methodology was further articulated and applied to the identification of CHLs within the Beaver Valley area of the Niagara Escarpment.

4.2   Evaluation Process and Criteria

In order to establish the areas within Caledon which deserve recognition as cultural heritage landscapes (candidate CHL), it is necessary to develop an effective methodology and criteria for the identification and evaluation of such places, and to appropriately delineate their boundaries. The process of evaluating a candidate CHL, begins with a comprehensive understanding of the place and its historical context, derived through documentary and oral research, and physical investigation. This is followed by the evaluation process, which determines whether or not the resource has heritage significance.

The following sections outline the essential steps in the identification, documentation, and evaluation of candidate CHLs, which can serve to guide site specific evaluations and the cultural heritage landscape component of a *Cultural Heritage Survey*, as referred to in OPA 173.

4.2.1   Identification

The categories established for cultural landscapes by UNESCO provide a useful starting point for identifying and classifying a wide range of cultural heritage landscapes. The three categories are:

Designed landscape - the *"clearly defined landscape designed and created intentionally by man."*

Organically evolved landscape - that *"results from an initial social, economic, administrative, and/or religious imperative and has developed in its present form in response to its natural environment."*. Within this category two sub-categories are identified:

- Relict landscape, "in which an evolutionary process came to an end at some time in the past", and for which "significant distinguishing features, are, however still visible in material form."

- Continuing landscape which "retains an active social role in contemporary society closely associated with the traditional way of life, and which the evolutionary process is still in progress."

Associative cultural landscape – which is *"justifiable by virtue of the powerful religious, artistic, or cultural associations of the natural element rather than material cultural evidence, which may be insignificant or even absent."*

Given the nature of the topography of Caledon and the history of its settlement by far the greatest number of its candidate CHLs fall into the 'organically evolved' category. These are essentially rural landscapes, with the term 'rural' here taken to mean a wide range of settings and practices which are not urban and/or designed. These would of course include farmsteads, but also such places and elements as the river and creek systems, historic hamlets, villages, mill sites, mine and quarry sites, brickworks, prehistoric campsites and fishing grounds, railway, road and trail networks. OPA 173 already recognizes these types of resources as being "of interest" and requiring conservation measures, in Section 3.2.3.4.2 Cultural Heritage Landscapes and Section 3.2.3.4.3, which addresses the Credit River and Humber River valleys and adjacent lands.

4.2.2   Historical Contexts (Themes)

The essential consideration in identifying a candidate CHL, as with all heritage resources, is its embodiment of, and/or connection or association with the major themes (contexts), which have shaped the area. Establishing the possible connection between an existing 'place' and its historic themes indicates the potential of that place being of heritage significance and becomes the rationale for further study. At the outset of the evaluation process, a comprehensive, definitive list of such themes would be developed with a descriptive synopsis for each theme along with its sub-themes.

As defined in the U.S. National Parks Service – National Register of Historic Places Bulletin #30 "*a historic context is an important theme, pattern, or trend in the historical development of a locality…at a particular time in history or prehistory.*"

A Canadian example of this approach on a broader scale is the Topical Organization of Ontario's History. This document sets out the main themes in the development of the province since prehistoric times and has been used over the last twenty-five years by the Ministry of Natural Resources to evaluate and justify the establishment of historic parks and/or historic zones within parks.

In Caledon, a number of the themes will be consistent with those held Province wide while others will be Caledon specific. Some rural landscapes, having evolved over many years and possibly supporting a number of land uses, may relate to several themes.
For Caledon a general list of themes would include:

- Prehistoric land-use/ritual
- First exploration
- Survey and pioneer settlement
- Farming
  - Early subsistence
  - Wheat
  - Mixed
  - Barley
  - Mechanized
  - Farming on the Peel Plain
  - Farming the uplands
  - The effects of loss of soil cover
- Early Industry
  - Grist and sawmills on the Credit and Humber and elsewhere
  - Logging
  - Woolen mills
  - Other water powered or water based industry e.g. bottling plants
  - Quarrying along the Credit
  - Clay and brick making along the Credit and elsewhere (i.e. Bolton, Caledon East)
  - Hydro

- Transportation
  - Early paths/trails/roads
  - The rivers
  - Stagecoach
  - The railways

- Recreation
  - Hunting/fishing – Caledon Mountain Trout Club
  - Hiking - the Bruce Trail, Caledon Trailway, Humber Valley Heritage Trail
  - Skiing – Caledon Ski Club
  - Parks and Conservation Areas – Belfountain Conservation Area (Mack's Park), Albion Hills CA (first Conservation area).

- Nature Conservation
    - The Niagara Escarpment
    - The Oak Ridges Moraine
    - Albion Hills
    - Humber River
    - Credit River

4.2.3   Inventory

A 'candidate CHL', or 'study area' will be examined and described under a range of landscape characteristics[1]. These are as follows:

1. Physiographic Description

    General description of the natural landscape forming 'the ground' for all human activity.

2. Processes

    An examination of the human interaction with the environment, the form(s) this interaction has taken and what it manifests with regard to the 'mindset' and traditions of those that settled/laboured there.

    - Land uses and activities
    - Patterns of spatial organization
    - Response to the natural environment
    - Cultural traditions

    For *Designed Landscapes* also to be considered are:
    - The landscape architect/designer if known
    - The historical style/ tradition represented by the original design and/or subsequent alterations

3. Elements

    A description of the physical elements which together constitute 'the place' and their inter relationship.

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[1] The 'landscape characteristics' listed are based generally on those presented in the U.S. Parks Service – National Register Bulletin #30 and on the Cultural Landscapes Report Format developed as part of the Cultural Heritage Evaluation Process for Ontario Management Board Secretariat (itself based largely on Bulletin #30). However these documents have been adapted and revised as deemed necessary to the current context.

- Circulation networks
- Boundary demarcations
- Vegetation related to land use
- Buildings, structures, and other man-made objects or land alterations
- Settlement clusters
- Archaeological sites

4. Site Context

A description of the relationship between the 'study area' and the lands adjacent including links on the one hand and essential differences in topography, architecture etc. on the other. The site context should include viewscapes and viewsheds, both to and from the site, which remain unaltered from the historic period.

The results of the above inventory and analysis will form the basis of an *Inventory Report* with mapping to delineate the preliminary boundaries of the Study area, and representative photographs and plans of both the present and historical condition.

4.2.4 Significance Criteria

While any landscape upon which humankind has left their 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 <u>heritage</u> landscapes. To be considered significant from a heritage perspective it must be demonstrated through the *Inventory Report* that the candidate CHL meets <u>one or more</u> of the following criteria:

For *Organically Evolved Landscapes* and *Associative Cultural Landscapes*

A. Is associated with events that made significant contributions to the broad patterns of history (at any level - local, regional, national, etc.) i.e., strong association with central themes; or,

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

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; or,

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

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

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

For *Designed Landscapes* the following criteria would <u>additionally</u> apply.

G. Is a representative example of a distinctive style (trend, movement, or school of theory) tradition, time period, or a method of construction; or,

H. Represents the work of a recognized master gardener, landscape architect, planner, architect, or horticulturalist; or,

I. Possesses high artistic values or, as a whole, represents a significant and distinguishable entity whose components may lack individual distinction.

After reviewing the candidate CHL in relation to the above criteria it should be clear as to whether the site has the appropriate heritage significance and, if so, the reason(s) for its heritage significance. This will be formalized into a concise *Statement of Significance*, which will accompany the Inventory Report.

4.2.5   Character Defining Elements

Character defining elements are those key resources which most clearly manifest the heritage significance of the site. These should be listed and described along with the *Statement of Significance.* The list of character defining elements provides a means for 'breaking down' the examination of the integrity of the site and also analyzing the impact of future proposed changes.

4.2.6   Integrity

All heritage resources, whether at the global or local level, must possess the essential quality of integrity. For cultural heritage s the assessment of integrity can be somewhat more difficult and complex than for individual structures or sites due to factors such as the size of the land base, the number and inter-relationship of elements, the range of land uses, the nature of vegetative growth and change. For most sites, some loss of pure historic integrity must be accepted as inevitable. Certainly, as noted above, vegetation of the historic period is going to grow, mature, spread, be pruned, be replanted, crops and field use possibly changed, relationship to wild lands shift but this is part of the natural organic process.

Still, in the final analysis, the 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 their heritage significance derives.

For example, the continuing presence of site defining topographic features in an unchanged relationship to building complexes, yards, fields, fences, lane, concession roads and sideroads, presents a picture of integrity. A site centered on mill ruins, with the discernible remains of dam, flume and millpond, upstream from a small cluster of 19th century buildings originally constructed as a result of the mill's presence also retain integrity though key elements are, in fact, ruins.

However, the encroachment of some types of new development into the landscape, which can significantly change the timeless relationships between landscape elements - either directly through the loss of fields, woods and buildings and, also through alterations such as the widening of roadways - might seriously undermine the integrity of a site.

More subtly, the loss of key elements such as hay barn, (often the most monumental buildings in the rural landscape) may likewise denigrate the integrity and thus the validity of a candidate CHL as a cultural heritage landscape.

The integrity of a candidate CHL may be examined, in part, through an analysis of the integrity of its *character-defining elements.* These of course will vary with the nature of the site and the reasons for its being considered significant. Thus the measure of integrity may differ from site to site and also with regard to the different types of elements of which it is composed.

However, the essential question in all cases is:

- How clearly does the character-defining element reflect and contribute to the heritage significance of the candidate CHL?

