



Town of Caledon

Cultural Heritage Landscapes Inventory

TOWN OF CALEDON

CULTURAL HERITAGE LANDSCAPES INVENTORY

TABLE OF CONTENTS

| | | |
|-----------|---|------------|
| 1. | INTRODUCTION | 1-1 |
| 1.1 | Overview | 1-1 |
| 1.2 | Study Process | 1-1 |
| 1.3 | Conservation Measures | 1-5 |
| 2. | THE FAR NORTHWEST CORNER | 2-1 |
| 2.1 | Historical Context | 2-1 |
| 2.2 | Inventory | 2-1 |
| 2.3 | Evaluation | 2-7 |
| 2.4 | Statement of Significance | 2-8 |
| 2.5 | Boundaries | 2-9 |
| 3. | MELVILLE | 3-1 |
| 3.1 | Historical Context | 3-1 |
| 3.2 | Inventory | 3-2 |
| 3.3 | Evaluation | 3-8 |
| 3.4 | Statement of Significance | 3-9 |
| 3.5 | Boundaries | 3-10 |
| 4. | ALTON AND ENVIRONS | 4-1 |
| 4.1 | Historical Context | 4-1 |
| 4.2 | Inventory | 4-2 |
| 4.3 | Evaluation | 4-7 |
| 4.4 | Statement of Significance | 4-8 |
| 4.5 | Boundaries | 4-10 |
| 5. | FORMER SETTLEMENT OF SILVER CREEK | 5-1 |
| 5.1 | Historical Context | 5-1 |
| 5.2 | Inventory | 5-2 |
| 5.3 | Evaluation | 5-7 |
| 5.4 | Statement of Significance | 5-8 |
| 5.5 | Boundaries | 5-9 |
| 6. | FARMSTEADS OF FORMER CHINGUACOUSY TWP. | 6-1 |
| 6.1 | Historical Context | 6-1 |
| 6.2 | Inventory | 6-1 |
| 6.3 | Evaluation | 6-7 |

| | | |
|------------|---|-------------|
| 6.4 | Statement of Significance | 6-8 |
| 6.5 | Boundaries | 6-9 |
| 7. | THE CREDIT RIVER VALLEY: SETTLEMENTS OF THE NIAGARA ESCARPMENT | |
| 7.1 | CHELTENHAM AND THE BRICKWORKS | 7-3 |
| 7.1.1 | Historical Context | 7-3 |
| 7.1.2 | Inventory | 7-3 |
| 7.1.3 | Evaluation | 7-13 |
| 7.1.4 | Statement of Significance | 7-14 |
| 7.1.5 | Boundaries | 7-15 |
| 7.2 | INGLEWOOD: RAILWAY VILLAGE | 7-17 |
| 7.2.1 | Historical Context | 7-17 |
| 7.2.2 | Inventory | 7-17 |
| 7.2.3 | Evaluation | 7-24 |
| 7.2.4 | Statement of Significance | 7-25 |
| 7.2.5 | Boundaries | 7-26 |
| 7.3 | BELFOUNTAIN AND THE CREDIT RIVER GORGE | 7-28 |
| 7.3.1 | Historical Context | 7-28 |
| 7.3.2 | Inventory | 7-28 |
| 7.3.3 | Evaluation | 7-42 |
| 7.3.4 | Statement of Significance | 7-44 |
| 7.3.5 | Boundaries | 7-46 |
| 8. | SCOTTISH SETTLEMENT ALONG ST. ANDREW'S ROAD | 8-1 |
| 8.1 | Historical Context | 8-1 |
| 8.2 | Inventory | 8-1 |
| 8.3 | Evaluation | 8-6 |
| 8.4 | Statement of Significance | 8-7 |
| 8.5 | Boundaries | 8-9 |
| 9. | IRISH SETTLEMENT OF NORTHWEST ALBION | 9-1 |
| 9.1 | Historical Context | 9-1 |
| 9.2 | Inventory | 9-1 |
| 9.3 | Evaluation | 9-8 |
| 9.4 | Statement of Significance | 9-9 |
| 9.5 | Boundaries | 9-10 |

| | | |
|------------|--|-------------|
| 10. | SOUTH ALBION FARMSTEADS | 10-1 |
| 10.1 | Historical Context | 10-1 |
| 10.2 | Inventory | 10-1 |
| 10.3 | Evaluation | 10-7 |
| 10.4 | Statement of Significance | 10-8 |
| 10.5 | Boundaries | 10-9 |
| 11. | BOLTON'S HISTORIC CORE | 11-1 |
| 11.1 | Historical Context | 11-1 |
| 11.2 | Inventory | 11-1 |
| 11.3 | Evaluation | 11-11 |
| 11.4 | Statement of Significance | 11-12 |
| 11.5 | Boundaries | 11-14 |
| 12. | ROCKSIDE | 12-1 |
| 12.1 | Historical Context | 12-1 |
| 12.2 | Inventory | 12-2 |
| 12.3 | Evaluation | 12-24 |
| 12.4 | Statement of Significance | 12-25 |
| 12.5 | Boundaries/Buffers | 12-30 |
| 13. | FORMER CREDIT VALLEY RAILWAY | 13-1 |
| 13.1 | Historical Context | 13-2 |
| 13.2 | Inventory | 13-3 |
| 13.3 | Evaluation | 13-6 |
| 13.4 | Statement of Significance | 13-7 |
| 13.5 | Boundaries | 13-7 |
| 14. | CANDIDATE CHLS REQUIRING FURTHER INVESTIGATION | 14-1 |
| 14.1 | Caledon Lakes | 14-1 |
| 14.2 | Remaining Evidence of the Toronto Grey & Bruce Railway | 14-2 |
| 15. | OTHER CANDIDATE CHLS CONSIDERED | 15-1 |
| 15.1 | Rosehill | 15-1 |
| 15.2 | Central Caledon Township | 15-1 |
| 15.3 | The Village of Caledon | 15-1 |
| 15.4 | Lower Kennedy Road Between the Grange Sideroad and Old Baseline | 15-1 |
| 15.5 | The Methodist Farmscape of Eastern Albion | 15-2 |
| 15.6 | The Broad Area of Irish Settlement | 15-2 |
| 15.7 | Boston Mills | 15-3 |

LIST OF FIGURES

| | | |
|-----------|--|---------|
| Figure 1 | Inventory Study Area | 1 - 7 |
| Figure 2 | Far North West Corner CHL | 2 - 10 |
| Figure 3 | Melville CHL | 3 - 11 |
| Figure 4 | Alton CHL | 4 - 11 |
| Figure 5 | Silver Creek CHL | 5 - 10 |
| Figure 6 | Farmsteads of Former Chinguacousy Township | 6 - 10 |
| Figure 7 | Cheltenham and the Brickworks | 7 - 16 |
| Figure 8 | Inglewood: Railway Village | 7 - 27 |
| Figure 9 | Belfountain and the Credit River Gorge | 7 - 47 |
| Figure 10 | Scottish Settlement along St. Andrew's Road | 8 - 10 |
| Figure 11 | Irish Settlement of Northwest Albion | 9 - 11 |
| Figure 12 | South Albion Farmsteads | 10 - 10 |
| Figure 13 | Bolton's Historic Core | 11 - 15 |
| Figure 14 | Rockside | 12 - 31 |
| Figure 15 | Candidate CHLs Requiring Further Investigation | 14 - 3 |

TOWN OF CALEDON

CULTURAL HERITAGE LANDSCAPES INVENTORY

1.0 INTRODUCTION

1.1 OVERVIEW

This report represents the results of the survey and identification of Cultural Heritage Landscapes (CHLs) in the Town of Caledon utilizing the 'Criteria for the Identification of Cultural Heritage Landscapes' developed in 2003 for that purpose. The inventory work was done in accordance with Section 3.2.3.4.1 of the Town of Caledon Official plan which states, in part, "that an inventory of candidate cultural heritage landscapes shall be prepared by the Town and maintained through the Heritage Resource Office."

While still in its relatively early stages in the Province of Ontario the identification of CHLs offers the potential of preserving places with special character and meaning to the community. The CHL concept acknowledges that the context of our traditionally recognized heritage features (such as historic buildings) is as important as those elements themselves and that often, "the whole is more than the sum of the parts." In the case of CHLs those 'parts' may embrace a diverse array of elements ranging from dramatic viewsheds to an early survey marker. Recent revisions to the Ontario Heritage Act further strengthen this contextually based view of heritage.

1.2 STUDY PROCESS

The CHL Inventory work was conducted in two phases over several years. The findings and recommendations of this work is consolidated into this report, together with the key findings of the *Rockside Cultural Heritage Landscape Study*, undertaken as a separate exercise, and the findings of the 2008 Mayfield West Secondary Plan Cultural Heritage Landscape Assessment which identified the former Credit Valley Railway as a Cultural Heritage Landscape.

In undertaking the CHL identification process the areas examined were initially determined through a combination of general research and windshield survey and/or were suggested by the Town of Caledon staff. Those selected were then quickly narrowed down to the group, which seemed, by their potential thematic connection and/or apparent integrity, to warrant further study. This remaining group was then inventoried and analyzed according to the formal criteria.

Phase 1

Phase 1, focused to a large extent on northwest Caledon and Silver Creek. Earlier, the Rockside Cultural Heritage Landscape Study applied the CHL criteria methodology, and studied in detail the Rockside area in the southwest corner of the Town.

The area of northwest Caledon, bounded to the south by the crescent formed by the two main headwater tributaries of the main branch of the Credit River coming together around Alton, is distinctive, topographically and historically, relative to other areas of the municipality.

Physically this area is characterized by a range of rounded morainic hills extending east-west, the associated valleys, large wetland areas, ponds, and, of course, the Credit River itself. The unique Caledon Lakes are a specific feature of the northwest corner of the study area. Historically, European settlement of the area dates to the early 1830s and the growth of its urban nodes, Alton and Melville, to the establishment of saw and grist mills along the Credit River in the mid-19th century and the development of two railway routes to Orangeville in the 1870s. Highpoint Sideroad bisects the area and serves to tie together key features, including the landmark hills (Twenty-Five Hill, Melville Hill and the Pinnacle), former mill ponds, heritage buildings such as the Rosehill Schoolhouse, and the historic community of Melville. From a macrocosmic standpoint these features (including the Caledon Lakes and the village of Alton among others), natural and cultural, are key character-defining elements of this broad landscape.

Phase 2

Phase 2 of the inventory process investigated the balance of the Town and identified an array of Candidate CHLs ranging from a rural '4' corners of the (former) Chinguacousy Peel Plain to a number of areas along the Credit River section of the Niagara Escarpment. With regard to the latter it can readily be stated that the whole Credit Valley within the Town of Caledon could be considered as one CHL. However, given the unique characteristics, both built and natural, of a number of the component areas, the requirement of contiguous integrity, and the practical requirements of managing the preservation of the land base, three separate CHLs have been considered along the Credit River.

The Cultural Heritage Landscapes identified and described in the Inventory study are summarized below, listed based on their associated former townships.

Former Caledon Township

The Far Northwest Corner

This comprises an area in the vicinity of Shaw's Creek Road and Highpoint Sideroad, including the former Glassford Mill property (W 1/2 , Lot 26, Con V).

Alton and Environs

The village of Alton, including the Pinnacle in the north and the confluence of upper Credit tributaries, the Alton Branch (Shaw's Creek) and the Orangeville Branch to the southeast.

Melville Area

Centred on the historic hamlet at the junction of Willoughby Road and High Point Sideroad. It is bounded on the east and west by Porterfield Road and Hurontario Street (Highway 10) respectively, and extends to Lot 30 in the north and around Lot 23 to the south.

Belfountain and the Credit River Gorge

Scenic area with extensive and significant industrial heritage associations as well as the early and relatively intact village of Belfountain. The area under consideration is the river valley from the falls below the village of Cataract to the intersection of Grange Sideroad and McLaren Road.

Rockside

The area still known as *Rockside*, the southwest corner of the former Caledon Township, was the first area of Caledon Township to be settled. The community, largely made up of clans from the west of Scotland and initially topographically isolated from the eastern section of the Township by the spine of the Escarpment, developed into an internally coherent and distinct entity.

Inglewood: Railway Village

Excellent example of a railway junction village with one railway still active and the other represented by the Caledon Trailway. Intact building fabric within the old core and the surviving and adaptively used early stone mills along Maple Ave.

Former Settlement of Silver Creek

Located on Kennedy Road between Grange Sideroad and Escarpment Sideroad, this former hamlet is located close to the centre of the former Caledon Township, and derived its name from Silver Creek, a tributary of the Credit River.

Scottish Settlement Along St. Andrew's Road

Substantial early stone farmhouses and buildings just north of the early stone church of St. Andrew's (being restored by the Friends of St. Andrew's). Stonework clearly associated with early Scottish settlers, quarried virtually on site, and in contrast to other buildings in the vicinity.

Former Chinguacousy Twp.

Farmsteads of Former Chinguacousy Township

Farmstead grouping of high integrity with house and barns from the respective farms, representative of different periods, and centered on the fine stone schoolhouse at the corner of Creditview Road and Old School Road.

Cheltenham and the Brickworks

Highly intact core village with particular regard to structures along Creditview Road. Long-standing industrial tradition beginning with mills and early brick-making in the area still exemplified by the large brick kilns at Mississauga Road and Mill Street, of heritage importance in their own right. Important views of the brickworks are seen from the south along Mississauga Road.

Former Credit Valley Railway

Still an operational rail line extending to Orangeville, the CVR was established with several branches to improve trade opportunities in Southern Ontario, including a line that extended north from Toronto to Owen Sound. The tracks to Orangeville and branch line to Elora were opened in 1879 and included the well-known Forks of the Credit trestle bridge in Belfountain. The 2008 Mayfield West Secondary Plan Cultural Heritage Landscape Assessment evaluated the section of the Credit Valley Railway that extends north of Mayfield

Road to Old School Road, through Chinguacousy Township. In recognition of its ongoing presence and role in the settlement and growth of Caledon, the study recommended that the former CVR in its entirety be identified as a Cultural Heritage Landscape. Additional information on its significance is found in sections on Inglewood, and Belfountain and the Credit Gorge.

Former Albion Township

South Albion Farmsteads

Excellent extended example of the typical farmstead types of the area ranging from relatively early to late 19th century with the comparatively large Providence Cemetery underscoring the community life of the area.

Bolton's Historic Core

The earliest and most developed 19th century settlement in the area, the residential and commercial core of Bolton (within the original village plan) remains relatively intact. Its early (c.1824) milling associations are still recognizable.

Irish Settlement of Northwest Albion

The whole northwest sector of the Albion Townships as far south as Old Church Road could be included as part of the full area dominated by Irish settlement in the early to mid - 19th century. Indeed the main remaining legacy, St. John's Catholic Church and the Catholic elementary and high schools are currently outside of the candidate area boundaries. The Candidate CHL boundaries, which still embrace a relatively large area, have been narrowed over the course of study due to the issue of contiguous integrity. It is focused around the northern section of Innis Lake Road/Glen Haffy Road and contains a large section of relatively 'wild' land now associated with the Bruce Trail and the Glen Haffy trout ponds.

With the completion of the CHL Inventory, the Town of Caledon has a strong tool for planning and managing the preservation of the heritage character of its unique places. While an attempt has been made to be thorough and to develop, over the two phases, a complete inventory, it should be recognized that local perspectives may generate further Candidate CHLs worthy of consideration. Also it should be understood that the research and site examination able to be undertaken over these large areas is, with a few exceptions, forced to be at the 'broad brushstroke' level. Any future opportunity to deepen the inventory knowledge for each CHL will enhance the understanding and appreciation of the heritage resource. This process has already been furthered by the Built Heritage Inventory recently completed for the Town.

Note: The sources for the key 19th century reference dates used throughout the Inventory, 1859 and 1877, are respectively, Tremaine's Map of the County of Peel (1859) and the Atlas of the County of Peel, published by Walker and Miles (1877). While not absolutely definitive in terms of accuracy they remain our best 'snapshot' of settlement at those key periods in the Province's development

1.3 CONSERVATION MEASURES

With the completion of the Cultural Heritage Landscape Inventory, the Town of Caledon has a strong tool for planning and managing the conservation of the unique historic places that are the essence of its evolution and character. While an attempt has been made to be thorough and develop over several phases, a complete inventory, it should be recognized that local perspectives and knowledge may generate further Candidate CHLs worthy of consideration. Also it should be understood that the research and site examination able to be undertaken over these large areas is, with a few exceptions, forced to be at the 'broad brushstroke' level. A CHL is a complex entity that usually extends physically well beyond its road façade and contains elements and inter-relationships that can only be initially inferred. However, with the co-operation, and ideally the participation, of the property owners the information contained within the Inventory may be further elaborated upon, in order to enhance the understanding and appreciation of these significant heritage resources.

As delineated on maps, and through utilization of current planning and preservation mechanisms, the acknowledgement of CHLs can then serve to guide the municipality in responsibly planning for the future. Inherent in the concept of cultural heritage landscapes is an understanding that these areas are dynamic and will change. However, to be considered as a CHL these changes are tempered by a continuum made up of the character defining elements, which have endured over time. Although conserving the overall visual character and integrity of the CHL is a key objective, the character defining elements, as identified within the inventory and integral to the Statement of Significance, are essential to the understanding of a particular CHL. As such, they are most sensitive to land use change and alterations. Thus, they represent the highest priority for conservation.

As part of its Official Plan review, the Town of Caledon began to identify a process and policies for conserving cultural heritage landscapes some years ago. These policies are directed by the *Provincial Policy Statement* (PPS), which provides direction on matters of provincial interest related to land use planning and development under the authority of Section 3 of the Planning Act. The PPS states: "significant built heritage resources and significant cultural heritage landscapes shall be conserved". Conserved is defined by the PPS as meaning: "the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment".

In implementing this directive, both the Region of Peel Official Plan and the Town of Caledon Official Plan have policies pertaining to the identification and conservation of cultural heritage resources.

Within the *Region of Peel Official Plan*, objectives for rural areas include: "to preserve and enhance the distinct character, cultural attributes and historical heritage of the area". The Region's Official Plan further directs the Town to review development proposals in the rural area, based on parameters that include the evaluation of impacts on the existing rural character, landscapes and heritage of the area. Within the *Town of Caledon Official Plan*, policies provide for the preparation of a comprehensive Cultural Heritage Master Plan "whereby the cultural heritage resources of the Town are surveyed, inventoried or otherwise examined or studied to provide policies, guidelines, and other initiatives, as considered appropriate for the care and conservation of the identified cultural heritage resources".

This objective is fulfilled, in part, through the Cultural Heritage Landscapes Inventory and the parallel Built Heritage Resources Inventory.

With respect to conservation tools, the Town of Caledon Official Plan further provides for the preparation of a Cultural Heritage Planning Statement to guide development and redevelopment proposals “where the concentration and / or significance of culturally derived features in an area requires that detailed guidance be provided to conserve and enhance the cultural heritage of an area”. Cultural Heritage Planning Statements are to be incorporated through an Official Plan Amendment, or through the secondary planning process.

In reference to a cultural heritage resources inventory, or other information suggesting the presence of significant cultural heritage resources, the Official Plan also provides for a Cultural Heritage Survey to be requested by the Town in conjunction with development and redevelopment proposals. One of the outcomes of a Cultural Heritage Survey that identifies the presence of significant cultural heritage resources may be the requirement for a Cultural Heritage Impact Statement, and the undertaking of further site specific evaluations to determine what alterations are appropriate within or adjacent to CHLs.

Alternatively, the *Ontario Heritage Act* now provides for the designation of cultural heritage landscapes, either as specific properties under Part IV, or in the case of broader areas, as Conservation Districts under Part V of the Act.

However implemented, conservation measures must emphasize the preservation and continuity of the character defining elements, while acknowledging and allowing for change. This is most effectively accomplished with the will of the property owners whose lands constitute the place and will involve a campaign of public education regarding the meaning/implications of CHL identification, in order to allay fears that inevitably arise where any possible restrictions on property rights are seen to be involved.

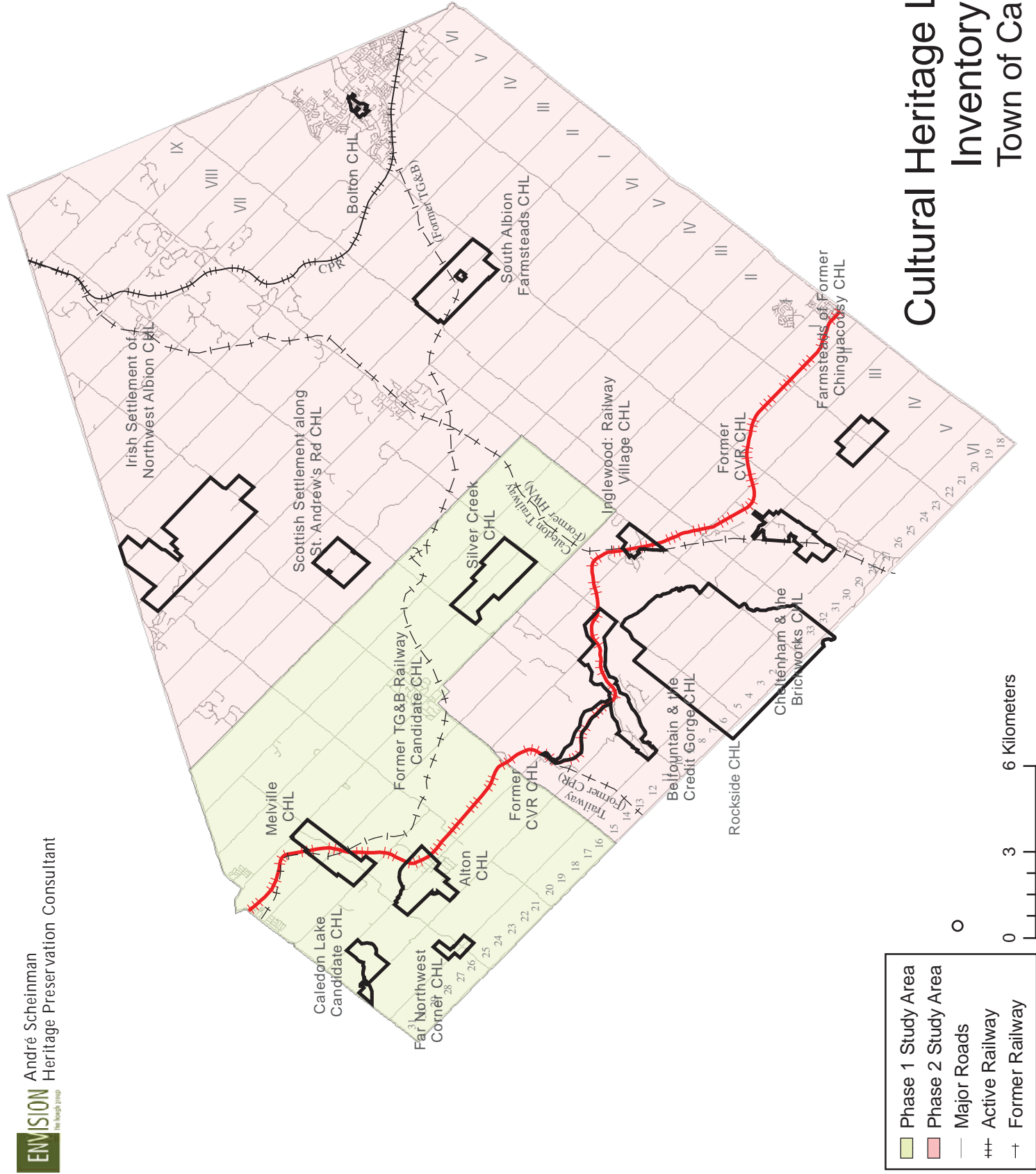


Figure 1
Cultural Heritage Landscapes
Inventory Study Area
Town of Caledon, Ontario

2. THE FAR NORTHWEST CORNER

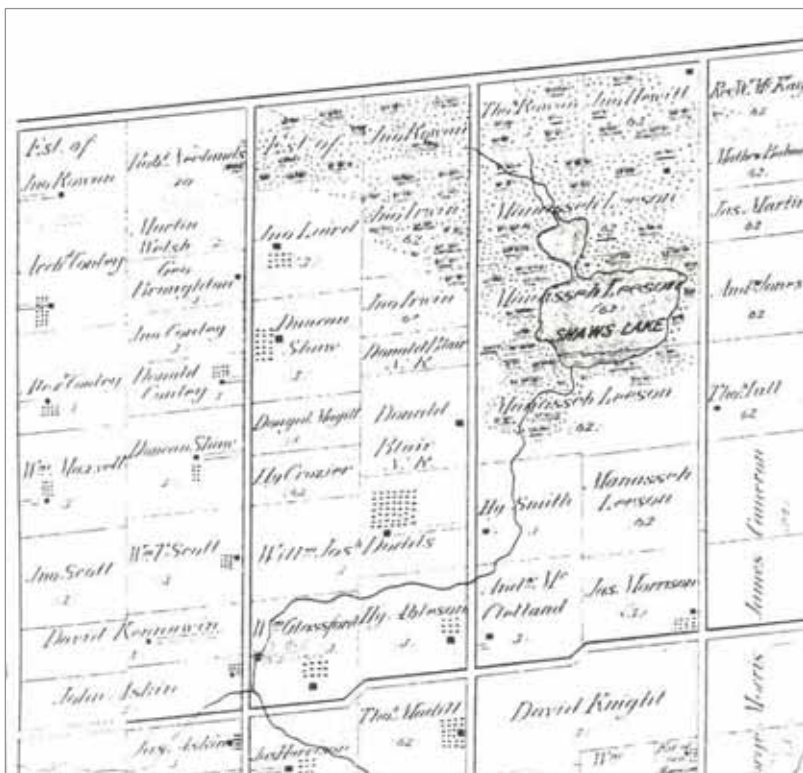
2.1 HISTORICAL CONTEXT

Note: All lot references are WHS unless otherwise noted.

This is an *organically evolved rural landscape*, as described in the Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes, extending, for study purposes, from the west half of Con. IV, (east side of Mississauga Road) to the Townline with Erin (Winston Churchill Blvd.) in the west, and between High Point Sideroad in the south to the Townline with East Garafraxa in the north.

It was considered for CHL candidacy because it apparently 'embodies and/or is associated with' a number of Caledon's major historic themes.

The themes with which it is most closely associated are: *pioneer settlement; early subsistence farming and early industry – grist and sawmills on the Credit*. The fact that it contains the source of the Alton Branch of the Credit, i.e., the Caledon Lakes and associated wetlands, further magnifies its significance.



The Far Northwest Corner of Caledon, 1877
Source: 1877 Historical Atlas of Peel

2.2 INVENTORY

1. Physiographic Description

The Caledon Lakes (originally Shaws Lake) are situated at the northwest corner of the Candidate CHL area on the Orangeville Moraine. The surrounding area is a Quaternary deposit of peat, muck and marl. Caledon Lake itself is positioned on a glacial spillway and is "a shallow, marl-floored lake that appears to owe its existence to a mass of sandy drift dropped in the spillway just south of it." (Chapman and Putnam 1984)

The forest wetlands around the western and northern section of the lake have been designated an ANSI and contain several regionally rare plant associations including a marsh dominated by wild rice. The vegetation shifts from shrub thickets by the lake itself to a

coniferous swamp forest dominated by tamarack with white cedar, balsam fir and black spruce at the heart of the ANSI.

The rest of the Candidate CHL area is crisscrossed with creeks and rills extending from this wetland heart, which eventually form into a main branch of the Credit River.

2. Processes

Land Uses and Activities

Though no archaeological survey has yet been undertaken in the area, the presence of water, the abundance of fish, game and wild edibles, including wild rice and the ease of transportation virtually guarantees at least seasonal occupation by the First Nations and their ancestors.

The survey of Caledon Township was completed in 1819-20 and Euro-Canadian settlement began shortly thereafter in the southwest corner. However, it does not appear that there was much development of the land until after the mid-1830s when Thomas Russell settled on the lots where the village of Alton now stands. Given the distance from civilization at the time and the extent of the local swamplands, it is understandable that growth was slow. However, the 1859 Tremaine Map may indicate all the lots had been spoken for, with four homes, a school house and William Glassford had established a saw mill at the northwest corner of his lot (W ½ Lot 26 Con.

V). The mill dam was located just where the creek bends southward, above where it joins another tributary stream (the mill pond, dam and spillways are still in evidence on the property) Glassford's sawmill would have been critical to further settlement of the area, greatly facilitating the house building process.

By 1877, this corner of the Township, with the exception of the extensive swamplands northwest of the lake, was virtually fully settled with homes dotting almost every lot beyond the marsh as depicted in the County Atlas of that year. The well-watered land was farmed and, given the relative lateness of development, moved quickly through the stages of subsistence and wheat farming to the mixed farming with livestock more typical of the last quarter of the 19th century. Many properties had orchards. As noted above, the typical domestic diet was augmented by wild fish and game, which was available close at hand. Unlike most areas, this remained a feature of life up until recent times. It is likely that the



Former Glassford mill site with remaining mill ponds
(now incorporated into domestic landscaping)

wild rice available in the marshes as well as watercress and other edible marsh plants and herbs were utilized by the settlers.

The Glassford Mill remained in operation into the last quarter of the 19th century but does not appear to have expanded into grist milling. Manasseh Leeson obtained ownership of the Shaw Lake (later known as Caledon Lake) properties as well as lots to the south and may have built the first hotel on the lake c.1878 (see Caledon Lake Resort Community).

A series of excavations were undertaken in the swamplands northwest of the Caledon Lake in 1908 by the Superior Portland Cement Company for extraction of 'marl', then a key ingredient of cement. The channels measured 300 feet long, 150 feet wide and 40 feet deep. Although the marl beds fell into disuse, they were later stocked with fish by Ontario Fisheries Department for local anglers.¹

Patterns of Spatial Organization

The survey of Caledon Township was completed by Samuel Rykman in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. The 100 acre half lots are almost square. Concessions run essentially north-south in this region (actually northwest). At every five lots there was an allowance for a side road. The inclusion of a sixth lot between Highpoint Sideroad and the Garafraxa Townline created an unopened road allowance between Lots 30 and 31. Several of the northernmost lots in Concession V were completely within the wetland and have never sustained settlement.

The other major determinant of domestic organization on the land was the great wetland and the myriad small creeks and minor sloughs emanating from that area. The lots to the north, northwest and directly adjacent to the west and southwest shores of Caledon Lake were never developed, allowing for preservation of the swamp forest now known as the Caledon Lake Forest Reserve. Mississauga Road (4th Line West) could not be extended north through the swamp to meet the Townline. Highpoint Sideroad had to be built to jog around impassable areas, and did extend to Winston Churchill Blvd. (6th Line West) due to the presence of another tributary creek. Houses were sited, where possible, on knolls to avoid inundation in the spring.

¹ Bull, Wm. Perkins, [From rattlesnake hunt to hockey](#) : *the history of sports in Canada and the sportsmen of Peel, 1798 to 1934*, Toronto : The Perkins Bull Foundation, 1934, p. 102

3. Elements

Circulation Networks

As noted above, the typical concession and sideroad network associated with the double front grid, was quite fractured in this area due to impassable topography. On the other hand, the presence of two Townline roads meant reasonable ease of movement once those roads have been reached. With all the creeks in the area, bridges are essential components of the local road system. At the corner of Highpoint Sideroad and Shaw's Creek Road there is a concrete shallow arched bridge spanning each of the two streams which merge just southeast of this location. Along Winston Churchill Blvd., just north of Highpoint, there is a single-lane concrete arched bridge.

The closest rail station was Alton, the initial line being operated by the Toronto, Grey and Bruce Railway, followed by the Credit Valley Railway (both later amalgamated with the CPR).

Boundary Demarcations

The boundaries for this Candidate CHL area are established by a combination of administrative jurisdiction, roads and natural features. The eastern boundary and a portion of the northern boundary are demarcated by the western end of Caledon Lake. This is the 'wild' end of the lake from which the wetland wilderness extends; the eastern portion of the lake has a much different character (see Caledon Lake Historic Resort Community). The northern and western boundaries are defined by the Townline Roads. The northern boundary is much more obvious due to the Highway status of that road. To the west, the Erin side of Winston Churchill Blvd. seems to share the same general character as the Caledon side and that first lot is certainly visually part of the CHL landscape. Similarly the southern boundary can be taken as Highpoint Sideroad, though the lot to the south can be included. Beyond that the influence of Alton is more readily apparent.

Within the Candidate CHL area the original individual lots are mostly still demarcated in the traditional manner by cedar rail fences and windrows.

Vegetation Related to Land Use

The extent of creek tributaries and swampland in the northwest corner limited farming over large portions of the area, and ultimately shaped the settlement patterns that remain today. Although the original vegetation composition has been somewhat altered by invasive non-native species adjacent to roads, the overall landscape character through the wetlands appears much as it would have in the 19th century. Cedar and dogwood thickets predominate. The ANSI designation of the Caledon Lake swamp forest recognizes the presence of rare, native species such as wild rice that were once abundant in that area. It is likely that the wild rice available in the marshes, as well as watercress and other edible marsh plants and herbs, were utilized by the settlers.

Buildings, Structures and Objects

Note: All concessions indicated below are West of Hurontario Street. All references to 1859 and 1877 pertain to the 1859 Tremaine Map and 1877 Historical Atlas of Peel map, respectively.

A relatively high percentage of 19th century structures survive in the Candidate CHL area , and, coupled with the open space still dictated by the wetlands, do generally project the character of an earlier time.

Shaw's Creek Road:

21496 (E ½ Lot 29, Con. VI)

Centre-gable 1 ½ storey red brick structure with buff detail. Framed English barn raised on stone foundation. Creek runs behind. Cedar rail fence. Mature trees. Donald Conley has house on property by 1859. Existing house c.1880.

(W ½ Lot 29, Con. V)

Frame building with remnant log section but not shown in 1877.

21225 (W ½ Lot 28, Con. V)

2-storey 'L'- plan gabled red brick house with buff detailing set on knoll overlooking valley. Large frame banked barn. Remnant orchard. Not shown in 1877. Existing house c.1885.

20909 (W ½ Lot 28, Con. V)

Quebec style wood frame structure with log section. Appears to be replica structure. No building shown in 1877. Mature maples along frontage

20855 (W ½ Lot 27, Con. V)

Red brick house not shown on the property in 1877. Existing house c.1885

20725 (W ½ Lot 27, Con. V)

Brick schoolhouse (U.S.S.#13) with segmentally arched window and door openings, oculus at gable, bell tower and quoins. Mature maples along frontage. Not shown in 1877. Existing structure c.1895.

20537 (W ½ Lot 26, Con. V)

Former mill site with remaining mill ponds (now incorporated into domestic landscaping), dam (waterfall), spillway (ruins). William Glassford's sawmill 1859, 1877. Existing house c 1930 house on the property surrounded by cedars.

20566 (E ½ Lot 26, Con. VI)

Red brick centre gable with verandah. Possibly replica structure but occupies site of David Kennawin's 1877 home.

2 concrete shallow arch bridges c.1940

Located on Highpoint Road and Shaw's Creek Road, close to the intersection.

Winston Churchill Blvd. (All properties Con. VI):

21253 (W ½ Lot 30)

Brick centre-gabled house with buff brick detailing and segmentally arched openings. Set far up lane at height of land with rolling hills to the east. Mature maples line driveway. Home of Archibald Conley, 1877.

21145 (W ½ Lot 29)

Centre gabled 'L' plan red brick house with buff detailing and segmental window and door arches treated decoratively. Fine frame barn unusual for being banked on two planes and is built to take advantage of natural grade change. Cedar rail fence.

Note: Directly across road is the fine Erin property known as Swallow's Bridge (6128 Winston Churchill Blvd.)

20947 Winston Churchill Blvd.

Stuccoed 2 storey dwelling sited atop knoll. Mature trees and cedar fence.

Single lane concrete arch bridge c. 1940, located north of Highpoint Sideroad.

Settlement Clusters

There are no settlement clusters within the Candidate CHL area. However the Candidate CHL area is closely associated with the historic mill village of Alton. The development of Alton in the mid-19th century was one of the factors which catalyzed growth in the Candidate CHL area. Alton would have been the main local market, source of supplies and occasionally employment for the settlers in the Candidate CHL area. (see also Site Context)

Archaeological Sites

Though no archaeological survey has yet been undertaken in the Candidate CHL area the presence of water, the abundance of fish, game and wild edibles including wild rice and the ease of transportation virtually guarantees at least seasonal occupation by the First Nations and their ancestors. A reasonable comparison would be with the Silver Creek area where several aboriginal sites have been found on tributaries of the Credit.

4. **Site Context**

While much of the northwest region of Caledon is riverine, the Candidate CHL area is particularly characterized by wetlands. Historically, and up to the present day, the large swamp area was an impediment to settlement and large sections remain undeveloped lending a wild, open sense to the landscape. As this has resulted in far less new construction in the area than further to the south, its heritage character remains more intact. The east shore of Caledon Lake has always been the accessible portion of the lake and here, in contrast to the wild western shore within the Candidate CHL area, cottages and resorts have been in place since the late 19th century.