Other relevant questions include:

- Is the site continuing in the same use and/or compatible use? *Compatible here refers to a use that doesn't require the altering of key elements and their inter-relationship.*

- Is there an actual continuity of ownership of the site?

- Have buildings survived in their original form and in relatively sound condition?

- Are historic complexes and their relationships to other elements such as yards and fields intact?

- To what extent have other built elements such as fences, walls, paths, bridges, corrals, pens survived?

- Does the historical relationship to prominent natural features, e.g. cliff, stream, still exist both for the site as a whole and within the site?

- Are 'designed' plantings such as hedgerows, windrows, gardens, shade trees still discernible and is their traditional relationship to buildings, lanes, roadways, walks and fields still discernible?

- How closely does the existing view of the site compare to the same view captured in a historic photo?

- Can ruins and overgrown elements still convey a clear 'message'?

For *Designed Landscapes*, the following question should also be considered:

- Are changes to the landscape irrevocable or can they be corrected so that the property retains integrity?

In summary, those areas which clearly embody both heritage significance and integrity deserve to be recognized as Cultural Heritage Landscapes.

4.2.7   Boundaries

At the initiation of the cultural heritage landscape process a general geographic area is defined as 'the study area'. Through the process of examination and the review of all aspects, considering both significance and integrity, these boundaries may be modified or refined. The modification may result from a deeper understanding of the true parameters of certain types and/or forms of settlement or from the perceived loss of integrity at certain locations of the study area. In any event at the culmination of 'the inventory process' relatively accurate boundaries for the cultural heritage landscape need to be delineated and mapped.

Boundaries may include:

- Historic legal boundaries, or current legal boundaries when they are coincidental or greater than the historic boundaries;
- Boundary demarcations of some permanence that are based on historic land uses, i.e. fences and fencerows, hedgerows, tree lines, drainage ditches.
- Roads, rights-of way, rail lines or established paths - both historic and active, that serve as separators to significant sites or areas;
- Natural features, i.e. rivers, water bodies, ridges or landforms, forested areas, that have served as historic visual or physical separators, or viewshed limits;
- Mature vegetation that mark the edges of the cultural historic landscape, i.e. tree-lined road or lane, woodlot or stand of trees;
- Changes in pattern of development or spatial organization;
- Edges of new development, i.e. roads, buildings.

As finally established the boundaries of the CHL must encompass an area of historic integrity.

4.2.8   Buffers

In some instances, establishing a buffer to the CHL may be considered for planning and protection purposes, and to retain the visual qualities of the site. The setback, location, and type of buffer will vary depending on the nature of the CHL, but may include natural features or lands that, while outside of the historic land ownership or management, either fall within historic viewsheds, contribute to the historic setting, or were formerly part of the active uses of the land.

4.2.9   Perspective

With regard to the CHL identification process, it is important to keep in mind that the understanding, and appreciation of the significance of certain areas may well change over time as a result of such factors as: the availability of more detailed research; changed cultural perceptions and the increasing rarity of certain types of cultural landscapes.

4.3   Area Potentials

Caledon is an area with dramatic and significant landforms, major river systems, and a landscape rich with evidence of its human history. Stories abound of the people and activities that have shaped the Town, and there are a multitude of special places that are held in high regard by its residents. This is the context that gives rise to cultural heritage landscapes. It is readily apparent that Caledon has tremendous potential.

The highest probability of occurrence is in association with the Credit and Humber River valleys, where the earliest and highest amount of habitation has occurred. The Escarpment with its rich mineral deposits, demanding terrain, and multi-faceted history is also an area of high probability. Where the two converge are concentrations of cultural heritage resources, within a picturesque rural landscape that is second to none in Southern Ontario.

Although these areas of Caledon may give rise to the best and most obvious cultural heritage landscapes, nonetheless there are many others associated with such elements as the existing and 'disappeared' historic hamlets, the Peel Plain, and the Albion Hills. Already enjoyed by residents and visitors alike, the cultural heritage landscapes of Caledon remain only to be identified and protected.

Figure 4 illustrates the natural heritage features of Caledon overlaid with the settlement patterns, as represented by the road grid, historic hamlets, and existing urban areas. The potential for the presence of cultural heritage landscapes is highest in areas where layering of significant natural and cultural heritage resources exists.

INSERT FIGURE 4 AREA POTENTIALS

5.   REPRESENTATIVE CULTURAL HERITAGE LANDSCAPES

The two examples presented below are intended to illustrate the process by which a specific area of Caledon, considered to have potential as a CHL, would be able to be identified as a CHL.

The first example, *the area between The Forks of the Credit and the Village of Cataract,* was chosen because of its obviously unique combination of attributes, and the information already available with regard to many of its aspects. Given the timing and budget of this study along with the harshness of this past winter, such information would have been difficult to obtain directly.

The second example, *the Silvercreek Section of Kennedy Road,* represents a more typical rural landscape of Caledon and thus a useful contrast to Example 1. Furthermore, key components of this landscape were readily visible from the road itself.

The examples provided below are for illustrative purposes only. While they are intended to be as complete as possible, given the limited information available there may be gaps in detail that would normally be able to be filled with further fieldwork and research.

EXAMPLE 1: THE FORKS OF THE CREDIT TO THE VILLAGE
OF CATARACT

HISTORICAL CONTEXTS

The above study area can be further described as an *organically evolved landscape* with boundaries, for study purposes, which begin to the southeast of the actual forks, (where the Grange Sideroad meets the eastward 'jog' of McLaren Road) and extending to include the westward bulge of the Escarpment at the branching of the Credit as far as Belfountain to a northern boundary at the village of Cataract.

It is considered an excellent candidate CHL because it clearly 'embodies and/or is associated' with a number of Caledon's major historic themes. The themes with which it is most closely associated are those of Early Industry though Transportation, Recreation and Nature Conservation are also very important. More specifically the area is deeply connected to a wide range of water powered and water based industries including grist and sawmills, woolen mills, bottling plants and hydro plants; as well as quarrying, lime burning and the railway.

INVENTORY

1.   Physiographic Description

The candidate CHL is primarily a dramatic river gorge cut through the dolostone/sandstone/limestone escarpment bedrock from the falls at Cataract to the river's branching at the base of the defined exposed escarpment face which has come to be known as 'Devil's Pulpit.' The gorge, the branching of the river and 'Devil's Pulpit' are all very significant features of the area.

Source: 1877 Historical Atlas of Peel County

The Forks of the Credit to the Village of Cataract, 1877

2.   Processes

This area was first surveyed in 1819-1820 by Samuel Rykman, to the new 'double-front' system. Although the steep, rugged terrain meant that farming was difficult, the Credit River afforded great potential for waterpower and mill seats became the nodes around which communities grew. Early settlement occurred c.1825 at Belfountain with William Frank's saw mill established around that time. Initially cherrywood (for furniture) and white pine were the focus of lumbering and processing. By 1860 there were two flour mills and two or three sawmills in the village with another sawmill at Credit Forks (Price's Mill) since c.1850.

Further along the river, Richard Church established a saw mill, grist mill and woolen mill at the cataract c.1850 and developed plans for a village to be called Church's Falls (later Cataract). The mill pond for these operations became known as Cataract Lake. The sawmill, originally a wooden structure, burned in 1881 and was later rebuilt by the Wheeler Bros. as a three storey stone grist mill with stone quarried from directly beneath the falls (apparently the concavity is still visible). This mill burned again in 1885 and was purchased by John Deagle, who rebuilt it to five storeys. When Deagle's grist milling operation floundered financially, he experimented with generating electricity, eventually powering the first farm to be electrically lit in Ontario (Lot 15, Concession V WHS, Caledon Township). Following the request by the Town of Orangeville for electricity, Deagle converted the mill fully into a hydro plant and formed The Cataract Electric Co. Ltd. He himself designed a new generator for the plant in order to meet the demands of his new clientele.

The demise of water-powered hydro generation from the Deagle plant c.1930 (Deagle had actually sold by that time) is directly indicative of the denigration of the river. In 1915 the average water flow was gauged by Deagle at 35 to 40 cu. ft. per sec. Fifteen years later spring runoffs of as much as 5,000 cu. ft. per sec. were rushing over the Falls but the summertime head was down to 5 cu. ft. per sec. during some periods, too little for the constant generation of electricity. The actual closing of the plant in 1947 by Ontario Hydro led eventually to the dynamiting of the dam at Cataract Lake and the disappearance of this man-made feature which had become a part of area life. The ruins of Deagle's mill are the most visible remnant of the historic period of water-powered milling and of Deagle's pioneering work in hydro generation.

Many springs flow from the escarpment and J.J. McLaughlin established a bottling plant by one just south of Cataract in 1911, shipping the water to Toronto as 'White Mountain Spring Water'. He later developed a beverage that was to become Canada Dry Ginger Ale. Crystal Springs now takes much of its water from the same source.

The Whirlpool (Medina) sandstone at The Forks of the Credit was first noted in a geological survey report of 1863. While some quarrying and use of the stone had been undertaken locally for some time (i.e. the building of 'McLaren's Castle' completed in 1864), it was only with the advent of the railway and connections to urban markets, particularly Toronto and Hamilton, that the industry became viable. Providing this transportation link was stated as one of the key objectives for the organization of the Credit Valley Railway (CVR) in 1872. The railway came through the area in 1879.