The most distinctive views within and from the Candidate CHL area are of the rolling hills looking southeast from several high points along Winston Churchill and Shaw's Creek roads. As well, the view back to the southeast corner of the Candidate CHL area from Highpoint Sideroad is noteworthy. While many of the individual properties can be described as picturesque, the old Glassford mill property with its series of ponds deriving from its milling past is especially so.

2.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

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 heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group*

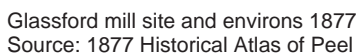
Integrity

A CHL must be able to be justified as a distinct area of contiguous heritage integrity. The key individual elements which constitute the cultural heritage landscape and the way in which their

Conclusions

Furthermore, while the retention of 19th century housing stock throughout the Candidate CHL area is generally quite good and much undeveloped area does remain due to the wetlands, there have also been many land severances with associated new construction which have broken up the continuity of the heritage landscape. As well a large quarry exists directly across from the northwest corner of the Candidate CHL area in Erin.

2.4 STATEMENT OF SIGNIFICANCE



However, by 1859 William Glassford had dammed up the stream (Shaw's Creek) issuing from Caledon Lake and established a sawmill on his property. This sawmill would have greatly facilitated the settlement of the area, providing essential building materials relatively close at hand. Operable until at least the last quarter of the 19th century, the mill directly assisted in creating the picturesque landscape of large pond (with island) and waterfall now

Town of Caledon Cultural Heritage Landscapes Inventory

South of the dam this stream merges with a tributary originating in Erin to form the Alton Branch of the Credit. These streams required bridging at both Highpoint Sideroad and Shaw's Creek Road, which, since c.1940, have been shallow arch concrete bridges.



Heritage farm complex, southwest corner
Highpoint Sideroad and Shaw's Creek Road

The farm properties at the other three corners generally reinforce the integrity and picturesque qualities of the landscape. Particularly notable is the heritage farm complex at the southwest corner (Lot 25, Con. V), which appears to have been the property of James Askins in 1877 (possibly related to the prominent U.E.L. Askins). The southeast and northwest corners are characterized by open space associated with the streams, the Erin tributary at the northwest corner and Shaw's Creek at the southeast

Character-Defining Elements (Numbers refer to Caledon CHL Inventory database)

- | | |
|--------|--|
| FNWC-1 | 20348 Shaw's Creek (E ½ Lot 25, Con. VI) |
| FNWC-2 | 20537 Shaw's Creek (W ½ Lot 26, Con. V), with remaining mill pond, and remnants of dam and spillway |
| FNWC-3 | Concrete shallow arch bridges, near the corner of Highpoint Road and Shaw's Creek Road c.1940 and the confluence of Shaw's Creek with the Erin tributary to form the Alton Branch of the Credit River. |

It is thus recommended that the Highpoint/ Shaw's Creek four corners area of the Far North-West Corner Candidate CHL be identified as a Cultural Heritage Landscape (CHL).

2.5 BOUNDARIES

The CHL boundaries are generally defined as including the four corner lots centered on the Highpoint Sideroad / Shaw's Creek Road junction.(E ½ Lot 25,26 Con. VI, W ½ Lot 25,26, Con. V).



- Character Defining Elements
- Road
 - Rivers / Streams
 - Lakes / Ponds
 - CHL Boundary
 - Property Boundary (2006)

3. MELVILLE

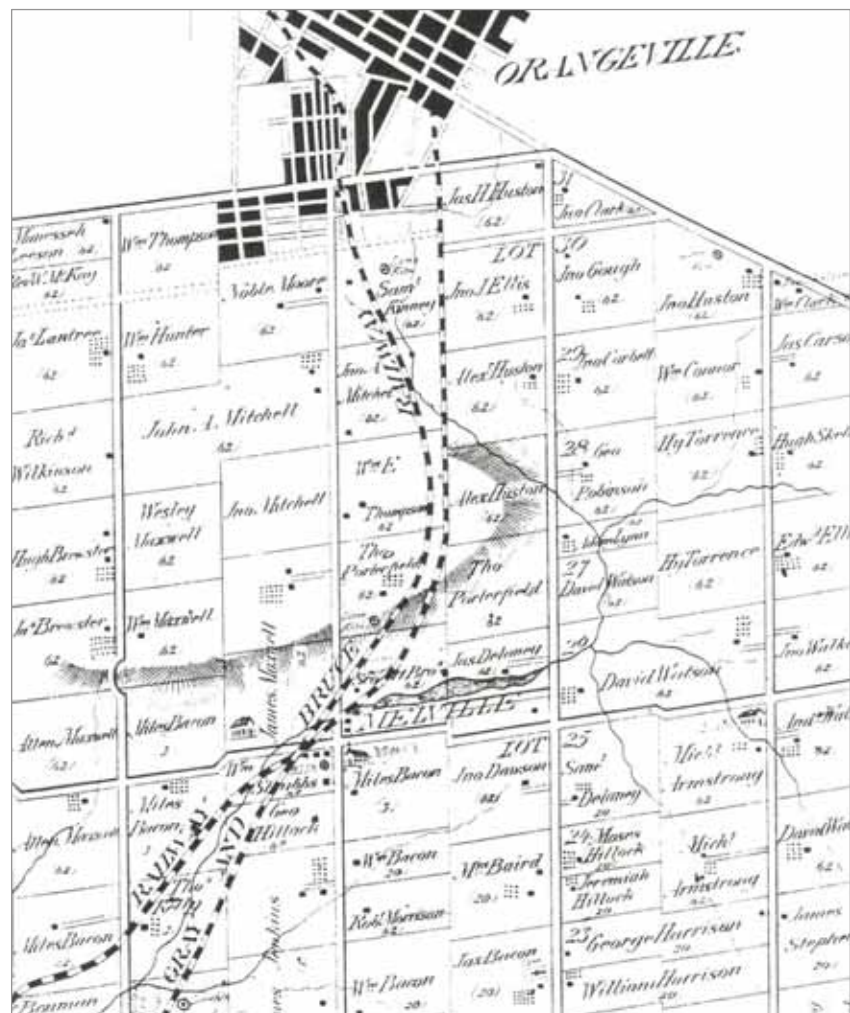
Note: All lot references are West of Hurontario Street unless otherwise noted.

3.1 HISTORICAL CONTEXT

This is an *organically evolved rural landscape*, as described in the Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes, centered on the former industrial/railway hamlet of Melville at the crossroads of Highpoint Sideroad and Willoughby Road. The Candidate CHL area extends along Highpoint Sideroad to its intersection with Porterfield Road (Hwy 136) in the west and to Hurontario Street in the east and essentially one lot north and south along Willoughby Road.

A relatively early node of settlement (1831), 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.

The themes with which it is most closely associated are: *Early Industry: Grist and Sawmills along the Credit; the Railway and Outdoor Recreation-Fishing.*



Melville and area, 1877
Source: 1877 Historical Atlas of Peel

3.2 INVENTORY

1. Physiographic Description

Melville rests in the valley of the eastern arm of the upper Credit River between Melville Hill to the northwest and Twenty-Five Hill to the southeast. These prominent landforms and several smaller hills are associated with the Orangeville Moraine and are formed of till, sand and gravel deposited by the receding glaciers.

2. Processes

Land Uses and Activities

Though no archaeological survey has yet been undertaken for the area this river valley with its associated relatively gentle hills would have almost certainly been occupied, at least seasonally for fishing and hunting, for many centuries prior to Euro-Canadian settlement.

The survey of Caledon Township was completed in 1819-1820. Settlement in the area of Highpoint Sideroad and Willoughby Road (First Line West) appears to date from 1831. The corners became known as West Caledon, apparently taken from the name of the Presbyterian Church (later Methodist) which had been established on Lot 25, Con. I.

The first industry was milling, with the Credit River dammed at the west end of the W ½ Lot 26, Con. I, creating the large mill pond still in evidence today extending into the east half of the lot (the full lot was owned by Jesse Ketchum Jr.). The proximity of Hurontario Street (Centre Road), which was developed more quickly than the other concession roads, and Willoughby Road, which leads to Orangeville, helped establish the crossroads as an industrial hub.

By 1859 the hamlet of Melville had been laid out on the property of Jesse Ketchum Jr. Ketchum was the son of the great entrepreneur politician and philanthropist Jesse Ketchum, who became rich selling leather to the government from his Toronto tannery. Deeply religious, Ketchum Sr. donated the land and much of the money for the construction of the original Knox Presbyterian Church in Toronto. A reformer, he moved to Buffalo after the failed Mackenzie Rebellion. Jesse Jr. returned to Canada to lands that the family owned in the area of what is now Orangeville and was responsible in 1856 for laying out the north section of Orangeville as well. Ketchum is listed as an Orangeville-based 'Dealer in Real Estate' on the Subscriber's List of the 1859 Tremaine map. A tannery is shown on that map directly



Existing dam at Melville

across Hurontario Street from his property, Lot 26, which may well have been connected in some way to the Ketchum family tannery business.

As well as the tannery, a sawmill and oat mill were operating on the western portion of Lot 26, Con. 1 and a blacksmith's shop on the southwest corner. A road connecting these industries had been built along the south shore of the Credit while the road grid for the new village (then spelled Melville) occupied the northern portion of the property.

In the 1870s, the hamlet's growth was enhanced when track for both the Toronto, Grey and Bruce Railway (TG&B) and the Credit Valley Railway (CVR) were constructed crossing south of Highpoint Sideroad just west of the Willoughby /Highpoint corners, where the Melville Junction station and switching point were located.



Former Melville Schoolhouse

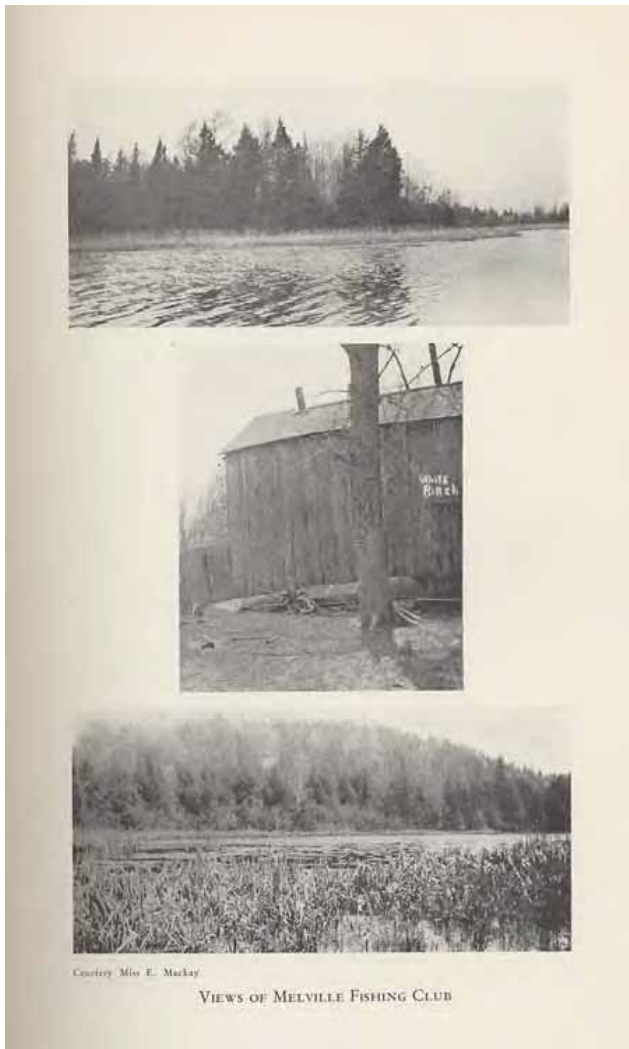
As shown on the 1877 County Atlas map, the community had a schoolhouse (still extant) and Methodist Church. The blacksmith shop was by then at the southwest corner of Highpoint Sideroad and Willoughby. In addition to the mills there was a plant nursery just north of the mill pond operated by the Scott Bros. The post office was located in the large house (still extant) at the southwest corner of Lot 26. Apparently a Grange store and Orange Lodge were also located in the hamlet.



Former Melville hotel / post office

By 1880 the original narrow gauge track of the TG&B had been shown to be inadequate and was replaced with standard gauge (which required new rolling stock). Ultimately the cost associated with this led, in part, to the purchase of the line by the Canadian Pacific Railway (CPR) which by 1883 owned the CVR as well. Two CPR stations in Orangeville was considered redundant and the CVR track between Melville and Orangeville was closed in 1884 (the first track to be abandoned in Ontario). In 1932 the TG&B track between Bolton and Melville was removed.

Beyond Melville itself, typical uplands farming was carried on. However permanent settlement on the farm lots lagged behind the industrial development on Ketchum's lot. By 1859 only three farmhouse are shown. However, these lands could be considered almost fully settled by 1877 by which time mixed farming, including livestock, was seen as the most profitable approach. Lime burning was also being carried out with kilns noted on E ½ Lot 27, Con I in 1877.



Views of Melville Fishing Club

Source: Bull, Wm. Perkins, [From rattlesnake hunt to hockey](#)

Credit River, which in wending through the property of the developer Jesse Ketchum Jr. formed the basis for industry and hence a hub of settlement; Ketchum's village plan, a designed plan for growth on the north of his lot; the railways with their embanked tracks and associated structures; and, the adjacent hills (Melville Hill and Twenty-five Hill), which influenced the configuration of farmsteads. The village population never expanded to the size anticipated by Ketchum, and as viewed today from the road the influence of his plan is quite ephemeral. The alignment of the TG&B rail line is also not readily apparent through the village.

In the late 19th and early 20th century Melville Pond and the Credit River were known for trout fishing. William Perkins Bull notes "In 1883, T.W. Duggan's diary mentions with delight the sixteen-inch trout he and his friends were catching at Melville. Seven years later the Melville Trout Club was formed on preserves on the Credit River near Melville Junction on the farms of Raspin Scott and Albert Sodden."¹

Patterns of Spatial Organization

The survey of Caledon Township was completed by Samuel Rykman in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south in this region (actually northwest). At every five lots there was an allowance for a side road.

Beyond the survey itself four other key determinants historically shaped this area. These are: the course of the

^{1 1} Bull, Wm. Perkins, [From rattlesnake hunt to hockey](#) : *the history of sports in Canada and the sportsmen of Peel, 1798 to 1934* , Toronto : The Perkins Bull Foundation, 1934, p. 103

Elements

Circulation Networks

For its size the hamlet of Melville was, for a time, a transportation hub. The pattern of concession and sideroads was well established though this area despite the hills, though originally Porterfield Road had to jog west at Lot 27 due to the Melville Hill ridge. The proximity of Hurontario Street, which always has been given special status no doubt helped serve the nascent milling complex. The routing of both the CVR and TG&B railways through the village en route between Toronto and Orangeville gave the area service few other, larger centers could match. The streets laid out in Ketchum's village plan internal to his property (W ½ Lot 26) have now reverted to private lanes. The current CPR line through Melville utilizes a combination of the old CVR (to Melville) and TG&B (Melville to Orangeville). Highpoint, Porterfield and Willoughby roads essentially retain their original character while Hurontario Street, always intended as a more major thoroughfare, is very much a modern provincial highway.

Boundary Demarcations

Within the Candidate CHL area properties are demarcated with a wide variety of fencing types including wire, iron, painted board and cedar rail.

Vegetation Related to Land Use

Within the hamlet of Melville there are remnant orchards, woodlots, hedgerows and windrows in association with the 19th century buildings. Mature trees line the frontages of several properties and along stretches of Willoughby Road and Highpoint Sideroad.

The Credit River valley through this reach is comprised of floodplain meadow, and successional woodland areas.

To the east of the Willoughby/Highpoint Sideroad intersection, a steeply sided and still densely wooded hill forced a bend in the historic road pattern, which remains today.



Looking east along Highpoint Sideroad from just east of Melville

Buildings, Structures and Objects

*Note that * denotes properties designated under the Ontario Heritage Act. All concessions indicated below are west of Hurontario Street unless otherwise noted.*

Though there has been much change in the hamlet with the gradual loss of its industries (early 20th century) and status as a railway junction, significant heritage fabric still remains.

Highpoint Road

2512 Highpoint Sideroad

(W ½ Lot 26, Con. 1) at junction with Willoughby Road

2 storey, red brick structure with buff brick detailing, segmentally arched openings and hipped roof with bracketed eaves. 1 storey 'L' with similar detailing extends toward Highpoint while main section faces Willoughby despite the address. Wrap-around veranda. Former location of original Blacksmith Shop. Apparently the extant building was the post office and hotel. Existing house c. 1875. Original mill lot.

2465 Highpoint Sideroad

(W ½ Lot 25, Con. 2)

1 ½ storey re-brick 'L' plan gable fronted house with projecting bay with round arches and buff brick detailing and side verandah. Existing house c. 1875.

Southwest corner of Highpoint Sideroad and Willoughby Road

Several structures which could have associations with the railway (three buildings and the blacksmith shop shown here in 1877) and/or blacksmith's shop.

2345 Highpoint Sideroad

(E ½, Lot 26, Con. 2)

Red brick, gable fronted schoolhouse with buff brick detailing, segmentally arched openings, bracketed eave and projecting brick vestibule, built c.1870

Northeast and southeast corners of Highpoint and Porterfield roads

(Lots 25 and 26, W ½ Con. 2)

At north a fine 19th century farm complex with two brick farmhouses set well back from the road set at a 'bench' in the hill, and, to the south, a farm complex with brick farmhouse forming part of the wide viewshed as seen from Highpoint Sideroad.

Willoughby Road

20429 Willoughby Road

1 ½ storey frame cottage, c. 1850s earliest extant residence in hamlet

20469 Willoughby Road

(W ½ Lot 26, Con. 2)

Original mill lot; existing c.1920 Craftsman style house located just to the south of rail line.

**20298 Willoughby Road
(E ½ Lot 25, Con. 2)**

2 storey brick dwelling with buff brick detailing, bracketed eaves and widow's walk with iron cresting. Existing home c.1875 shown as George Hillock in 1877 Atlas map.

**21074 Willoughby Road
(E 1/2, Lot 29, Con. 2). Beyond but related to CHL**

5 bay, 2 storey, side-gabled stone house with ashlar façade, quoins and dentillated eaves. Earliest surviving structure in immediate area, built for Sarah and Alexander Mitchell before 1859. They purchased the full 200 acre lot in 1836 and originally lived in a log house on the property. Stone carriage house, now garage behind house. Cedar rail fence.

Other Features

Dam at outlet of Melville Pond (Modern structure but in location of original mill dam)

The **existing railway track (also as it crosses Highpoint Sideroad) and stone/steel structures** over Credit River.

Settlement Clusters

The Highpoint/Willoughby crossroads establishes the axis of still readily legible 19th century settlement cluster, which in terms of density etc. is recognizably different from the landscape of surrounding farmsteads.

Archaeological Sites

Though no archaeological survey has yet been undertaken in the Candidate CHL area the presence of water, the abundance of fish, game and wild edibles as well as the ease of transportation virtually guarantees at least seasonal occupation by the First Nations and their ancestors. A reasonable comparison would be with the Silver Creek area where several aboriginal sites have been found on tributaries of the Credit River.



Looking southwest from Melville Hill

3. Site Context

The Candidate CHL area is a river valley dominated by Melville Hill to the northwest and Twenty-Five Hill to the east. The general context of a mill-based settlement surrounded by traditional farmsteads within the original spatial pattern remains relatively unchanged. From several locations along Highpoint Road, particularly at Porterfield there are sweeping views to the south. The long uninterrupted views to the southwest over rolling farmland and woods from the brow of Melville Hill on Willoughby Road are particularly noteworthy.

3.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

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 heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as distinct area of contiguous heritage integrity. 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 the heritage significance derives.

Conclusions

Based on the preceding examination, the Melville Candidate CHL readily meets Significance Criteria A and B. With respect to Criteria A. it clearly embodies Caledon's milling, railway and recreational heritage (as well as the progression over time from one to the other). With respect to Criteria B. it pertains to Melville's association with Jesse Ketchum Jr. and his influence on the hamlet's form and development.

The integrity of the original 19th century settlement patterns and landscape is generally well maintained throughout the Candidate CHL with clear evidence of its milling origins as represented by the mill pond/dam, its past as a railway based settlement cluster established by the schoolhouse, hotel and the remaining CPR railway tracks in a surrounding context of hillside farmsteads.

3.4 STATEMENT OF SIGNIFICANCE

The Melville area was settled and developed in response to the establishment by Jesse Ketchum Junior, son of the famous early industrialist, philanthropist and Mackenzie rebel, of mills on the section of the upper Credit River system which ran through his property (Lot 26, Con. 1). This mill site formed the basis of an industrial hub, which also included a blacksmith shop and a tannery. By 1859 Ketchum had laid out a village to the north of the Credit River and another road internal to his lot connecting the industries to the south of the River. It is likely that this early growth and industrial base led to its inclusion in both the TG&B and CVR Railway systems.

Though both the industrial and railway activity of the hamlet gradually diminished during the late 19th century, evidence of this era and the community it spawned is still very evident in such elements as the large mill pond and dam and the restored schoolhouse (see below). Early in the 20th century the mill pond was stocked with trout and became the base for the Melville Trout Club, ushering in the era of Caledon as a recreational centre. As well, the broader contextual features such as Melville Hill and the surrounding rural landscape of farmsteads remain little changed in general appearance.

Character-Defining Elements (Numbers refer to Caledon CHL Inventory database)

- ME-1 2512 Highpoint Sideroad, (W ½ Lot 26, Con. 1)
- ME-2 2465 Highpoint Sideroad, (W ½ Lot 25, Con. 2)
- ME-3 2345 Highpoint Sideroad, (E ½, Lot 26, Con. 2)
- ME-4 20429 Willoughby Road,
- ME-5 20469 Willoughby Road, (W ½ Lot 26, Con. 2)
- ME-6 Dam at the outlet of Melville Pond
- ME-7 the existing railway track and bridge (also as it crosses Highpoint Sideroad and Credit River)
- ME-8 Melville Pond

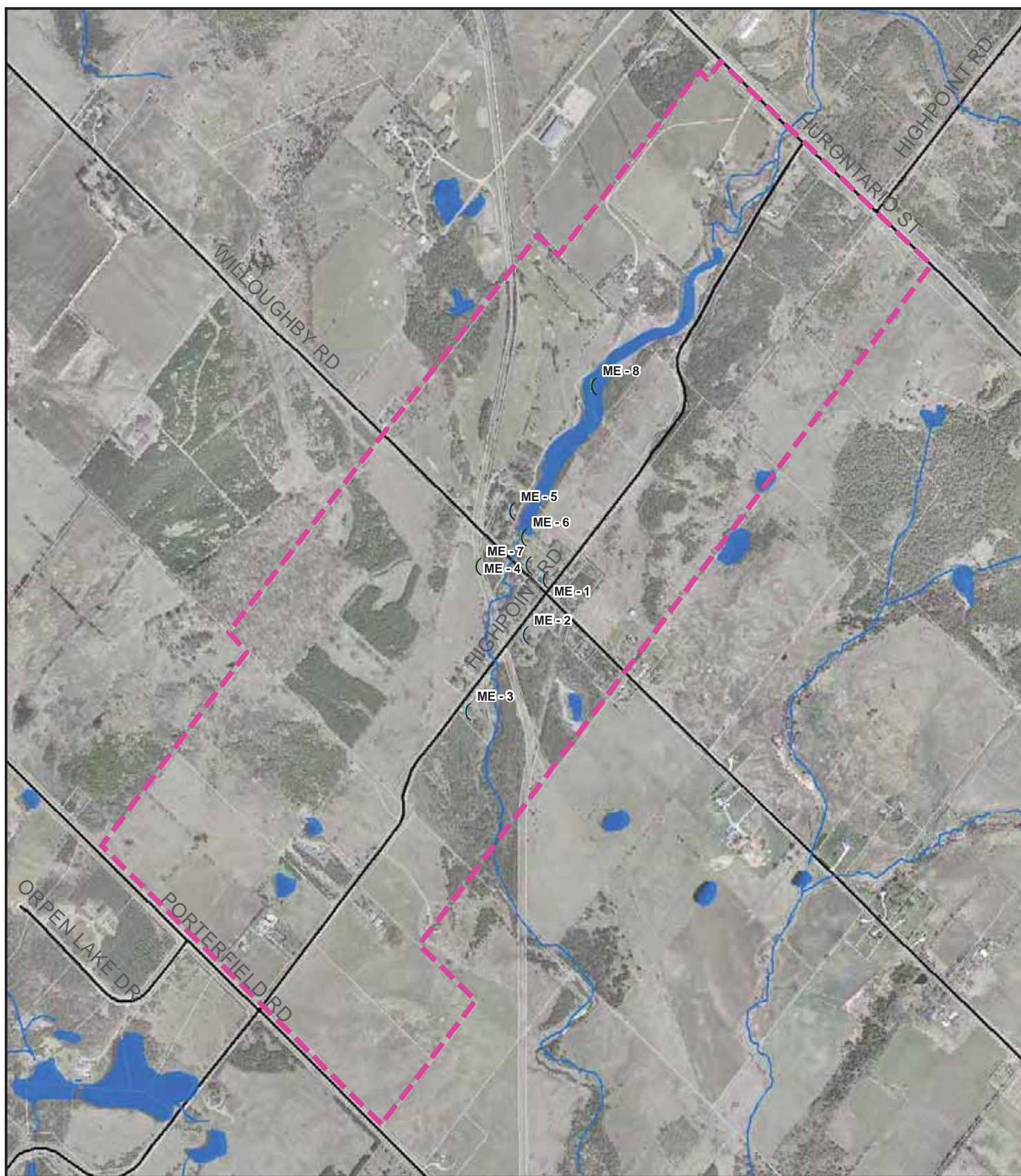
It is thus recommended that the Candidate CHL referred to as Melville be identified as a CHL.

3.5 BOUNDARIES

The Candidate CHL area encompassed Lots 25, 26 immediately to either side of Highpoint Sideroad between Porterfield and Hurontario (Con. I, II). The west halves of Lots 25 and 26, Con. II, with their farmsteads are considered the contextual gateway/buffer to the essential core of the CHL with its industrial hamlet theme/character. While the Study Area encompassed the whole of Lots 25 and 26 between Porterfield and Hurontario Streets (Con. I, Con. II) the actual distribution and density of heritage resources within this area indicates that the actual CHL boundary may more accurately be considered as including Lot 26, but only (for the most part) the northern half of Lot 25.

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Melville Figure 3



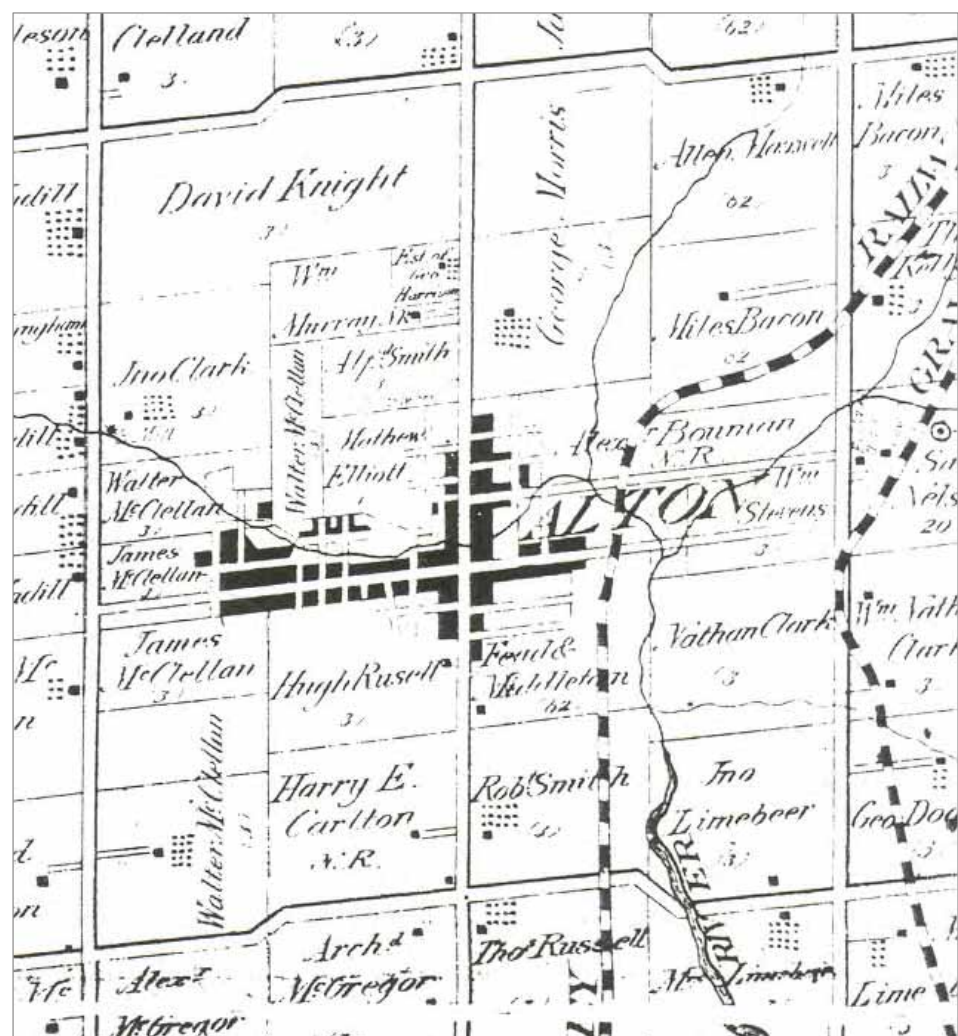
- Character Defining Elements
- Road
 - (Built
 - (Landscape
 - CHL Boundary
 - Rivers / Streams
 - Lakes / Ponds
 - Property Boundary (2006)

4. ALTON AND ENVIRONS

4.1 HISTORICAL CONTEXT

The Candidate CHL area is an *organically evolved mill village landscape as defined by the Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes* and is focused on the milling heritage which extends along Shaw's Creek through the existing village.

It is considered an excellent Candidate CHL in that it is closely associated with a number of Caledon's major historic themes. These are: *pioneer settlement; early industry – grist and sawmills along the Credit and the Railway*. Much evidence of this heritage remains today.



Alton, 1877

Source: 1877 Historical Atlas of Peel

4.2 INVENTORY

1. Physiographic Description

The area is part of the Credit River Valley and sits directly below the large morainic hill locally known as the Pinnacle. This stretch of river originally contained a long set of rapids (approximately 1 mile) with a combined fall of about 108 feet making it ideal for mill sites. The main branch of the Credit is formed just east of the village proper where the Alton Branch (referred to as Shaw's Creek) and the tributary originating near Orangeville converge.

2. Processes

Land Uses and Activities

Though no archaeological survey has yet been undertaken for the area, this river valley with its associated relatively gentle hills would have almost certainly been occupied, at least seasonally for fishing and hunting, for many centuries prior to Euro-Canadian settlement.

The survey of Caledon Township was completed in 1819-1820. Thomas Russell is credited as the area pioneer having settled with his family in 1834 on the east half of Lots 23 and 24, Concession IV. In 1837 he was joined by several other families and in just over a decade an urban node had formed around grist and saw mills erected on the banks of Shaw Creek. By 1856 various plans of subdivision were registered and the village took on a form still recognizable today.

With the opening of a store by Robert Meek, the village had become an established settlement. It was granted a post office in 1855, at which time the name Alton was chosen. By 1877 the village had three churches for the Congregational, Methodist and Presbyterian denominations respectively, five stores, two hotels and a railway station and switches for the Toronto, Grey and Bruce Railway (TG&B). The long rapids noted above allowed for 8 dams which provided the head for such industries as D & L Mckinnon's flour and grist mills with four run of stone producing for export; Walter McClelland's and George Alanhams' flour and grist mills; Alanham's sawmill; the King brothers steam furniture factory as well as a tannery, axe factory and iron foundry. In the latter part of the 19th century woolen mills replaced grist and flour mills as the dominant industry and it is their legacy which is most obvious today.



Historic photo of mill in Alton



1889, after McClelland's dam burst

During the great flood of 1889, the McClelland's dam burst wiping out other dams downriver, flooding the village and causing two deaths.

Throughout the age of direct water powered industry Alton thrived, but with changing technology its role as an industrial centre went into decline.

Patterns of Spatial Organization

The survey of Caledon Township was completed by Samuel Rykman in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. The concessions run essentially north-south in this region (actually northwest). At every five lots there was an allowance for a side road.

It may well be that Thomas Russell chose his property with an eye to its potential as a mill seat(s). Shaw's Creek tends roughly east-west through Lot 23 with its long run of rapids, and it was along this stretch that the first mills were located. A road (Queen Street) was then laid out south of this stretch of the river for the commercial and residential needs of the expanding mill work force and their families, intersecting Third Line West, which eventually became Main Street. This established the main commercial intersection of the new settlement. While the area north of the river was originally mainly industrial, in 1856-57 extensive further residential subdivision took place on both sides of Shaw's Creek necessitating an increased number of bridges. By 1859 the village had taken on a form still recognizable today. The schools, churches and public buildings were concentrated south of Queen, either on, or just off of, Main Street.

The shape of all development was influenced by the presence of the Pinnacle, which rises steeply from the north side of the creek and restricted growth to its base. The shape and size of the millponds has varied over the decades, influencing the form of the northern section of the village. The extant Lower pond, much broader than that shown in 1877, at some point eclipsed the area north of the river which had been subdivided as part of the original village plan between the northern extension of Emeline and William Street. The historic village pattern remains largely intact.

Circulation Networks

The internal village road system with its series of bridges was connected to the main concession road grid via Queen Street. The original lay-out of streets is generally intact except as noted above and where slightly reworked at the Millcroft Inn property. Later the

TG & B Railway established a station on the eastern outskirts of the village and ran several switches to the lime kilns of Jamison and Carroll as their lime was very much in demand for construction purposes in Toronto. By 1877 the Credit Valley Railway (CVR) had been graded through Alton eventually establishing a station on Station Street. The line has been activated once again to accommodate sightseeing excursions through this scenic area though the original station has been moved off site.

Boundary Demarcations

The Candidate CHL area is bounded by the footprint of the historic village as identified on the Peel County Atlas map of 1877 to the south, east and west and by (and including) the hill known as the Pinnacle which served to define/constrain the shape of the village and serves as its northern scenic backdrop.

Within the village lots are defined by hedges, windrows, the location of driveways as well as a variety of fencing types, mostly of wood and ranging from pickets to lattice-topped privacy fences.

Vegetation Related to Land Use

Although much altered over time, the vegetation throughout the village alludes to its historic settlement patterns, and retains windrows, hedges and other domestic landscape features. Many of these elements are likely in original locations. Some mature trees remain along the streets and on residential properties. Riparian vegetation, willows and cattails exist in association with the millpond, marsh and creek system.

Buildings, Structures and Objects

*Note: * Denotes properties designated under Part IV of the Ontario Heritage Act.*

A high percentage of heritage structures remain in the village, concentrated along Queen Street north of the river west of Main, as well as Main Street south of Queen. The structures listed below predominantly focus on the village's water-powered industrial heritage and the Queen Street properties, though several other designated properties are included as well.

*** 55 John Street (Millcroft Inn)**

Property includes both the upper mill (now the main Inn structure) and the 'little' mill (currently the Conference Centre). These stone buildings originally constituted the Ward-Dods woolen mills. The upper mill dates from c.1880, constructed by Benjamin Ward on the site of William McClelland's c.1845 timber frame grist mill. The County Atlas indicates that the mill was still owned by the McClellands in 1877 and had "two run of stone" at that time.

The 'little' mill was originally a warehouse connected to the upper mill via a steel catwalk. The ruins of the associated dye house are also on the property. Gutted by fire in 1917, the structures were revitalized in the 1970's through an ambitious adaptive use project which has produced a successful hotel/conference operation while preserving this important component of the area's milling heritage.

***The Manor House, Millcroft Inn (see above)**

Originally the mill owner's house occupied by the Ward and later the Dods, families. Fine polychromatic brick structure with extensive gardens preserved and incorporated into the Millcroft complex.

***1402 Queen Street W
(The Alton Mill Studios)**

The other important late 19th century woolen mill (Beaver Woolen Mills) in Alton constructed by William Algie in 1881 of local stone. It retains its original relationship to its picturesque 3 acre millpond and has recently been converted into artists'/artisans' studios. The dam, remains of the sluiceway, wheelhouse and catwalk to Queen Street, all remain on the site.



Former Algie Woolen Mills

The Miller's House

This large red brick house with 'wraparound' verandah and balcony solarium located up the hill from the Algie Mill, looks out over the mill pond and the former Algie woolen mill complex.

The Palmer House

Originally built as the Dixie House, it is the only building remaining of five Alton hotels. The hotel was rebuilt after being substantially damaged by fire in 1890.

***1334 Queen Street W (Algie – Hall House)**

Situated at the edge of the mill pond on property associated with the Algie Mill it appears to have been built as the home for a mill worker of some importance. Though much altered with a modern mansard roof, the fine original stonework remains evident.

1398 Queen Street W – Science Hall

Built by William Algie in 1885, it became the village cultural centre - the site of musical and theatrical events and lectures. Now a private residence.

***1565 Queen St. E (Wright-Didd House)**

Regency style stone house constructed c.1860 apparently for Thomas Wright, a miller at one of Alton's mills. (Also a village merchant).

***1456 Queen St. W (Alton Mechanic's Institute and Library)**

William Algie (see above) very much believed in furthering the education of his mill workers and helped finance the construction of this institution in 1882. It is the last Mechanic's Institute remaining in the Town of Caledon.

***1422 Queen Street W (Dods-Long House)**

Dichromatic, hipped roofed brick house constructed on property associated with the Algie Mill.

1341 Queen St. W

Fine example of the quality of Alton's mid 19th century residential stonework.

***42 Charles Street (Fead-Fendley House)**

***10 Station Street (former Alton Baptist Church)**

***19739 Main Street (former Alton Congregational Church and Town Hall)**

Settlement Clusters

The subject area is itself a settlement cluster.

Archaeological Sites

Though no archaeological survey has yet been undertaken in the Candidate CHL area the presence of water, the abundance of fish, game and wild edibles as well as the ease of transportation virtually guarantees at least seasonal occupation by the First Nations and their ancestors. A reasonable comparison would be with the Silver Creek area where several aboriginal sites have been found on tributaries of the Credit River.

4. **Site Context**

The dominant site feature is the large hill known as the Pinnacle. The village, and particularly all the historic milling operations which were its raison d'être, are nestled at its base. It looms over Alton and has been continuously depicted throughout the village's history in both paintings and photographs. As well from its slopes and summit it has provided fine views of the village and the surrounding landscape. It has been a favourite picnic spot for Alton residents since the 19th century, and, as well as several formal trails, there are many footpaths up its slopes known only to villagers. The other key physical feature establishing context for the village is the confluence of Shaw's Creek with the Orangeville headwaters tributary to form the main Credit River just east of the village.

4.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

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 heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group*

Integrity

A CHL must be able to be justified as distinct area of contiguous heritage integrity. 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 the heritage significance derives.

Conclusions:

The preceding Inventory Report clearly demonstrates that this Candidate CHL area fulfills Significance Criteria A, B and C. The importance of water-powered industry to the development of Caledon cannot be overstated and Alton was, in its time, one of the most important (and one of the earliest) industrial centres in the Township. It certainly retains the greatest material evidence of its milling heritage.

The original village lay-out and its relationship to the two extant mills remains generally intact though the road network, north of Queen Street has been changed historically due to millpond expansion, flooding etc. and more recently, but only slightly, around the Millcroft Inn. Development historically centred along Queen Street and Main Street (originally Third Line West) and it is along these two streets, as well as the banks Shaw's Creek, where the surviving historic resources are concentrated. While there are other important properties on the side streets, several of which are already designated under Part IV of the Ontario Heritage Act, the historic fabric is much more fragmented. The buildings tend to be modest houses of a much more recent period, though not generally incompatible in size and scale, and typically built within the original village lot divisions.

Thus the historic core of Alton is recommended for identification as a CHL being an excellent example of a mill village, its primary focus being the landscape of water-powered industry along Shaw's Creek and its directly associated manifestations such as the mill workers' and mill owners' housing, and the Mechanics' Institute. As well, many of the anchor buildings of community life through the 19th and early 20th century remain in place, including the historic church structures, Town Hall, Mechanics Institute, and Science Hall.

4.4 STATEMENT OF SIGNIFICANCE

In 1834, Thomas Russell settled on the site of what became the village of Alton. His property included a section of Shaw's Creek with a long run of rapids (with a combined fall of 108 feet) and thus outstanding opportunities for obtaining water power. In just over a decade flour/grist and sawmills had been established. These formed the catalyst for further settlement and by 1856 a formal village plan was in place and the hamlet had been granted a post office. The village grew around the newly laid out Queen Street, the key east/west thoroughfare, just south of Shaw's Creek and its mills, and its intersection with Third Line, which became Main Street within Alton.

A succession of mills and factories operated along the river over the course of the latter half of the 19th century including a furniture factory, woolen mills, axe factory, iron foundry, sawmills and a number of flour and grist mills. At one time eight mill dams existed along this section of Shaw's Creek and its course was braided with sluice ways. With industry came growth and the associated institutions including a school and churches for the Baptist, Methodist, Congregational and Presbyterian denominations. As a flourishing urban node Alton was chosen as a station point on both the TG&B Railway and CVR Railways.

The prosperous mill owners built fine homes for themselves and more austere but serviceable housing for their work force in close proximity to the mills themselves. The earlier timber framed

mills were often destroyed by fire. In 1889 the McClelland dam burst causing much destruction downstream, including two deaths.

The existing mill structures, all of local stone (Inglewood) date to the latter part of the 19th century. Thus the existing industrial landscape featuring the Ward-Dods mill (now Millcroft) and upper mill pond and the Algie Mills (now Alton Mill Studios) with its 3 acre mill pond is largely a product of that period. Together with the ruins of associated and/or earlier outbuildings, the bridges, miller's, mill owners' and workers' housing, the Mechanic's Institute etc., this period landscape is remarkably complete. The village grew around the mills and the mid 19th century village plan remains readily discernible with a large degree of surviving heritage fabric from the milling era (c.1850 – c.1920.) As well, the relationship of the Pinnacle to the village and to Shaw's Creek itself remains intact.

Character-Defining Elements

- A-1 *55 John Street, Millcroft Inn,
- A-2 *The Manor House, Millcroft Inn (see above)
- A-3 1402 Queen Street W, The Alton Mill Studios,
- A-4 The Miller's House
- A-5 *1334 Queen Street W, Algie – Hall House
- A-6 1398 Queen Street W, Science Hall
- A-7 *1565 Queen St. E, Wright-Didd House
- A-8 *1456 Queen St. W, Alton Mechanic's Institute and Library
- A-9 *1422 Queen Street W, Dods-Long House
- A-10 1341 Queen St. W
- A-11 *42 Charles Street, Fead-Fendley House
- A-12 *10 Station Street, former Alton Baptist Church
- A-13 *19739 Main Street, former Alton Congregational Church and Town Hall
- A-14 the upper mill pond and dam (Millcroft)
- A-15 the lower mill pond and dam (Alton Mills)
- A-16 Bridge over Shaw's Creek

Others (not mapped)

Dam and sluice ruins and former bridge abutments

The Palmer House

The north and east slopes of the Pinnacle as seen from the village

The Shaw's Creek rapids

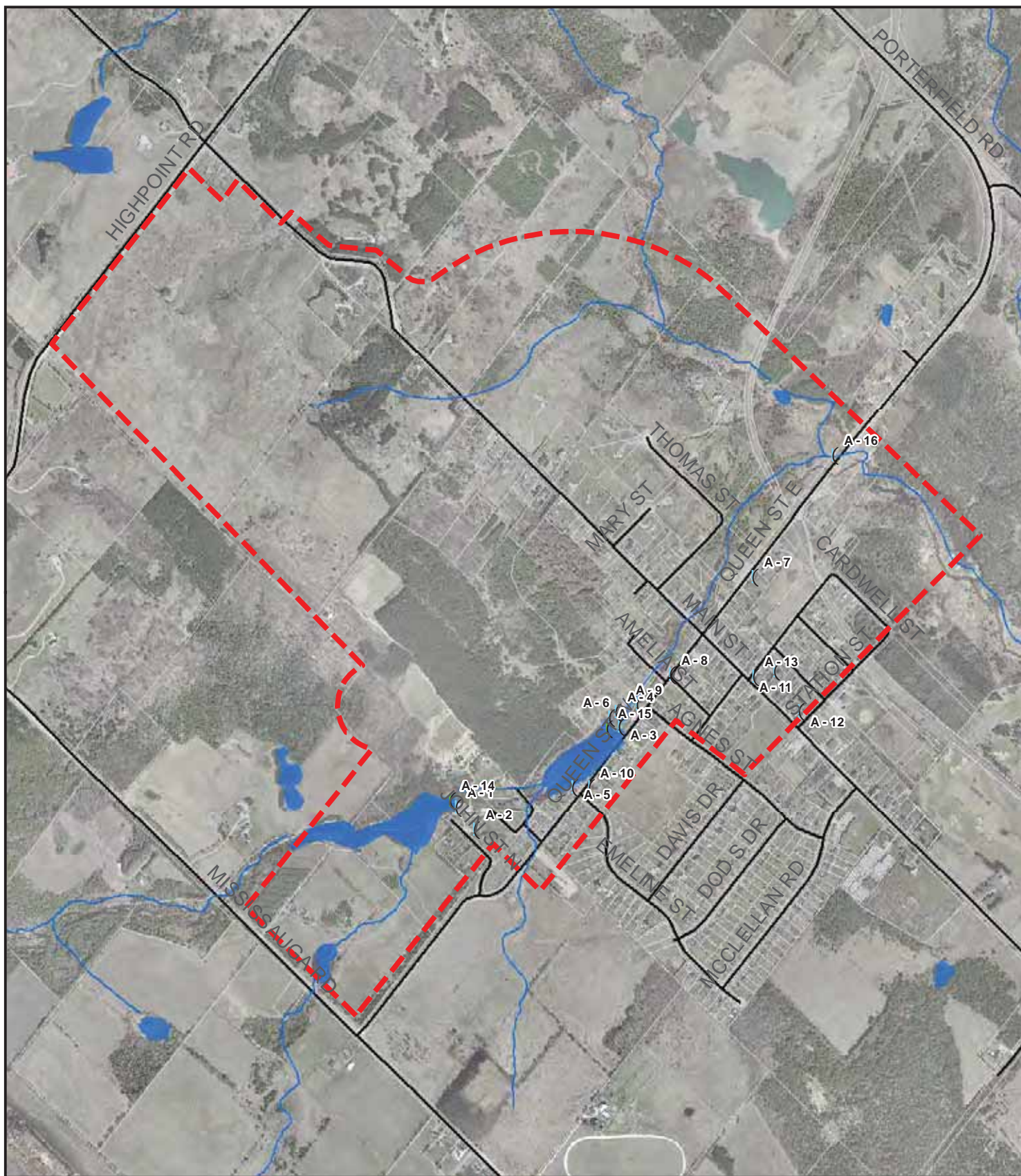
It is thus recommended that the Candidate CHL referred to as Alton Village be identified as a CHL.

4.5 BOUNDARIES

The original Alton Village Plan, extending southward, from its industrial origin at the river and northward, around the foot of the Pinnacle, remains essentially discernible to this day. It is the core area of the original plan centred on the intersection of Queen and Main Streets, extending along Queen and the riverbank, south along Main and including Edmund and Station Streets, where the key historic resources are concentrated.

The village of Alton is very much tied both visually and, in terms of its historic evolution, to the Pinnacle. This large landform needs to be included in the Alton CHL. Drawing a boundary which includes the Pinnacle will also mean the inclusion of a large number of much more recent structures but these, while certainly not historic resources, do not diminish the over all heritage character of the 'place'.

It is recommended that the boundaries of the Alton CHL be consistent with the historically built upon area of the historic village plan with the inclusion of the south and east slopes of the Pinnacle which have formed the backdrop to village life and become ingrained in the community consciousness.



- Character Defining Elements
- Road
 - (Built
 - (Landscape
 - CHL Boundary
 - Rivers / Streams
 - Lakes / Ponds
 - Property Boundary (2006)

5.2 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".



Looking south on Kennedy Road from Escarpment Sideroad

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

Along Kennedy Road, a branch of Silver Creek, a tributary of the Credit River, has carved a valley into the undulating landscape. This tributary is borne of many springs that rise in the surrounding hills.

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 1820s 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. By the name of the creek it is possible that it was originally thought that precious minerals could be found here, another possible reason for its relatively early settlement.



St. Cornelius Catholic Church

As indicated by the names on the 1859 Tremaine Map, and the presence of an early Catholic Church, relatively rare in the Township, this area had a strong contingent of settlers of Irish Catholic descent. By 1840 the community of Caldwell (its name derived from the local post office) and its surrounding parish supported 30-40 Catholic families.

Although the community was locally known as Silver Creek from the late 1820s, it was formally referred to as Caldwell following the opening of the post office. Both names appear on the 1859 Tremaine Map with the former seeming to refer to the general area while the latter refers to the hub at that time, a bend in the creek across Kennedy Road at the border of Lots 7 and 8. This node, which developed at the river

crossing, consisted of grist and sawmills as well as an inn and Orange lodge, store, post office with a blacksmith shop and the California Exchange (another hotel, possible reference to mining?) slightly to the north. Already by this time a schoolhouse had been built at the southwest corner of, what is now, the Grange Sideroad and Kennedy Road. Particularly impressive was the early establishment of a church, St. Constantine's, constructed on the W ½ of Lot 7, Con. II, on the lot belonging to Cornelius Murphy. 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".

In 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 had continued to develop with a second blacksmith's shop and most importantly St. Cornelius' Roman Catholic Church with associated cemetery, which had evolved from St. Constantine's and may well have been destroyed by fire. The Township map denotes the Caldwell post office, although the historical record, contained within the Historical Atlas, indicates the village name as Silver Creek.

3. Patterns of Spatial Organization

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 roads remain intact. 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. The many strands of Silver Creek through these lots and the springs which are there origin influenced the placement of structures. It was a road crossing in association with adjacent milling potential which created the urban node known as Silver Creek. While there is some increased density of settlement over a purely rural landscape, there was no formal village subdivision of property, rather simply the linear development of a service centre for the neighbouring farms.

4. Elements

Circulation Networks

The road network through this area remains relatively unchanged with gravel surfacing. As noted above there does not seem to have ever been roads internal to Silver Creek core beyond the typical cart tracks.

Boundary Demarcations

In the northern section of the Candidate CHL area the branches of the creek form a natural boundary between the east and west halves of several lots, serving also to define the Candidate CHL area. The ridge at Escarpment Sideroad is a natural northern boundary to the whole Candidate CHL area. Between lots the typical demarcations of windows, hedgerows and cedar rail fences continue to be the visible demarcation of property boundaries.

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.



Farm complex overlooking Silver Creek

Framing the long-range views of the Escarpment, the historic roadside tree canopy is rapidly diminishing due to age and widening of the road over time; without intervention, this historic element will soon be lost altogether.

Buildings, Structures and Objects

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

At its peak in the late 19th century, the community of Silver Creek comprised three hotels, a store, saw mill, grist mill, blacksmith shop and wagon factory, several farms, a church, post office 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 1820s 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. Several well-kept 19th century buildings, some associated with the founding families of Silver Creek still exist.

16419 Kennedy Road* (Silver Creek Schoolhouse)

Located at the north-east corner of the Grange Sideroad and Kennedy Road, the brick schoolhouse was constructed in 1884. It is considered one of the best preserved and architecturally interesting schoolhouses in Caledon. The original log schoolhouse on the property was built c.1850.



Silver Creek Schoolhouse

The current 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.

16631 Kennedy Road (St. Cornelius Catholic Church and cemetery)

The first Catholic church in Caledon Township, and one of only two 19th century Catholic churches in the Town of 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. The original church, St. Constantine's, 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. The **St. Cornelius Rectory** is located directly south of the church.

Also the **c. 1880s 2-storey brick farmhouse south of church** is of note.

16761 Kennedy Road

The c. 1850s stone farmhouse that once housed the Caldwell post office. Currently pending heritage designation (at time of the CHL evaluation).

16849 Kennedy Road

Large two-storey frame farmhouse with wrap around verandahs, built c. 1896.

16834 Kennedy Road

Located 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. 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 local families.



Former California Exchange

Settlement Clusters

By the latter half of the 1800s, the accessibility of the surrounding roads and the presence of a water-powered mill site allowed Silver Creek to develop to a community of 150 residents, three hotels, a store, grist mill, blacksmith shop and wagon factory. However, the bypassing of Silver Creek by the railways that traversed the area in the 1870's, 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

While the specific Candidate CHL area has not itself been subject to archaeological survey archaeological sites have been registered along a section of Silver Creek in close proximity to Hurontario Street and just west of the Candidate CHL area. Using the standard criteria for predicting the potential for pre-historic sites, i.e., (proximity to water etc.), the area around Silver Creek exhibits high 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, blacksmith shops, earlier church etc.

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 still grace the knoll just north of the Grange Sideroad. There are spectacular views westward to the Escarpment and Devil's Pulpit, which is the 'signature' landmark of the area.



View to Devil's Pulpit from Kennedy Road

5.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

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 heritage landscapes. To be considered significant from a heritage perspective it must be demonstrated through the Inventory Report that the Candidate CHL meets one or more of the following criteria:

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- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
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- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

A CHL must be able to be justified as distinct area of contiguous heritage integrity. 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 the heritage significance derives.

Conclusions

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

The key elements of the area – the Silver Creek valley, the historic roads, and several 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 of Kennedy Road between the Escarpment Sideroad and the Grange Sideroad.

Spectacular long-range views on Kennedy Road, south west to Lake Ontario 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.

5.4 STATEMENT OF SIGNIFICANCE

The area typifies an early 19th century settlement cluster developed as a service node for the surrounding farming community and as a resting place for travellers. It developed quite early for Caledon, forming around a road crossing of Silver Creek, in an environment well suited for milling. As well as its importance as an early hamlet it is unique as representing the beginnings of the Irish Catholic community in Caledon Township, as home to St. Cornelius, "the Catholic Church of Caledon".



Brick farm complex on Kennedy Road

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 investigation would no doubt reveal particular characteristics of this early Irish and English community, both material and with regard to lifeways.

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 Features (Numbers refer to Caledon CHL Inventory database)

- SC-1 16631 Kennedy Road, St. Cornelius Catholic Church and cemetery, and St. Cornelius rectory directly south of church.
- SC-2 *16419 Kennedy Road, Silver Creek Schoolhouse
- SC-3 16761 Kennedy Road, and family cemetery
- SC-4 16849 Kennedy Road, Silver Creek Farm

SC-5 16834 Kennedy Road, California Exchange (former hotel)

SC-6 c. 1880s 2-storey brick farmhouse south of church.

SC-7 Silver Creek valley

Others (not mapped)

Rolling terrain of Caledon Mountain

Tree-lined, gravel surfaced Kennedy Road

Various split rail fences, and hedgerows

Long range views - south to Lake Ontario, and west to Devil's Pulpit and Escarpment;

It is thus recommended that the Candidate CHL referred to as the Former Settlement of Silver Creek be identified as a CHL.

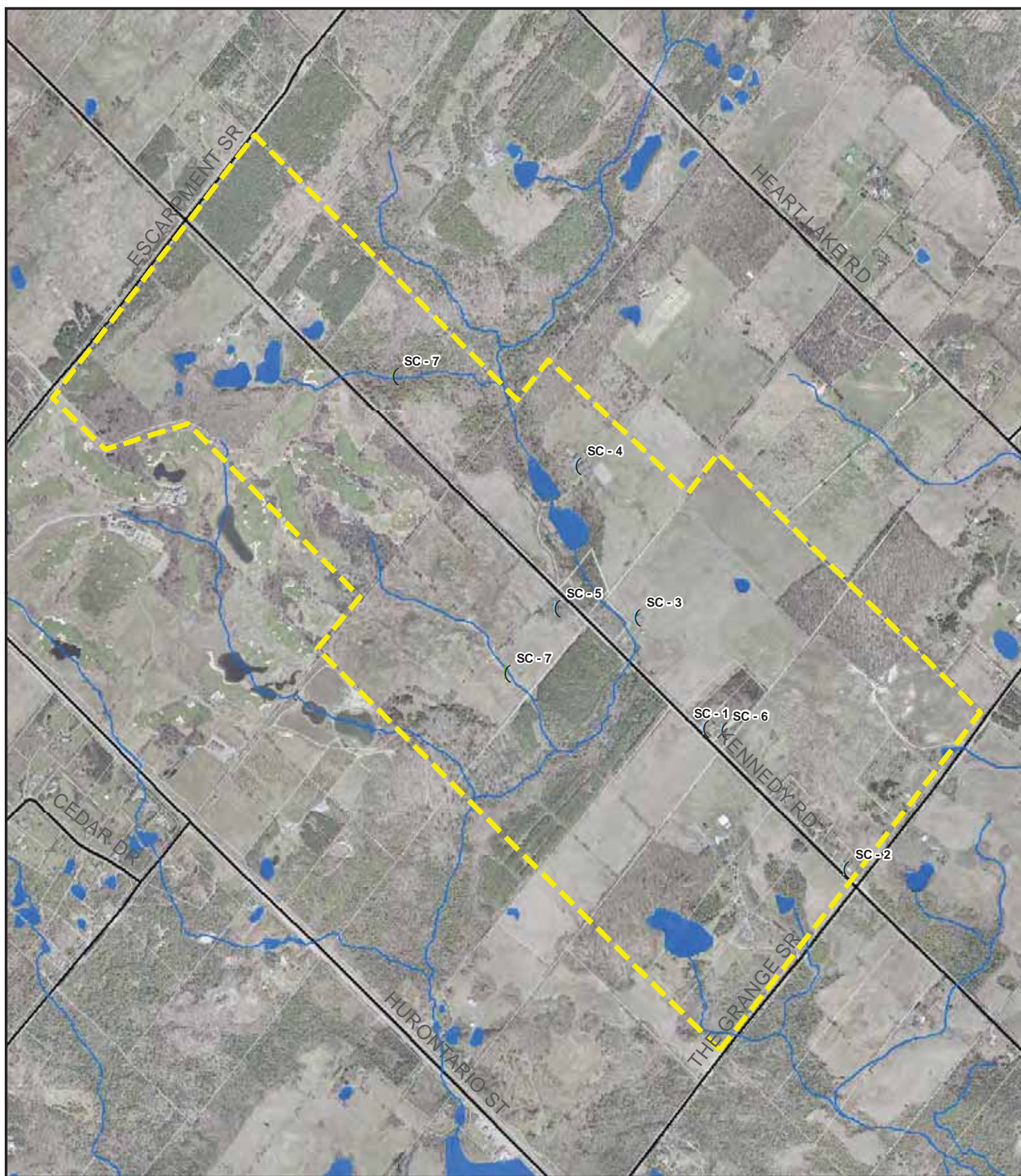
5.5 BOUNDARIES

The boundaries to the Silver Creek CHL are generally defined by Escarpment Sideroad to the north and Grange Sideroad to the south which appears to be the extent of the core of the original community. Boundaries to the east and west are generally the half-lots to either side of Kennedy Road, which, particularly through lots 7-10, are bounded by the stream valley(s).

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, are important considerations in preserving the special character of this CHL.

0 0.1 0.2 0.3 0.4 KM

Silver Creek Figure 5



Character Defining Elements

- Road
- (Built
- (Landscape
- CHL Boundary
- Rivers / Streams
- Lakes / Ponds
- Property Boundary (2006)

6. FARMSTEADS OF FORMER CHINGUACOUSY TOWNSHIP

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

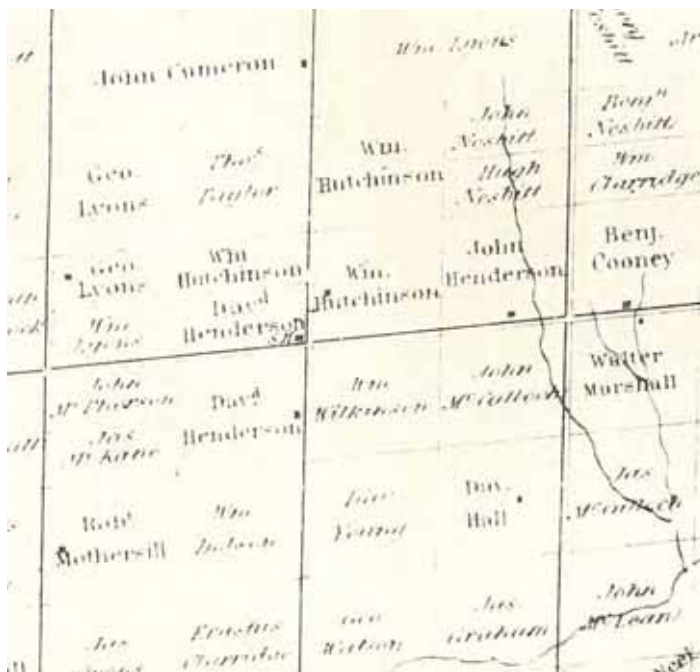
6.1 HISTORICAL CONTEXT

This is an *organically evolved rural landscape*, as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, centered on the intersection of Creditview Road and Old School Road. The properties around this crossroads are being considered as a Candidate CHL in that they appear to be representative of the traditional Chinguacousy farmstead community on the Peel Plain – one of Caledon’s key historic themes.

6.2 INVENTORY

1. Physiographic Description

The Candidate CHL area occupies a portion of the Peel Plain. The soils of this area are classified as Class 1, among the best in the Province for the growing of crops. The Peel Plain, an ancient lakebed, is relatively flat though sloping generally toward Lake Ontario. It is composed of till containing large amounts of shale and limestone. In many areas this has been modified by a veneer of clay. The clays within the study area are reddish in colour being influenced by the red Queenston shales, with lower lime content than those to the north and eastern sections of the Plain.



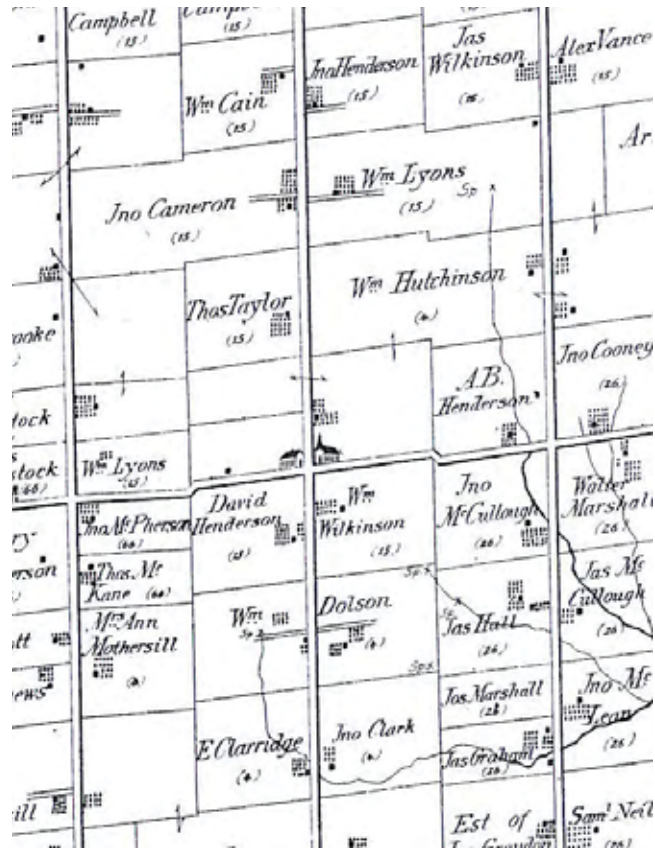
Chinguacousy Farmsteads as illustrated
on the Tremaine Map, 1859

The study area itself is within the upper reaches of the Etobicoke Creek drainage area, and includes several small tributaries. Though now treeless but for small woodlots, the area once contained a rich hardwood forest of wide species diversity. Though the soils of the Peel Plain are productive, there have always been issues of water supply and recharge as there are few aquifers in the region and evaporation from the clay soils is rapid. This particular location area along Etobicoke Creek was particularly favourable for farming and settlement.

2. Processes

Land Uses and Activities

Settlement began in the area shortly after the completion of the township survey in 1819. The rich soils of the Peel Plain were quickly recognized for their agricultural potential and greatly coveted by early pioneers. The Peel Plain is remarkably flat relative to the upland character of so much of the Town of Caledon and once the land was cleared, the farms of those who settled here prospered and expanded. 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. Prices 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 new structures in brick, others bricked over existing frame and log structures.



Chinguacousy Farmsteads as illustrated in the 1877 Atlas of Peel County

Beginning in this same period, the signing of the Reciprocity Treaty with the U.S.A. (1854-1865) and the coming of the railway encouraged farmers to diversify including an increase in livestock. In 1861 Thomas Taylor (E ½ Lot 24, Con. 4) had 46 acres in crop of which 27 were in wheat. His two acre orchard was also typical of the area farmsteads. This agriculture diversification in turn changed farm 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.

For a time after alfalfa was introduced into Ontario it was an important crop on the Plain, but this diminished quickly after 1926.

A schoolhouse has been located at the northwest corner of the crossroads at Creditview Road and Old School Road since at least the mid 19th century. It was constructed on a corner of the lot owned by David Henderson (E ½ Lot 23, Con. 4) who also owned Lot 22, south of what is now Old School Road, on which he built his house. Schoolhouse S.S. #7 was reconstructed in stone in 1879. On the west half of Lot 23, Con. 3, William Hutchison had a home by mid century and before 1877 had donated land for a church (no longer extant) on the corner of the lot across the road from the schoolhouse. With schoolhouse and church, the crossroads became the community focus of this rural area, though it never grew into a hamlet. Land ownership was stable with the above families, along with those of Thomas Taylor, William Wilkinson, John Cameron and William Lyons, on the land throughout the latter half of the 19th century.



The Old School House

Patterns of Spatial Organization

The survey of Chinguacousy Township was completed by Samuel Rykman in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south. At every five lots there was an allowance for a side road.

Through the candidate CHL area, the original survey layout is still generally reflected in the road and lot patterns today. By 1859, as seen on the Tremaine Map, Lot 23, Con. 4 had been divided into north and south parcels, with a smaller lot containing the school. While there have been a number of further residential severances in recent times, the original lot configuration remains relatively intact through the area

Circulation Networks

The area conforms to the typical rural pattern with homes either fronting on to Creditview Road (originally 3rd Line) or to the sideroad now known as Old School Road. The farmhouses were typically accessed off these roads by a dirt or gravel lane, often extending as a cart track to the barns and fields.

Boundary Demarcations

Currently properties are demarcated with a variety of fencing types including cedar split rail, and cedar post with wire. The school property is bounded by evergreen shrubbery.

The boundary consists of the four lots (lots 22 and 23, Con. 3 and 4) adjacent the crossroads with the addition of the south section of Lot 24, Con. 4, which includes the Taylor House.

Vegetation Related to Land Use

The farm properties are shown as having orchards in the late 19th century (1877 Historical Atlas of Peel County) of which vestiges remain today. Evergreen windrows sheltering the lane, and evergreen and/or deciduous trees protecting the house are common on the heritage properties. There are few hedgerows marking field layouts, and no remnant or regenerating woodlots within the Candidate CHL boundaries, suggesting a higher intensity and success with farming than in other areas of the Town.



12911 Creditview Road

There is evidence of some historic tree rows along Creditview Road, although few mature trees remain today. There have been recent efforts by some landowners in the area to replant farm frontages with young trees to replenish the lost canopy.

Most of the fields appear to be in cultivation within the area. A minor tributary of the Etobicoke Creek meanders eastward through the Candidate CHL area, crossing Creditview Road just to the south of the farmstead at 13089. The creek is confined to a drainage course and has limited riparian vegetation through the agricultural fields. There is evidence of small springs and seasonal streams in the field drainage patterns, characteristic of headwaters tributaries.

Buildings, Structures and Objects

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

While the schoolhouse is constructed of stone, as are several of the late 19th century schools in the broader region, all the farmhouses within the area are of brick construction. These are all at least second houses on the respective properties, and range in age from c.1850 to the early 20th century. Brick became the building material of choice in the area with the establishment and expansion of local production from Cheltenham to Terra Cotta (named

for the colour of the native clay) from c.1840 into the early 20th century. Terra Cotta was formerly known as Salmonville, named for the proliferation of salmon in the Credit River.

The farmhouses of this area have gained 'tails', porches and other additions, and the farmsteads themselves have outbuildings of varied age ranging from early timber frame barns to metal silos. Each house has been carefully sited on a rise allowing drainage away from the building foundations.

**13089 Creditview Road
(W ½ Lot 23, Con. 3)**

Possibly the oldest surviving farmhouse in the Candidate area, the three-bay, 1 ½ storey brick building has side gables, medium pitched roof, end chimneys, returned cornice, and dentillated eave typical of the vernacular classicism of the first half of the 19th century. An unfortunate addition has been placed on the front obscuring the original entrance, which may have included a transom. This building was built likely c.1850 by William Hutchison.



13089 Creditview Road

***13278 Creditview Road
(now Pt. E ½ Lot 24, Con. 4) (Taylor-Echlin House)**



13278 Creditview Road

This is the most intact farmhouse and yard within the Candidate area (though severances have occurred to the north section of the property). The fine three bay, 1 ½ storey brick house has cut stone quoins, six light over six light double hung windows within voussoired openings and a pilastered main entrance with transom and original 6 panel door. While it has a typical medium pitch side gable roof at the front, at the rear the roof extends into a 'saltbox' form from which a board and batten carriage house extends. The structure was built c.1863 as the home for Thomas and Jane

Taylor, originally from Scotland. An addition with verandah was built to the north and served as the home for Jane and her daughter Christina when son Peter inherited the property in 1872. The many mature deciduous trees greatly enhance the grounds.

***1488 Old School Road
(Pt. E ½ Lot 23, Con. 4) (Sharpe Schoolhouse)**

This fine stone schoolhouse was built in 1879 to replace an earlier frame school building. Constructed in a 'T' plan, a projecting gabled bay fronts on to Creditview Road and carries the belfry with its relatively elaborate ogee shaped roof, as well as an oculus window in the gable, and the segmentally arched door openings for girls and boys respectively. All the openings are segmentally arched, relatively narrow in the Victorian mode, and have fine cut stone labels with projecting keystone motif. The walling of local limestone ashlar is randomly coursed and has a pecked finish. An original rear extension to the building has been further extended and turned into gracious living space incorporating architectural motifs from the original school.



1488 Old School Road

**12911 Creditview Road
(W ½ Lot 22, Con. 3)**

Constructed c.1875, this brick structure has the contrasting brick detailing (here painted), scrollwork verge, bellcast verandah with scrolled 'gingerbread', and projecting bay window typical of the later 19th century. A two storey addition with centre gable extends to the east. Unfortunately the window sash has been changed. A working farm, the full range of outbuildings, encompassing a number of generations, is extant. The long lane to the house and the rear yard is lined with conifers.



12911 Creditview Road

**12872 Creditview Road
(E ½ Lot 22, Con. 4)**

This brick 'four-square' from the early 20th century either has replaced, or incorporates, the original home of David Henderson already in place in 1859. This property is a working farm with a full complement of barns and sheds spanning the generations, and, except for a small severed section at the northwest corner, retains its full original lot.



Barn Complex at 12872 Creditview Road

Archaeological Sites

Though no archaeological survey has yet been undertaken in the Candidate CHL, its location between the Credit River and Etobicoke Creek, in what was originally a fine hardwood forest, suggests that archaeological potential is high.

3. Site Context

Essentially the Candidate area is part of the broad patchwork of farmsteads (including yards, fields and woodlots) which make up the landscape of the Peel Plain. Though broken by modern residential severances the traditional rural agricultural landscape still pre-dominates in concessions 3 and 4 between Mayfield Road and King Street. Another fine, early (c.1850) brick farmhouse (13496 Creditview Road), unusual in being five bays, is located just north of the Candidate area. The flatness of the land allows distant views of the Escarpment to the north and northwest of the Escarpment. The main natural feature is Etobicoke Creek, several arms of which flow southeast through the Candidate area.

Through the 19th century the area looked to Cheltenham as its main market centre, but the former hamlets of Alloa at Creditview Road and Mayfield Road and Salmonville (now Terra Cotta) were part of its extended universe.



View to the west along Creditview Road

6.3 EVALUATION

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

Significance

Significance Criteria

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

- A. *Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. *Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. *Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. *Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. *Has yielded or is likely to yield information important to prehistory or history.*
- F. *Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

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

Conclusions

Based on the preceding examination, the Chinguacousy Farmstead Candidate CHL meets *Significance Criteria C* - reflecting agricultural life on the Peel Plain throughout the 19th and early 20th century when it was the economic backbone of the area.

The farmsteads and the crossroads schoolhouse retain sufficient integrity that the traditional farming landscape/community is still readily perceivable.

6.4 STATEMENT OF SIGNIFICANCE

This crossroads grouping of farmsteads around the fine stone school is representative of rural life throughout the large, fertile Peel Plain. This region was an extremely important agricultural area throughout the 19th and early 20th century being a major producer of wheat during the mid 19th century 'boom' and diversifying in the later 19th century to include a greater variety of crops and an emphasis on livestock. The traditional agricultural landscape of the Plain is shrinking as the number of severances increase and sub-divisions march relentlessly northward.