A station was built near The Forks of the Credit at the northern end of the longest curved timber trestle in Ontario at that time (1,146 feet long and 85 feet high), over the Credit. Concern over its strength in the face of heavy use led almost immediately to an effort to reinforce the trestle with a gravel embankment.
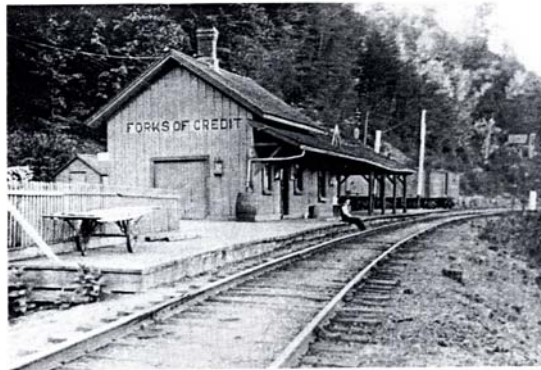
Forks of Credit Station c. 1900
Source: Quarries at The Forks, Historica Research Limited, 1988
Original: Town of Caledon

Credit Valley Railway Trestle
Source: Public Archives of Ontario

In 1883 the CVR was incorporated into the Ontario and Quebec Railway, later to become part of the CPR line. At one time, the railway operated 16 quarry sidings between Inglewood and Cataract. (none remain today). The need to move stone from the quarry to the railway sidings led to the development of a diverse arterial network which included roads, tramways, inclines and an aerial tramway.

With the rail link in place, Credit Valley stone was shipped throughout southern Ontario but primarily to Toronto and Hamilton. Queen's Park and the old Toronto City Hall are two significant examples of the many important buildings completed in this material. Four varieties of 'dimension' sandstone were available from The Forks' quarries: a grey with occasional brown spots; a uniform grey stone of particularly high quality; a brownstone which varied from chocolate to deep brown depending on the quarry with occasional deposits of a pinkish brown stone (particularly prized); and a piebald mix of white and brown stone.

The village of Belfountain, already a stable entity as a local service center when large scale quarrying began, came into prominence during this period. Typically it became home to skilled stonecutters and quarry managers. However the hamlets of Brimstone and Forks of the Credit grew up as a direct result of the quarrying activity and were essentially company towns. Both villages were laid out by the major quarry operator, Kenneth Chisolm. Chisolm had purchased most of Lot 9 from Richard Church in 1873 for quarry development and was a promoter of the CVR. At one time The Forks had 33 houses, a store, a brick school with mechanic's institute, a workmen's hall and hotel. Folklore has it that Brimstone earned its name through the volatility of its inhabitants.

Forks of the Credit

LEGEND

1. Railway Depot
2. Railway Trestle
3. "Big Hill" Quarry
4. Brimstone
5. Aerial Tramway
6. Limekiln
7. Forks Quarries
8. Crow's Nest Quarry
9. Credit Forks Tile & Brick Co.
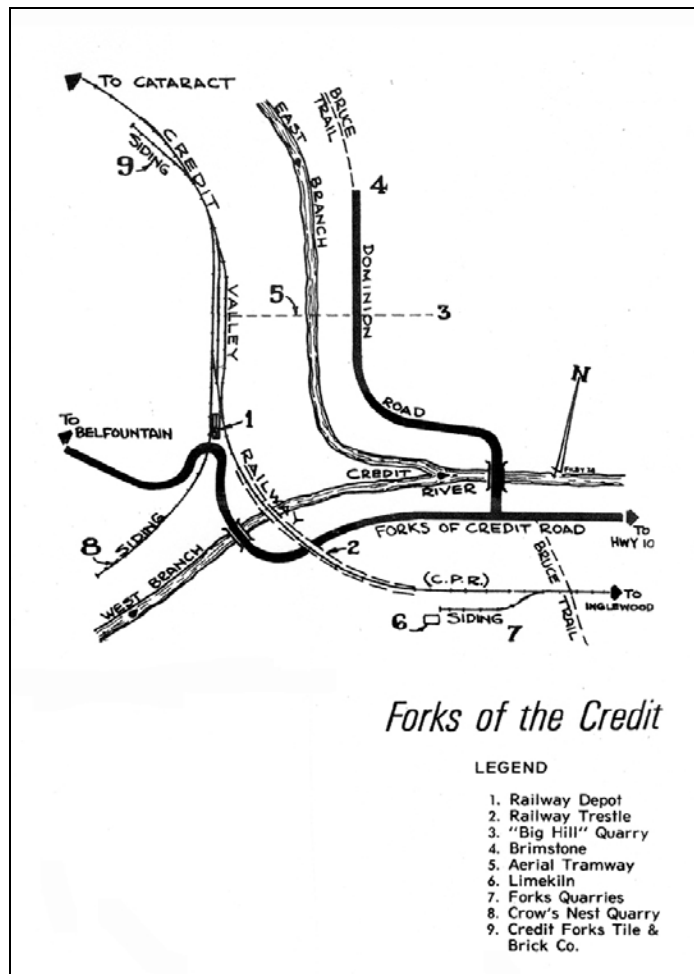
Location of Past Sites of Forks of the Credit
Source: Cataract to The Forks, Beaumont

For twenty years some of the finest and distinctive building stone to be used in Ontario came from the area, but by 1900 the accessible and economically viable deposits had been worked out. With the end of large scale quarrying, Brimstone and The Forks began diminishing toward oblivion, while Belfountain retracted to its pre-1880 size.

Lime burning for the production of lime mortar was a by-product industry of the quarrying operation as the limestone 'cap' had to be removed to reach the desired sandstone. Fifteen draw kilns were built c.
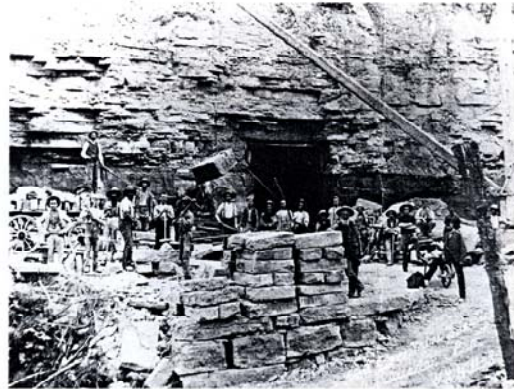
Hillis Quarry c. 1900
Source: Quarries at The Forks, Historica Research Limited
Original: Peel Region Archives

1896 near the east end of the trestle, but a down draft problem with the monumental central chimney caused them to be closed within a few years of commencing operation. Sporadic attempts were made by various companies to establish a brick and clay works in the area of The Forks in the early decades of the 20th century including a brickyard located on what is now the Caledon Ski Club Property.

While water-powered industry and quarrying waned, people continued to be drawn to the area by its scenic beauty and recreational opportunities. In 1877 the County of Peel was already describing the 'Devil's Pulpit' as that 'long favoured picnic spot.' The developers of the Credit Valley Railway were aware of the scenic potential of the route by the Escarpment for their passenger traffic despite the technical challenges it posed.

In 1915 the scenic Belfountain property of prominent local businessman, Charles Mack, known for his invention of the rubber-backed stamp, was opened to the public. The estate which included a grotto, miniature falls, and a suspension bridge, amonst other features, became known as Mack's Park. By 1930, when A.J. Casson painted a view of The Forks of the Credit and Big Hill Quarry, the extraction activities had already been much softened by the regeneration of vegetation.

In 1950 the Caledon Ski Club began operation, being one of the earliest ski hills in Ontario. The Bruce Trail, with almost 40 years of 'formal' use in the area, is an important cultural route through the candidate CHL using vestiges of earlier roads and paths, and is the best access to many of the key cultural ruins and artifacts as well as long standing scenic lookouts such as Devil's Pulpit. The trail, along with the special status of the Niagara Escarpment, the transformation of 'Mack's Park' in Belfountain into the Belfountain Conservation Area, and the establishment of Forks of the Credit Provincial Park, have cumulatively recreated a sense of quasi-natural preserve in an area which was once so industrialized.

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3.   Elements

Circulation Networks

The road and rail system through this area has always been unique due to the topography. The idealized straight roads of the 'grid' system could not work through here and access depended on 'given roads' (or sections thereof) as roadways had to snake around the river and sheer cliffs. Bridges have always been an important part of the system. The Credit River itself, though certainly a major transportation route in pre-historic times, was not easily navigable through much of its length, particularly for upstream travel.

The perimeter roadways of the study area are Charleston Sideroad in the north; the Grange Sideroad to the south (actually running southwest); Shaw's Creek Road to the west and McLaren Road to the east. Internal roads are Forks of the Credit, the link between the Grange Sideroad and McLaren, Cataract Road and Mississauga Road as it becomes Bush Street, and Scott Street, which was the road from Belfountain into the heart of the quarries.

Historically the main road through the area was the Dominion Road, which may have followed an Indian trail. It was moved from the west to the east side of the river in 1879 so that the CVR could follow this 'path of least resistance'. Dominion Road was almost destroyed in the great flood of 1912. The current Dominion Street follows more or less the original road and is paralleled by the Bruce Trail.

The coming of the CVR was extremely important for industry, growth of communities, speed and ease of transportation. Trains still occasionally pass through the valley and the tracks follow their historic route. While the trestle over the Credit is now of steel, it occupies the same position as the original wooden curved trestle, sections of which are still buried in the embankments.