The farmsteads which make up this Candidate CHL still, for the most part, retain their historic attributes including: original lot size; patchwork of fields, farmyards, and windrows; complement of

widely varied barns and outbuildings; and farmhouses of local brick, the construction of which spans the period c.1850 – c.1910. The presence of the schoolhouse emphasizes the sense of this area as a rural community. The quality of the school's design and stonework is testament to the regard with which education was held.

Character-defining Elements

CF-1 *13278 Creditview Road, 'Taylor-Echlin House' (now Pt. E ½ Lot 24, Con. 4)

CF-2, 4, 8 Seasonal streams and minor tributary of the Etobicoke Creek

CF-3 13089 Creditview Road (W ½ Lot 23, Con. 3)

CF-5 *1488 Old School Road, 'Sharpe Schoolhouse' (Pt. E ½ Lot 23, Con.4)

CF-6 12911 Creditview Road (W ½ Lot 22, Con.3)

CF-7 12872 Creditview Road (E ½ Lot 22, Con. 4)

CF-9 Associated lanes, fields, windrows and yard plantings

It is thus recommended that the Candidate CHL, referred to as the Farmsteads of Former Chinguacousy Township, and representing the Peel Plain farmsteads, be identified as a CHL.

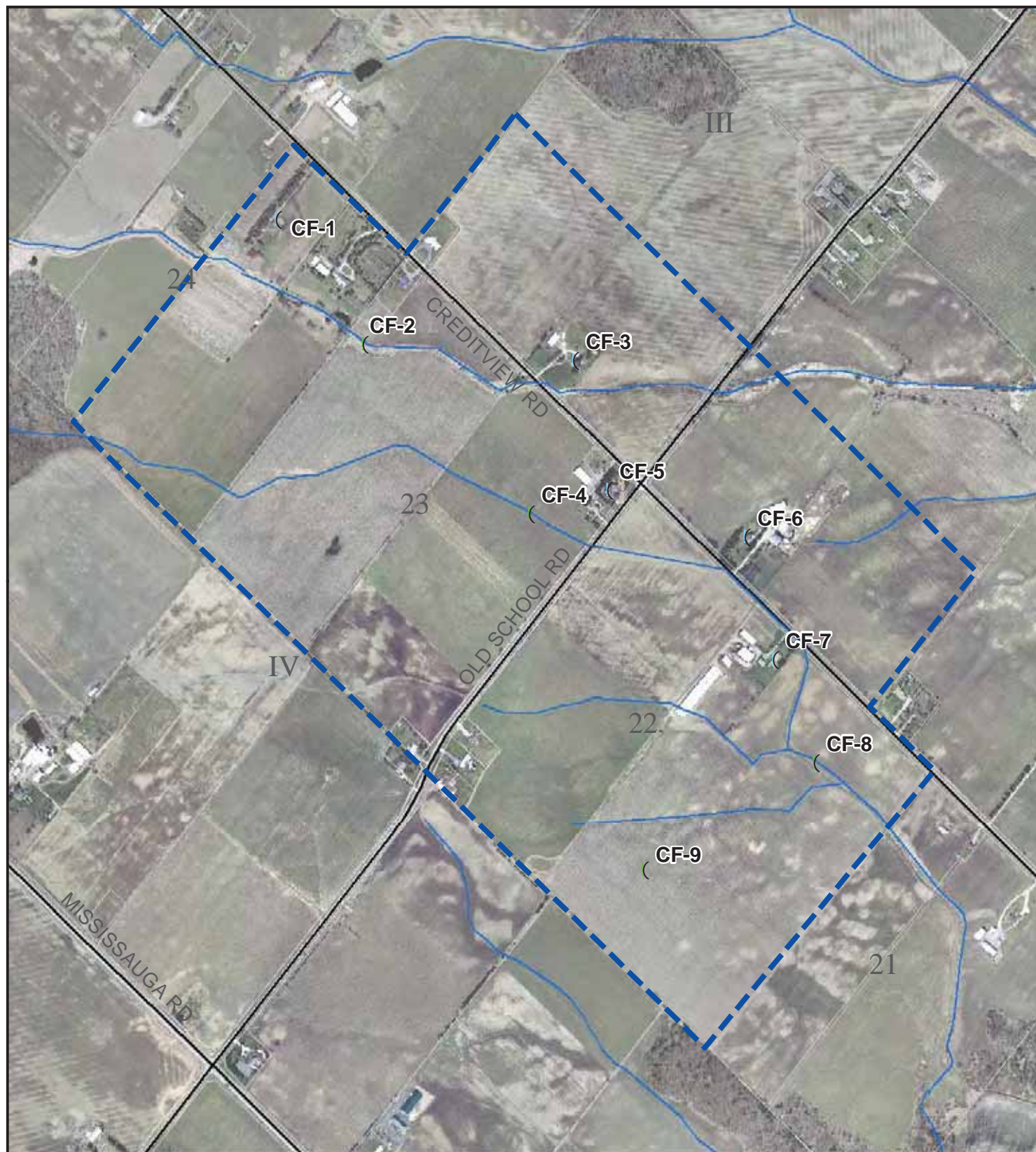
6.5 BOUNDARIES

In general the identified Farmsteads of Former Chinguacousy Township CHL includes the East ½ of Lots 22, 23, 24 (south section) Con. 4 and West ½ of Lots 22 and 23, Con. 3.

Refer to **Figure 7 Farmsteads of Former Chinguacousy Township** for detailed delineation of the boundary.

0 0.1 0.2 0.3 0.4 KM

Farmsteads of Former Chinguacousy Township Figure 6



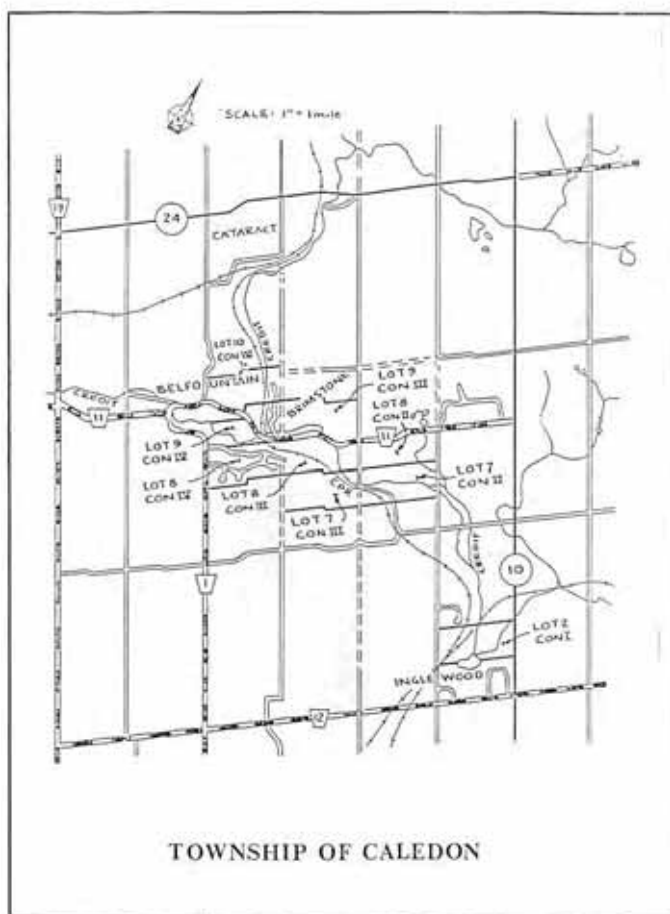
- Character Defining Elements
- Road
 - (Built
 - (Landscape
 - CHL Boundary
 - Rivers / Streams
 - Lakes / Ponds
 - Property Boundary (2006)

7. THE CREDIT RIVER VALLEY: SETTLEMENTS OF THE NIAGARA ESCARPMENT

The main physical determinants for settlement in the western sections of both Chinguacousy and Caledon townships were the intimately connected features of the Niagara Escarpment and the Credit River. From just below Cataract in the north, where the Credit River running southward from Alton cuts into the elbow of the Escarpment, to the village of Terra Cotta in the south, these natural features are really aspects of the same entity. Of great importance biologically and geologically, containing sites sacred to First Nations and once essential to their subsistence, the Escarpment is the most dramatic landform of the area and has been declared a World Biosphere Reserve by UNESCO, one of only eleven such reserves in Canada.

This 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 by Europeans, the Credit River was considered as one of the streams having the best potential as a power source for milling in all of southern Ontario. The early industries which developed around the Credit River were, as elsewhere in the province, saw and grist mills. Later, such enterprises as textile mills, distilleries, bottling plants and hydro-electric plants spawned communities all along the river valley, typically tucked close to the Escarpment.

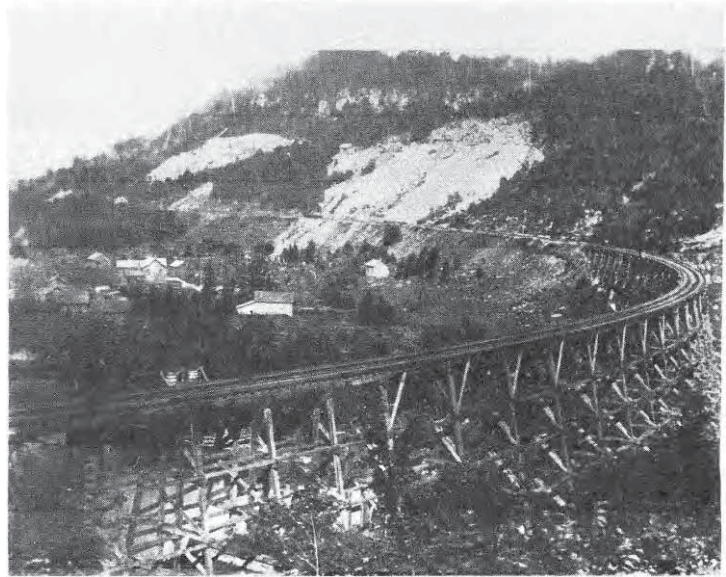
The dolostone, sandstone and limestone of the Niagara Escarpment, exposed as outcrops and/or often close to the surface, which made farming so difficult, was found to be excellent building stone, with the red whirlpool sandstone particularly prized for major public buildings in Toronto and other urban centres. Toward the south, in former Chinguacousy Township, outcrops of red Queenston shale provided the basis for brick and terra cotta manufacturing at Cheltenham and Terra Cotta. It is the gulying of these shales due to deforestation which created the striking landscape feature known as the Cheltenham 'badlands'. Although small-scale relative to modern operations, stone and shale quarries, along with lime quarrying and burning, became key industries along this section of the Niagara Escarpment, particularly between Cataract and Inglewood.



Connections from Cataract to Inglewood

While each riverside community between Cataract and Terra Cotta is distinct, there are many shared characteristics. Bordered by the Escarpment and the river, most have a Mill Street, a mill pond and/or its vestiges (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 River and reciprocally the Credit Valley was itself the only real corridor through the area to make railway transportation possible. The development of Inglewood derived directly from it being the junction of both the Hamilton and Northwestern Railway (HNR) and the Credit Valley Railway (CVR). The railway still runs through the center of the village and remains a dominant feature. At the Forks of the Credit, once a bustling village in its own right, the steel railway trestle traversing the gorge echoes the monumental wooden trestle originally built for that location, of which portions still remain embedded in the existing embankments.



CVR's trestle as it originally appeared
at the Fork's Quarries

It is clear that, in many respects, the whole length of the Credit River valley along the Escarpment is a large CHL with the various communities and landscape features, such as Devil's Pulpit, having taken on cultural significance as the 'character-defining elements'. While this is an important perspective to maintain in any planning for the valley, for the purposes of detailed study we have chosen to look at three candidate CHLs along the Credit which appear to particularly exhibit the attributes demanded by the CHL identification criteria, most notably contiguous integrity. It should be noted that the area of Rockside, already identified as a discrete CHL, also belongs in this group.

7.1 CHELTENHAM AND THE BRICKWORKS

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

7.1.1 HISTORICAL CONTEXT

This Candidate CHL is an *organically evolved mill village* as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*.

The area under consideration is the whole of the historic village and extending west across Mississauga Road to include the Cheltenham Brickworks.

The area represents several of Caledon's key historic themes, particularly *Early Settlement, Early Industry: Grist and Sawmills on the Credit, Brickmaking along the Credit*.



Cheltenham area, Tremaine Map 1859

7.1.2 INVENTORY

1. Physiographic Description

The area forms part of the eastern edge of the Niagara Escarpment, defined generally within this section by the Credit River. Here the reddish Queenston shales are relatively close to the surface, the basis for the brickmaking which evolved in the area.



Cheltenham Village, 1880

2. Processes

Land Uses and Activities

The area, along the Credit River that was to become the village of Cheltenham was pioneered by Charles Haines, who first settled there in 1820. Haines was a millwright who had originally emigrated from England to York (Toronto) in 1817 and recognized that the lot he had drawn in the newly surveyed Chinguacousy Township held promise as a mill seat (E ½ Lot 29, Con. 4). By 1827 he had constructed on his property a log grist mill with one run of stones, serving the first settlers in the area. Proximity to a mill attracted settlement and by 1837 the village of Cheltenham had been incorporated. In 1847 Haines built a much larger grist mill with three runs of stones, responding to increased local wheat production on the Peel Plain farms as well as milling imported American wheat to ship to England as Canadian flour under the advantages of the British Colonial tariffs. At that time a sawmill was constructed across the river from the grist mill. The grist mill was an economic cornerstone of the village until it burned down in 1945.



Illustration from the 1877 Historical Atlas of Peel County

As with many of the Peel County communities, Cheltenham, led by the Haines' family, was sympathetic to Mackenzie's reform position and it is alleged that Ebenezer Haines' premises were searched by British soldiers in the aftermath of the failed 1837 Rebellion.

Much of the village's early development was carried out by Charles Haines' sons, with



Cheltenham as illustrated in the 1877 Historical Atlas of Peel County

Frederick Haines opening the first store in the village in 1842, and building the second which was rented out. Tremaine map subscriber Ebenezer Haines is listed as "General Merchant and Proprietor of Saw mill and Bedstead and Chair Factory", while Fred is listed as "the Proprietor of the Grist Mill."

By 1848, there were two taverns in Cheltenham as well as two distilleries, one of which produced Cheltenham Wheat Whiskey.

As the milling and marketing centre for the wheat producing farms of the northern Peel Plain, Cheltenham experienced a 'boom' in the mid 1800s, fueled in part by the Crimean War, which cut off Russia's supply of wheat to Europe at a time when European wheat crops had failed. By 1853 there were three hotels. In 1859 (the year of the Tremaine map) the village plan was registered and later expanded in 1869.

A second economic boom was created by the agricultural supply requirements of the American Civil War. First the Hamilton and Northwestern Railway (HNR, 1874) and later the Credit Valley Railway (CVR, 1877) located their depots in Cheltenham. The 1877 County Atlas notes that the village also boasts a number of institutions, including both a Baptist and Presbyterian church, a large brick school house, a Lodge of Good Templars, as well as an Orange Lodge, which indicate the well established nature of the community by the third quarter of the 19th century.

However, in 1886, the original commercial core of the village, consisting mainly of wood structures burned to the ground. Following the fire many of these buildings were rebuilt in local brick and stone, including the Haines' store and William Henry's hotel.



Cheltenham Brickworks today

In 1910 telephone service came to Cheltenham and, in 1927, hydro-electricity, generated in Cataract.

1914 saw the opening of the brickyards (Mississauga Road and Mill Street) by Interprovincial Brick (Cheltenham Brickworks), which remained in operation until 1964. At its height Interprovincial was producing 90,000 bricks a day from its six downdraft kilns and one continuous burning kiln. It was taken over by Domtar in 1928. The brickyard was a major area employer for many decades, but it finally closed as the

traditional pressed-brick process no longer was seen to be competitive in the marketplace. The yards were reopened by Brampton Brick in 1993 for shale extraction.

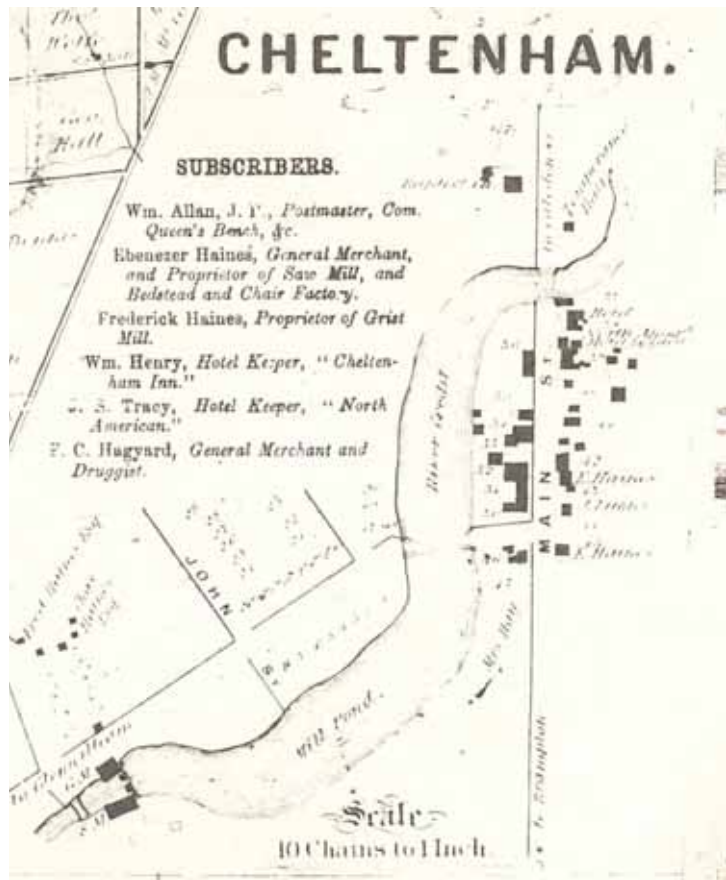
Patterns of Spatial Organization

As with most of the other villages along the Credit River, Cheltenham grew from the site of its first mill and took its form from the mill's location relative to the nearest concession road (3rd Line, now Creditview Road) established by the original survey (1819). The commercial core developed in the valley along Creditview Road. The original road to the grist mill was a given road extending from 4th Line (Mississauga Rd.) southeast to the grist mill and then northeast, roughly parallel to the river into the heart of the village at 3rd Line. Mill Street –

Creditview Road became the western boundary of the village and it became the baseline for the village lots laid out on the western side of the river on Charles Haines' original landholding. The resulting village form is somewhat unusual, with lots in the southwest portion of the village noticeably angled relative to the eastern concession road. The Haines family built their homes north of the mills at the western edge of the village.

The village expanded north along Creditview Road with both residential and commercial development straddling either side of the Credit River along Mill Street. The Baptist church marked the northernmost point of the village in 1859.

Bricks had been made in the area since the middle of the 19th century, utilizing the local Queenston shale. However, the scale of operation was vastly expanded when, in the early 20th century Interprovincial Brick developed clay pits and established their kilns close to the railway, across Mississauga Road from the village. The old mill road became the access from the village to the brickworks, one of its main employers. A railway spur line went into the plant from the adjacent main line.



Cheltenham Tremaine Map, 1859

3. Elements

Circulation Networks (see also preceding section)

The river provided the original means of travel through the area and still provides recreational travel opportunities.

As noted above, the road pattern still reflects the village origins and its 19th century development.

The main commercial thoroughfare and north-south route is Creditview Road. Mill Street is the village's access westward to



Creditview Road through Cheltenham Village

Mississauga Road. Internally the residential lot pattern conforms to the 'diagonal' formed off the baseline of Mill Street, itself reflecting the bend in the River. Key to the early road network was the establishment and maintenance of a bridge over the Credit River along the 3rd Line (Creditview Road). With the construction of the sawmill on the south bank of the river, a bridge was established at that location which was likely initially created over the dam. However by 1859 (Tremaine Map) the bridge is clearly shown just downstream of the mills and remains in this location through 1877(County Alas.

The Cheltenham area was originally served by two railways, the Hamilton Northwestern Railway (HNR) and the Credit Valley Railway (CVR). The Orangeville-Brampton Railway, established in 2000, still utilizes the former CVR track east of the village. The presence of the HNR is commemorated by the Caledon Trailway which utilizes its alignment, passing in close proximity to the Cheltenham Brickworks.

Boundary Demarcations

Property demarcations within the village are typically very informal, with only the occasional picket fence. Within the residential sector, side driveways and sometimes plantings separate properties. The Brickworks is, by contrast, bounded by steel and barbed wire fencing.



A residential garden in Cheltenham

Vegetation Related to Land Use

While not formally landscaped with street trees, the village has a verdant, green appearance from the many mature coniferous and deciduous trees that grace the residential properties. It is best viewed from the 'top of the hill' as one approaches the village from the south.

Although its original dense forest cover was nearly all lost to past farming and industrial activities, the Credit River valley is now regenerating to a more sustainable ecosystem. With the river stocked with trout and other fish species, the area continues to be popular for fishing. The village street and surrounding scenic and hilly countryside provides challenging terrain for cycling enthusiasts.

The former right of way for the HNR serves as the Caledon Trailway through the village and its contextual rural landscape. The corridor is re-vegetating, bringing wildlife and habitat to areas degraded through farming and clay extraction.

Buildings, Structures and Objects

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

The village retains a strong 19th century commercial and residential building fabric, though the commercial properties date from after the major fire of 1886. The third Haines sawmill and the nearby Cheltenham Brickworks act as reminders of the village's industrial past. A relatively large number of individual properties have been designated under Part IV of the *Ontario Heritage Act*.

***14396 Creditview Road (former Cheltenham Hotel)**

This dichromatic brick structure with segmentally arched window and door openings was built by William Henry as a hotel in 1887 following the destruction by fire of his earlier frame Inn, which dated to 1848.



Former Cheltenham Hotel

***14386 Creditview Road (Cheltenham Store)**

Like the former hotel, the Cheltenham Store was constructed following the 1887 fire. The façade and detailing is of dressed sandstone while the remaining walls are of local rubble limestone. Particularly noteworthy are the cut stone window arches with keystone and the verandah with fretwork frieze and chamfered columns. Fred Haines was the store owner and it remained in the Haines' family until 1926. Haines had built the original local store in 1842.



The Cheltenham Store

***14318 Creditview Road
(Haines-Lyons House)**

This frame structure was the second home of village founder Charles Haines, built c.1835, and has been occupied for many years by the Lyons' family, the other very prominent local family with whom the Haines' were historically linked. The building was substantially renovated in 1988, including placement on a full basement and an addition put on to the west, but retains original interior detailing and its heavy timber frame.



Haines-Lyons House

***14360 Creditview Road
(Haines Sawmill)**

This is the third Haines sawmill to occupy this site by the river and was built c.1886. The property has remained with the Haines' family since first settlement. With its monitor roof, the large heavy timber frame structure with the river running by its north wall remains an imposing and evocative structure.



Haines Sawmill

***1406 Mill Street Road
(Haines-Reid House)**

The datestone set into the gable of this large home indicates its construction in 1877. The property was assembled by Charles Haines (nephew of the village founder) from land originally owned by Ebenezer Haines Jr. It is a 1½ storey frame structure finished in stucco on a rubblestone foundation. It has a shed-roofed rear addition, also of some age. The home sits comfortably on a rise deep on the lot with mature maples. A white picket fence borders the property.



View of the Haines – Reid House

***1402 Mill Street
(Haines – Dennis House)**

This structure is important both in its original form as a stone barn constructed in 1890 on the Haines property, just at the village limits, and as an early barn-to-residence conversion project undertaken by Napier Simpson Jr. in the late 1950s. The original barn was of some pretension with quoins and door and window lintels of dressed stone.



Haines – Dennis House

Simpson, one of the first architects in Ontario to seriously see the merit and potential in the preservation and adaptive use of heritage structures, retained the barn character of the building, while adapting it to a fine home.

***14376 Creditview Road
(Haines – Thoman House)**

Constructed by Frederick Haines Sr. it was built adjacent to the family store after the fire of 1886. Frederick was a very prominent member of the Haines clan having taken over the running of the grist mill from his father and operating the general store, among other enterprises. The house with its twin sections of dichromatic brick and extended bay windows flanking the central arched entrance is architecturally unique within the village.



King – Brown House

***14411 Creditview Road
(King – Brown House)**

This frame structure with board and batten siding and particularly fine scrollwork was probably constructed c. 1875 by Charles King who had purchased the property from Fred Haines in 1870.



Edwards – Andrews House

***14377 Creditview Road
(Edwards – Andrews House)**

It appears that this modest frame structure had already been constructed when John Lyons sold the property to Thomas Mercer in 1860.

***14409 Creditview Road
(Beaver Hall)**

The Hall was constructed in 1884 (datestone) by John Edward Harris who purchased the property that year. It was rented out for a wide range of social events and community functions from that time until 1935.



Beaver Hall

***14575 Creditview Road
(Unicorn House)**

This three bay 1 ½ storey rubblestone structure appears to have been constructed c.1860, possibly by James McCormack. In 1930 the property was sold to Stephen Jones, listed as a brick setter, no doubt at the Cheltenham Brickworks. It is surrounded by mature deciduous trees.



Unicorn House

Cheltenham Brickworks

This collection of brick industrial buildings, shale pits and machinery associated with the early 20th century brickworks is located off Mississauga Road. While local brick making was occurring in the area from the mid 19th century, it was the purchase of the property by Interprovincial Brick in 1912 which turned it into a major producer of clay brick until its closing in 1964. At its height, Interprovincial was producing 90,000 bricks a day from its six downdraft



Cheltenham Brickworks

kilns and one continuous burning kiln. It was taken over by Domtar in 1928. For many decades it was a major area employer but finally closed as the traditional pressed-brick process no longer was seen to be competitive in the marketplace. The yards were opened again by Brampton Brick in 1993 for shale extraction after much debate on the fate of the site between the municipality, the Province and local residents. The key buildings were saved from demolition but require stabilization.

14460 Creditview Road

Fine brick farmstead at northern edge of village set well back on the lot and surrounded by a combination of mature conifers and deciduous trees.



14460 Creditview Road

Archaeological Sites

While to date there is only one registered archaeological site in the area this is only due to the fact that a formal archaeological survey of the Credit River Valley has yet to be undertaken. With its river valley location and adjacent relatively gentle banks which would allow for camps, the potential for prehistoric archaeological sites in the area in and around the village is high. The various generations of settlers' structures, including the earlier mills, suggest that the area is also rich in historic archaeological potential.

3. Site Context

The Candidate area is located within the Credit River Valley. Indeed the area of the original mills and the residential properties at the southwest corner are likely within the floodplain. Creditview Road slopes down to Cheltenham from King Street at the south and ascends northwards out of the village.



View to the Brickyards along Mississauga Road

While these hills are very gentle, the parallel route along Mississauga Road is much more dramatic, extending through a rock cut north of King St. from which point the remaining buildings of the brickworks and the red shale pits are seen deep in the river valley north of the Credit River. The village is still surrounded by small farms (as well as the Brickyards).

7.1.3 EVALUATION

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

Significance

Significance Criteria

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

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

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

Conclusions

Based on the preceding examination, the Cheltenham and the Brickworks Candidate CHL fulfills *Significance Criteria A and B*. The village of Cheltenham was settled very early and became the main milling and market center serving a large area of Chinguacousy Township. Charles Haines can be credited with founding the village and his sons and later descendants played a key role in its development. Though the Brickworks were never formally within the village boundaries, their

proximity and their impact on the village economy suggest that they can be justifiably linked as a CHL entity.

Within the area being examined, the integrity of the historic fabric is relatively strong, much of it having some association with the Haines family. The original village plan and street-layout remain generally intact.

7.1.4 STATEMENT OF SIGNIFICANCE

Charles Haines was relatively newly arrived in Canada when he and his sons made their way to his allotment on the Credit River in the newly surveyed Chinguacousy Township. Trained as a millwright he had, by 1827 constructed a grist mill of one run of stones at a southwest bend in the river which came to serve the steadily increasing number of settlers to the area. The neighbouring Peel Plain proved to be a prime wheat growing area and this, in association with world events such as the Crimean War and the American Civil War, gave continued impetus to the Haines' mill.

In 1847 Haines' built a much larger flour mill of three run of stones which was a village landmark until its razing in 1945. The mill became the catalyst for further development in the immediate vicinity, initially in the form of hotels/taverns along 3rd Line (Creditview Road) to serve the farmers whose wheat was being ground. Gradually permanent settlement increased on land severed largely from the Haines' holdings. Through the 1840's the Haines' family opened a store (1842) and a sawmill was constructed across from the grist mill. The Haines family continued to be at the centre of village growth throughout the 19th century making it the most important milling and marketing village in northwest Chinguacousy. From earliest settlement the potential for brick making from local shales/clays was known and by the mid 19th century small scale production was being undertaken throughout the stretch of the Credit Valley between Cheltenham and Terra Cotta (then known as Salmonville) including the site of the Cheltenham Brickworks. However with the purchase of that site by Interprovincial Brick in 1912, the manufacturing of brick increased to a national scale, continuing until 1964.



Cheltenham Regatta

The village of Cheltenham retains a high percentage of its historic form, fabric and context. Many properties are designated under the Ontario Heritage Act with an appropriate focus on the Haines family. It is a picturesque, appealing village through the retention of its heritage character.

Character-defining Elements

- CB-1 *14411 Creditview Road (King – Brown House)
- CB-2 *14409 Creditview Road (Beaver Hall)
- CB-3 *14377 Creditview Road (Edwards – Andrews House)
- CB-4 *14396 Creditview Road (former Cheltenham Hotel)
- CB-5 *14386 Creditview Road (Cheltenham Store)
- CB-6 *14376 Creditview Road (Haines – Thoman House)
- CB-7 *14318 Creditview Road (Haines-Lyons House)
- CB-8 the streetscape along Creditview Road
- CB-9 *1406 Mill Street Road (Haines-Reid House)
- CB-10 *1402 Mill Street (Haines – Dennis House)
- CB-11 *14360 Creditview Road (Haines Sawmill)
- CB-12 the streetscape along Mill Street to the ‘elbow’
- CB-13 the course of the Credit River through the village
- CB-14 Cheltenham Brickworks
- CB-15 View from Mississauga Road northwest to the brickyards
- CB-16 Village form as a combination of organic and planned elements
- CB-17 *14575 Creditview Road (Unicorn House)
- CB-18 14460 Creditview Road

It is thus recommended that this Candidate CHL, referred to as Cheltenham and the Brickworks be identified as a CHL.

7.1.5 BOUNDARIES

The recommended boundaries of the Cheltenham and the Brickworks CHL may be generally described as including the full historic village plan, as revised in 1869, but extending west along Mill Street (note only the properties as far east as 1402 Mill Street are included) and beyond Mississauga Road to include the Cheltenham Brickworks.

Refer to **Figure 7 Cheltenham and the Brickworks** for detailed delineation of boundaries.

0 0.2 0.4 0.6 0.8 KM

Cheltenham and the Brickworks Figure 7



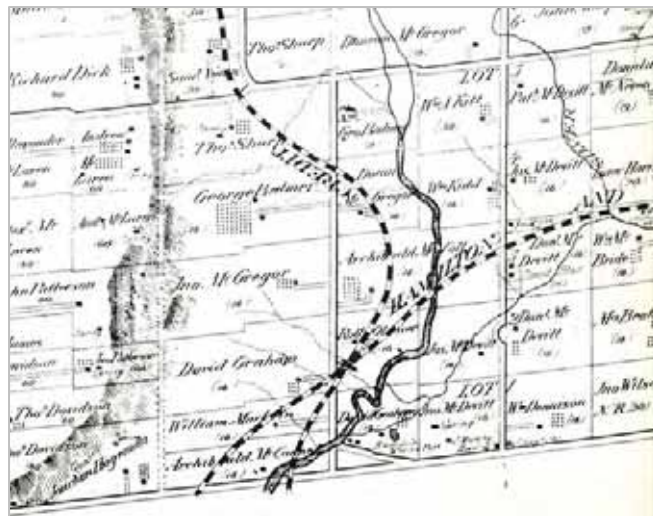
- | | | |
|-----------------------------|----------------|--------------------------|
| Character Defining Elements | CHL Boundary | Active Railway |
| (Built | Road | Former Railway |
| (Landscape | River / Stream | Property Boundary (2006) |
| (Streetscape | Lake / Pond | Viewshed |
| (View | | |

7.2 INGLEWOOD: RAILWAY VILLAGE

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

7.2.1 HISTORICAL CONTEXT

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



Inglewood area as illustrated on the 1877 Atlas Map

7.2.2 INVENTORY

1. Physiographic Description

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

2. Processes

Land Uses and Activities

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

In 1843 Thomas Corbett purchased the west half of Lot 1, Con. 1 which encompassed the confluence of the East Branch with the main Credit River, thereby offering many possibilities for mill seats. Corbett established the Riverdale Woolen Mills, completing the dam, millrace and small frame mill over a span of five years. The mill prospered for some

time utilizing the local farmers' wives to spin and 'full' the yarn at their homes. Eventually Corbett replaced the original mill with a larger frame structure 100 feet downstream. After 1860, the mill was largely managed by Corbett's son-in-law, David Graham, who reconstructed the mill in stone in 1871. Despite this the mill was gutted by fire and Graham, discouraged and in poor health, leased it to the highly successful milling firm of Ward and Algie in 1875. The mill, capable of the full process of manufacturing woolen clothing and goods again prospered, as did the local sheep raising farmers. Increased production required an increased labour force, bringing potential mill workers into the community and leading to the construction of workers' housing in close proximity to the mill.

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

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



Distant view of the former CVR and Niagara Escarpment

The transportation requirements of these industries and their counterparts throughout the Credit Valley brought the railways. The Hamilton and Northwestern Railway (HNR) came through the settlement in 1877 and gave it the name of Sligo, so that when the Credit Valley Railway (CVR) traversed HNR track the following year it took on the name of Sligo



The Inglewood Station

Source: History of Inglewood, William E. Cook

Junction. This name did not sit well with the locals however, and as Riverdale, the name which the area had taken on from the mills, was already used elsewhere, the community was renamed Inglewood.

As a railway junction, with associated infrastructure and easy access for the transport of local stone and manufactured goods, Inglewood grew quickly. It is telling that over the period from 1880 to 1900 Inglewood doubled

its population while Cheltenham, its long established neighbour to the south, declined despite having the railway in close proximity.

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

Patterns of Spatial Organization

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



Former Railway Junction

3. Elements

Circulation Networks

The Circulation Networks, as inferred above, are the key to village form. The river, the original surveyed roads, the 'organically' formed mill road, the railways and the later residential streets built up the network which remains in place today, save for the replacement of the HNR



Main Street Inglewood

Source: History of Inglewood, William E. Cook

with the Caledon Trailway. Through this area, the former CVR is still in use as the Orangeville-Brampton Railway, servicing special industries and offering periodic excursion trains through the scenic Credit River valley, with a rest stop in Inglewood.

Boundary Demarcations

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

Vegetation Related to Land Use

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



Inglewood Railway Garden

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

Buildings, Structures and Objects

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

With the train crossing and signal lights still at the center of the village, and the Caledon Trailway a reminder of the HNR, the historic core of the village along with the mill complex still retain their late 19th century character. Typically the older houses are 3 bay centre gable, 1 ½ storey frame



44 Lorne Street

structures, such as 44 Lorne Street. Several recent buildings have replicated this traditional design.

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

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

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

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



Graham-Wilson-Pim Residence

***102 Maple Avenue**
Graham Industrial Complex

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



Graham Industrial Complex

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

21 Louise Street

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



21 Louise St

15612 McLaughlin Road (former Store)

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



Former General Store

15672 McLaughlin Road United Church (formerly Methodist)

Constructed in 1894 in red brick with buff accents on a stone foundation extending up to a beveled water table, the formerly Methodist Church has a narrow belfry with weather vane. The longitudinal elevations are buttressed with the buttresses combining stone and brick as with the adjacent walling. Between the buttresses are large lancet windows with buff brick surrounds and diamond patterned leaded glass.



Methodist Church

**Former railway hotel, now General Store and Gift Shop
(Main Street at the Rail Crossing)**

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



Former railway hotel, now the General Store and Gift Shop

Archaeological Sites

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

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

3. **Site Context**

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



Credit River

7.2.3 EVALUATION

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

Significance

Significance Criteria

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

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

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

Conclusions

Based on the preceding examination, the Inglewood Railway Village Candidate CHL fulfills *Significance Criteria A and B*. Though settled relatively late it strongly represents the key Caledon themes of: water-powered industry along the Credit River; the quarrying of building stone and the coming of the railway.

The family of Thomas Corbett, the original mill owner, maintained ownership and involvement in the mill and village life through his son-in-law David Graham, generally up until the present day.

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

7.2.4 STATEMENT OF SIGNIFICANCE

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

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



Tree-lined drive to the mill

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

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

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

Character-defining Elements:

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

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

7.2.5 BOUNDARIES

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

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



Inglewood: Railway Village Figure 8

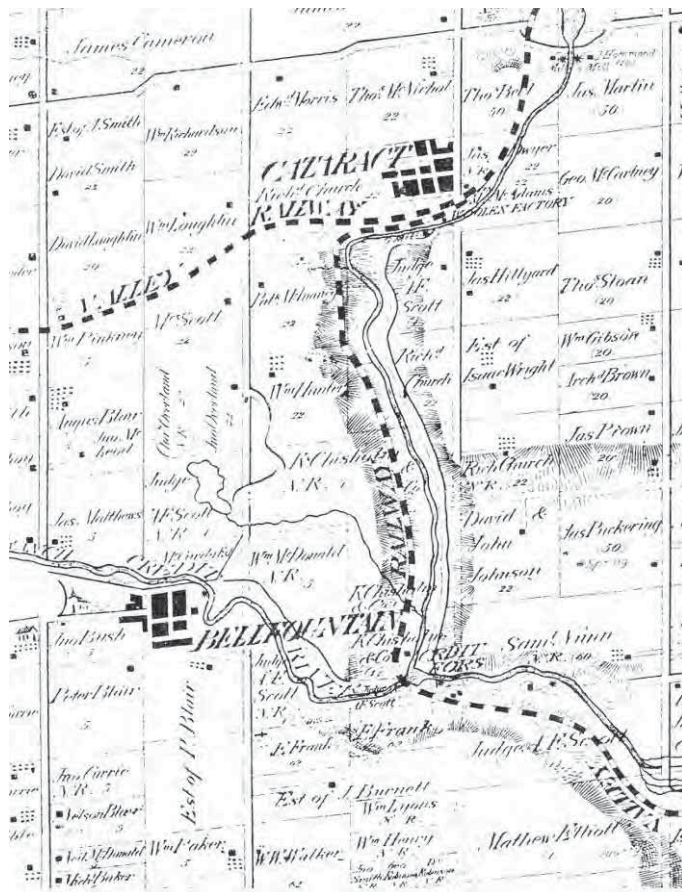


- | Character Defining Elements | | CHL Boundary | | Former Railway | |
|-----------------------------|-----|----------------|-----|--------------------------|---|
| Built | () | Road | - - | Active Railway | + |
| Landscape | () | River / Stream | - - | Property Boundary (2006) | □ |
| Streetscape | () | Lake / Pond | ■ | | |

7.3 BELFOUNTAIN AND THE CREDIT RIVER GORGE

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

7.3.1 HISTORICAL CONTEXT



Belfountain and the Credit River Gorge, 1877

This Candidate CHL is an organically evolved landscape as defined in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes* combining settlements, both existing and disappeared; former milling and quarrying sites; railway heritage, recreational sites and natural sites with strong cultural associations all within the context of the Credit River gorge.

The area under consideration extends from southeast of the actual forks of the east and west branches of the Credit River, (where the Grange Sideroad meets the eastward 'jog' of McLaren Road) to include the westward bulge of the Escarpment along the West Branch of the Credit as far as Belfountain and north along the river valley to the falls just south of the village of Cataract.

It is considered an excellent candidate CHL as 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 saw mills, woolen mills, bottling plants and hydro plants; as well as quarrying, lime burning and their association with the railway.

7.3.2 INVENTORY

1. Physiographic Description

The candidate CHL is primarily a dramatic river gorge from where the Credit River leaves the upper plateau through a deep notch in the dolostone/sandstone Escarpment bedrock (the falls at Cataract) to its confluence with the West Branch of the Credit River at the Forks of the Credit at the base of the defined exposed Escarpment face, which has come to be known

as 'Devil's Pulpit.' The West Branch likewise descends through a gulch at Belfountain prior to joining the main stream of the Credit River at the Forks. The gorge, 'the Forks' and 'Devil's Pulpit' are all very significant natural features of the area.

2. Processes

Land Uses and Activities

Surveyed in 1819-1820 by Samuel Rykman to the new 'double-front' lot system, the steep, rugged terrain in this area meant that farming was difficult, and that the concession roads could not be put through as shown on the idealized survey plan. However, the Credit River afforded great potential for waterpower. Mill seats became the nodes around which the communities grew. Early settlement occurred c.1825 at Belfountain with William Frank's saw mill established around that time. Frank then dammed the West Credit River to establish a grist mill. William Frank was related to the Archibald Frank family who were among the group of Rockside Pioneers that settled in the south-west corner of the Township immediately following its survey and opening.

Frank's mill was purchased by 'Grize' McCurdy who constructed a sawmill adjacent to it. The settlement that grew around the mills became known as McCurdy Mills. By 1860 a tannery, two other sawmills and another flour mill were established in the area of the village, encouraging local settlement of the associated work force. Initially cherrywood (for furniture) and white pine were the focus of lumbering and processing. By the early 1840's a general store was opened and the first tavern established at what is now the corner of Main and Bush streets. In 1844, William MacDonald, grandson of John MacDonald the Rockside Pioneers 'Patriarch', established a blacksmith shop to the rear of the tavern. About mid-century a cooper named Peter McNaughton sought to advertise his trade by constructing his house to a barrel, or tub-like shape using cooperage methods, i.e., barrel staves and steel bands. This oddity became a landmark and gave rise to the nickname of 'Tubtown' for the village. However, by the time of the issuing of the Tremaine Map (1859) it had become known as Belfountain.



Belfountain & Credit Gorge, Tremaine Map 1859

work force. Initially cherrywood (for furniture) and white pine were the focus of lumbering and processing. By the early 1840's a general store was opened and the first tavern established at what is now the corner of Main and Bush streets. In 1844, William MacDonald, grandson of John MacDonald the Rockside Pioneers 'Patriarch', established a blacksmith shop to the rear of the tavern. About mid-century a cooper named Peter McNaughton sought to advertise his trade by constructing his house to a barrel, or tub-like shape using cooperage methods, i.e., barrel staves and steel bands. This oddity became a landmark and gave rise to the nickname of 'Tubtown' for the village. However, by the time of the issuing of the Tremaine Map (1859) it had become known as Belfountain.

In 1818, a rumour led to gold being sought in the, then, wilderness of the Caledon Hills. William Grant, an emigrant from Renfrewshire, Scotland, as were many of the Rockside Pioneers who settled to the south, stopping at the falls at the north branch of the Credit near

the current village of Cataract, noted that the water tasted brackish. Assuming that a salt deposit must be located nearby he convinced his employer, Matthew Crooks, to purchase the property for its salt mine potential. Eventually a saw mill was erected and a tiny settlement known as Gleniffer developed.

Gleniffer failed to thrive and the village site was abandoned until purchased by Richard Church in 1858. Church eventually established a saw mill, grist mill and woolen mill at the cataract. He also 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 5, Caledon). 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 on this section of the Credit River and of Deagle's pioneering work in hydro-electric 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 (e.g., the building of 'McLaren's Castle' completed in 1864), it was only with the advent of the railway and its connections to urban markets, particularly Toronto and Hamilton, that an industry became viable. Providing this link between aggregate resource and market 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 at 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), spanning the Credit River. Concern over its strength in the face of heavy use led almost immediately to an effort to reinforce it with a gravel embankment.

In 1883 the CVR was purchased by the CPR, which, at that time, operated 16 quarry sidings between Inglewood and Cataract (none remain today.) The need to move stone from the quarries to the railway sidings led to the development of a diverse arterial network which included roads, tramways, inclines and an aerial tramway.



Forks of the Credit Railway Station

With the rail link in place, Credit Valley sandstone 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 centre when large scale quarrying began, came into prominence during this period, becoming home to the skilled stonecutters and quarry managers. Forks of the Credit had been laid out as a village and is shown as Adjuda on the 1859 Tremaine Map, although sparsely inhabited at that time. A sawmill had been constructed at the Forks of the Credit (Price's Mill) c.1850. However, the onset of quarrying turned the village into a 'boomtown', and led to the development of its neighbour, Brimstone, located further north on the east branch of the river. Both were essentially company towns.



Hillis Quarry, Circa 1900

The Forks of the Credit village (shown on the 1877 County Atlas map as Credit Forks) was developed, and Brimstone laid out, by the major quarry operator, Kenneth Chisholm. Chisholm had purchased most of the E ½ of Lot 9, Con. 4 from Richard Church in 1873 for quarry development, and was a promoter of the CVR. At one time Forks of the Credit 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.

For twenty years some of the finest and most 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 Forks of the Credit began to fade away, while Belfountain retracted to its pre-1880 size.

Burning lime for the production of lime mortar on an industrial scale was a secondary industry of the quarrying operations as the limestone 'cap' layers had to be removed to reach the desired sandstone. Fifteen draw kilns were built about 1896 near the east end of the railway trestle, but a down draft problem with the monumental central chimney caused it 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 Hills property.

While water powered industries and quarrying waned in the late 19th century, people continued to be drawn to the area by its scenic beauty and recreational opportunities. In 1877 the County Atlas was already describing the 'Devil's Pulpit' as "quite the locality for pic-nics". The developers of the Credit Valley Railway were aware of the scenic potential of the route along the Escarpment for their passenger traffic, despite the technical challenges it posed.

In 1908 Charles Mack, the inventor of the cushion back rubber stamp among other things, bought the property which forms the core of what is now managed as the Belfountain Conservation Area.

Mack landscaped the property with emphasis on picturesque effects, such as a miniature Niagara Falls and a suspension bridge as well as stone walls and walkways completed by a local mason, Sam Brock. In 1915 Mack Park was opened to the public.

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.



Picturesque Landscape at Mack's Park
Source: Belfountain and the Tuptown Pioneers, Whiteside 1975 (McLeod)

In 1950 the Caledon Ski Club began operation, one of the earliest ski hills in Ontario. The Bruce Trail, with now 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, it is the best access to many of the key cultural ruins and artifacts as well as long standing scenic lookouts such as the Devil's Pulpit. The Trail extends through the Forks of the Credit Provincial Park which was established on the east bank of the river, extending

north from Forks of the Credit Road. The park's trail system explores a diverse landscape that includes the Credit River gorge and Cataract Falls, and other geological features that were deposited or carved out by retreating glaciers, including kame hills and kettle lakes.

The natural features of the Niagara Escarpment and Credit River valley together with the Bruce Trail, 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 a quasi-natural preserve in an area which was once so industrialized.

Patterns of Spatial Organization

The branched course of the Credit River and the stone spine of the Escarpment have been the key determinants of the form of settlement and cultural development within this Candidate area. While the land survey imposed its abstract gridiron on the landscape, the concession roads and sideroads could not all be put through as surveyed. Fourth Line (Mississauga), Third Line (Creditview), 2nd Line (McLaren) and the sideroad now known as Escarpment Sideroad had to be adapted, or give way, to the physical reality of the land. Waterfalls on both branches of the Credit River gave rise to mill seats, which in turn formed the basis for settlements, including further industrial enterprises.



Winding Roadway to the Forks

McCurdy's Mills developed into Belfountain, situated between the original road to the mill (River Road) which paralleled the river, the oxbow in the river and the northwest jog of the 4th Line (Mississauga Rd.) which became Main Street within the village. Within that area a relatively regular arrangement of village lots was laid out by survey in 1846 (registered 1853) with a grid of internal streets. Bush Street was developed as the link from the village westward into Erin, and the Forks Road, originally providing access to the mills at the confluence of the Credit branches (Price's Mills c.1850) from 2nd Line entered the village from the east at what is now Scott Street. Commercial development focused on the north-south section of Main Street and the eastern portion of Bush Street. The village's larger residences are found on these streets, while more modest cottages, originally workers cottages for the mills and quarries, were located on the back streets and the Forks Road. With few exceptions (Drury House), buildings are set quite close to the streets.

From earliest times a path extended along the Credit River to the Forks and, as industries such as Church's Mills developed at, and below, the waterfall, it became a road. Dominion Road, as it came to be called, was moved from the west to the east side of the river in 1879

so that the Credit Valley Railway could follow this 'path of least resistance'. It became particularly important during the height of the quarrying of building stone, linking the villages of Forks of the Credit and Brimstone with the quarries. For a period of about thirty years the Forks of the Credit and Brimstone had the lay-out and service essentials of any typical hamlet of that period. However, with the closing of the quarries, Brimstone virtually disappeared and only a small number of buildings survived at the Forks. The Dominion Road was almost destroyed in the great flood of 1912 and fell into disuse.

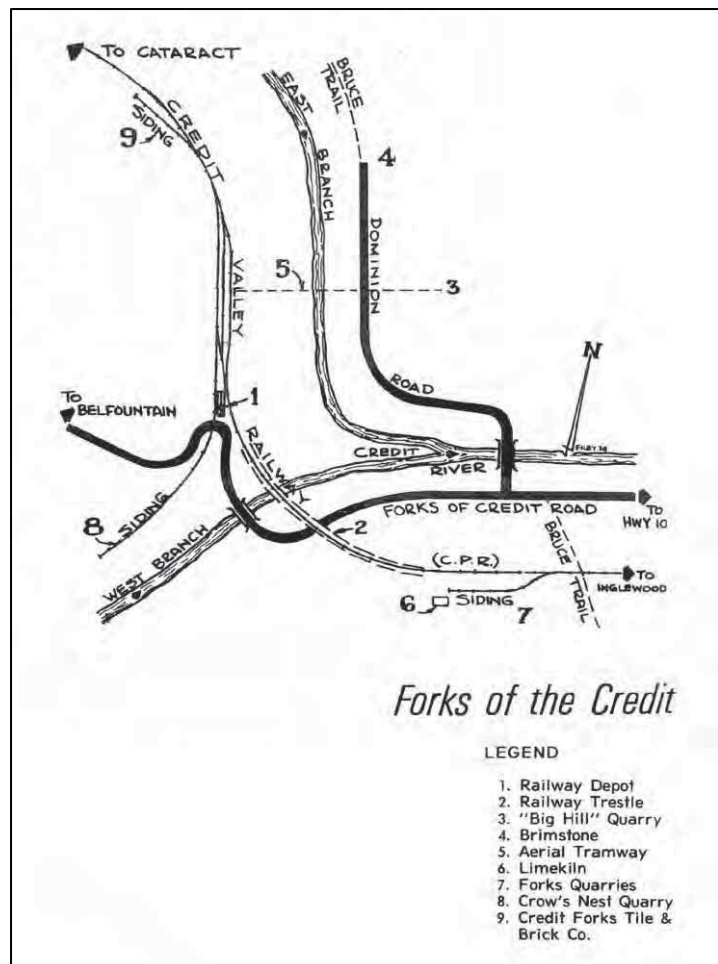
The sheer nature of the Escarpment face above the river around Cataract separated the developing village from its water-powered industries in the valley. With the gradual decline of these industries and the closing of the building stone quarries, the valley area began to revert to its natural state, with the east side now encompassed in the Forks of the Credit Provincial Park, and the steep hill(s) on the west side, part of the property of the Caledon Ski Club.

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. Ferries and 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.

A large part of the historic road network described in the previous section remains intact and still reflects the anomalies dictated by the rugged landscape. However, Scott Street originally formed a portion of Forks of the Credit Road rather than the curving and less precipitous current orientation coming in to Belfountain. As noted above, the Dominion Road was a key road through the valley during the height of its industrial period, linking the village of Forks of



Historic road network at Forks of the Credit

the Credit with Brimstone and ultimately with Cataract. Almost destroyed in the great flood of 1912, it fell into disuse. The present day Dominion Road follows the southern section of the original road and continues northward as the Dominion Trail, a footpath within Forks of the Credit Provincial Park. Typically, the main roads through the area are now paved, but are not more than two lanes wide with a one lane bridge where 4th Line crosses the Credit River. The verdant valley vegetation extends down to the roadway at many locations giving a sense of enclosure.

Bridges have always been central to the efficacy of the road network through the area. Though most are now relatively new reinforced concrete spans, one early concrete shallow arch single-lane bridge c.1930 remains along McLaren Road (see above) with the original paneled treatment of the concrete railing. As well, earlier abutments remain at many locations.

The coming of the CVR was extremely important for industry, growth of communities, speed and ease of transportation. The train still occasionally passes through the valley and the tracks follow their historic route. While the railway bridge over the Credit River is now a steel trestle, it occupies the same position as the original wooden curved trestle, sections of which are still buried in the embankments. Two branches of the CVR at one time met at the junction in Cataract. The west branch is now the Cataract to Elora Trail.

The Bruce Trail and its branch trails now form an important recreational network of footpaths through the area. As discussed above, one trail follows the former Dominion Road and others utilize, in sections, the old cart tracks to former quarries.

Boundary Demarcations

There are a wide range of boundary demarcations within the Candidate area. Many of the residential properties are set well back off the road and only the lane is evident. Fencing is typically quite subtle, simple wire fences, which give the impression of unbounded greenery to the road's edge. However, particularly around the Forks, fencing includes 'No Trespassing – Private Property' signage and, in at least one location, barbed wire.

Within Belfountain, some wood picket fences remain, with wood post and rail and modern wood fence styles also present. Generally, property boundaries are treated informally with driveways, and occasionally shrubbery, denoting property divisions.

Vegetation Related to Land Use

Forks of the Credit

Just south and west of Belfountain is the confluence of the east and west branches of the Credit River. This area is one of the most documented scenic spots in Ontario, and has been the subject of photographs and paintings for generations. This area is protected within the Forks of the Credit Provincial Park, which extends northwards toward the village of Cataract and includes the gorge where the Credit River drops over a steep edge of the Niagara Escarpment as the Cataract Falls. Hiking trails and a viewing platform are provided at the falls, with an excellent view down into the gorge and out over the valley. The park's natural environment also includes small kettle lakes created by melting glaciers, as well as woodlands and regenerating former agricultural fields.



The "Forks" of the Credit River

Several Escarpment outcroppings are visible around the Forks of the Credit, with the most prominent being the Devil's Pulpit, which rises 100 metres above the Credit River Valley. Here, the Bruce Trail descends steeply down steps cut into the Escarpment face along what would have been the road allowance for the 3rd Line (Creditview Road), had the terrain not been so challenging.

In spite of incursions from quarrying and more recent residential development and recreation activities, the less accessible areas of the Niagara Escarpment remain relatively unchanged from historic times, with remnant areas of old growth forest, characterized by gnarled white cedar, remaining on the cliff face. As farms and quarries are abandoned within the Credit River valley and along the Escarpment ridge, woodlands are returning through natural succession to the original lowland and upland forest cover. In recent decades residential development has flourished throughout this area, with varying degrees of incursion into the surrounding natural areas. Many homes are nestled inconspicuously into a forest setting, while others have established manicured landscapes that are visually intrusive in an area renowned for its natural beauty and sensitive habitats.

Buildings, Structures and Objects

*Note that * denotes designation under the Ontario Heritage Act.*

Many types of built heritage survive within the Candidate Area. The core of Belfountain is composed of largely 19th century building stock as well as 20th century infill which, being typically frame and modest in scale, is generally sympathetic with that of the earlier period. Through the remainder of the area there are many structures, ruins and artifacts which are evocative of the fervent industrial activity in the valley.

Belfountain

***17426 Old Main Street, Mississauga Road (McTaggart – Douglas House and Store)**

Known for many years as the Wayside Inn, this frame 1 ½ storey, clapboarded structure appears to have been built c.1850. Possibly built in two sections, it combines a front gabled north wing (with remarkably intact early shopfront) and a residential centre-gabled section within its 'L' plan. A verandah extends from the longitudinally orientated section and was originally open with scrollwork between the columns. The original segmentally arched windows and corbelled brick chimneys are still in place. It was operated by Peter McTaggart in the mid-1850s as a store as well as an inn.



McTaggart – Douglas House and Store

Belfountain Village Store NW corner of Bush and Main streets

The large side-gabled dichromatic brick structure has been in continuous use as a general store since its construction in 1888 (according to the date stone). Window openings are segmentally arched with buff brick voussoirs and a stone keystone. Quoins and a patterned string course are also accented with buff brick. It occupies the site of the earlier Glover's Tavern.



Belfountain Village Store

673 Bush Street (Bush Residence)

This 1 ½ storey frame house with steep centre gable was the home of Thomas Jefferson Bush, the first post master of the Village. Said, by a local historian, to have been constructed c.1870s to replace an earlier house, the main entrance of the residence is plastered and has a rectangular transom with entablature above. Bush operated the post office on this property.



The Bush Residence

699 Bush Street (Drury Residence)

Fine side gabled, 1 ½ storey 3 bay c.1860 residential property set well back from the road, surrounded by mature trees and shrubbery. The façade features a main entrance with sidelights and transom and a full length verandah. Unfortunately, the chimney has been clad in siding.



The Drury Residence

***17241 Old Main Street (Mississauga Rd.) (Brock Residence)**

This 1 ½ storey frame structure with gabled roof and verandah on the south elevation was built by Robert Western Brock c.1840 and was the first residence on Main Street. Brock was a cabinet and casket maker who, in the course of his long life, took on many roles within the community. The house was the subject of a pen and ink drawing by C.W. Jeffreys in 1933, which shows extensive gingerbread and a finial at the gable and a 'bell cast' front verandah.



The Brock Residence

Along River Road (formerly Mill Street) and Forks of the Credit Road, as well as along the side streets, there are many small frame cottages which look as if they may have had their origin in worker's housing for the quarries and mills.

Mack's Park (Belfountain Conservation Area)

Within the village of Belfountain is a Conversation Area owned and managed by Credit Valley Conservation. To the locals this area has always been known as Mack's Park –with its origins first as a private retreat and summer home to a prominent Toronto businessman, Charles W. Mack, and later the village recreation area. Originally from Nova Scotia, Mack obtained the property in 1908, and built a summer home and pleasure grounds in the style of the English romantic landscape, with rustic park structures and formal park elements integrated as works of art within the natural landscape setting. The river was dammed to create a pond and waterfall, complete with a swinging bridge over the gorge.



Historic Stone Pillars and Steps to "Lucke-neuf"

Although now demolished, Mack also built a rustic log frame home in the woods, and called it "Lucke-neuf". The stone pillars and steps that led to the house are still intact, along with remnants of other decorative and historic stonework, including a fountain with a bell motif, and a cave accentuated by a decorative stone entranceway and ventilation shafts. The park continues to be popular for picnicking, and walking trails allow visitors to explore the wooded valley and Niagara Escarpment talus slopes, which are home to rare plant species, including ferns and orchids.

This well managed park is a jewel within the Belfountain Candidate CHL, and is in its self a significant cultural heritage landscape.

Industrial Heritage within the Valley

In the period of extensive milling and quarrying in and around this section of 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.

Deagle's Mill

Ruins of a number of mills and evidence of former industrial activity can be found within the Forks of the Credit Provincial Park, but the most dramatic and also most significant are the remaining stone walls of Deagle's Mill which became one of the earliest hydro generating plants in Ontario. The 'Ruins Trail' within the Park is dedicated to it.

A full survey of former industrial sites within the area has yet to be taken. However, a Heritage Assessment of 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 4), undertaken in 1988 for the Ontario Heritage Foundation by Historica Research Limited, provides a sense of the wealth of material which remains.



Falls and Ruins of Deagle's Mills
Source: Forks of the Credit website 2006

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



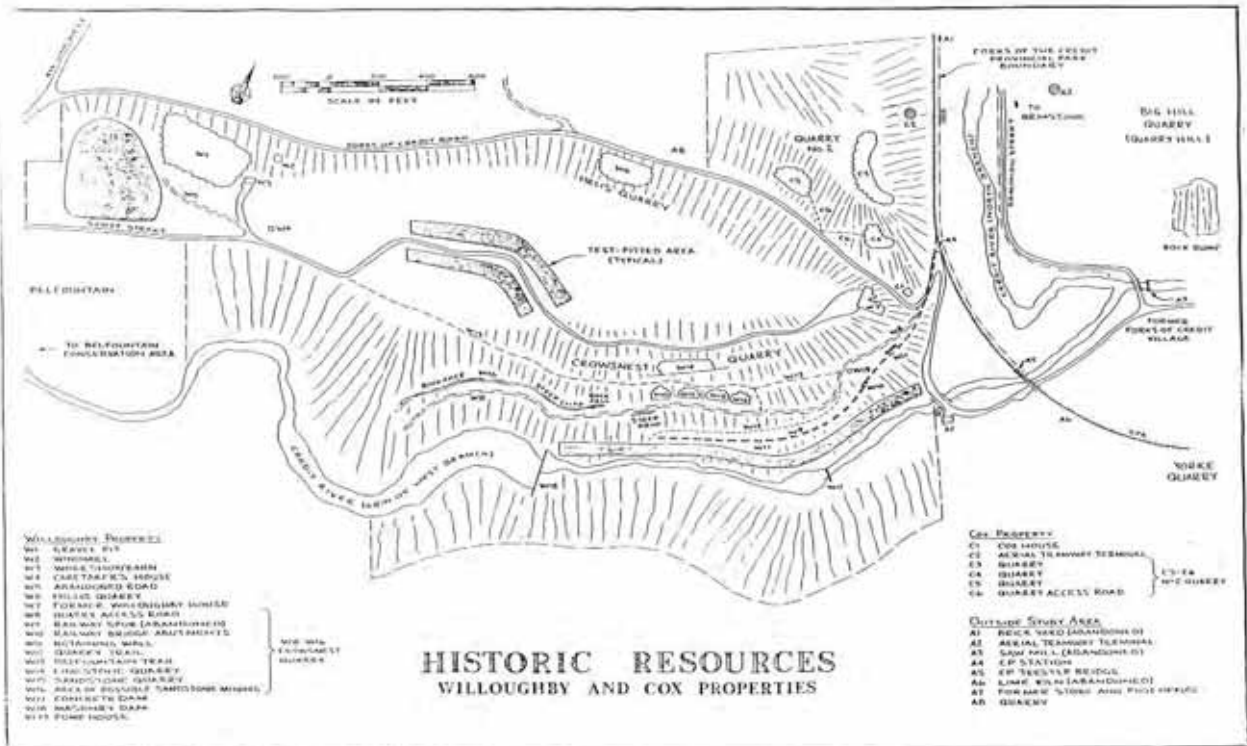
Masonry Dam,
Willoughby Property

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 CVR railway trestle
- Garbage dump associated with former CVR Station



Source: Quarries at the Forks, Historical Research Limited, 1988

Willoughby and Cox Properties

Former Village of Forks of the Credit

- A frame house at the bridge over the west branch of the Credit River appears to date from the era of Forks of the Credit
- The former brick school/Mechanics' Institute has been converted into a house
- The former general store, now a residence, is still present on the south side of Forks of the Credit Road, at the bottom of the switchback



CPR Tracks and Trestle above the Forks

Other

- Sections of the Forks of the Credit Provincial Park Trail System, formerly the alignment of the west branch of the CVR
- The CVR Trestle, though not the original wooden, curved trestle, occupies the same site and its embankments are formed around sections of the original timber trestle
- Concrete shallow arch single lane bridge along McLaren Road

Settlement Clusters

The heritage core of the village of Belfountain as described in the preceding section.

Archaeological Sites

There are no archaeological sites currently registered within the Candidate 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 sites. Indeed, using the typical criteria for predicting the potential for pre-historic sites (proximity to water etc.) the area has High Potential. Specifically the areas around the actual Forks and Devil's Pulpit have extremely high potential. As well, the historic evolution of the area and the many remaining heritage structures, ruins and artifacts suggests a high potential for archaeological sites and finds from the Euro-Canadian settlement and industrial period.

4. Site Context

The Escarpment is a singular feature within the context of the relatively flat farm land surrounding it, and most dramatically when viewed from the Peel Plain. Within the context of the Caledon section of the Escarpment, the portion included within the Candidate area, embracing the deep gorge and the Forks, is particularly striking and unique. However, between Mississauga Road and the valley north of Forks of the Credit extensive modern gravel extraction has disturbed the natural landscape.

The dramatic views - to Devil's Pulpit from the east, to the Forks from above, to the trestle from the road below, into the gorge at Cataract - all remain intact, though the view is a lot 'greener' than in the 19th century.

7.3.3 EVALUATION

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

Significance

Significance Criteria

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

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

- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

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

Conclusions

Based on the preceding examination, the Belfountain and Credit River Gorge Candidate CHL strongly fulfills *Criteria A, C and D*. The early industries within the area grew and metamorphosed, with the assistance of the railway, to the point where their impact, e.g. the shipping of building stone and the pioneer development of hydro-electric power, had an impact well beyond the immediate area. As well, the unique topography and nature of the Credit River through this area has always promoted recreational use, which, over the last 50 years with the Bruce Trail and associated initiatives, has become most important.

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

The dramatic quality and scale of the natural features have always 'defined' this area, even (it seems from historic photos) during the valley's industrial period, and continue to do so today. These elements are reasonably well protected through the interests and policies of the Niagara Escarpment Plan, the Forks of the Credit Provincial Park, the Credit Valley Conservation Authority and the Ontario Heritage Foundation.

The railway through the valley and the trestle over the Forks occupies the same general location/relationship with the other



Bridge at Forks of the Credit

site elements as it did in the 'historic period'. The current railway 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.

Despite the inevitability of change over such a broad area, the Candidate CHL 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.

7.3.4 STATEMENT OF SIGNIFICANCE

The development of mills at the waterfalls of the West Branch and the East Branch of the Credit River gave rise to the early establishment of saw and grist mills in the area. At Belfountain this led to steady growth from 1825, the development of a sawmill and, subsequently, additional mills and water-powered industries, as well as stores and a tavern for the increasing population. The village itself was laid out between Mill Street (River Road) and an oxbow in the river to the west by 1850. With the establishment of significant quarrying operations in the area in the third quarter of the 19th century, it expanded and was generally the social and commercial hub of the region. Cataract, though founded earlier, only became viable with Richard Church's purchase of the mill at the Falls and his expansion of that operation which led to the laying out of a village at the top of the bank. It was at the location of Church's Mills that John Deagle rebuilt the Wheeler brothers stone grist mill and eventually established the first hydro generating plant in the area.

In the 1870s the cities of southern Ontario, particularly Toronto, required building stone. The Escarpment yielded a variety of stone types suitable for uses that ranged from fine buildings to curbs. This demand and the coming of the CVR through the area at this time facilitated a quarrying 'boom' along the Escarpment that saw the development of two villages in the area, Forks of the Credit and Brimstone, that were largely occupied by quarry workers. When the economically accessible deposits were used up these hamlets gradually reverted to 'ghost towns'.

The demise of local resource based industry in the valley led to the regeneration of the natural flora, renewed appreciation of its natural beauty and a major increase in the recreational use of the area.

The history of land use in the Candidate 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:

*Note that * denotes designation under the Ontario Heritage Act.*

- BC-1 Ruins of Deagle's mill/hydro operation, including all evidence of industrial operation
- BC-2 'Cataracts' at the Village of Cataract
- BC-3 The Dominion Trail
- BC-4 Caledon Ski Club, 17431 Mississauga Road
- BC-5 The curving nature of the roads and the 'jogs' along Mississauga Road
- BC-6 673 Bush Street, Bush Residence
- BC-7 699 Bush Street, Drury Residence
- BC-8 758 Bush Street, Belfountain Village Store
- BC-9 The historic core of the village of Belfountain
- BC-10 *17426 Old Main Street (Mississauga Rd) McTaggart – Douglas House and Store
- BC-11 Mill dams ruins at the Forks
- BC-12 *17241 Old Main Street (Mississauga Rd), Brock Residence
- BC-13 Mack's Park (Belfountain Conservation Area), 10 Credit Street
- BC-14 Evidence of the quarrying operations for building stone
- BC-15 The Bruce Trail
- BC-16 Willoughby Property, Forks of the Credit Road (W ½ Lot 9, Con. 4)
- BC-17 Cox Property, Forks of the Credit Road (E ½ Lot 9, Con. 4)
- BC-18 Evidence of the quarrying operations for building stone
- BC-19 The Credit River Gorge
- BC-20 Former CVR Tracks and Trestle above the Forks, Forks of the Credit Road
- BC-21 Confluence of both river branches at the Forks of the Credit
- BC-22 The 'Devil's Pulpit'
- BC-23 Single-lane c.1930 concrete bridge along McLaren Road
- BC-24 The curving nature of the roads and the 'jogs' along McLaren Road
- BC-25 'Cataracts' at Belfountain
- BC-26 Small frame cottages along River Road and Forks of the Credit Road
- BC-27 (Former) Forks of the Credit Village
- BC-28 Lime Kilns
- BC-29 1 Chisolm Street, Former Schoolhouse

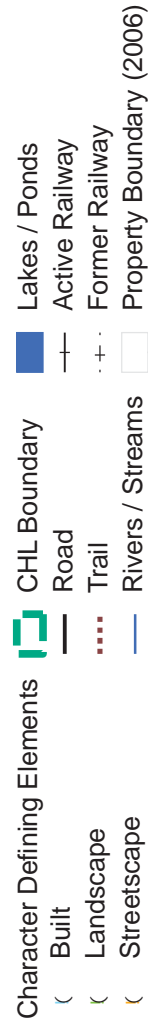
It is thus recommended that this Candidate CHL referred to as Belfountain and the Credit River Gorge be identified as a CHL.

7.3.5 BOUNDARIES

The proposed Belfountain and the Credit River Gorge CHL boundary is described thus: Along the East Branch of the Credit River from just below the village of Cataract to the Forks extending from the former C.P.R. track in the west to the line of the old Dominion Road in the east; extending eastward at the Forks to McLaren Road and thence south to the Grange Sideroad. Also: extending west from the Forks of the Credit Road to encompass the village of Belfountain, including Bush Street to its intersection with Shaw's Creek Road; thence back eastward following Main Street but, where it turns into Mississauga Road, continue along the western edge of the Escarpment southeast to Grange Sideroad.

Refer to **Figure 9 Belfountain and the Credit River Gorge** for detailed delineation of boundaries.

A horizontal scale bar with tick marks at 0, 0.2, 0.4, 0.6, and 0.8 km. The text '0.8 km' is placed at the right end of the bar.



8. SCOTTISH SETTLEMENT ALONG ST. ANDREW'S ROAD

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

8.1 HISTORICAL CONTEXT

This is an *organically evolved rural landscape*, as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes* extending along St. Andrew's Road, north of Escarpment Sideroad and focused around St. Andrew's Church.

This area is being considered for candidacy as its distinctive concentration of stone structures contrasts with the immediately surrounding environment and is associated with the early Scottish settlement of this area of Caledon Township.



Scottish Settlement, Tremaine Map 1859

8.2 INVENTORY

1. Physiographic Description

The Candidate area occupies a portion of the Niagara Escarpment as it angles northeast forming the Caledon Hills. The area generally rises to the north. At its western edge are a series of ponds and marshes associated with the headwaters of Caledon Creek, a tributary of the Credit River, which flows westward to the confluence just north of Cataract.

2. Processes

Land Uses and Activities

The survey of Caledon Township was completed in 1819. From the mid 1820s, Scots, mainly from the Island of Mull, settled in concessions Con. 4 and 5 between what is now the Escarpment Sideroad and Charleston Sideroad. The rocky, hill country would have been difficult to clear for farming but would also have been reminiscent of their West Highlands home.

Among the earliest settlers were members of the clan McKinnon, who came to own all or parts of Lots 11 through 14 in those concessions, with the remainder owned by Fergusons, Baxters, McQuarries and McCormacks. While initially absorbed in land clearing, by building more permanent log dwellings and with the establishment of subsistence farms as they became more settled, they sought to recreate a sense of community. Strong Presbyterians



17812 St. Andrew's Road

(Church of Scotland), they met for worship prior to 1830 at the home of Donald McKinnon, but in 1830 appealed to the Glasgow Colonial Society for a Minister. Rev. Duncan McMillan answered the call and was inducted as Minister in the barn of Archibald Ferguson (W ½ Lot 13, Con. 5), north of the extant church. A small log building was constructed as a church, probably also on Ferguson's lot. In 1853, Allan McKinnon donated an acre of his property (W ½ Lot 12, Con. 5) for the construction of the stone church and associated burying ground.

It is unknown at this time whether St. Andrew's was the first stone structure in the Candidate area but it is clear that the limestone for it and the other stone houses and barns in the vicinity was quarried along the north bank of Caledon Creek, particularly on Lots 13 (the original Donald McKinnon property) and 14, Con. 4. It is along this ridge, too, that lime kilns were established to make the mortar for these buildings. As with many of the Scottish communities in Ontario the settlers seem to have carried with them the masonry traditions of their native land. It is likely that, as with the Scots of Rockside, they worked on masonry projects in many different locations throughout the Province (particularly canals) and probably were employed in the quarries and stone-cutting operations along the Credit River later in the century. This practice was common to supplement the farming income, which may not have exceeded subsistence level in certain years.

Patterns of Spatial Organization

The survey of Caledon Township was completed by Samuel Rykman in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south. At every five lots there was an allowance for a side road.

The Niagara Escarpment and position of Caledon Creek influenced the siting of the settler's homes. Alex Ferguson's stone house (17797 St. Andrew's Road), seemingly the first masonry dwelling in the Candidate area, was set at the brow of the hill above the creek facing south, rather than to the road. Not only did this allow a broad view to the plain and the capture of maximum sunlight, but the house was actually built into the hill so that a cellar was provided at the rear half of the ground floor. This practice was common to many hill dwelling peoples and is often found in Ontario in relation to Palatine German homes as well. In general the setting of Ferguson's house and its close relationship to the original one storey stone barn, now in ruins, is closer to West Highland than typical Ontario practice. Another stone house across the road (19812 St. Andrew's Road), built after 1860, appears to be more 'conventionally' orientated to road and outbuildings.