Boundary Demarcations

Within the candidate CHL visible boundary demarcations are essentially established as bends in the river. Both Cataract and Belfountain developed at such locations, as did the former community of Forks of the Credit. At Cataract this 'boundary' is dramatic, being the top of the gorge, as well as the historical extent of Richard Church's property holdings. Belfountain was historically nestled between the river and Bush Street, which is located at a bend in what is now known as Mississauga Road.
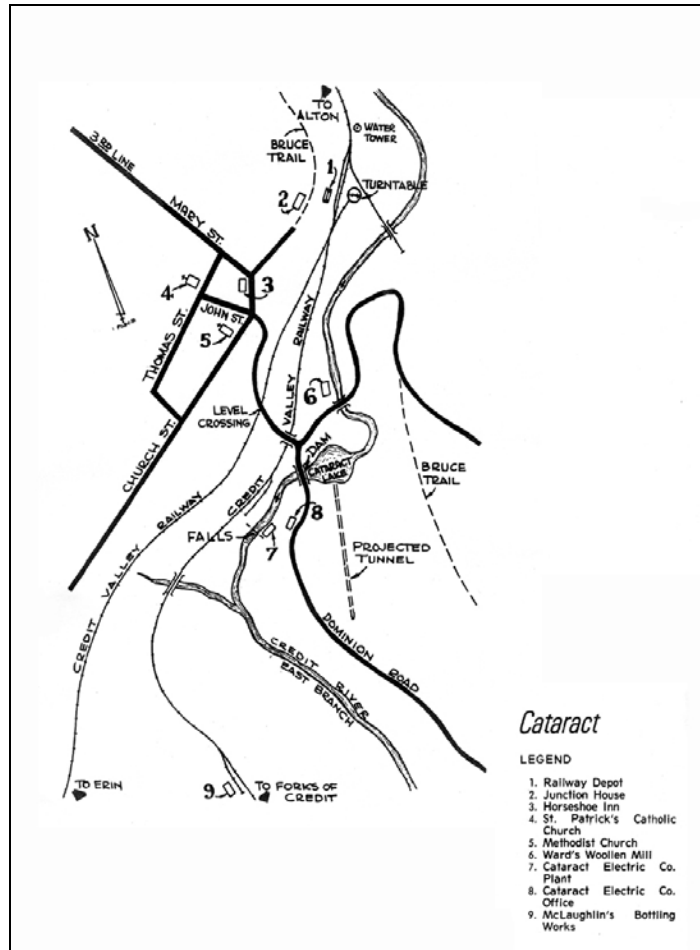
Historic Features of Cataract
Source: Cataract to The Forks, Beaumont

<u>Vegetation Related to Land Use</u>

To a large extent the Credit River valley is regenerating as a mixture of indigenous and naturalized species. Tree and shrub cover is now extensive where once industry dominated. Heavily treed woodlands of cedar, oak, maple and birch provide habitat to a diversity of wildlife, and support a diverse and productive coldwater fishery. The Credit is one of the most frequently fished rivers in all of Ontario. This regeneration is, in part, due to restoration efforts and the protective policies of the Niagara Escarpment Plan, which has restricted development.

The Forks of the Credit Provincial Park, in particular, protects a diverse range of landscapes associated with both the natural and cultural heritage of the area, including upland rolling pasture land typical of Southern Ontario's settled areas, as well as the gorge and falls, kame hills and kettle lakes carved by the glacial retreat.

<u>Buildings, Structures and Objects</u>

In the period of extensive milling and quarrying in and around the river valley, many associated structures, some quite unique and specialized, were to be found. However today, for the most part, only ruins, vestiges, indications and artifacts remain as an intriguing testament to that period.

Much of this remnant material is located on what are now the Willoughby and Cox properties, (the former owned by the Ontario Heritage Foundation (OHF)and the latter by the Credit River Conservation Authority) in the area of Forks of the Credit Road (Lot 9, Concession IV WHS). A Heritage Assessment of these properties and the adjacent area undertaken for the OHF by Historica Research Limited in 1988 identified:

Willoughby Property:

- Stone dam, mid 19th century, apparently associated with provision of water power and unique stone penstock. Millpond still evident but silted over.
- Concrete dam (downstream from stone dam) still relatively sound, but center section (possibly stop logs) is missing. Associated pond filled with stones.
- Remains of railway line (siding) to serve quarries with associated retaining walls and stone abutments for a bridge which extended over a small ravine.
- Remains of 'quarry access road' connecting Forks of Credit Railway Station to working quarries.
- Windmill, possibly related to area farm.

Masonry Dam, Willoughby Property
Source: Quarries at The Forks, Historica Research Limited, 1988

INSERT FIGURE 5 – WILLOUGHBY PROPERTY

Cox Property:

- Remains of aerial tramway.
- Earthworks and worked sandstone face of Quarry #1.
- Foot path from Quarry to access road.
- Trail from access road along side of the valley wall.
- Evidence of 'Crownest' Quarry with smooth stone face exposed.
- Remains of 'Hillis Quarry' with very high working face.
- Evidence of limestone quarry with limestone removed to level of sandstone.
- Evidence of Quarry #2 and Quarry #3.

Adjacent Features:

- Evidence of the 'Big Hill' Quarry with sandstone outcrop, pond and large waste stone dump. Large horizontal tube boiler on property and other terminal of aerial tramway.
- Large limestone kiln in woods by CPR railway trestle.
- Garbage dump associated with former CPR Station

Other key built elements include:

Forks of the Credit Village

- A frame house at the bridge over the west branch of the Credit appears to date from the era of Forks of the Credit Village and the former brick school/mechanics' institute has been converted into a house.

- The CPR trestle, though not the original wooden, curved trestle, occupies the exact same site and its embankments are formed around sections of the original timber trestle.

- The stone ruins of the Deagle Hydro Plant/Mill at the gorge at *Cataract.*

Settlement Clusters

The heritage core of the village of Belfountain, including the designated McTaggart-Douglas (c.1850) and Brock (c. 1840) houses.

The heritage core of the village of Cataract including the Cataract Inn (c.1870).

Archaeological Sites

There are no pre-historic sites currently registered within the study area though four sites are known to be in relatively close proximity. There has been no systematic archaeological field survey done of this area, which essentially accounts for the lack of known sites. Indeed, using the typical criteria for predicting the potential for pre-historic sites (proximity to water etc.) the area has high potential for archeological resources. Specifically, the areas around the actual Forks and Devil's Pulpit have Extremely High potential. As well there is potential for historic archaeological finds in association with existing and former settlement areas and such sites as Mack's Park.

4.   Site Context

The river gorge, with its scarp banks, inherently differentiates it from the surrounding landscape. The dramatic views to Devil's Pulpit from the west, to The

Forks from above, to the trestle from the road below and into the gorge at Cataract remain intact, though the view is a lot 'greener' than in the 19th century.

SIGNIFICANCE

This candidate CHL is considered to be of heritage significance under several criteria categories, but most strongly under Criteria 'A' (Refer to Section 4.2.4 of this report):

Statement of Significance

The 19th C. quarries of the area provided building stone, and particularly brown/red sandstone, for the construction of some of the Province's finest and most important buildings including the Provincial Legislature and Toronto's Old City Hall. This clearly connects the area in a very tangible way to 'the broad patterns of history'.

The pioneering work of Deagle at his converted mill/hydro generating plant at Cataract that led to the first electrification of an Ontario farmstead is also an important aspect of provincial, as well as local, history.

The ruins of Deagle's mill and the mill dams at The Forks also relate to the history of milling on the Credit River, the original reason for Euro-Canadian settlement in the area and the early development of the communities at Belfountain and Cataract. The Credit was considered among the three best millstreams in Upper Canada.

The area is strongly connected to the 19th century development of regional railways and exemplifies the impact that rail had on the growth of industry and hence on 'urban growth', particularly in hinterland communities.

The history of land use in the area over the last century reflects the significant general change in value perception (as well as economic viability) from resource extraction to environmental regeneration/protection for health, beauty and sustainable tourism as exemplified by the Niagara Escarpment Plan and the Bruce Trail.

Character Defining Elements

- The cataract; the gorge; the river forks; the 'Devil's Pulpit'
- Evidence of the sandstone and limestone quarries and their operations, including the remaining structures of the village of Forks of the Credit, Scott Street from Belfountain, and Brimstone
- The ruins of Deagle's mill/hydro operation
- Mill dams ruins at The Forks
- The twisting roadways
- The train tracks and trestle
- The Bruce Trail

INTEGRITY

In broad terms the key elements – natural landmarks, major villages, rail lines and roads - remain in historic relationship to each other.

The area has always been defined by the dramatic quality and scale of the Credit River valley and the Escarpment, even (it seems from historic photos) during the 'industrial' period. These scenic qualities continue to characterize the area today. Through the provisions of the Niagara Escarpment Plan, The Forks of the Credit Provincial Park and the Ontario Heritage Foundation interest these elements are reasonably well protected.

The railway and trestle at The Forks occupies the same general location/relationship with the other site elements as it did in the 'historic period'. The trestle is steel and the span shorter than the original, but the 'story' of the train through this landscape can still be readily understood.

The current condition of the abandoned quarries and associated artifacts is not known at this time. The quarries and evidence of roads, trails, tramways and waste piles will remain features in the landscape, though overgrown, but the iron artifacts will disappear without conscious protection/conservation.

The condition of the ruins of Deagle mill is not known at this time, but the site is still in place.

The mill dam ruins at The Forks also remain in place though increasingly weathered.

The roads through the area, though somewhat modified to lessen the sharpness of curves, are still winding, and an important component of the experience of the place.

Belfountain has retained much of its historic fabric, though new construction is evident. At Cataract, however, the extent of new construction has somewhat overwhelmed the original historic fabric, particularly along the top of the gorge.

Views to and from the site have not changed significantly, except for the re-growth of vegetation along the river banks throughout the area.