3. Elements

Circulation Networks

While the typical surveyed concession road and associated side roads provided the main circulation routes, there grew to be a range of internal tracks, particularly through Lot 13 and Lot 14 Con. 4 relating to the location of the stone quarries and lime kilns along the escarpment ridge.

Boundary Demarcations

Extant fencing within and between properties consists largely of wire (around the Churchyard), cedar rail, and cedar post and wire. Surprisingly there is no ready evidence of stone fences, such as are found in the Rockside area or typically in locations where Scots were building other structures in stone.



Barn complex at 17728 St. Andrew's Road

Vegetation Related to Land Use

The Caledon Creek passes generally east-west through the Candidate CHL, hugging the base of the Niagara Escarpment, as it swings northeasterly through the Caledon Hills. West of St. Andrew's Road, and mid-concession, is a vegetated area of the Niagara Escarpment, which together with the wetland and pond areas associated with this section of the Caledon Creek, is protected within the Niagara Escarpment Plan as an Escarpment Natural Area. Some disturbed areas through this section of the Escarpment can be seen on current air photos, which may well be the sites of former domestic quarries and lime kilns.

To the east of St. Andrew's Road, the original escarpment landscape and creek valley are much disturbed by farming practices, although some regeneration is occurring. Unlike other areas of Caledon, there are few hedgerows and windrows demarcating field layouts and farm laneways through this Candidate CHL area.

A dug pond is situated in the creek valley adjacent to St. Andrew's Road between the properties at 17741 and 17797. The pond appears to be more recently developed with views from the road partially obscured by maturing planted conifers and successional vegetation.

A pine plantation occupies nearly a full lot in the southeast corner of the Candidate CHL, on rolling land east of the property occupied by St. Andrew's Church and burying ground.

Buildings, Structures and Objects

Note that * denotes designation under the Ontario Heritage Act.

A key component of the heritage character of the area is the use of local limestone, laid as random rubble, in the construction of its main structures in a manner consistent with traditional Scottish vernacular. There is remaining evidence that on the Church and 17797 St. Andrew's at least the jointing mortar was buttered out over the irregular stone edges and a fine, more regular 'faux' joint introduced.

***17621 St. Andrew's Road: St. Andrew's Presbyterian Church and Cemetery (Pt. W ½ Lot 12, Con. 5)**

Constructed in 1853 to replace the first log church, St. Andrew's was constructed with limestone quarried just west of the site, likely by the residents under the supervision of one among them with particular masonry skills. The simplicity of the building, gable front with three gothic windows on the side elevations, is typical of many rural and village Kirks. Its setting, close to the road with the cemetery directly adjacent, is also typical.



St. Andrew's Presbyterian Church and Cemetery

The Gothic windows are actually a relatively sophisticated feature and incorporate paired double hung units separated by the heavy mullion of the 'Y' tracery.

17797 St. Andrew's Road (W ½ Lot 13, Con. 5)

This farmhouse, built by Archibald Ferguson, appears to be quite early (possibly pre-dating the church) with its vernacular Georgian form incorporating massive stone end chimneys. Heavy timber lintels are used at the second storey window openings. It is built directly into the hill so that the rear of the ground storey can act as a cellar, while the south elevation is exposed to the maximum sunlight. The ruins (stone gable walls) of the original hay barn set directly beside the house remain on the property. The later livestock and hay barn is extant as well as several more recent outbuildings.



17797 St. Andrew's Road

**17812 St. Andrew's Road
(E ½ Lot 13, Con. 4)
'Stone Ridge Farm'**

This fine stone farmhouse is set well back from the road and reached via a curved lane. It appears to have been constructed c.1865 and (as can be discerned from the road) forms an 'L' plan. It is well screened from the road by mature conifers with new plantings filling existing gaps. A range of barns and outbuildings are reached to the rear of the main house via a circular drive.



Stone Ridge Farm

The original house appears to have been constructed by Hugh McKinnon from stone directly on the site as both a quarry and lime kiln were located on his property as well as the neighbouring lot to the west (originally Donald and later Archibald McKinnon).

**17728 St. Andrew's Road,
(E ½ Part Lot 12, Con. 4)**

While not a stone structure, this was another McKinnon property throughout the 19th century and is a relatively intact farmstead in its own right, retaining all but a small corner of its original lot and a variety of barns, outbuildings and silos. The farmhouse is of red brick with buff detailing and may well have replaced the original log home later in the century.



Brick farmstead at 17728 St. Andrew's Road

**17741 St. Andrew's Road,
(W ½ Pt Lot 12, Con. 5)**

Located on the same lot as the church and directly across the road from 17728, and across the creek valley from 17797, this fine 1 ½ storey side gabled stone residence with pilastered main entrance surround and rectangular transom appears to have been built by the McKinnon family about the time of the construction of St. Andrew's Church. There is also a well maintained log structure on the property. Prior to the construction of the current stone



17741 St. Andrew's Road

church, worship was said to be held in a log structure. It is perhaps possible that the log building on this site may have housed the church, which would make it both very old and extremely significant.

Archaeological Sites

Though no archaeological survey has been undertaken within the Candidate CHL the presence of Caledon Creek with its associated wetlands and ponds in close proximity to high ground (ideal for campsites) suggest high potential for archaeological remains. Indeed there are some registered sites just south of the creek just east of Hurontario Street.

4. Site Context

The general context of the Candidate CHL remains one of traditional upland farms, though the density of recent building on severed property becomes more pronounced to the north. The rise of the road up to the stone farmhouses (17797, 17741 and 17812) creates wide views from that point to the south and particularly the southwest. Looking southwest, the property with the brick house, itself on a gentle rise, provides a traditional farmstead viewscape of outbuildings, and fields with cedar rail boundary and field fencing undulating with the landscape. 17812 St. Andrew's Road would appear to have views southwest toward the ponds, creeks and marshes from which Caledon Creek springs.



17812 St. Andrew's Road

8.3 EVALUATION

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

Significance

Significance Criteria

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

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

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

Conclusions

As revealed through the study process, this Candidate area well exemplifies *Criteria C and D* in the evidence of Scottish vernacular building practices utilizing limestone found directly within the area and the siting of structures to best optimize the topography and environment. This small enclave of Scottish rural community remains quite striking in contrast to the surrounding built environment.

8.4 STATEMENT OF SIGNIFICANCE

Scots, largely from the West Highland Island of Mull, began settling on this section of the Niagara Escarpment c.1825. Members of the McKinnon clan were among the earliest settlers who came to own all or parts of lots 11-14 in concessions 4 and 5. Staunch Presbyterians, the settlers first held services at the home of Donald McKinnon prior to the construction of a church. Shortly after 1830, a small log building was constructed as a church, on the property of Archibald Ferguson (W ½ Lot 13, Con. 5), north of the extant stone church. In 1853, Allan McKinnon donated an acre of his property (W ½ Lot 12, Con. 5) for the construction of St. Andrew's church and its associated burying ground. A fine stone McKinnon home with log ancillary structure also survive on the property.

The church is an excellent example of Scottish vernacular ecclesiastical building featuring three Gothic windows along its longitudinal elevations. It is unknown at this time whether St. Andrew's was the first stone structure in the Candidate area but it is clear that the limestone for it and the other stone houses and barns in the vicinity was quarried along the north bank of Caledon Creek, particularly on Lot 13 (the original Donald McKinnon property) and Lot 14, Con. 4. It is also along this ridge that lime kilns were established to make the mortar for these buildings. It is likely that the settlers also utilized their masonry and quarrying skills to obtain income to supplement their largely subsistence farming.



St. Andrew's Church



17797 St. Andrews Road

The Escarpment and position of Caledon Creek influenced the location of the early settlers' homes. Alex Ferguson's large Georgian stone house (17797 St. Andrew's), seemingly the first masonry dwelling in the Candidate area, was set at the brow of the hill above the creek facing south, rather than to the road. Not only did this allow a broad view to the plain and the capture of maximum sunlight, but the house was actually built into the hill so that a cellar was provided at the rear half of the ground floor. In general the setting of Ferguson's house and its close relationship to the original one storey stone barn, now in ruins, is closer to West Highland than typical Ontario practice.

This area, with the church and burying ground at its core, still clearly exemplifies the traditional building practices brought to bear by using locally available materials and site topography, as well as a sense of community of the original Scottish settlers.

Character-defining Elements:

- SS-1 17812 St. Andrew's Road, 'Stone Ridge Farm' (E ½ Lot 13, Con. 4)
- SS-2 17797 St. Andrew's Road (W ½ Lot 13, Con. 5)
- SS-3 17728 St. Andrew's Road (E ½ Part Lot 12, Con. 4)
- SS-4 17741 St. Andrew's Road (W ½ Part Lot 12, Con. 5)
- SS-5 17621 St. Andrew's Road, 'St. Andrew's Presbyterian Church and Cemetery' (Part. W ½ Lot 12, Con. 5)
- SS-6 The ponds and wetlands associated with Caledon Creek

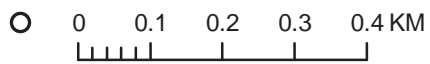
- SS-7 The vestiges of the 19th century farmstead quarries (Lots 13, 14 Con. 4)
- SS-8 The remaining field pattern, woodlots
- SS-9 The Escarpment setting offering views to the south

It is thus recommended that this candidate CHL referred to as the Scottish Settlement Along St. Andrew's Road be identified as a CHL.

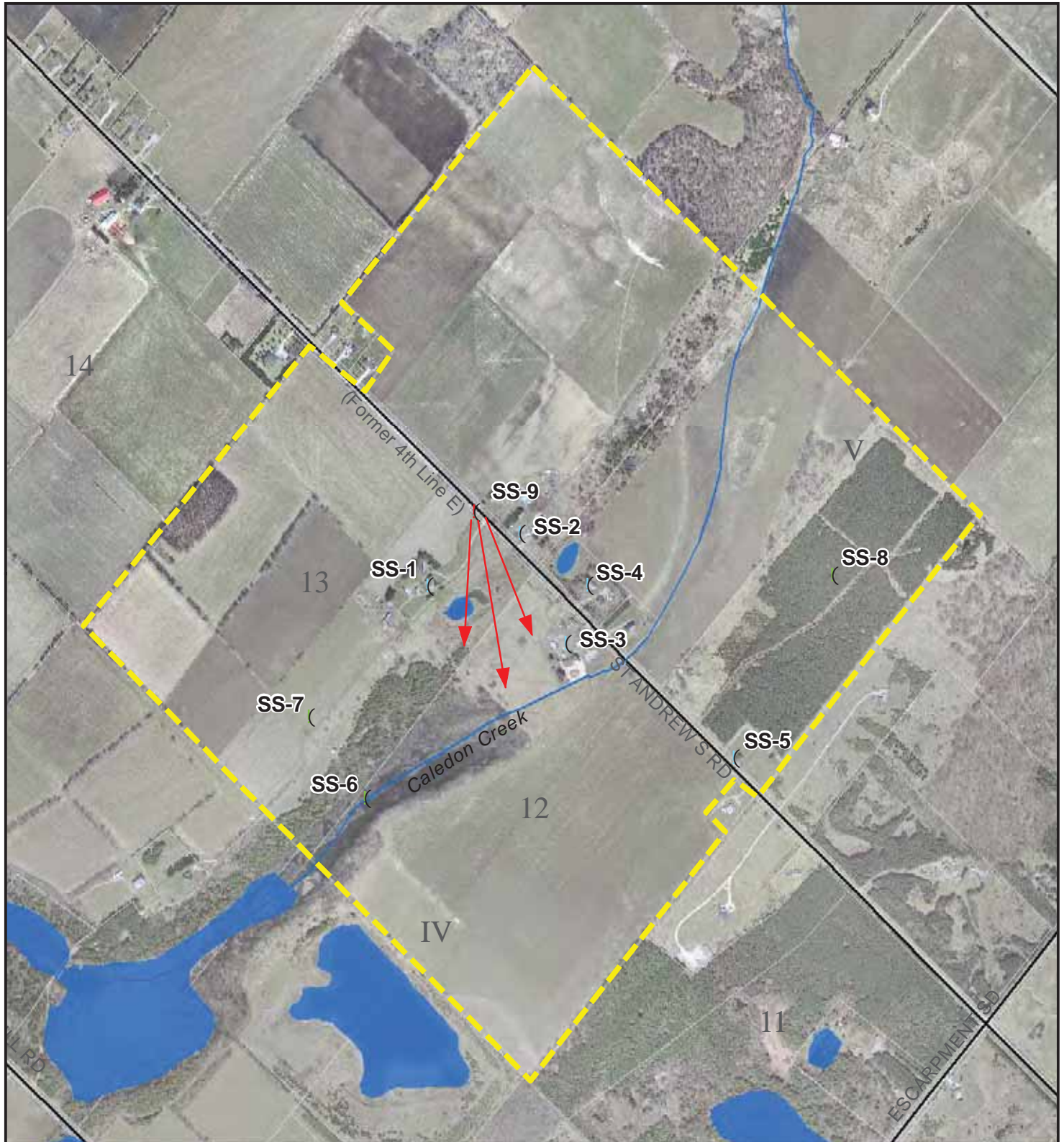
8.5 BOUNDARIES

The boundary of this Scottish Settlement along St. Andrew's Road CHL may be most simply described thus: comprising lots 12 and 13 in the west half of Con. 5 and the east half of Con. 4 but with small notches taken out of the north and south boundary adjacent to St. Andrew's Road.

Refer to **Figure 10 Scottish Settlement Along St. Andrew's Road** for detailed delineation of boundaries.



Scottish Settlement along St. Andrew's Road Figure 10



- | | | |
|-----------------------------|------------------|--------------------------|
| Character Defining Elements | CHL Boundary | Property Boundary (2006) |
| Built | Road | Viewshed |
| Landscape | Rivers / Streams | |
| View | Lakes / Ponds | |

Sideroad) and the township line with Caledon Township (now Airport Road), Finnerty operated an inn and Killeen gradually developed a tavern, store and smithy¹. These enterprises became the seed for the postal hamlet of Sleswick. The directory of 1873 notes approximately 60 inhabitants in Sleswick including two innkeepers, Michael Finnerty as noted above and Richard Evans, who also was postmaster.



18030 Centreville Creek Road

As elsewhere in early Ontario, the houses of the settlers in this area were initially rough log shanties followed, as soon as the tasks of land clearing and farm establishment would permit, by more substantial three bay log houses with notched corners. However, unlike many other parts of the province, these log houses often remained their main dwellings until well into the 20th century.

This area, with its steep hills and river valleys was picturesque but difficult to farm and much of it remained bush. S.S. #11 was known as the Dingle School for its wild,

wooded valley setting (W ½ Lot 33, Con. 2). Originally constructed in log, it was replaced by a brick school building in 1872², but was always reached by nothing more than a cart track through the forest.

In this wooded and riverine environment hunting and fishing were important supplements to subsistence agriculture. Many settlers had small orchards, such as John Patterson (W ½ Lot 36, Con. 3) who, in the Agricultural Census of 1861, is listed with 5 acres in orchard/garden. Lumbering, both locally and with crews elsewhere, was a source of further income.

There were strong contingents of both Roman Catholic and Protestants among the Irish settlers, occasionally leading to brawling at the inns of the local villages of Sleswick, Lockton (southeast of Candidate area) and Centreville (south of Candidate area). The first Catholic Church was built at Lockton in 1834³.

Patterns of Spatial Organization

The survey of Albion Township was completed by William Chewett in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south. At every five lots there was an allowance for a side road.

¹ Story of Albion

² Ibid

³ Plaque erected at the current Church of St. John the Evangelist

The other key determinant was the Escarpment and moraine topography, often dictating the actual siting of homes and barns within the lots. The earliest permanent homes appear to have typically been set quite close to the road.

3. Elements

Circulation Networks

The grid of concession roads and sideroads after every fifth lot is typical, but there are some important anomalies. The Townline junction to the north is at a significant angle relative to the concession lines so that, for example, in Concession 3 the northmost lot is an irregularly shaped (Gore) portion of Lot 37.

Both Coolihans' and Finnerty Sideroads have significant bends, twists and offsets dictated by the topography. Innis Lake Road was never more than a track beyond Lot 32 due to the roughness of the terrain between there and Lot 35. The Glen Haffy Road, actually a continuation of Innis Lake Road north of Coolihans Sideroad is steep and little more than a track. Both these sections, densely wooded, form a part of the Bruce Trail. The Bruce Trail runs generally east-west through these lands, with the north-south oriented Glen Haffy Side Trail coming close to the ruin of the Dingle School as it utilizes, in part, the unopened road allowance that extends between Innis Lake Road and Glen Haffy Road.

Boundary Demarcations

The boundary of the Candidate area is constituted by roads and property lines.

The predominant property boundary and field delineation fencing in the area is of cedar, which grows abundantly. The typical extant fence type is cedar double post and split rail assisted with wire. There are also cedar split rail fences without wire, both snake rail and straight, as well as more relatively recent wire fencing with cedar posts. In the north end several horse farms have more contemporary board rail fences.



Cedar fence along Centreville Creek Road

Vegetation Related to Land Use

Given the challenges of the terrain for farming, much of the Candidate CHL area is still characterized by lowland swamp forest. The area's rolling topography and gullies associated with the creek tributaries provided inspiration to the early Irish settlers for the naming of the

Dingle, which means “a wooded or deep gulch which was shadowed from the sun”. Dense cedar forests still line much of the roads, perpetuating this description. In a few locations heritage trees, planted along the road frontages of farm properties or as field delineations, still remain.

Much of the land in the central portion of the Candidate CHL area is under the jurisdiction of the TRCA as part of the Glen Haffy Conservation Area, with TRCA trout-rearing facility and fishing ponds located along the cold waters of Coffey Creek. Located at the meeting point of the Oak Ridges Moraine and the Niagara Escarpment, the park is characterized by rocky outcroppings, and hills and valleys comprised predominantly of cedar swamps, pine plantations and deciduous forest. The Conservation Area continues the tradition of sport fishing in the area through its fly fishing club and public fishing programs.

Buildings, Structures and Objects

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

Most of the settlers' first permanent houses were of log (1 ½ storey, 3 bay, medium pitched gable), but unlike many other parts of the township many of these log structures were retained as residences well into the 20th century. However, within the Candidate CHL area there are only two buildings remaining which appear to be log, though now clad in other materials

In general it is the juxtaposition of the farmsteads noted below with the adjacent wild lands and open spaces which give this area its special character.

19353 Glen Haffy Road (W ½ Lot 37, Con. 2)

Secluded farm complex on the Humber River with frame house and large livestock and hay barn with goose pens on pond formed off the river. The house appears to date c.1865 and was constructed by the Lynas family.

19560 Glen Haffy Rd. (E ½ Lot 38, Con. 1)

Known as 'Briardale' this excellent farm complex is comprised of a 1 ½ storey frame house of three bays with centre gable and full verandah across the front,



View of 19353 Glen Haffy Road



19560 Glen Haffy Road

extensive barns of various eras including a large livestock/hay barn raised on stone foundation.

The house is built on a terraced rise reached by a long lane with windrow of mature trees. A cedar rail fence extends across the front of the property. The Escarpment rises up in the background. The house would appear to date c.1875.

***19179 Centreville Creek Road
(W ½ Lot 36, Con. 3)**

Historically known as Balsam Villa, this multi-gabled brick farmhouse has polychromatic (red brick with buff) accents at the quoins, window surrounds and string courses etc. It was built by James Patterson in 1887. (Remarkably all the original construction invoices/receipts have been preserved.).

James was the son of John Patterson who had emigrated from Ireland and purchased the property in 1851. The original family house was a two storey log dwelling built by John. The Pattersons played an important role in Albion Township community life, both religious and civic, and remained on the property until 1968. The property includes extensive secondary accommodations and outbuildings. It has been operated as a group home for young schizophrenics since 1968, and is now known as Peace Ranch.



19179 Centreville Creek Road

**19350 Centreville Creek Road
(E ½ Lot 37, Con. 2)**

Board and batten frame three bay 1 ½ storey house with centre gable extending through 'broken' eave. The screened verandah across the front is segmentally arched between the chamfered columns. The building appears to date from the turn of the 20th century. The property was in the McDonald family for much of the 19th century.



19350 Centreville Creek Rd

**19126 Centreville Creek Road
(E ½ Lot 36, Con. 2)**

Though this three bay medium pitched side gabled 1 ½ storey house may have new siding and windows etc., its form, scale and remaining brick end chimneys suggest it may be an original log house. It also retains extensive property including a river valley behind the house. The house appears to have been built by John McKedles c.1860.



19126 Centreville Creek Road

**18030 Centreville Creek Road
(E ½ Lot 31, Con. 2)**

This recently restored, small farmhouse, is constructed of rough-cast lathe and plaster over a square timber frame. The 1 ½ storey, three bay under medium gable roof form is typical of the pre mid 19th century homes of the area. The end chimneys, returned cornice and moulded verge are also typical classically-derived details of this period.



18030 Centreville Creek Road

The associated hay/livestock barn remains in situ and the field patterns remain extending to the hillside. Cedar fencing bounds the property and divides the yards from the fields. On both the Tremaine (1859) and County Atlas maps (1877) it is shown in the ownership of George Irwin.

**17889 Innis Lake Road
(W ½ Lot 30, Con. 2)**

This property belonged to one of the earliest settlers in the area, James Killeen who, as noted earlier, helped to establish the hamlet of Sleswick. It is a beautiful well treed site with the house and farm buildings set well back from the road and two tributary branches of the Humber River running through the property. The



17889 Innis Lake Road

house is a full two-storey three bay frame dwelling with medium gable roof and end chimneys, and reflects the relative prosperity and long establishment of the family by c.1860. It has a kitchen side addition.

Settlement Clusters

The area under discussion was historically associated with two hamlets, which now only survive as map place names, just at the periphery of the current study boundaries. Sleswick was located at the intersection of what is now the Finnerty Sideroad and Airport Road and was developed by early (within the Candidate CHL area) settlers Michael Finnerty and James Killeen and would have been the service centre and post office for the area.

Lockton, associated with the Locke and Horan families, was developed southeast of the Candidate CHL area at Patterson Sideroad and Gore Road. There is little trace of what was once apparently a bustling and often rollicking village. Including Centreville to the south, the three villages served the Irish community, both Catholic and Protestant, with flare-ups of ancient enmities not uncommon.

Archaeological Sites

Though no archaeological survey has been undertaken within the Candidate CHL, a survey conducted along the main branch of the Humber River to the east and along a section of Centreville Creek revealed an abundance of First Nations' related sites. The Candidate area is essentially an extension of this environment of tributary stream valleys and wooded uplands and clearly has high potential for sites of First Nations' occupation.

3. Site Context

This area is characterized by the intersection of the Niagara Escarpment and the Oak Ridges Moraine, creating a series of ridges and hills running both north/south and east/west the latter containing the source of a number of the tributary streams of the Humber River. Early settlement was typically in plateau areas and along the river valleys. The difficult terrain, particularly in the northwest meant that some areas were never developed, or, if developed at all, were abandoned early for farming purposes. Thus Innis Lake Road never was taken through to Coolihans' Sideroad and yet is ideal as a section of the Bruce Trail. Generally, throughout the area, despite some severances, the prevailing sense is of isolated farms in a heavily wooded setting. Views to the northeast from the crest of Coolihans Sideroad are particularly dramatic.



View along Coolihans Side Road

9.3 EVALUATION

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

Significance

Significance Criteria

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

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

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

Conclusions

The Irish Settlement of Northwest Albion well exemplifies *Criteria A, C and D*. The early date of settlement (c.1825) qualifies it under that main theme while its long history of Irish-originated occupation of the area is representative of Irish influence throughout northwest Albion Township and testament to their ability to forge a sense of permanent community out of necessarily isolated farmsteads. The wildness of this section of Albion Township could never be fully tamed and the settlers simply adapted to that reality.

9.4 STATEMENT OF SIGNIFICANCE

This picturesque but rugged area where the Niagara Escarpment and the Oak Ridges Moraine meet was settled c.1825 by Irish immigrants of both Protestant and Catholic backgrounds. Farmsteads were isolated due to the topography and some land was never built-on or was soon abandoned. This element of wildness has remained a characteristic of the area, perhaps even enhanced now by natural regeneration, TRCA ownership of much of its core and the Bruce Trail extending through it along the unopened road allowance for Innis Lake Road and its continuation north of Coolihans Sideroad as Glen Haffy Road.

Still, despite the isolation, the settlers forged a sense of community. A school was established along the 1st Line (Innis Lake Road) by the 1830s. Though this section of road never evolved beyond a cart track, the original log building was replaced with a brick structure in 1872 and continued in use well into the 20th century. Situated deep in a wooded valley, it became known as the Dingle School. Its



19126 Centreville Road

remains are a cultural feature along a side trail of the current Bruce Trail. James Killeen, one of the first settlers in the southwest corner of the Candidate area, is credited, along with his neighbour Michael Finnerty, with the establishment of the hamlet of Sleswick at what is now the corner of Finnerty Sideroad and Airport Road. No longer extant, it was the service centre and post office for the immediate area.

Log was the common construction material for the first permanent houses in this area, which often took the form of a simple three bay gable roofed storey and a half dwelling. There are two such properties along Centreville Road (18030; 19126), though now covered in siding and stucco respectively. The extent of swamp cedar in the area made it the material of choice for fencing, and the road side and field boundaries are still defined in this manner.

While much of the surrounding area shares similar qualities including Irish heritage, it is particularly within the Candidate area that the integration and juxtaposition of wild (or at least regenerated) lands and traditional heritage farmsteads is best represented with the minimal intrusion of new development.

Character-defining elements:

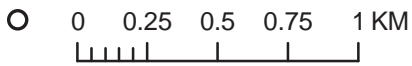
- IA-1 19560 Glen Haffy Road (E ½ Lot 38, Con. 1)
- IA-2 19353 Glen Haffy Road (W ½ Lot 37, Con. 2)
- IA-3 19350 Centreville Creek Road (E ½ Lot 37, Con. 2)
- IA-4 *19179 Centreville Creek Road (W ½ Lot 36, Con. 3)
- IA-5 19126 Centreville Creek Road (E ½ Lot 36, Con. 2)
- IA-6 Glen Haffy Road component of overall Road Network
- IA-7 The view northeast from Coolihans Sideroad
- IA-8 Coolihans Sideroad component of overall Road Network
- IA-9 The pattern of field and woodland
- IA-10 The trout ponds of the Glen Haffy Conservation Area
- IA-11 The Glen Haffy Side Trail to the Bruce Trail through Innis Lake Road and Glen Haffy Road
- IA-12 Centreville Creek Road component of overall Road Network
- IA-13 18030 Centreville Creek Road (E ½ Lot 31, Con. 2)
- IA-14 Finnerty Sideroad component of overall Road Network
- IA-15 Innis Lake Road component of overall Road Network
- IA-16 17889 Innis Lake Road (W ½ Lot 30, Con. 2)
- IA-17 The ruins of the Dingle School (W1/2 of Lot 33, Con. 2)

It is thus recommended that this candidate CHL referred to as the Irish Settlement of Northwest Albion be identified as a CHL.

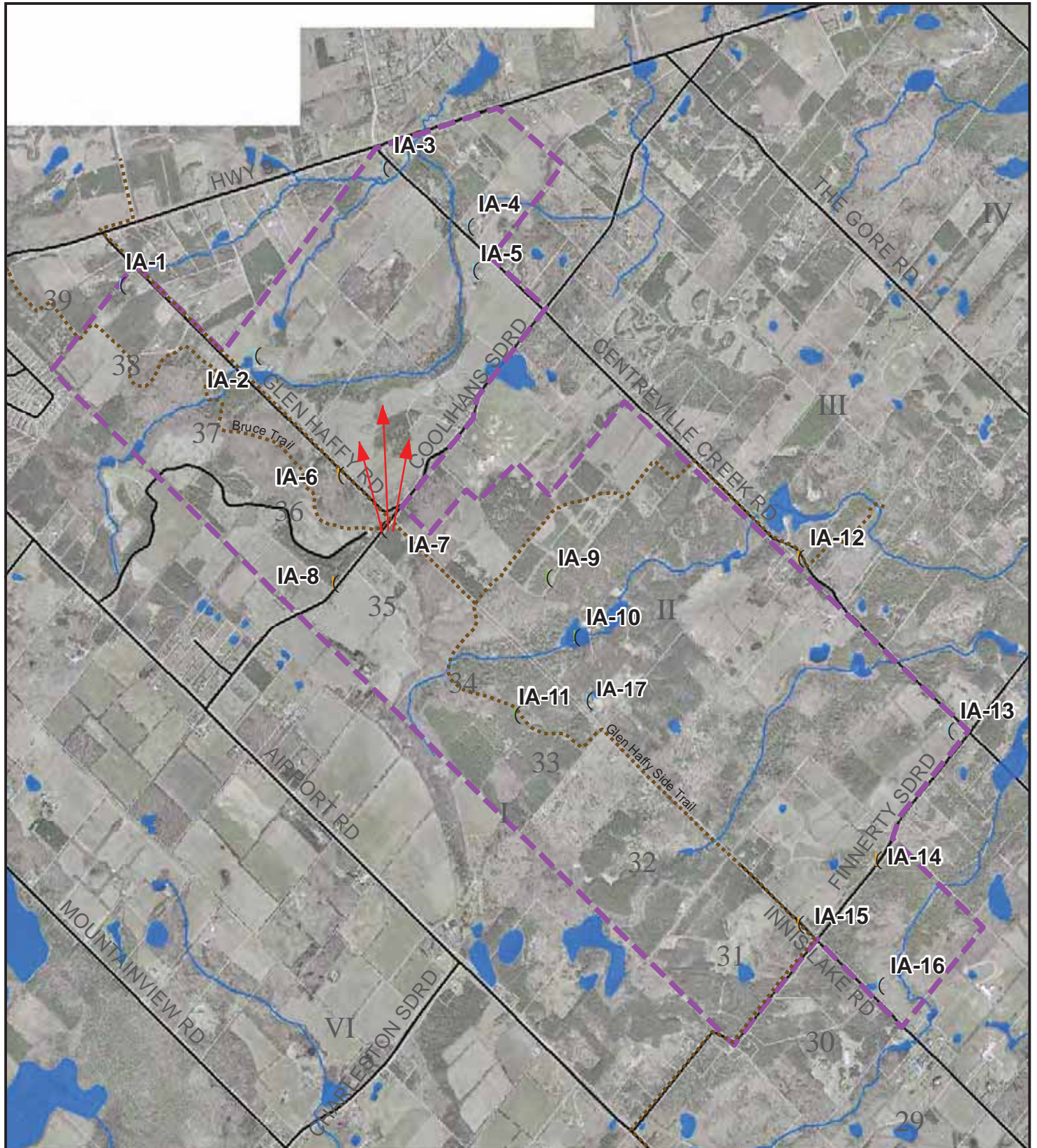
9.5 BOUNDARIES

The boundary of this Irish Settlement of Northwest Albion CHL may be most simply described thus: between Lot 31 and Lot 37 from the east half of Con. 1 through Con. 2 but extending to include Lot 38 in Con. 1, Lot 30 in Con. 2 and the west half of Con. 3 in Lot 37. A portion of Lot 35, Con. 2 has been excluded from the CHL.

Refer to **Figure 11 Irish Settlement of Northwest Albion** detailed delineation of boundaries.



Irish Settlement of Northwest Albion Figure 11



Character Defining Elements

- (Built
- (Landscape
- (Streetscape
- (Views

- CHL Boundary
- Lakes / Ponds
- Rivers / Streams
- Road

- Property Boundary (2006)
- Trail
- Viewshed

10. SOUTH ALBION FARMSTEADS

10.1 HISTORICAL CONTEXT

This Candidate area is an *organically evolved rural landscape*, as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, extending along Innis Lake Road between Castlederg Sideroad and King Street.

This area appears to represent a typical 19th century farmstead landscape within the Albion Township portion of the Peel Plain.

10.2 INVENTORY

1. Physiographic Description

The Candidate area occupies a portion of the Peel Plain. The soils of this area are classified as Class 1, among the best in the Province for the growing of crops. The Peel Plain, an ancient lakebed, is relatively flat though sloping generally toward Lake Ontario. It is composed of till containing large amounts of shale and limestone. In many areas this profile has been modified by a veneer of clay.

This portion of the Peel Plain is drained by the west branch of the Humber River. The area once contained a rich hardwood forest of wide species diversity, but is now treeless except for small woodlots.



South Albion Farmsteads,
Tremaine Map 1859

2. Processes

Land Uses and Activities

Settlement began in the area shortly after the completion of the Township Survey in 1819. The rich soils of the Peel Plain were quickly recognized for their agricultural potential and greatly coveted. The Peel Plain is remarkably flat, relative to the upland character of so much of the Town, and once the land was cleared the farms of those who settled here prospered and expanded. 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 characteristic of the architecture of the area. While some residents built new structures 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 coming of the railway encouraged farmers to diversify, including an increase in livestock. This diversification in turn changed their 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.

A hardy variety of Alfalfa known as Ontario variegated was introduced into central Canada in 1871 and became an important crop in Peel County, in part due to its promotion by C.A. Drury, the Minister of Agriculture. Although alfalfa continued (and continues) to be grown, there was a marked decline in production following 1926 when an even harder strain was developed that could be grown on the Prairies.

This Candidate area was settled by a cohesive group of Primitive Methodists, that Methodist sect which had seceded from the Wesleyan Methodists in 1810 seeking to even more closely emulate the early Christians. Almost all the settlers shown in this area on the Tremaine Map (1859) are buried in Providence Cemetery (NE corner, Lot 13, Con. 1). This cemetery, which formally dates from 1906, appears to have existed as a less formal Methodist burying ground throughout the 19th century. It was associated with Providence Primitive Methodist Church, which was originally constructed in the nearby hamlet of Sandhill (Airport Road and King Street) as a frame church in 1837. This building was destroyed by fire in 1843. Rebuilt, it was apparently eventually demolished in 1900 and the extant United church built on the site.

Sandhill was a postal village by 1842 and was the market and service center for the immediate area, particularly before the coming of the railway. By the mid 19th century it had three hotels, a saddlery, tailor, doctor, shoemaker and two blacksmiths. A carding mill also was established as sheep raising was quite extensive within the area.

The Toronto Grey and Bruce Railway came through the Candidate area at Lot 13 c.1870, passing very close to the burying ground.

Patterns of Spatial Organization

The survey of Albion Township was completed by William Chewett in 1819 and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres, with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south. At every five lots there was an allowance for a sideroad.

Within the study area there was little in the way of topography to force modifications on the survey grid. Homes have typically been set well back from the road on a rise.

3. Elements

Circulation Networks

The surveyed road network was established quite early in this area, particularly King Street, due in part to the early development of Bolton as a milling centre.

Boundary Demarcations

The typical boundary fencing currently in use is cedar post and wire, though several key properties have no extant roadside fencing. Providence Cemetery is demarcated with a modern wire fence with metal posts and newel top. However, the gate posts are original cast iron with arched decorative detailing, and the cemetery name included in the arched treatment.

Vegetation Related to Land Use

The area is comprised mainly of cleared agricultural land, with a few remnant woodlots remaining internal to the concession, east of Innis Lake Road and in association with the lesser tributaries. A branch of the West Humber River originates in the study area, traversing from the north to the south-east, east of Innis Lake Road. The lesser tributaries remain as drainage swales within the agricultural landscape, west of Innis Lake Road.

There are a few mature windrows, heritage tree-lined laneways and significant trees within the landscaped areas of the heritage properties. There are a limited number of hedgerows marking field and lot boundaries, and little woodland regeneration – evidence of the intensity and continuity of farming in this area. Due to road improvements there are few mature trees along Innis Lake Road, and those that remain are typically in poor condition.



A band of successional vegetation marking the alignment of the former Toronto Grey and Bruce (TGB) Railway is strongly apparent east of Innis Lake Road. It diminishes to the west of Innis Lake Road, although the rail bed is visible in air photos through some areas.

Vegetation marks the former TGB Railway

Buildings, Structures and Objects

*Note that * denotes designation under the Ontario Heritage Act.*

The farmsteads within this area, particularly as manifested in the houses, present the appearance of relatively early prosperity and are conservative architecturally. This may reflect the preference for simplicity in all things associated with the Methodist orientation of the community.

14880 Innis Lake Road (E 1/2, Lot 15, Con.

This property remained in the family of one of the areas original patentees, George Hutchinson, at least throughout the 19th century. The extant brick three bay centre gabled farmhouse likely dates c.1875. It is the only residence within this grouping with Gothic Revival detailing. It has a pointed arch window in the centre gable, segmentally arched typical window openings and the quoins are picked out in an unusual pattern of buff brick. Unfortunately the front door and window have been substantially renovated. It is set well back from the road and the yard includes a number of mature trees.