Despite the questionable condition of certain individual artifacts and features, the area exhibits overall integrity, particularly in the relationship of key elements, i.e. the themes of which the area is representative, and from which the area derives its significance, can be understood and appreciated.

The Cataract/Forks area, as described above, can now be identified as a CHL.

BOUNDARIES

Essentially the CHL area is the Credit River valley extending from the Cataract past The Forks along the main branch to where it is intersected by McLaren Road in the south and along the river's west branch to include Belfountain, and generally bounded on the east by McLaren/Chinguacousy Road and on the west by Mississauga Road. The village of Cataract, given the extent of new construction relative to original fabric, may best be dealt with under OPA 173, Section 3.2.3.5 Areas with Cultural Heritage Character, which includes policies pertaining to infilling and redevelopment, rather than by direct inclusion in this cultural heritage landscape.

Maintenance of views, both external to the CHL and from within, to traditional landmarks such as Devil's Pulpit, the gorge and the trestle will play a large part in the establishment of the boundaries to the CHL, and in maintaining its integrity.

HISTORICAL CONTEXTS

The study area is considered a candidate cultural heritage landscape in the category of an *organically evolved landscape.* For study purposes, the area examined is Kennedy Road between Escarpment Sideroad and Grange Sideroad. However, the actual extent of the candidate CHL would extend well beyond the road to encompass properties, in part or in whole, based on either boundaries, natural features or viewsheds, and could potentially extend south of Grange Sideroad. The local settlement patterns were influenced by the natural features of the area, which include the Silver Creek valley and the rolling terrain associated with Caledon Mountain.

This area is considered an excellent candidate CHL because it clearly 'embodies and/or is associated with' a number of Caledon's major historic themes, including early pioneer settlement, farming, travel, and early industry. The area includes a number of well preserved 19th century buildings associated with the early settlement of the area which, like most of central Ontario, is derived from immigration from the British Isles. The area is also home to the first Catholic Church in Caledon Township.

INVENTORY

1.   Physiographic Description

The Caledon Hills stretch across the township from Belfountain to Caledon East, forming part of the western end of the Oak Ridges Moraine. In the vicinity of Highway 10 and Kennedy Road is a steep rise up the Niagara Escarpment known as

"Caledon Mountain".

Skirting along the top of the Escarpment is Escarpment Sideroad, which affords spectacular views over the rolling landscape.

As one descends southward along Kennedy Road, a branch of Silver Creek, a tributary of the Credit River, has carved a valley into the undulating landscape.

2.   Processes

The area known as Silver Creek derives its name from the Silver Creek branch of the Credit River system. Settlement in the area dates from the early 1820's when both English and Irish pioneers immigrated to what is now central Ontario. Attracted by prospects of better economic conditions, they soon migrated to the newly opened Township areas.

Although the community was locally known as Silver Creek from the late 1820's, it was formally referred to as Caldwell following the opening of the Post Office. Neither name appears on the 1859 Tremaine Map. However by 1873 the Township Assessment Rolls, which listed the names of inhabitants in each locality, township or village, refers to it as Caldwell, describing it as: *"a small village in the Township of Caledon, 14 miles from Brampton. It is situate on Silver Creek, a beautiful spring creek, which, although small, affords excellent water-power. Population about 60."*

By 1877, the Historical Atlas of Peel County shows the community's location on Kennedy Road, at the Silver Creek crossing, with a grist mill, hotel & store, post office, blacksmith, and several residences. The schoolhouse is located at the crossroads of what is now the Grange Sideroad and Kennedy Road. The Township map denotes the Caldwell post office, although the Historical Record indicates the village name as Silver Creek.
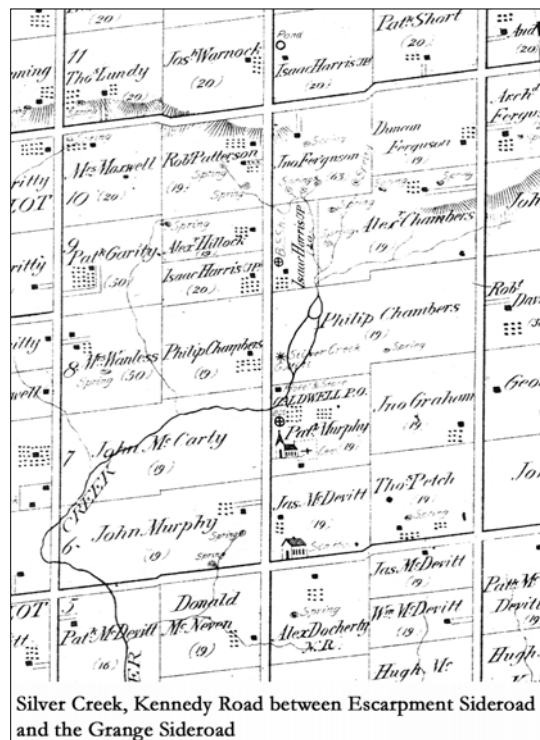
Silver Creek, Kennedy Road between Escarpment Sideroad and the Grange Sideroad

"Silver Creek" also known as Caldwell, c. 1877
Source: 1877 Historical Atlas of Peel County

3.   Elements

Circulation Networks

The Township of Caledon was surveyed in 1818 and 1819, using a conventional grid of concession lines (running north-south) and sideroads (running east-west). The concession roads were numbered from the 'Centre Road' (Hurontario Street). Side roads intersected the concession roads approximately every five full lots. The historic location of the concession roads and side road remain intact.

Boundary Demarcations

In the double front survey system, each half of a 200 acre-lot fronted on a different concession road, with the half-lot, being 100 acres in size. The early settlers followed these patterns, and the field layout and property demarcations by fence and tree-lines were aligned to the roads, as were most laneways, buildings, and houses. Although a detailed analysis of the Silver Creek candidate CHL area was not undertaken, it is apparent that the early patterns and boundary demarcations are still essentially derived from the original survey.

Vegetation Related to Land Use

In the valley of Silver Creek, several farm complexes are nestled against a backdrop of rolling terrain and woodlands, with buildings well removed from the roadway. Others are located on higher ground, with laneway, farmhouse and outbuildings in a more traditional farm cluster, in close relationship to the road. Agricultural fields have been cleared in areas unobstructed by topography and natural features. Property boundary lines and farm lanes exhibit hedgerows and planted windbreaks. Tree plantations have been established in recent decades, and woodland areas are naturally regenerating.

Through several sections, Kennedy Road still retains its tree-lined character, framing the long range views of the Escarpment. The roadside tree canopy is rapidly diminishing however, due to age and widening of the road over time, and without intervention, this historic element will soon be lost altogether.

Buildings, Structures and Objects

At it's peak, the community of Silver Creek comprised three hotels, a store, saw mill, grist mill, blacksmith shop and wagon factory, several farms, a church and the local schoolhouse. As with many 19th century hamlets, settlement in Silver Creek revolved around the local mills, which were established in the early 1820's by English settler Timothy Chambers. Chambers was later joined by his brother Philip, who operated one of the hotels. Several of the original 19th century structures remain in excellent condition, including the community buildings.

On the east side of Kennedy Road, north of the Grange Sideroad, is St. Cornelius, one of the few Catholic churches constructed in Caledon. Its name is derived from a local farmer and innkeeper by the name of Cornelius Murphy who donated five acres of land on which to build the original church. Prior to this, visiting priests had said mass in his house for the surrounding families. The original church, constructed around 1834, was a small log structure situated on the same site. Murphy died not long after the first church was completed, and his tombstone can be seen in the cemetery beside the existing church.

It was the practice of the Catholic diocese at that time to construct only one church per township, thus, as the first Catholic church in the Township, St. Cornelius was referred to as "The Catholic Church of Caledon". By 1840 the community of Caldwell (its name derived from the local Post Office) and its surrounding parish supported 30-40 Catholic families, and a new brick church was constructed to support the growing community.

At the crossroads of the Grange Sideroad and Kennedy Road stands the Silver Creek schoolhouse, constructed in 1884 and considered one of the best preserved and architecturally interesting schoolhouses in Caledon. The building was designed more ornately than most schoolhouses with semicircular window heads, brick buttresses, and brick detailing more characteristic of church architecture. The schoolhouse was in use until 1963, and is now maintained as a private residence.

Several well-kept 19th century buildings, some associated with the founding families of Silver Creek still exist. The stone farmhouse that once housed the Caldwell post office remains at 16761 Kennedy Road.

North of the point where Kennedy Road crosses Silver Creek, the former California Exchange, one of the three hotels that once served the area, still remains, designated in 1985. Located at 16834 Kennedy Road, the Ontario Gothic farmhouse was built

by Philip Chambers in 1865. A family burial ground on the property includes the gravesite of Philip Chambers, and three of his children, who died in a diphtheria epidemic of 1861, which tragically claimed the lives of seven children in three families. At 16849 Kennedy Road, a large two storey frame farmhouse with wrap around verandahs, built c. 1896 also still stands.

Settlement Clusters

The accessibility of the surrounding roads and the presence of a water-powered mill site, nonetheless allowed Silver Creek to develop to a community of 150 residents, three hotels, a store, grist mill, blacksmith shop and wagon factory by the latter half of the 1800's. However, the bypassing of Silver Creek by the railways that traversed the area, limited its growth. With the road network, natural topography, and many built elements still intact, the original settlement pattern and community structure of Silver Creek is still very evident.

Archaeological Sites

There has been no systematic archaeological field survey done of this area. Using the typical criteria for predicting the potential for pre-historic sites (proximity to water etc.), the area around Silver Creek exhibits archeological potential. As well, there is historic archeological potential associated with locations of former buildings and structures such as barns or the grist and saw mills.