14880 Innis Lake Road

14921 Innis Lake Road (W ½ Lot 15, Con. 2)

This three bay, 1 ½ storey gable roofed farmhouse is relatively large for the type. Despite unfortunate renovations to the windows, it has retained its original main entrance treatment including a six panel door with sidelights, transom and pilastered surround. Clad now in an early synthetic (possibly asbestos) siding and apparently of frame construction, it may actually be a log structure. It would appear to have been constructed in the mid 19th century, during the ownership of William Hanna. A raised barn with banked entry and carriage house from the same period extend behind the house, the former with a crumbling stone foundation at the northwest corner. Fields extend back to a woodlot in the centre of the concession.



14921 Innis Lake Road

**14639 Innis Lake Road
(W ½ Lot 14, Con. 2)**

This stone house with brick detailing, set well down its drive, appears to also be of c.1865 origin (could not be easily viewed from the road). This was the property of William Elliot who possibly could be the same William Elliot with extensive holdings throughout Peel County, including a large house and store in Meadowvale and another home in Chinguacousy. A large gambrel barn is also visible on site.

**14580 Innis Lake Road
Providence Cemetery
(NE corner East ½ Lot 13, Con. 1)**

The current cemetery, formally defined with decorative cast iron arched entrance and gatepost, metal fence and associated brick structure dates from 1906. It is assumed that an earlier burying ground was located at this location as many of the early settlers are apparently interred here. A wide range of monuments and head stones are maintained in a park-like setting.



Providence Cemetery

**14520 Innis Lake Road
(E 1/2 Lot 13, Con. 1)**

This 19th century farmstead with its extant outbuildings and tree lined lane and fields occupies the land around the cemetery and acts as a buffer to it.

**14285 Innis Lake Road
(W ½ Lot 12, Con. 2)**

This three bay, 1 ½ storey, gabled farmhouse clad now in aluminum siding may well be a log structure. It would appear to predate the mid 19th century, though not shown on the Tremaine map. A stream extends through the back of the property. A wide range of outbuildings from various eras are arrayed across the lane from the house, including: frame gambrel barn; concrete silo; metal barn, and various sheds. The lane has been planted with young conifers. Holstein cattle were grazing in the front yard on the day visited.



14285 Innis Lake Road

14117 Innis Lake Road (W ½ Lot 11, Con. 2)

This property was owned throughout the 19th century by Issac Thompson. The farmhouse is unusual in the area being five bays long, rather than the typical three bays and with more elaborate detailing than its neighbours. This includes a dentillated, moulded cornice returned at the gables; a polychromatic wall treatment of buff and painted brick accents (quoins, arches, stringcourses) on a red brick 'background'; and a main entrance with transom and sidelights. A brick kitchen 'tail', with a rare, shed-roofed stone addition, extends from the rear of the main house. A gambrel barn with banked entrance sits amid the fields across the lane from the house. The fields extend right down to the roadside on both the west and south sides. The residence appears to date c.1860.



14117 Innis Lake Road

Archaeological Sites

Though no archaeological survey has been undertaken within the Candidate CHL, a survey conducted along the main branch of the Humber River to the east and to a section of Centreville Creek revealed an abundance of First Nations' related sites. The Candidate area is essentially an extension of this environment of tributary stream valleys and wooded uplands and clearly has high potential for sites of First Nations' occupation.

4. Site Context

Despite the existing land severances and associated recent construction this 'block' of the former Albion Township continues to present the general appearance of a 19th century farming landscape. Indeed the character of the farmhouses, despite some unfortunate renovations, manifests the c.1860s to 1870s period. Though this farming landscape extends all around the Candidate area, it tends to be much more fragmented.



View of 14117 Innis Lake Road from King Street

The gently undulating landscape allows for long views. The view of 14117 Innis Lake Rd. from King Street allows the full farmstead to be appreciated.

10.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

Significance Criteria

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

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

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

Conclusions

Based on the preceding examination the Albion Farmstead Candidate CHL meets *Significance Criteria C* - reflecting agricultural life on the Peel Plain throughout the 19th and early 20th century when it was the economic backbone of the area. The farmsteads, together with Providence Cemetery, retain sufficient integrity that the traditional farming landscape/community is still readily perceivable.

10.4 STATEMENT OF SIGNIFICANCE

This area was first settled by members of the Primitive Methodists in the 1830s and was associated with the Providence Primitive Methodist Church in Sandhill, constructed in 1837. A main feature of the area, the Providence Cemetery, is assumed to be the formalization of an earlier Primitive Methodist burying ground associated with the church as many of the early settlers are interred there.

This block of farmsteads is representative of rural life throughout the Albion Township section of the large, fertile Peel Plain. This region was an extremely important agricultural area throughout the 19th and early 20th century, being a major producer of wheat during the mid 19th century 'boom' and diversifying in the later 19th century to include a greater variety of crops and emphasis on livestock. The traditional agricultural landscape of the Plain is shrinking as severances increase and subdivisions march relentlessly northward.

The farmsteads which make up this Candidate CHL still, by in large, retain their original lot size, patchwork of fields, open spaces and woodlots, complement of widely varied barns and outbuildings, and include farmhouses which largely date pre-1870 and appear to reflect, in the main, the preference for simplicity associated with Primitive Methodism. Still, they range from three bay frame buildings with no ornamentation to a fine five bay brick dwelling and another, which incorporates some Gothic Revival features.

Character-defining elements:

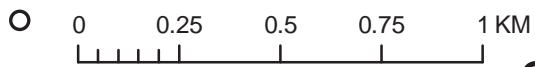
- SA-1 14921 Innis Lake Road (W ½ Lot 15, Con. 2)
- SA-2 14880 Innis Lake Road (E 1/2 Lot 15, Con. 1)
- SA-3 14639 Innis Lake Road (W ½ Lot 14, Con. 2)
- SA-4 Providence Cemetery, 14580 Innis Lake Road (NE corner East ½ Lot Con. 1)
- SA-5 14520 Innis Lake Road (E 1/2 Lot 13, Con. 1)
- SA-6 The remaining embanked indications of the TG & B Railway on Lot 13, Con. 2
- SA-7 The field pattern
- SA-8 14285 Innis Lake Road (W ½ Lot 12, Con. 2)
- SA-9 14117 Innis Lake Road (W ½ Lot 11, Con. 2)
- SA-10 The view of 14117 Innis Lake Road from King Street

It is thus recommended that the Candidate CHL referred to as the South Albion Farmsteads, and representing the farmsteads of the Peel Plain within the former Albion Township, be identified as a CHL.

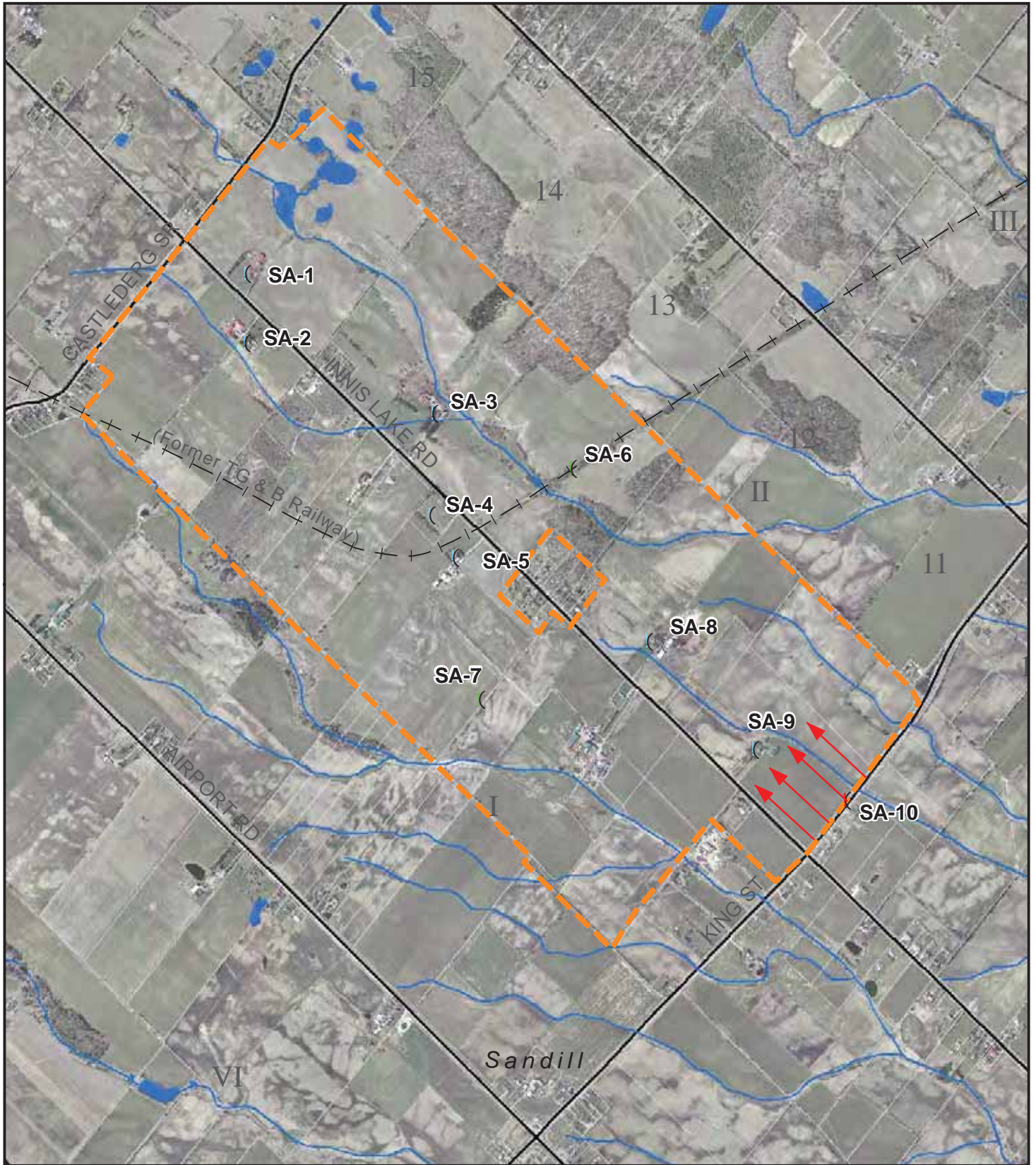
10.5 BOUNDARIES

The boundary of the South Albion Farmsteads CHL may be most simply described thus: between Lots 11 and 15 in the eastern half of Con. 1 and the western half of Con. 2 along Innis Lake Road with the exclusion of an area of new development on Lots 12 and 13.

Refer to **Figure 12 South Albion Farmsteads** for detailed delineation of boundaries.



South Albion Farmsteads Figure 12



- | | | |
|-----------------------------|--------------------------|------------------|
| Character Defining Elements | CHL Boundary | Rivers / Streams |
| Built | Road | Lakes / Ponds |
| Landscape | Former Railway | Viewshed |
| View | Property Boundary (2006) | |

11. BOLTON'S HISTORIC CORE

11.1 HISTORICAL CONTEXT

This Candidate CHL area is an *organically evolved mill town* as described in the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*. The area under consideration is the core of the village centred on the intersection of Queen and King streets and extending north to the Humber, west to Sackville Street, east to James Street and south to Elizabeth Street. This area of the village appears to represent several of Caledon's key historic themes particularly *Early Industry- Grist and Sawmills on the Humber*. As the largest village in Caledon, it also appears to best represent the evolution of an early mill village into a major urban entity. Bolton is intimately connected to the Humber River, recognized as a *Canadian Heritage River*.



Bolton, Tremaine Map 1859

11.2 INVENTORY

1. Physiographic Description

The Candidate area occupies a section of the Humber River Valley as it meanders through the eastern limit of the Peel Plain from its headwaters in the Oak Ridges Moraine. The terrain of Bolton itself is hilly, descending from the high country to the north and south into the river valley. The village is located within the river floodplain and severe flood events characterized its history, until control measures were installed following Hurricane Hazel.

2. Processes

Land Uses and Activities

At the completion of his survey of Albion Township in 1819, James Chewett received a number of prime properties in the newly laid out area including Lot 9, Con. 7 (200 acres) through which the Humber River coursed. He sold off this property with its potential mill sites in 1821 to George Bolton, originally from Suffolk, England. Over the next few years George had a grist mill and dam constructed on his property, approximately at the bend of Mill Street, by his uncle James Bolton, one of Albion's pioneers (settled in 1819), who was

an extremely experienced millwright (mills in Weston, Newmarket and Tecumseh are credited to him) as well as a farmer. This small mill with its one run of stone was of great assistance to local farmers who previously had to take their wheat to Weston for milling. Adjacent to this location along the Humber River, a cooperage, blacksmith shop and workers' cottages were established and eventually a store, inn and tannery. This hamlet was then known as Bolton Mills.



Bolton, 1877

The Boltons were strong supporters of William Lyon Mackenzie and the village, part of Mackenzie's riding, was a 'hotbed' of reform politics. With the failure of the Rebellion James Bolton followed Mackenzie into self-exile in the U.S. where he died the following year. However, James' son, James C. Bolton, purchased the mill from George Bolton c.1842 and proceeded to erect a saw mill, and relocate the grist/flour mill to where Humberlea Road now crosses the river. He also established a general store at the southeast corner of Mill and King streets. In 1855, the mill was sold to Edward Lawson. By 1860, it was in the hands of the prominent local citizen John Guardhouse.



The Bolton Flour Mill

In 1881, Andrew McFall purchased the mill and, other than the Boltons, his is the name most associated with the enterprise. Water power was supplemented with steam engines after 1890 and in 1968 it was demolished to make way for Humberlea Road.

The village was designated as a postal village in 1832 under the name of Albion. By 1840, the village consisted of 14 houses (mostly log), two stores, blacksmiths, shoemakers, a tailor, a hotel, distillery and tannery as well as the mill. In 1842, the first school was opened and in 1843 the Congregationalists built the first church structure of mud brick, soon followed by the Anglicans, also in mud brick (see Buildings section for discussion of mud brick).

Growth was very strong through the mid 19th Century with the wheat boom associated with the Crimean War keeping the Bolton mills humming. By 1860 there was a soda biscuit factory, steam bakery, metal shop for tin and copper work, lawyer and doctor. In 1872 the

village was incorporated with a population of 750 voters. About this time the Toronto, Grey and Bruce Railway (TG&B) established a station at Bolton (southwest of the village itself) which further spurred industrial development. The Agricultural Works established by William Dick in 1869 was, by 1877, a major producer of the full range of agricultural implements. A soap and candle factory, wooden pump manufacturer, and carriage and wagon factory were all operating along with the earlier industries. A harness shop, five general stores, five hotels and a large drug store are also noted in the 1877 Atlas portrait of the village. This prosperity continued up to the Great Depression, which greatly affected the area.

Patterns of Spatial Organization

The manner in which the village developed spatially, still clearly reflected today, was determined by the course of the Humber River through the adjacent hills with its major oxbow east of James Street, its braided form and the creation of millponds and millraces along its route. The earliest node of settlement was at the natural bend in the river just east of Queen Street. It is likely that the relative proximity of Bolton's mill to the surveyed 6th Line (hence a nascent road) was a contributing factor in its rapid growth. In that regard the surveyed side road to the south, now King Street, was also close by. The initial village road lay-out grew organically out of the mill complex roads which reflected the southwest tending course of the river. Thus Mill, Elm and Hickman streets are all angled with respect to the formal grid.

The village survey, as in many of the communities in Canada West, was undertaken in sections between the late 1840s and the mid 1850s, spurred on by the prosperity engendered by the Crimean War situation. Quarter acre and half acre lots were laid out, each defined by a tall board fence.

The hills to the north and south limited expansion and contributed to the irregular form of streets, such as Elizabeth and Willow. A small tributary creek of the Humber River meandered through the west portion of the village also affecting the location of development.



Bolton, Tremaine Map 1859



North view along Queen Street
Source: Bolton (Baille, May and Schmelzer 1989)

The Village plan c.1859 shows the expectation of the village to expand to the southeast, but this only occurred very slowly and never to the extent envisaged.

The commercial and industrial areas in Bolton grew up in close proximity to the original mills, with the former eventually concentrating around the intersection of King Street and Queen Street.

Residential Bolton developed outward from this node. Despite the laying out of lots to the southeast, residential development was most concentrated directly to the west of Queen Street. By the mid 1870s the village had taken on much of the form it would maintain for a century until the relatively recent suburban type expansion to the south along Queen Street.

Lots within the core village area still largely reflect the historic size and form, with irregular parcels indicating the properties, which pre-date the survey. The former mill sites to either side of the river now form a park and commemorative trail with interpretive panels close to the location of the 1845 mill demolished in 1968.

Typically the residential lots have a small frontage to the street as would be expected in the latter half of the 19th century.

3. Elements

Circulation Networks (see also preceding section)

The proximity of industrial development to the intersection of the surveyed 6th Line (Queen Street) and the associated sideroad (King Street) was fundamental to the early development of Bolton. These roads then evolved into regionally important north/south and east/west routes respectively. Roads at the periphery of the Candidate area extended to associated communities such as Glasgow (Hickman Road).

The 'internal' road network still reflects a combination of the original organic routing influenced by the river coursing through the adjacent hills, the early industrial sites and the surveyed system of the mid 1850s.

Essential to the 'circulation' system were the bridges across the Humber, most significantly at the Queen Street crossing. However, the Tremaine Map suggests that even in 1859 no permanent bridge was in place at that location, though two bridges are shown along King Street east of the village center at narrower points along the river. By 1877, a bridge was in place, however. The current bridge is a reinforced concrete single span with galvanized steel balustrade apparently dating c.1965.



Queen Street Bridge

The track to the second mill was developed into Humberlea Road in 1968, necessitating the destruction of the mill. Slancy Street, which was proposed south of the river between Sackville and Ann (apparently providing access to a water powered industry), was never formally opened though vestiges of the access road and industrial activity are still present at the foot of Ann Street.

Boundary Demarcations

Of interest is that the newly surveyed properties in the 1850s were originally defined with tall board fences, but many of these decayed after the real estate boom of those years died out about 1865. Most residential lots do not now have 'hard' demarcations but some tall board fences have been reinstated.

Vegetation Related to Land Use

The description of Bolton village in the 1877 Atlas of Peel County emphasizes that "the grounds about the village are well cultivated and present a beautiful appearance" attributing this to the English origins of the early settlers.

Today this pride of ownership is still evident in the many front yards that are landscaped with ornamental shrubs and perennial gardens, particularly along King Street West and East. Even in winter it is evident that the residential areas still retain this character, with many lots featuring mature conifers and deciduous trees. A number of significant heritage street trees grace the area, complemented by the heritage styled streetlighting introduced in the 20th century. Although the plantings



Front yard gardens along King Street

have been altered over time, many residences still retain the historic arrangement of a centre walkway and steps.

Where there was once a dam and mill pond, the Humber River corridor, which meanders along the north-easterly boundary of the Candidate CHL area, is now regenerating into a series of wetlands. Along King Street East, the McFall lookout has been established as an attractively landscaped parkette with heritage plaques that commemorate the river and milling history. Downstream, the Humber River meanders south of King Street as a channelized corridor, which was implemented following the severe flood caused by Hurricane Hazel in 1954. Mature trees and vegetation overhang the concrete embankments.



Former Mill Pond

Buildings, Structures and Objects

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

While most of the 19th century industrial structures that formed the basis of the village's economy are gone, a reasonable representation of the commercial architecture along Queen Street and strong representation of the residential fabric of that era remain intact. Among the latter are the homes of early mill owners.

As with most of the region, the first permanent structures in Bolton village were log, with the exception of the mill, which was certainly heavy timber frame. However, the proximity of river clay in the Humber River allowed for the early advent of mud (unfired) brick construction and eventually kiln fired brick manufactured locally. The original name for David Street was Brick Lane (Tremaine Map). The first schoolhouse, the Congregational Church, the Anglican Church and Hazzard's Hotel were all constructed in mud brick prior to 1850 (Rempel). After mid-century dichromatic brickwork with buff accents (quoins, stringcourse, window arches etc.) on a red brick background became the building treatment of choice and has come to characterize the core of Bolton to this day.

There are many fine heritage properties within the area of which some key examples are described below:

King Street:

***97 King Street East McFall House**

A unique plank wall structure it was used extensively as a case study in John Rempel's seminal book on 19th century



McFall House

building techniques Building with Wood. During restoration the house was found to actually be the amalgamation of the original single storey, frameless plank cottage pre-1850 and half a house which McFall purchased from Mrs. Guardhouse in 1882 and moved into position to allow linkage by a hall. The house went through many further changes to reach its current form. McFall purchased the mill along with the house property from John Guardhouse in 1881.

The house remains very much a Regency Cottage in appearance with hipped roof, six light over six double hung sash. It is shiplap sided with cornerboards and has a centre gabled portico with paired columns and scroll work. Work is currently being carried out to the landscaping including the walk and driveway.

***83 King Street East
Guardhouse – Goodfellow House**

John Guardhouse, who owned the flour mill until its sale to Andrew McFall, built this large brick home c.1876. In 1886, the house was purchased by Andrew McFall. It is rumoured to have been the first house in Bolton with indoor plumbing, and electricity powered by the mill likely following the introduction of coal-fired steam power to the mill. Constructed in red-brick with buff brick accents, the 2 ½ storey structure forms an 'L' plan. A two storey bay window projects from the gable front while the longitudinal section has a centre gable and a verandah with fine scrollwork spandrels. There is a one storey bay window on the west elevation. Other exterior features include stained and beveled glass windows.



Guardhouse – Goodfellow House



Streetscape along King Street East

King Street East Streetscape

The streetscape along the remainder of King Street East is mainly 19th century with examples of a wide range of styles from c.1850 to the turn of the 20th century. Of particular note are the frame centre gabled cottage with bell-cast verandah (122 King East) and the early frame property adjacent to the oxbow in the river which reflects the river's path in its angled east elevation.

15 King Street East Former Bolton Town Hall

Also along King St. East, near the commercial hub is the former Bolton Town Hall with its crenellated vestibule and ventilating cupola. Built in 1922, this brick structure is currently in need of maintenance, particularly in dealing with the flashing issues associated with the spalling brickwork.

Nancy Street:

Mature black walnut trees grace this street. There is a concentration of fine c.1865 - 1890 brick residential and institutional properties with lot fabric and inter-relationships intact.

These include:

- Bolton United Church (8 Nancy Street, corner of King and Nancy)
- True Blue Masonic Hall
- (16 Nancy Street)
- Christ Church
- 11 Nancy Street, likely one of the earlier brick structures
- *25 Nancy Street (Goodfellow-Nattress-Potts House)
- 38 Nancy Street

***45 Nancy Street (Joseph Watson Property)**

A particularly grand, late Victorian 'L' Plan with two-storey bay, ornate brick patterning, verandah and gable scrollwork

***31 Nancy Street (Smith-Schaefer-Potts House)**

George Smith was the acknowledged master artisan of decorative finishes in the Bolton area over the last half of the 19th century. Examples of his faux finishes are still present in the community. This dichromatic brick house, in the Italianate style, appears to have been built c.1885 for Smith by local builder



Former Bolton Town Hall



Looking east along Nancy Street



45 Nancy Street

George Watson, who also built the Guardhouse-Goodfellow House on King Street, which is a mirror image of this one. The orientation of the 'L' plan with the enclosed verandah along the south is distinctive. The bracketed eaves, segmentally arched windows and low medium pitch hipped roof are all typical of the Italianate.

Elizabeth Street and the east side of Jane Street extend the typical 19th century fabric noted for Nancy Street, creating a lovely residential enclave which terminates at the park created at the foot of the south hill e.g. 11 Jane Street (Tower House).

Temperance Street:

This short street has several distinctive properties including:

24-26 Temperance Street, a frame, shiplap sided multi-gabled row house

***34 Temperance Street (Shore-Nease Residence)**

The building is a fine example of a polychromatic brick 'L' plan residence featuring a diamond pattern at the gable of each section (as well as the typical accents of quoins and arches) and a distinctive 'L' form verandah formed at the inside corner between the two sections. Of particular note is its history as the combined residence and office of many generations of village doctors spanning the period 1890 – 1970.



34 Temperance Street

Elm Street:

This short block, close to the original mill site, contains a variety of building types including single storey stucco to 1 ½ storey frame as well as typical polychromatic brick structures. They are generally modest in appearance with 21 Elm and 34 Elm possibly originally worker's housing for the mill. There is a culverted ditch that runs along the west side of the street.



Elm Street

King Street West:

The homes on the north side of King Street West are typically later brick Queen Ann Style dwellings of some pretense, set high and well back above the roadway on the north side, e.g. 113, 105 and 99 King Street West.

The south side includes the Caven Presbyterian Church, c. 1875, at 110 King Street West.



105 and 99 King Street West

Commercial Hub: Intersection of King and Queen Streets

While there are gaps and losses within the commercial built fabric, the presence of a long late 19th century polychromatic brick range on the east side of Queen Street, several remaining heritage structures on the west, as well as the ambitious new commercial block built along King Street East in the style of the original commercial architecture, do maintain something of the traditional commercial ambience.



The Commercial Hub looking northeast

James Street:

The area to the southeast of the core, though laid out early on land owned by Charles Bolton, developed slowly and sporadically. In this area 19th century structures are more isolated with much post-war fabric in-between. However, the typically modest scale of the later dwellings, their placement on the lot and the lot size all remain in-keeping with the traditional village.



Lambert Bolton House

***65 James Street
(Lambert Bolton House)**

This fine large polychromatic brick 'L' plan house was built for Lambert Bolton, grandson of village co-founder James Bolton. Lambert was the first Reeve of Bolton when it was incorporated as a separate municipality in 1872. It is likely around this time that the house was built.

Archaeological Sites

There are over 30 registered archaeological sites within a 10 km. radius of Bolton spanning from the archaic period to early contact. Artifacts found near the second mill site have been dated to c.7000 B.C.E. This whole section of the Humber River valley with its meandering stream appears to be particularly rich in archaeological remains.

The area of the original mills and their ancillary structures can be expected to yield much in the way of historic artifacts.

4. **Site Context**

The core area of Bolton is now surrounded by recent development. However, the traditional village is somewhat shielded by the hill from modern residential subdivisions to the north and the more obtrusive growth, involving strip malls and shopping plazas to the south. To the east and west development is mainly residential in nature, allowing for a more gradual shift of built fabric.

Still, the village remains dominated by the adjacent wooded hills and the river valley. Views south along residential streets all are to the hills and the river, with its tortuous ox-bow, and the remnants of the mill ponds the main feature of the place.

11.3 EVALUATION

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

Significance

Significance Criteria

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

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

- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

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

Conclusions

Based on the preceding examination, the Bolton Historic Core Candidate CHL fulfills *Significance Criteria A, B and E*. The village of Bolton was an important industrial centre in the 19th and early 20th century and remains the largest urban centre in the existing Town of Caledon. The Bolton family, particularly village founders, James and George Bolton, are among the most important historic figures associated with the settlement of the area. The area is extremely rich in archaeological potential.

Within the area being examined, the integrity of the historic fabric is relatively strong. The original village plan and street-layout remain generally intact.

11.4 STATEMENT OF SIGNIFICANCE

The Humber River valley has been host to human occupation for 9000 years. Perhaps the particular nature of the river in this section and the shelter provided by the hills accounts for its being seen as benign for settlement purposes from earliest times. George Bolton, newly arrived from England, and his uncle, James, an area pioneer from just after the completion of the 1819 survey, built a grist mill at a bend in the river on land George had purchased from the surveyor himself, William Chewett. This mill became the catalyst for several other enterprises which became the seed of a hamlet. The village was strongly Reform during the Mackenzie years and James Bolton had to seek refuge in the U.S.A. after the failed rebellion of 1837. In 1842, his son James C. Bolton purchased the mill site from his uncle and built a large flour mill at the site of the current Humberlea Road, as well as a

sawmill. The flour mill, in place until 1968, prospered under several prominent mill owners following Bolton including John Guardhouse and Andrew McFall, both of whose homes still survive along King Street East. The village continued to expand driven by water-powered industries such as William Dick's Agricultural Works. In 1872, it was incorporated with Lambert Bolton, grandson of James, as the first reeve.

While most evidence of the original mills and other industries have disappeared (other than the dam ruins), the 19th century residential fabric remain largely intact and enough survives of the late 19th commercial core to maintain the sense of the historic village. As it now stands, the area is characterized by the polychromatic brickwork of the second half of the 19th century in local brick with many of the finer homes incorporating a gabled 'L' plan with a verandah at the inside corner.



Original Commercial Range along Queen Street

Despite rapid change in all directions, the core of Bolton can still be viewed as 19th century river valley town.

Character-defining elements:

- B-1 118 King Street West;
- B-2 110 King Street West, Caven Presbyterian Church;
- B-3 102 King Street West;
- B-4 96 King Street West;
- B-5 88 King Street West;
- B-6 105 King Street West;
- B-7 99 King Street West;
- B-8 *34 Temperance Street (Shore-Nease Residence);
- B-9 24-26 Temperance Street;
- B-10 Temperance Street Streetscape;
- B-11 King Street West Streetscape;
- B-12 11 Jane Street, Tower House;
- B-13 19 Jane Street;
- B-14 25 Jane Street;
- B-15 8 Nancy Street, Bolton United Church;
- B-16 *16 Nancy Street, True Blue Masonic Hall;
- B-17 22 Nancy Street, Bolton Anglican Church;
- B-18 34 Nancy Street;
- B-19 38 Nancy Street;

- B-20 Nancy Street Streetscape;
- B-21 *45 Nancy Street, Joseph Watson Property;
- B-22 *31 Nancy Street (Smith-Schaefer-Potts House);
- B-23 *25 Nancy Street, (Goodfellow – Nattress – Potts);
- B-24 11 Nancy Street;
- B-25 Commercial Hub: Intersection of King and Queen streets;
- B-26 The Humber River as it courses through the village;
- B-27 15 King Street East: Former Bolton Town Hall;
- B-28 34 Elm Street;
- B-29 Elm Street Streetscape;
- B-30 21 Elm Street;
- B-31 King Street East Streetscape;
- B-32 *83 King Street East: (Guardhouse – Goodfellow House);
- B-33 *97 King Street East: McFall House;
- B-34 122 King Street East;
- B-35 James Street Streetscape;
- B-36 *65 James Street, (Lambert Bolton House);
- B-37 113 King Street West;
- B-38 Commercial range along the east side of Queen Street north of King Street;
- B-39 The encompassing hill views to the north and south

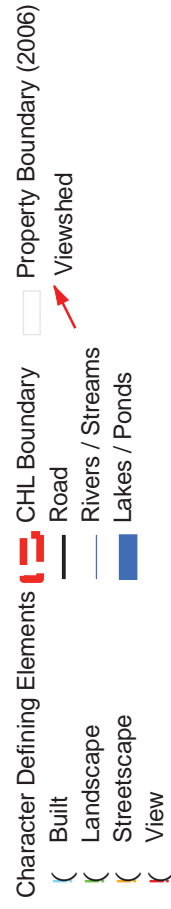
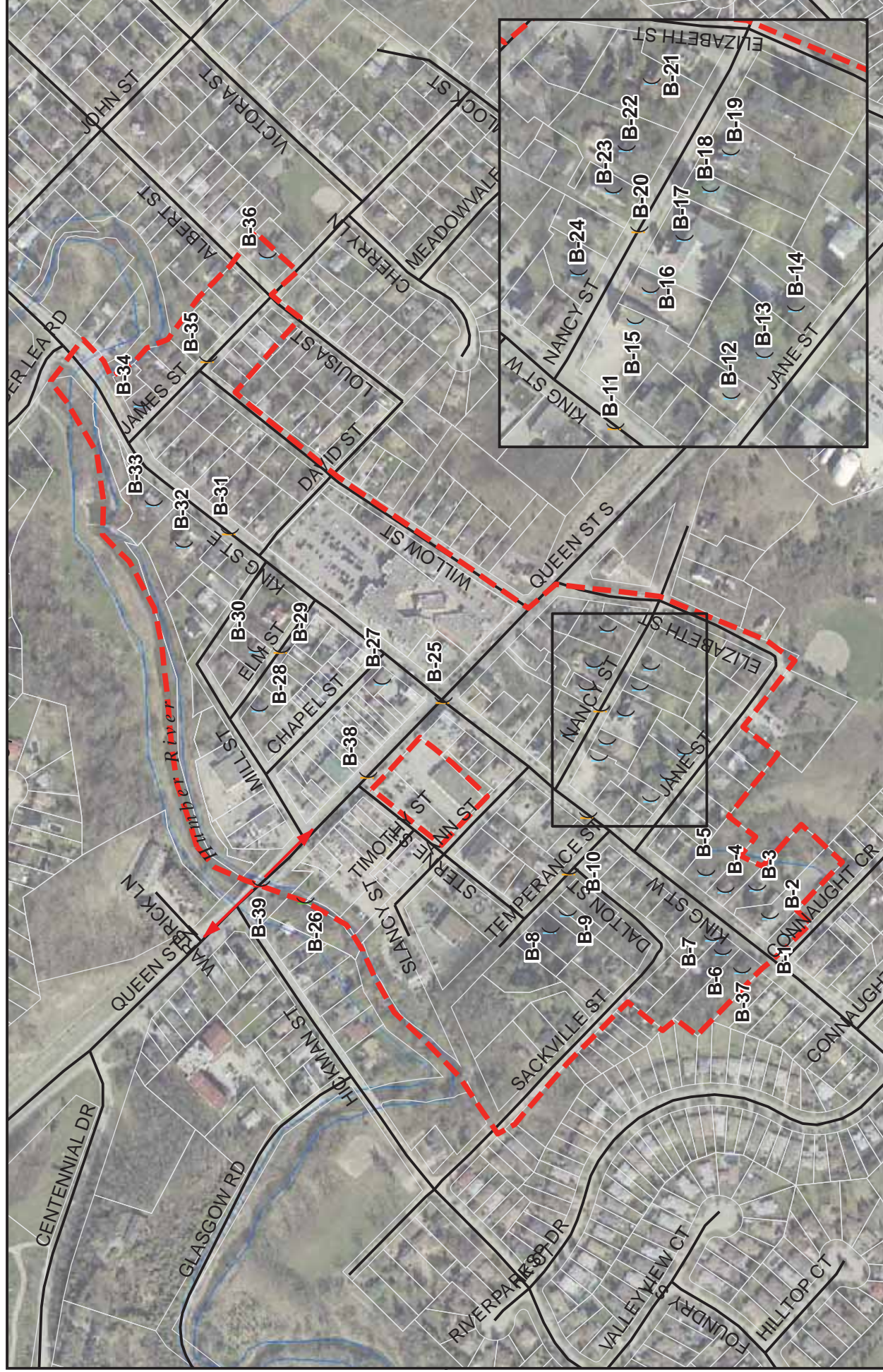
It is thus recommended that the Candidate CHL referred to as Bolton’s Historic Core be identified as a CHL.

11.5 BOUNDARIES

In order to maintain a reasonably high degree of contiguous integrity the recommended boundaries for the Bolton Historic Core CHL are somewhat complicated for written description, however, they can be generally described thus: extending along King Street to Jane at the west and Humberlea/James Street at the east; extending along the Humber River at the north and Elizabeth/Willow streets to the south. An area on the west side of Queen Street, north of the first two buildings north of King is excluded.

Refer to **Figure 13 Bolton’s Historic Core** for detailed delineation of boundaries.

Bolton's Historic Core Figure 13



12. ROCKSIDE

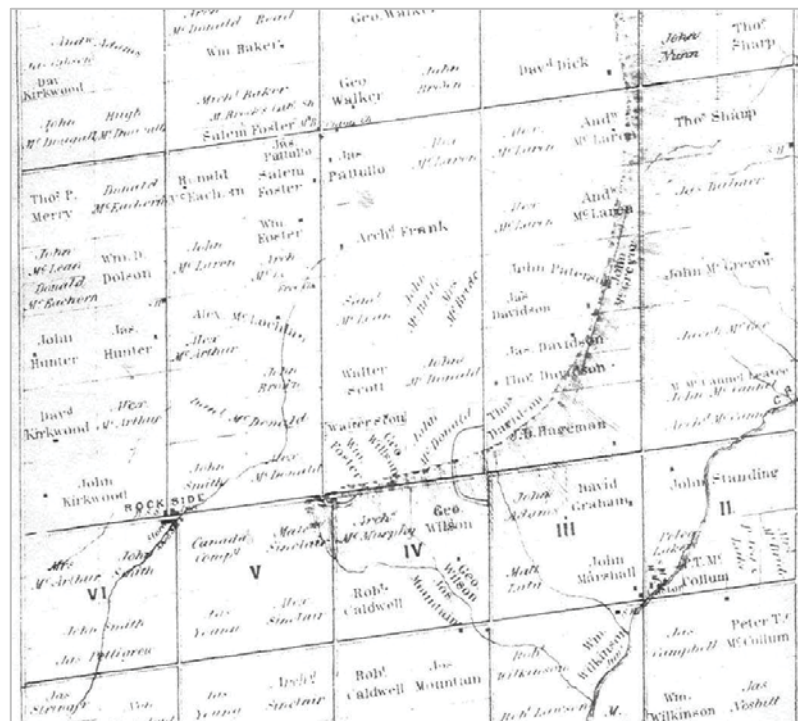
The Town of Caledon Rockside Cultural Heritage Landscape Study (Scheinman et al, 2006, rev. March 2009) provides a more in-depth evaluation and listing of heritage buildings and landscape features identified within the Rockside CHL, and should be referred to for additional information.