4.   Site Context

The rolling nature of Kennedy Road as it descends the Escarpment typifies the natural terrain of Caledon Township, and offers long range views south to Toronto and Lake Ontario. The 19th century schoolhouse and church that still grace the knoll just north of the Grange Sideroad offer spectacular views westward to the Escarpment and Devil's Pulpit, which is a natural landmark in the area.

SIGNIFICANCE

Statement of Significance

This candidate CHL is considered to be of heritage significance under several criteria categories but most strongly under Criteria 'A':

The area typifies a 19th century settlement area, and is strongly connected to early pioneering in Caledon Township, as a mill-site and the beginnings of the Irish Catholic community in Caledon Township, as home to St. Cornelius, "the Catholic Church of Caledon". The original community structure and lifestyle are clearly evident in the well-preserved historic buildings, which include the church, schoolhouse, several farms and a former hotel. Further investigations of the significance and integrity of the historic structures themselves could potentially escalate the value of this area as a cultural heritage landscape.

The historic relationships of built structures to the surrounding natural environment – the valley farms, church and schoolhouse on high ground - are apparent. Through

its stories the community illustrates the challenges as well as the successes of 19th century rural living.

Furthermore, as an *organically evolved 'continuing landscape'*, Silver Creek "retains an active social role in contemporary society closely associated with the traditional way of life, and which the evolutionary process is still in progress" as the church is still active and farming is still present.

Character Defining Elements

- Silver Creek valley;
- Rolling terrain of Caledon Mountain;
- Tree-lined Kennedy Road;
- Long range views - south to Lake Ontario, and west to Devil's Pulpit and Escarpment;
- Split rail fences, and hedgerows;
- Exemplary architecture of St. Cornelius church and Silver Creek schoolhouse;
- Classic 19th century. buff and brick farmhouses;
- Cemetery.

INTEGRITY

The key elements of the area – the Silver Creek valley, the historic roads, a number of seemingly well preserved 19th century farm properties and several community buildings - remain in historic relationship to each other. There is relatively little new development within the stretch between the Escarpment Sideroad and the Grange Sideroad.

Spectacular long-range views as one proceeds south on Kennedy Road, and westward to the Escarpment and Devil's Pulpit still exist relatively intact. Views to and from several of the individual sites have not changed significantly from the historic period. Maintenance of these traditional views and vistas will play a large part in maintaining the CHL's integrity.

The area exhibits over all integrity. The original settlement patterns, relationships of natural and built elements, and representative historic themes – all of which lend the area its significance can be understood and appreciated.

The Silver Creek area, as described above, can now be identified as a CHL.

BOUNDARIES

For the purpose of the case study, boundaries to the Siver Creek CHL are generally defined by Escarpment Sideroad to the north and Grange Sideroad to the south, although detailed investigations should be undertaken to determine the extent southward, as Kennedy Road continues as a scenic "heritage road". Boundaries to the east and west are of indeterminate location at this time, although likely to be established along historic property lines, i.e. the concession lots, or by natural features such as those associated with the Silver Creek valley, or by topographic relief.

Views and viewsheds internal to the CHL, such as the Silver Creek valley area, and externally, westward to the Escarpment and Devil's Pulpit, particularly from the church and schoolhouse, and south along Kennedy Road to Lake Ontario, will play a large part in the establishment of the boundaries to this CHL.

6.   OTHER CANDIDATE CHL'S FOR CONSIDERATION:

The following represent just a few of the other sites in Caledon that offer potential as cultural heritage landscapes. Others should be examined through further investigations of historical themes, and in consultation with Caledon residents.

Melville / Rosehill Area

Located at the intersection of Highpoint Sideroad and Willoughby Road, the former hamlet of Melville is still visible. This candidate CHL is a fine rural landscape with concentrations of 19th century farmhouses and barns set in a rolling upland landscape, with extended views to the south. A few kilometers to the south is the 'high point', locally known as 'the Pinnacle'. Melville was formerly a railway junction, at the intersection of the Toronto Grey & Bruce Railway and the Canadian Pacific Railway.

Inglewood to Cheltenham

This area could be included with the *Cataract/Forks* CHL given the shared quarrying aspect of its history. The village of Inglewood itself is very much a product of the railway, located at a junction of two lines, the Credit Valley Railway (later part of the Canadian Pacific Railway) and the Hamilton and Northwestern (later part of the Canadian National Railway). The former CVR line still runs through town, operated privately as a short-line by the Town of Orangeville. The rail bed of the Hamilton and Northwestern forms the Caledon Trailway. A stone structure formerly used as a woolen mill (1871) still exists on the site of Thomas Corbett's early frame mill. Workers' housing associated with the 1871 mill also remain a feature of the village. As with Cataract, the village itself is likely best dealt with as an *Area with Cultural Heritage Character*.

Just north of Cheltenham and southwest of Inglewood is Boston Mills. Originally called Caslor's Corners after Hiram Caslor, a miller who set up shop in the village, it was later called Boston, ostensibly in fond reference to parties held in nearby Cheltenham, where the last dance was usually "The Road to Boston". In 1860, Caslor painted the name "Boston Mills" on his sawmill. By 1880, the post office serving the town was named Boston Mills. Today, the name survives in a number of ways, including the Boston Mills Cemetery.

Perhaps most notably, it is recognized in The Boston Mills Press, a publisher headquartered in Erin (just west of Caledon).

Terra Cotta to Cheltenham

Originally a village of the former Chinguacousy Township, Cheltenham, like Belfountain to the north, was settled relatively early while Terra Cotta (once called Salmonville among other names) came into prominence in the latter part of the 19th century. Both were involved in major pottery, terra cotta and brickworks industries based on the local clays and Queenston shales. Near Cheltenham are the remarkably evocative surviving brick kiln structures from Interprovincial Brick and to the west, the Badlands, which could be an identified CHL on its own.

Cheltenham Badlands

Located on Olde Base Line Road, east of Mississauga Road, the Badlands are an outcrop of Queenston shale exposed through deforestation. Easily seen from the road, and located along the Bruce Trail, the site is one of the Town of Caledon's most unique features and is designated an Environmentally Sensitive Area (ESA). Originally acquired by MNR through the Natural Areas Protection Program, management of this site lies with the Bruce Trail Association, in co-operation with other interested parties, while title belongs to the Ontario Heritage Foundation.

Former 'Rockside' Area

The area around Olde Base Line and Shaw's Creek Road was named Rockside by its earliest settlers, a testament to the difficult rocky lands that they had received as a land grant. Nonetheless the 'Rockside Pioneers', under the leadership of John MacDonald, persevered as a community, with the abundance of local dolostone giving rise to the area's characteristic stone farmhouses and the stone fences (leveled with cedar shingles) such as the Patullo fence (Mississauga Road at Grange Sideroad). One of the earliest settled of the 'Rockside' properties, first claimed by MacDonald, is located at the corner of Old Base Line Road and Winston Churchill Road. It is said that 'Rebel Cave', located in the vicinity of Creditview Road, served as a hiding place for William Lyon Mackenzie and his supporters.

Palgrave Millpond

The Palgrave Mill Pond is a gateway feature of Palgrave, associated with Robert Campbell and the early mills which included a grist mill by the village pond and a sawmill just downstream. In an effort to reverse the impacts of the historic dams, restoration efforts in recent years have included a fish ladder and enhancement of adjacent habitat.

Robin Hill Farmstead

The Octagonal Barn on Robin Hill Farm, in the area of Mountainview Road and Grange Sideroad, is one of a handful in Ontario that remains unaltered and on its original site.

Constructed c. 1894, the barn is designated under The Ontario Heritage Act. The barn and its associated landscape demonstrate apparent heritage integrity.

The Site of the Great Horseshoe Curve Train Wreck

The steep gradient leading up the Niagara Escarpment created the conditions for the Horseshoe Curve switchback that was implicated in the disastrous train wreck of 1907. Located at Lot 9 and 10, Concession 3 EHS (west of Horseshoe Hill Road and south of Escarpment Sideroad), there is little visible evidence of the wreck at the site, however the event is commemorated at the Trans Canada trail pavilion along the Caledon Trailway.

Mount Wolfe

This prominent landform located high on the 'Ridges' of the Albion Hills bears the name of John Wolfe, an early settler to north Albion. The post office, which was operated from 1859 until 1916, was also known by the same name, and is noted in the 1877 Historical Atlas of Peel County. As a candidate CHL, the area of Mount Wolfe should be examined for a section of which is not inundated with new development, and which includes the nearby Indian Village and burial sites.

The Dingle

Generally located in the vicinity of Coolihans Sideroad, between Innis Lake Road and Centreville Creek Road, 'The Dingle' was named by Irish immigrants who settled the area more than 130 years ago. The name, which refers to "a wooded or deep gulch which was shadowed from the sun "was applied to the local school (located on Lot 33, Con. 2) until its closure in 1950, although it never achieved formal status as a community name. There is still a concentration of remaining log structures in the area.

Peel Plain

The Peel Plain, north of Mayfield Road to Old Base Line Road and east to Hwy.50, provides some of the best agricultural land in Ontario, in spite of its clay soils. Through the mid-1800's, as the land was cleared, subsistence farming gave way to commercial agricultural operations. Wheat and cattle proved to be lucrative commodities for a time, and the ensuing wealth of the farms is reflected in the finely detailed buff and red brick farmhouses and large barns that are distributed throughout the area. This part of Caledon should be examined for a section which retains sufficient heritage integrity to be designated as a cultural heritage landscape.

Area of Innis Lake/Centreville Creek

The junction of Innis Lake Road and Centreville Creek was the location of several mills. The area is associated with Alexander Cranston, an important local figure and, in old age, an eccentric character. The glacial kettle lake, originally known as Scott's Lake after the first

settler, was later re-named for the Innis family, who have lived in the area since the early 1900s. In addition to the mills, Innis Lake was used for ice-cutting, as a local recreation area, and a dance hall. Although it has been redeveloped three times, the site still includes the Innis Lake pavilion which has been used as a dancehall and music venue since the 1930s, and was home to the well-known annual Mariposa Folk Festival in the mid-1960s. The integrity of the Innis Lake area may now be seriously compromised however, as a result of site alterations.

Glasgow

The historic community of Glasgow was located on the picturesque Humber Rover directly upstream from Bolton. It had its initial beginnings with the Glasgow Woollen Mills developed in the 1860s. The name Glasgow appears on Tremaine's 1859 map but not in the 1877 historical atlas. In 1883, the mills were purchased by the Walshaw family who operated them until they were destroyed by fire in 1923. The area was used as a tourist / family vacation spot in the early 20th century.

7. NEXT STEPS

This study provides a methodology and criteria for the identification and evaluation of cultural heritage landscapes in Caledon, and applies them to two candidate CHLs. Although detailed study of historical themes and places was not possible, it is apparent with the research that was done, that Caledon is extremely rich in natural and cultural heritage. The probability of numerous cultural heritage landscapes existing throughout the Town, is very high. Section 6 touches on only a few candidate areas that should be investigated more thoroughly.

General policies pertaining to the preservation of cultural heritage including landscapes, and heritage roads, have been identified in the Town's new Official Plan, and the undertaking of a Cultural Heritage Survey, including the identification of archaeological, built heritage and cultural heritage landscape resources is a requirement of OPA 161 which pertains to aggregate resources management. In the absence of an inventory that identifies and classifies cultural heritage landscapes, the process and criteria developed in this study will serve to guide the individual evaluations and the conduct of a Cultural Heritage Survey. In this scenario, the recommended methodology will need to be undertaken primarily by experts with experience in the evaluation of data, and the synthesis of cultural heritage resources. To assist in the process, a sample of an inventory form has been included as *Appendix 'A'*. The input of local informants will be important in identifying themes, and clarifying the value and significance of the resources to those who live in the community. With respect to the Niagara Escarpment Plan Area and the Oak Ridges Moraine, the interests and policies of the approving agencies will also need to be addressed.

However, in order to better understand the cultural heritage landscapes of Caledon, and to formulate a body of work that can serve to guide planning and development decisions on a town-wide basis, it is recommended that a complete inventory be undertaken. This exercise would allow for greater involvement by the community in the establishment of overall historical themes and contexts that are pertinent to the Town, as well as in the closer examination of candidate CHL's, and ultimately in the testing and evaluation of candidate areas on the basis of community values. The inventory process should therefore include both expert and informant involvement and should include a high degree of public input. The inventory should also include the development of policy guidelines to ensure that the physical, functional, contextual and visual integrity of the cultural heritage landscapes can be maintained.

Ideally, although not mandatory, the cultural heritage landscape inventory should be undertaken in association with assessments of archaeological and built heritage resources, to ensure an integrated approach and to avoid overlap and duplication of study efforts.

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APPENDIX 'A': SAMPLE INVENTORY FORM

A well-designed inventory form and /or checklist can be a valuable tool in the undertaking of a Cultural Heritage Landscape (CHL) assessment helping to ensure that all key categories of information are considered and recorded in a format that is manageable on-site. Also, the rigorous set format broadens the range of people who can meaningfully assist in the work of information gathering. However it is important to stress that the study of the candidate CHL is intended to extend beyond the filling in of the Inventory Sheet to include various levels of research (documentary, informant interviews) as may be appropriate to the complexity and nature of the specific area under consideration.
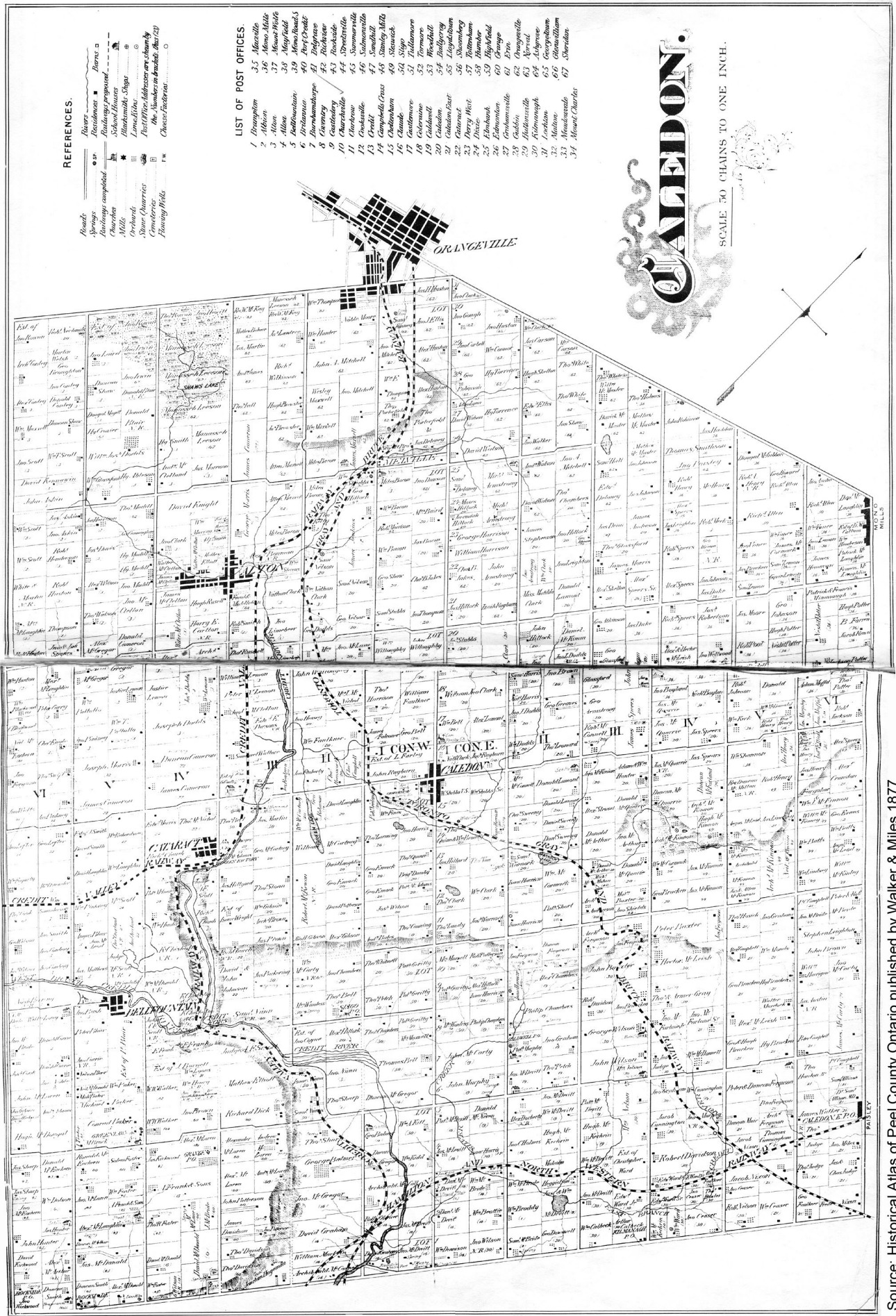
Figure 1

Source: Historical Atlas of Peel County Ontario published by Walker & Miles 1877

ALBION

Scale - 50 Chs per Inch

Source: Historical Atlas of Peel County Ontario published by Walker & Miles 1877

Figure 2

Source: Historical Atlas of Peel County Ontario published by Walker & Miles 1877

Figure 3

KEY

Roads

Niagara Escarpment Plan Area

Escarpment Natural Area

Oak Ridges Moraine Conservation Plan Area
(Ontario Regulation 140/02)

Recreation Areas - Conservation Areas, Provincial Parks

Rolling Uplands

Peel Plain

Watercourses

Railways

Rail Trails

Historic Settlements

Settlement Areas
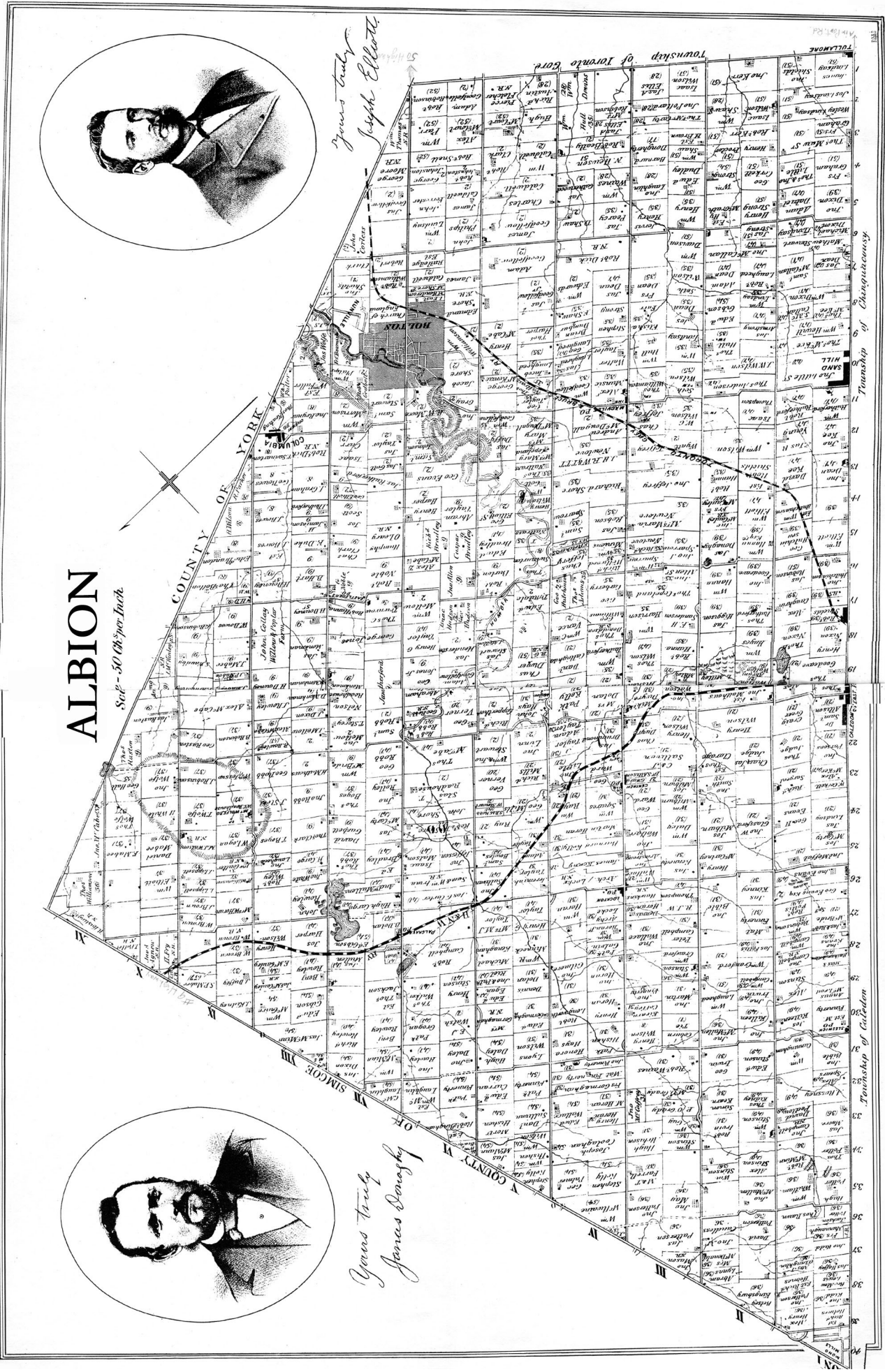
Figure 4

AREA POTENTIALS

Town of Caledon
CULTURAL HERITAGE LANDSCAPES STUDY

Andre Scheinman Heritage Preservation
ENVision - The Hough Group

TOWN OF NEW TECUMSETH

ADJALA TWP.

MONO TOWNSHIP

KING TOWNSHIP

TOWN OF ORANGEVILLE

EAST GARAFRAXA TWP.

CITY OF VAUGHAN

ERIN TOWNSHIP

CITY OF BRAMPTON

TOWN OF HALTON HILLS

MONO MILLS

'Rolling Uplands'

ROSEHILL

SPEERSVILLE

SLESWICK

'Mellville Hill'

'Twenty Five Hill'

MELVILLE

MCLEODVILLE

'Caledon Lakes'

'The Pinnacle'

ALTON

CALEDON

'Caledon Hills'

COULTERVILLE

SLIGO

SILVER CREEK

CATARACT

BRIMSTONE

'Devil's Pulpit'

FORKS OF THE CREDIT

INGLEWOOD

BELFOUNTAIN

THE GRANGE

GLENCOE CORNERS

DARK CORNERS

ROCKSIDE

'Badlands'

KILMANAGH

'Peel Plain'

CLAUDE

CAMPBELLS CROSS

BOSTON MILLS

FERNDALE

VICTORIA

CHELTENHAM

TERRA COTTA

ALLOA

SNELGROVE

SANDHILL

WILDFIELD

TULLAMORE

MAYFIELD

'Mount Wolfe'

PALGRAVE

CEDAR MILLS

CASTELDERG

COLUMBIA

'Albion Hills'

LOCKTON

ALBION

HUMBER

GLASGOW

BOLTON

CALEDON EAST

'Innis Lake'

MONO ROAD

MACVILLE

TORMORE

Albion Trail

Hunsden Sideroad

Mount Wolfe Rd

Mount Pleasant Rd

Mount Hope Rd

Highway 50

Coleraine Drive

Humber Station Rd

The Gore Rd

Healey Rd

Airport Rd

King St

Torbram Rd

Bramalea Rd

Dixie Rd

Heart Lake Rd

Kennedy Rd

McLaughlin Rd

Chinguacousy Rd

Creditview Rd

Mississauga Rd

Old School Rd

Heritage Rd

Winston Churchill Blvd

Hurontario St

Old Base Line Road

Boston Mills Rd

'Trans Canada Trail'

'Escarpment'

Coolihans Sideroad

Beech Grove Road

Charleston Sideroad

Escarpment Sideroad

McLaren Rd

Main St

Shaws Creek Rd

Mississauga Rd

High Point Sideroad

Mountainview Rd

St. Andrew's Rd

Horseshoe Hill Rd

The Grange Sideroad

Finnerty Sideroad

Humber Station Rd

Duffy's Lane

Patterson Sideroad

Centreville Creek

Innis Lake Rd

Old Church Rd

Etobicoke Creek

Credit River

Humber River

Former CP Railway

CP Railway

CREDIT RIVER

HISTORIC RESOURCES
WILLOUGHBY AND COX PROPERTIES

Willoughby Property
W1   GRAVEL PIT
W2   WINDMILL
W3   WORK SHOP/BARN
W4   CARETAKER'S HOUSE
W5   ABANDONED ROAD
W6   HILLIS QUARRY
W7   FORMER WILLOUGHBY HOUSE
W8   QUARRY ACCESS ROAD
W9   RAILWAY SPUR (ABANDONED)
W10 RAILWAY BRIDGE ABUTMENTS
W11 RETAINING WALL
W12 QUARRY TRAIL   W8-W16
W13 BELFOUNTAIN TRAIL   CROWSNEST
W14 LIMESTONE QUARRY   QUARRY
W15 SANDSTONE QUARRY
W16 AREA OF POSSIBLE SANDSTONE MINING
W17 CONCRETE DAM
W18 MASONRY DAM
W19 PUMP HOUSE

Cox Property
C1   COX HOUSE
C2   AERIAL TRAMWAY TERMINAL
C3   QUARRY
C4   QUARRY   C3-C6
C5   QUARRY   N°2 QUARRY
C6   QUARRY ACCESS ROAD

Outside Study Area
A1   BRICK YARD (ABANDONED)
A2   AERIAL TRAMWAY TERMINAL
A3   SAW MILL (ABANDONED)
A4   CP STATION
A5   CP TRESTLE BRIDGE
A6   LIME KILN (ABANDONED)
A7   FORMER STORE AND POST OFFICE
A8   QUARRY

FIG.

Figure 5

Oak Ridges Moraine
Cultural Landscape Inventory

Commonwealth Historic Resource Management Limited

53 Herriott Street
Perth, Ontario K7H 1T5
Tel: (613) 267-7040   Fax: (613) 267-1635

Suite220, 1333 Johnston Street
Vancouver, B.C. V6H 3R9
Tel: (604) 688-7995   Fax: (604) 688-7991

SITE ID

SOURCES
☐ SURVEY/MAP
☐ AIR PHOTOS
■ FIELD OBSERVATION
☐ OTHER

NTS

DATE   JAN '93

INVENTORIED BY   J.J.S.

FILM UNITS

DESCRIPTION:

LAND USE CATEGORY

LAND USE CATEGORY	> 10	10-35	35-50	50-75	75-100
% AGRICULTURE					
% INDUSTRY					
% VEGETATION					
% RURAL RESIDENTENCE					
% SETTLEMENT / URBAN					
% PARK					
% CORRIDOR					

LAND USE ACTIVITY

FARM LAND
☐ UNDER CULTIVATION   ☐ PASTURE
☐ STRIP   ☐ QUARRY   ☐ FACTORY
WOODLOT
☐ PLANTATION   ☐ ORCHARD   ☐ WETLAND
FARMSTEAD
☐ ESTATE RES.   ☐ STRIP RES.   ☐ SINGLE
☐ GROUP/HAMLET   ☐ VILLAGE / TOWN   ☐ URBAN

RECREATION:

CORRIDOR
☐ HYDRO RW   ☐ RAIL LINE RW   ☐ HIGHWAY RW

BOUNDARY DEMARCATION

☐ TOPOGRAPHIC
☐ VEGETATIVE
☐ TRANSPORT
☐ FENCE
☐ WATER
☐ OTHER

NOTES:

VIEW 1

VIEW 2

OAK RIDGES MORAINE CULTURAL LANDSCAPE INVENTORY

REFERENCES

LEGEND

CIRCULATION NETWORK

- HIGHWAY
- MAJOR ROAD
- SECONDARY ROAD
- GRAVEL ROAD
- FOOT PATH
- RAILROAD LINE

BOUNDARIES

- FENCE
- HEDGEROW
- CONSERVATION DIST.
- WATER
- WOODLANDS

STRUCTURES

- BUILDING
- HIST. BUILDING
- ARCHAEOLOGICAL SITE

LOCATION MAP

SITE MAP

NORTH

SCALE