12.1 HISTORICAL CONTEXT

The earliest settlers in Caledon Township were a group of Scots originating from the counties of Renfrewshire and Argyllshire in Scotland, an area west of Glasgow and including a number of the Islands, the westernmost being Islay. John MacDonald and his extended family reached the southwest corner of the Township in June 1820, just after the completion of the original survey. They were followed over the next few years by other family members and countrymen.

It is this group of families, largely in place on the land by 1825, opening up a particularly rugged wilderness for settlement, which has come to be known in local lore as the *Rockside Pioneers* (the area being named Rockside, after a village on the Island of Islay). Though on historical maps Caledon's Rockside once identified a tiny crossroads hamlet formed at the corner of Base Line Road (Olde Base Line Road) and Shaw's Creek Road (Fifth Line West), in fact locally, and to the pioneers themselves, it was always understood to refer to the broader area settled by this group of pioneers. This continues to be true though the hamlet itself has long since disappeared.

This area, comprising the southwestern corner of the original Caledon Township consisting mainly of Lots 1-6 in Concessions 3 – 6 WHS and the uppermost lots (Lots 33-34) in the original Chinguacousy Township, is thus considered an excellent candidate *organically evolved* CHL for its direct association with the major Caledon themes of *Survey and Pioneer Settlement* and *Early Subsistence Farming*.



Rockside and area, Tremaine Map 1859

12.2 INVENTORY

1. Physiographic Description

The Rockside study area is located in the southwest quadrant of the Town, its boundaries generally comprised of Olde Base Line Road on the south, Winston Churchill Road on the west, The Grange Sideroad on the north and the Niagara Escarpment on the east.

Lands within the study area lie to the southwest of the Oak Ridges Moraine, and north and west of the Niagara Escarpment, on the rolling uplands of the Paris Moraine. This moraine, which extends westward into Erin Township, is comprised of sandy till and kame deposits deposited by a glacial retreat approximately 14,000 to 5,000 years ago. These glacial deposits have created a hummocky terrain characterized by stony soils, and numerous wet depressions, which are underlain by the limestone bedrock.



View to drumlin east side Winston Churchill Road

Within the study area, a drumlin is visible north of Olde Base Line Road and east of Winston Churchill Boulevard, just north of the Rockfort farm complex.

The study area also includes several minor tributaries of the Credit River, which, combined with the mineral soils and irregular terrain, give rise to the cedar swamps that are characteristic of the area. Located just to the south of the study area, below Olde Base Line Road is the Caledon Mountain Slope Forest, a designated Area of Natural and Scientific Interest comprised of a diverse bedrock plain forest, with wetlands, a peatland swamp and associated fen.



View to Badlands and Olde Base Line Road

hummocky terrain and exposed trenched gullies seen today. It is considered one of the best examples of “Badlands topography” in Ontario, and is designated a provincial Area of Natural and Scientific Interest (ANSI).

In the southeast corner of the study area (just west of Chinguacousy Road and north of Olde Base Line Road) on the edge of the Escarpment is an interesting physiographic feature known as the Cheltenham (or Caledon) Badlands. This phenomena dates to the early part of the 20th century when extensive land clearing caused the loss of topsoil and erosion of the underlying red shale, leaving the

2. Processes

Land Uses and Activities

Farming

The Rockside area was settled as farmland despite the rocky nature of the terrain. Heavily forested, stones and boulders at grade, rock outcrops and lack of soil cover all characterized most of the properties on which the *Rockside Pioneers* came to settle. For many this was not so different from the rough terrain of western Scotland. However, the combination of the rough nature of the landscape and, initially, the lack of frontier skills on the part of the immigrants, made the beginnings of settlement very difficult. As documented by Robert Crichton, son of RP John Crichton, in his memoir, many of the Scottish settlers were completely unfamiliar with the use of the axe, the basic tool of pioneer survival¹. Land clearing, firewood chopping and house building were dependent on its skilled use. Still, necessity and the early arrival in the area of several families skilled in backwoods living, including: Michael Baker, Frederick Frank, Aaron Teeter, James Hunter and James McLaren, led to quick learning and adjustment to the requirements of frontier life².

In general terms then the area followed the agricultural evolution of most of central Upper Canada in the first half of the 19th century but typically more slowly due to the poor quality of the farmland and distance from markets. Thus the period of land clearing and subsistence farming was long compared to that of the farms on the Peel Plain to the south. However, with few exceptions, the farms were never as prosperous as those even a few miles to the south and east. However, as elsewhere wheat was the main crop until c.1860, as is reflected in the proliferation in the area of the three-bay 'English Barn', a barn type developed specifically for the winnowing and storage of grain.

The Reciprocity Treaty with the U.S.A. (1854-65) and the arrival of the railway in the mid 19th century encouraged farmers to diversify, including an increase in livestock for both dairy and beef production. This often led to the raising of the original timber frame barn to allow for a stone storey below for the housing of livestock. Most of the area's surviving barns show this modification. On the larger farms, such as those of Alex McLaren, John Kirkwood and David Kirkwood, second and sometimes third barns were added for specialized functions (e.g. stable). The 1871 Census Return noted that John Kirkwood (Lot 1 Concession 6 WHS) owned 200 acres of land, one house and four barns or stables as well as various carriages, and farm vehicles and equipment that included two fanning mills and a horse rake. The principal livestock were sheep and swine³. His was, for the area, a particularly prosperous farm.

Other crops of some importance in the area through the mid 19th century were peas, oats, potatoes and turnips⁴. The area was blessed with a large number of sugar maple stands and the production of maple sugar at a number of locations continued well into the 20th century

¹ Robert Crichton, The Rockside Pioneers. (Cheltenham: Boston Mills Press, 1977) Chapter 3 (no page numbers).

² Ibid. Chapter 7.

³ Unterman McPhail and Cuming Associates (UMCA). Rockfort Quarry Site Documentation Report prepared for James Dick Construction, August 1998, p.6.

⁴ 1860 Agricultural Census for Caledon.

(e.g. Rockfort farmstead, Lot 1, Concession 6 WHS)⁵. The 1877 Atlas of Peel County map shows that many of the properties had small orchards.

Other than agriculture some small scale 'industrial' activities were undertaken, such as lime-burning as depicted on the 1877 map along Olde Base Line Road (traces of which can still be seen) and stone quarrying, which was largely confined to personal use for house and/or barn construction e.g. the Frank property (Lot 5 Concession 4 WHS) and Rockfort farmstead (Lot 1, Concession 6 WHS).

As with many marginal agricultural areas employment for the *Rockside Pioneers* often had to be found elsewhere to supplement farm income. In the early years this meant having to go quite far afield to the quarries near Kingston⁶ or providing labour for the construction of the Erie Canal.⁷ With the development of the quarries along the Niagara Escarpment in the Credit River valley c.1865, including those at nearby Inglewood, supplemental work could readily be found within the area. As well, provisioning of the substantial workforce for these local quarries provided a ready market for local farmers.

In recent times the farms of the area have not been able to compete with larger holdings elsewhere and agricultural production, with a few exceptions (e.g. the Westerveld hog farm on Winston Churchill Boulevard (Lot 2 W½, Concession 6 WHS), has virtually ceased. Today many of the properties are hobby farms, and, along Creditview Road, horse farms dominate. Hart House affiliated with the University of Toronto since the early 20th century (originally the Patterson farm), is located deep into the interior of Lot 3 Concession 3 WHS. Directly south of Hart House Farm along Creditview Road is the Caledon Riding and Hunt Club.

Fox hunting began in the area with Major Kindersley at Rockfort farmstead at the corner of Olde Base Line Road and Winston Churchill Boulevard, where the fox pens are still in evidence.



Major Kindersley and hounds, Rockfort farmstead, 1963

Early Industry and Commerce

A tiny hamlet, which came to be known as Rockside, developed around the intersection of Olde Base Line Road (the original Township Baseline) with Shaw's Creek Road (Fifth Line West) to the north and the slightly offset Rockside Road to the south (a commemorative name for Fifth Line West in Chinguacousy Township).

⁵ Interview with Rod and Lorraine Symmes.

⁶ Robert Crichton, *The Rockside Pioneers*. (Cheltenham: Boston Mills Press, 1977) Chapter 8 (no page numbers).

⁷ *Ibid.*, Chapter 4.

A small creek crosses Olde Base Line Road at this point, but there is no evidence of a mill, often the catalyst of settlement, ever having occupied this site. By the mid-19th century a small commercial node had developed, catering to some of the basic needs of the farming community.

In 1859 this included a blacksmith's shop, inn, store and a shoe store operated by John McLeod, described on the Tremaine Map as 'a general merchant and boot and shoe maker.'

In 1877 this same array of commercial establishments remained intact⁸ but a Temperance Hall had replaced the inn, indicative of the influence of the temperance movement across the Province at that time⁹. However, as the larger villages and towns of the region became more accessible to the Rockside folk (particularly with the advent of the automobile), this commercial core gradually disappeared, until virtually no trace ('above ground') remains. Despite this, the name continues to be shown on maps to the present day, confirming that the identity of the area rests on much more than the transient hamlet.

Historic Events

The Rockside area was not generally the site of dramatic historic events on the grand scale, though certainly affected and influenced by them. However, the exception was, as for a number of small, disaffected farming communities in the orbit of York (Toronto), the Rebellion of 1837. When William Lyon Mackenzie was in flight after the battle of Montgomery's Tavern, he and fourteen followers are said to have been hidden for two weeks in a cave on the John MacDonald Jr. farm (Lot 1 E½ Concession 4 WHS), kept alive by MacDonald's wife who smuggled food to them despite the nearby presence of government troops¹⁰.

The other site associated with the broader issues of the time was the Grange (McLaren's Castle), the baronial Scottish castle built by Alex McLaren (Lot 5 E½ Concession 4 WHS) and completed in 1864.

The building itself with its grand scale, meticulous stone detailing, and prominent view, became a landmark, known well beyond the area. McLaren himself was involved in local politics both formally as Reeve of the Township but also as the catalyst behind the forming of 'the Grangers', the first united farmers' group which met in the attic of the Castle¹¹.



McLaren's Castle (W.I. Collection, photo courtesy of the McLaren family)

⁸ Peel County Atlas, 1877.

⁹ Robert Crichton, *The Rockside Pioneers*. (Cheltenham: Boston Mills Press, 1977) Chapter 9 (no page numbers).

¹⁰ Berniece Trimble, *Belfountain" Caves, Castles and Quarries*. (Erin: Herrington Printing, 1975) p.28

¹¹ Ibid. p23-27.

Patterns of Spatial Organization

Survey

The survey of Caledon Township was completed in 1819 by Samuel Rykman and was one of the first to be undertaken using the double-front system. In this system the common unit of concession is the half-lot of 100 acres with each half of the 200 acre lot fronting on a different concession line road. These half lots are almost square. Concessions run essentially north-south in this region (actually northwest). At every five lots there is an allowance for a Sideroad.

In Caledon Township, concessions were numbered east and west from Hurontario Street (now Highway 10) with a number of the west concession roads unable to be run across the edge of the Niagara Escarpment. The earliest of the *Rockside Pioneers* were granted 50 acres of land with the other 50 acres of the half-lot potentially held in reserve for the settler until such time as all settlement duties had been performed and a small fee paid¹². The nature of the double front survey described above and the original granting of land as 50 acre (1/4 lot) parcels have had a lasting effect on the pattern of settlement in Rockside. While many early settlers did go on to obtain their 'reserve lot' (the other 50 acres), in a number of cases the second 50 acres ended up in different hands such as with John Crichton and Hugh McLaren¹³. This established relatively dense settlement in some parts of Rockside, as can be seen on both the Tremaine and the County Atlas maps, and constrained the growth of certain holdings. (Dense here refers to the potential for two completely separate farmsteads on the same 100 acres fronting the concession roads).

In association with the influences on settlement patterns described above, natural features played a key role in the siting of houses and barns and indeed in the definition of the community itself, being effectively bounded on the east by the spine of the Escarpment. The curving of this 'spine' also created the unique configuration of Creditview Road which could not go through to meet Olde Base Line Road in its surveyed alignment, but rather had to extend west into Lot 1 Concession 4 WHS before turning south. The location of the MacDonald cemetery at the inside corner of this realignment is one of the distinctive features of the area.

Other key natural determinants of settlement form were the system of springs (desired by the settlers) and creeks (running southwest through the western half of the area), the presence of cedar swamps, particularly through Lot 5 Concession 5 WHS, and the characteristic 'rockiness' of the land, which inspired the Rockside name.

¹² Robert Crichton, *The Rockside Pioneers*. (Cheltenham: Boston Mills Press, 1977) Chapter 2 (no page numbers).

¹³ Ibid.

Most farmsteads were situated within sight of the concession road, though typically down a lane well back from the road itself. The front part of the lot generally was cleared for domestic and/or agricultural activity while the rear of the lot was often left in bush for timber, firewood and maple sugaring. With the double-front system, this meant that the heart of the 200 acre lot could remain quite wild. Properties and fields within properties were demarcated with a variety of fence types, including snake rail and cedar rail, and, most distinctively, the stone and shingle type discussed in more detail in following sections.



Traditional cedar rail fence on Winston Churchill Blvd.

The original pattern of settlement established by the land survey and local topographic imperatives is still dominant, but over the last fifty years has begun to be eroded. Initially, lot severances led to the building of suburban type housing (e.g. bungalows infilling between the original homes and often much closer to the road than the original buildings) and to increased building along the sideroads. More recently estate development has transformed certain areas (e.g. west side of Shaw's Creek Road) where the lots, though large by urban standards, still create a density of development, which was not part of the original settlement pattern.

More promising for the retention of heritage character is the recent tendency to build 'hideaways' down long lanes, hidden from the road. Several recent period home reconstructions appear to have taken into account the traditional setback from the road and orientation of dwellings as well as period vernacular architecture.

In other areas derelict farms and old fields have begun to regenerate, substantially increasing the 'bush' component of parts of the area.



Farm pond and regenerating woodland

Cultural Traditions

Settlement

A number of the early settlers, who have come to be known as the *Rockside Pioneer,s* arrived in Canada together after sailing out of Greenock, Scotland on the *Young Norval*. Others, also mostly Scots from the area to the west of Glasgow, arrived separately. The earliest group was led by John MacDonald¹⁴, who had served in North America during the War of 1812, and was 56 years of age when he emigrated. He became known as the 'Patriarch', as his band included many of his ten children, two of whom were already married and had children of their own¹⁵. In his memoirs Robert Crichton notes that the group, being large, requested land together and, while plenty of land was still available in the near townships of Toronto, Chinguacousy and Esquesing, were duped by the Commissioner of Crown lands, and "forced to penetrate upwards of thirty miles into the almost unbroken wilderness" arriving in June, 1820¹⁶. The MacDonald clan and their traveling companions were truly the first settlers into the area of what was then, the frontier.

John MacDonald took his property on Lot 1 E½ Concession 6 WHS, son James the north-west quarter of Lot 1, and son-in-law William Kirkwood the lot directly to the north (Lot 2 W½ Concession 6). This group hailed from Renfrewshire (MacDonald from the village of Lockwinnoch, Kirkwood from Carisemple Estate near Horwood)¹⁷.

Also traveling aboard the *Young Norval* was John Crichton, a teacher from Paisley, Argyllshire, who after a time in eastern Ontario, made his way to west Caledon Township following the MacDonald clan whom he had met on the boat. At the land agency he selected the 50 acres constituting the north half of Lot 4 W ½ Concession 5 WHS while a fellow Scotsman, behind him in line at the agency, Hugh McLaren, selected the 50 acres directly to the south. At the time both no doubt thought of 50 acres as a great deal of land and took comfort in relative proximity but later, with growing families, would wish that they had been able to obtain their reserve land option.

Among the earliest settlers to the area was James McLaren who had originally emigrated to Canada in 1802. He moved to Caledon in 1820 with his wife Mary McNabb (also originally from Argyleshire), apparently lured by the hilly, scenic qualities of the landscape, unusual criteria for the time. He seems to have received and/or purchased substantial holdings, which included Lot 5 E½ Concession 4 WHS; Lot 5 Concession 3 WHS; and Lot 4 Concession 3 WHS¹⁸.

Alex Patullo of Glasgow arrived in the fall of 1820 and was followed by his son, James, in 1823. Alex settled on Lot 2 E½ Concession 6 WHS, beside William Kirkwood, and James on Lot 5 W½ Concession 4 WHS¹⁹.

¹⁴ MacDonald was also spelled McDonald, as indicated in such sources as the 1877 Atlas of Peel County, and the historic plaque at the family cemetery. This is not uncommon for the time period, however, on the MacDonald family gravestones, the name is generally spelled this way.

¹⁵ Berniece Trimble, *Belfountain Caves, Castles and Quarries*. (Erin: Herrington Printing, 1975), p.13.

¹⁶ Robert Crichton, *The Rockside Pioneers*. (Cheltenham: Boston Mills Press, 1977) Chapter 2 (no page numbers).

¹⁷ Berniece Trimble, *Belfountain" Caves, Castles and Quarries*. (Erin: Herrington Printing, 1975), p.16.

¹⁸ Belfountain-Rockside Women's Institute, *Tweedsmuir History*.

¹⁹ Ibid.

Among other early settlers of Scottish origin was Daniel McLaughlin, who provided a portion of his property Lot 3 E½ Concession 5 WHS for the church and original log school. He also owned the north quarter of the same lot²⁰.

Others who arrived in these first years of settlement included James Hunter, who was raised in Nova Scotia (Lot 3 Concession 6 WHS); Michael Baker from Pennsylvania (just north of The Grange Sideroad) and Frederick Frank, also from Pennsylvania (Lot 4, Concession 4 WHS). These settlers brought already well-honed pioneering skills and thus could act as tutors to the community of recent immigrants.

James Davidson, originally of Ireland, had settled on Lot 3 Concession 3 WHS by 1827²¹.

Thus the nature of the Rockside community was rooted in Scotland, in the region to the west of Glasgow, particularly Renfrewshire and Argyllshire, including the islands. The descendants of these first families intermarried and spread out over the remaining lots in this corner of Caledon, spilling over the Base Line into Chinguacousy to the south and over the Township line into Erin in the west, and forming the essential character of the community to well into the 20th century. Gaelic continued to be spoken here until World War 1²². This area, which came to be known as Rockside (also a hamlet on the Island of Islay), has always been identified with those first settlers who locally achieved notoriety as the *Rockside Pioneers*.

3. Elements

Circulation Networks

Circulation through the area continues to be along the historic concession roads and sideroads, which, with the exception of Mississauga Road, essentially retain much of their original character. While Mississauga Road and Olde Base Line Road are paved, the other roads in the study area remain as gravel roads. Chinguacousy Road at the eastern edge of the study area still dead-ends at the Escarpment and Creditview Road retains its historic re-orientation westward at Lot 1, forming a picturesque corner for the MacDonald cemetery. The curve of the Escarpment, and the rolling terrain that lent itself to the formation of the Badlands, also creates the roller coaster effect of Olde Base Line Road, eastward from this point. The Grange Sideroad, while narrow and winding between Winston Churchill Boulevard and Chinguacousy Road, becomes tortuous where it breaches the Escarpment and has always been impassable under certain conditions (it is closed during the winter months). Olde Base Line Road thus is the key road for east/west movement through the area.

Boundary Demarcations

The clearest area boundary is at the east, formed by the eastern edge of the Escarpment. Rockside nestles up to this natural feature, which curls around it to the southeast and serves as a physical barrier between this area and other parts of the former Caledon and

²⁰ Ibid.

²¹ Ibid.

²² Interview with Lorraine and Rod Symmes.

Chinguacousy townships. This isolation has imbued Rockside with its own unique sense of being a distinct community.

Less clear are the political boundaries. The Townline or Winston Churchill Boulevard separates Caledon from Erin as Olde Base Line Road divides the former Caledon Township from Chinguacousy Township. As well, there is little question that the north side of The Grange Sideroad was very much a part of the Rockside world as is indicated by the headstones at the Greenlaw Corners cemetery. The actual boundary of Rockside is soft in these areas, certainly continuing west a concession into Erin Township, several lots south to Ballinafad Road and at least one lot north of The Grange Sideroad. Beyond that point, to the north, Belfountain would have exerted greater influence.



Patullo-McDiarmid-Simmond stone fence,
Lot 5 Concession 4 WHS

The typical farmstead is bounded by dry stone and/or wood fences, the most distinctive of which is the carefully laid dry stone wall set to a slight 'batter' from base to top, shimmed with cedar shingles at regular intervals at the coursing to maintain consistent level, and capped.

The stone fence at Lot 5 W½ Concession 4 WHS on Mississauga Road is an example of a restored and well preserved section of this type of fence. Referred to as the Patullo-McDiarmid-Simmonds Stone Fence, it was designated in 1993 under Part IV of the *Ontario Heritage Act*.

This fence type, which thus far appears to be unique to this area of Caledon, can be found at the following locations:

- on the Rockfort farmstead at Winston Churchill Boulevard and Olde Base Line Road
- on the east side of Mississauga Road just south of Grange Road (Lot 5 W½ Concession 4 WHS, shown as Jas. Kirkwood in 1877, and a later Patullo property)
- on the west side of Shaw's Creek Road, at the corner of Olde Base Line Road (Lot 1 E½ Concession 6 WHS, part of the original John MacDonald land holding, according to Crichton's memoirs)
- on the east side of Shaw's Creek Road (Lot 2 W½ Concession 5 WHS, which is shown as Jas. MacDonald on the 1877 Atlas map)
- around the MacDonald cemetery (which is shown as owned by Daniel MacDonald on the 1877 Atlas map)

Other early typical fence types in the area include stone pile fences (essentially out of stone rubble and not really laid) associated with land clearing, cedar rail fences (mostly rebuilt) and a combination where the stone 'piles' are surmounted with a cedar rail fence. Along Creditview Road the most prevalent fencing is the board fence associated with the horse farms. Each fence type imparts a particular visual rhythm to the landscape.



Rockside stone fence with cedar shims at the MacDonald family cemetery

Vegetation Related to Land Use

Since the clearing of land was a necessity of life in the settlement of the townships, there is little original vegetation remaining from the historic period of Rockside. Due to the necessary scale and competitiveness of modern farming, agriculture, always marginal in this rocky landscape, has all but disappeared, and many fields are returning to a vegetated state through natural succession. Much of these regenerating areas comprise wet-loving species, which would have naturally occurred along the streambanks and in the low-lying depressions, accompanied by balsam poplar, cottonwood, basswood, birch and other early successional species.

Air photo interpretation shows some remaining areas of mature woodlot, likely associated with the woodlots and sugar bushes of the 19th century farms, as well as extensive conifer plantations. More extensive forested areas can be seen in association with the Escarpment edge, although previously disturbed through the various quarrying operations that took place during the late 19th and early 20th centuries. Regrettably, as in the rest of Caledon and Southern Ontario in general, there are few heritage trees remaining in the Rockside study area. Generally the remaining heritage trees along the roads are sugar maple, although a few oak were noted along Creditview Road.



Typical tree-lined farm lane

Heritage trees are typically found along the road frontages of the heritage farms and lining the farm lanes. Due to the overall age and condition of these heritage trees, intervention will be required to ensure preservation, and their future is made uncertain by the continued threat of Regional road widening. Many mature trees are now contained within regenerating fencerows and forested areas, making the formal tree lines less distinct. More limited in this area, but still present, are windbreaks of Norway spruce or cedar adjacent to the building clusters.

Although numerous and frequently large orchards are shown on the 1877 County Atlas map, there was no evidence of maintained orchards observed during the windshield survey undertaken for this study. Some remnant orchard areas and 'escaped' apple trees can be seen in the regenerating areas and in hedgerows. Closer observation of individual heritage properties would likely reveal the remains of former orchards (as seen at the Rockfort farmstead).



Remnant orchard at property on Shaw's Creek Road

Buildings, Structures and Objects

Churches, Schools and Cemeteries

The Scots who settled Rockside were almost all of Presbyterian background and many, notably the former teacher, John Crichton, carried with them as well a belief in the importance of education. By the early 1830s a log building had been erected to act as a school and church following the organization of the Presbyterian congregation of West Caledon in 1831. It appears to have been located on the east side of Mississauga Road in close proximity to the extant c. 1890 stone schoolhouse. Prior to that time services had been held at the home of John Macdonald. With the formal establishment of a Presbyterian congregation Duncan Macmillan, a minister, who like many of his new flock, also was from Argyllshire and could preach in Gaelic as well as English, was inducted.

In 1835 a plot was procured from Daniel McLachlan for the construction of a church and for use as a burying ground. In 1837 the timber framed 'White Church' (later the Melville Church, Rockside) was built by Daniel McMillan of Erin and served the community until 1964²³. The church has undergone restoration in recent years, and is being used for special events such as weddings.

The cemetery contains the monuments of many of the *Rockside Pioneers* dating back to the earliest burials in the community, and including much of the Kirkwood family. It is still being used for interments. The site has become the focus for reunions of former Rocksiders.



Melville Church and Cemetery

²³ Berniece Trimble, Belfountain Caves, Castles and Quarries. (Erin: Herrington Printing, 1975), pp.103-107.

The other church within the community stood at Greenlaw Corners (now Mississauga Road and The Grange Sideroad) and was known as the Union or Congregational Church. While it originally also had a burying ground and parsonage, by 1900 it had fallen into disuse with many of the members joining the Melville Church. Greenlaw also appears to have included a smithy and Temperance Hall c. 1875. Nothing above ground remains of these buildings. However, the Greenlaw Corners Congregational church site remains as a pioneer cemetery with a number of the headstones having been reclaimed and set in two rows at the rear of the lot.



Greenlaw Corners Pioneer Cemetery

An extremely important and prominent burying ground is the MacDonald family cemetery at Lot 2 E½ Concession 4 WHS, Creditview Road on the property originally settled by John MacDonald Jr. (son of the 'Patriarch'). John Jr. had initially settled in Kingston with his wife, Jean Smith, to work as a foreman in the quarries, but moved into the Rockside area around 1825²⁴. It is here that John MacDonald 'the Patriarch' (d. 1840) and his wife Margaret McDonald (d. 1845) are laid to rest. Surrounded by the characteristic dry-laid stone wall of the Rockside area, with an iron gate, and shaded by mature trees, the MacDonald Cemetery continues to be a well maintained, almost prototypical 19th century burying ground.



MacDonald family cemetery, Creditview Road

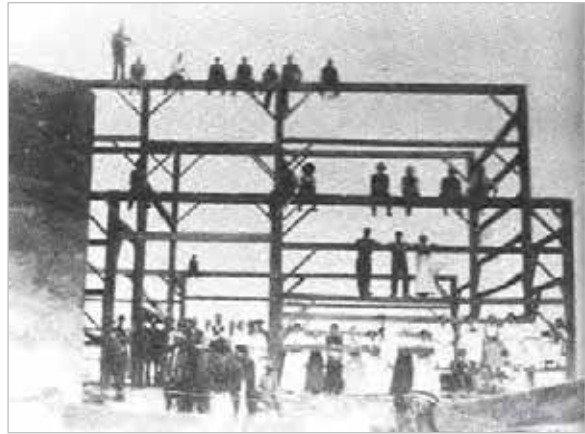
The installation of a post office within a rural area conferred recognition of that area as an identifiable entity. The Rockside post office was established at the property of David Kirkwood (Lot 2 W½ Concession 6 WHS) the Kirkwood homestead, by 1861. It remained until 1876 when it was transferred to the Rockfort farmstead, home of his older brother John, on the property directly to the south. The post office remained at the Rockfort farmstead until 1913²⁵. By 1877 the Grange, castle-like home of Alexander McLaren, provided a second post office in the area. However, it was the post office at the southwest corner of the Township that was always known as Rockside.

²⁴ Ibid. p. 37.

²⁵ Unterman McPhail and Cuming Associates (UMCA). Rockfort Quarry Site Documentation Report prepared for James Dick Construction, August 1998.

The location of the original school on Mississauga Road has already been noted. Prior to 1860 a second, frame schoolhouse was built at the northeast corner of James Hunter's 50 acre lot (Lot 3 E½ Concession 6 WHS). This building, with a raised teacher's dias, seems to have served the community for a long period.²⁶ Shown at this location on the 1859 Tremaine Map and the 1877 County Atlas map, it was finally superseded by the fine stone schoolhouse on Mississauga Road in 1890. The stone school, built apparently in close proximity to the original log school, operated until 1963. It now makes a very impressive private home.

As in many closely knit rural communities, neighbours assisted each other in the larger tasks which confronted them, often imbuing the activity with the air of celebration. Local barn raisings, quilting bees and maple sugaring are all documented as having continued well into the 20th century.



Barn raising at Maple Hill Farm

Dwellings

The time consuming rigours of land clearing and the necessity of establishing some subsistence crops meant that settlers had to initially construct very rudimentary wood shanties in which to live. Crichton notes that this group of Scots had no background as woodsmen, increasing the difficulty of initial settlement and suggesting that their original structures would have been particularly basic. However, quite early on, the Scots were augmented by other settlers, transplanted from Pennsylvania and Nova Scotia, who transmitted their well-honed pioneer skills to the general community.

While the most obviously notable heritage homes in the area are of stone or brick, by far the greatest number of farm houses were originally modest one or 1 ½ storey log or frame dwellings. Of the 14 structures documented in the area in the 1851 census, six were log, six were frame and two were of stone. Of interest is that the stone structures belong to John Kirkwood and James McLaren respectively. Both Kirkwood and James' son, Alex McLaren, eventually built the most substantial stone dwellings in the Rockside area. Because of all the timber available and the relative ease of erection, wood structures were the overwhelming choice as the settler's first permanent house. Given the marginal nature of farming for many in the area, these houses remained the family domicile until at least the late 19th century. Brick was not commonly used in Rockside until c.1880.

There are several reasons for the lack of obvious surviving examples of these early frame and log homes including: the inherent transience of the material, i.e., subject to decay and fire; their finally being superseded by masonry dwellings; their being renovated and covered in later siding obscuring their early origins and, there being a greater tendency for 'new owners' to demolish rather than gentrify/restore these modest buildings. This is one of the reasons

²⁶ Berniece Trimble, Belfountain Caves, Castles and Quarries. (Erin: Herrington Printing, 1975), pp.118-119.

why the Westerveld farmhouse (Lot W½ Concession 6), clearly at its root a very early frame building and likely the original William Kirkwood home (see below), is so significant. It may well be the last and/or best preserved of that first generation of *Rockside Pioneer* homes, and is associated with one of the key families. Other important remaining early timber homes include: the reasonably well preserved 1 ½ storey center-gabled, shiplap sided dwelling on Lot 3 Concession 5 WHS facing Shaw's Creek Road and associated originally with the McArthur family; the Teeter house on the north side of The Grange Sideroad; and the Thomas Foster House, across from the Melville Schoolhouse. The Thomas Foster House, although much changed with new siding, window treatment and additions, is still the residence of a Foster descendant. There are several other frame structures, which may be quite early, but if so have been significantly changed and/or are in very poor condition.

Typically most of the early dwellings, including those of stone, were three bays (door flanked by a window on each side), originally one or 1 ½ storey with a medium pitched gabled roof, relying on the end gable windows to light the second floor, and a chimney(s) at the end wall. The dimensions were not much beyond that of the classic pioneer log home (18' x 24'). Usually this comprised four or five rooms on the ground floor (depending on whether a hall was included). Earliest additions would include a kitchen 'tail', a center gable with window to light the upstairs hall and a porch or verandah. The stair at the Westerveld House was found to have been built around a floor to ceiling newel at the enclosed chimney corner. The full height newel is a medieval form (precursor to the modern spiral stair) and its location in the Westerveld House is as was often found in early log dwellings. It is often difficult to distinguish between the early frame and log houses as typically both were covered with some form of siding.

The Westerveld House exhibits other features that were probably typical of the earliest permanent homes, such as the exposed second storey floor beams with tongue and groove floor boards above as the ceiling of the main storey. The beam edges were beaded as a decorative touch.

While log and frame were the predominant house types for the first half of the 19th century, it is clear that a stone house was considered more desirable and, if a Rockside family could, they did eventually build in this material. Indeed, the material, largely sandstone and dolostone, was abundant. It harked back to the traditional construction of their homeland, and a number in the community had experience working with it. John MacDonald Jr., son of the 'Patriarch', is documented as having worked as a foreman in the quarries of Kingston upon the family's arrival in Upper Canada, and many of the Rockside men were known to have worked there and in the construction of the Erie Canal to supplement their farm income. Later in the century of course, many would work from time to time at the growing number of quarries located along the Escarpment edge near the Credit River.



Log house at Lot 5 W1/2 Concession 4 WHS

Based on the 1851 Census, the only two stone homes in the area in 1851 were those of John Kirkwood (Lot 1W½ Concession 6 WHS) and James McLaren respectively. At present, of the 30 houses surveyed and considered to date to pre World War II, eleven are stone and most were constructed between 1870 and 1900. The Alex McArthur House (Lot 2 E½ Concession 6 WHS)) would appear to be typical of those constructed prior to 1870 in being the standard three bays with a Gothic center gable laid up in roughly squared dolostone, probably found on the property itself, with slab type lintels. Less typical are the paired casement windows at each front opening.

Alex McLaren's building of his 'Castle', the Grange, planned and built over approximately 10 years and finally completed in 1864, was a watershed for stone construction in the area. The quantity and quality of stone he required acted as a catalyst to the development of the Inglewood area quarries. Furthermore, to realize his dream he brought in particularly accomplished masons and fine stone carvers. His 'Norman' castle, apparently based on an actual Perthshire castle, had little connection to the local vernacular tradition but the high quality of cut stone detailing introduced by McLaren appears to have influenced the major renovations undertaken by John Kirkwood c.1876 and the home of Archibald Frank (Lot 4 W½ Concession 4 WHS), 1886. The Frank family case is instructive as they lived in their original log home (presumably dating to c.1830) until they finally built a large stone residence surmounted by a belvedere. The log structure survives on the Frank property adjacent to the stone house.

Indeed, several other log buildings survive adjacent to their successor buildings, including on the lot directly to the north of the historic Frank property, which has Patullo and Kirkwood associations, and Lot 2 W½ Concession 3 WHS noted as Thomas Davidson's property on both the 1859 and 1877 maps.

Despite its popularity throughout Peel, brick came late as a building material to the Rockside area and never was as prevalent as elsewhere in the region. Most examples follow the typical vernacular three bay treatment discussed above, e.g. Hart House Farm, and are of the red brick with buff detailing so characteristic of the broader area. The most articulated example would be 'Maple Hill Farms' (Lot 2 W½ Concession 5 WHS) constructed in 1890 for Daniel Robert Macdonald, great grandson of the 'Patriarch', on property which had been in the family since 1834 and remained in Macdonald possession until c.1960. The two-storey home at Maple Hill Farms combines stone (window hoods) and buff brick (decorative string course) detailing with the red brick. An 'L' plan with bay windows and dormers, it comprised fifteen rooms when built. It superseded a more typical five room brick house which had replaced the original log dwelling²⁷.



Typical barn of the Rockside area

²⁷ Berniece Trimble, Belfountain Caves, Castles and Quarries. (Erin: Herrington Printing, 1975), p. 37-39.

Barns/Outbuildings

Once again the earliest barns were undoubtedly rough log structures, none of which are known to have survived. As elsewhere they would have been quickly superseded by heavy timber frame structures. The earliest frame barn in the area is associated with Aaron Teeter, who settled on The Grange Sideroad c.1822²⁸ and is shown on the 1877 map as occupying the southwest corner of Lot 6 W½ Concession 5 WHS. An early timber frame barn remains on this lot today. Indeed the associated house, now covered with insulbrick and somewhat deteriorated with one window opening altered, still gives many indications that it is a very early frame dwelling. The barn is typical of most that survive today, essentially a modified 'English Barn'.

The English Barn, as the name suggests, has its origins in 17th century Britain. This barn type is also known as a three bay barn due to its internal division into three functional areas, essentially two mows and a threshing floor under a medium pitched gable roof. The classic version of this type of barn never had a livestock function but was solely designed for the storage and processing of wheat. Hand threshing was undertaken in the central space. Unthreshed grain was stored in one side bay, and during the fall and winter threshed by hand using a flail on the central threshing floor. The threshed grain and straw were separately stored on the other side in the opposite bay, the grain in built-in bins. The back doors could have been opened along with the front to winnow grain by the creation of natural drafts.

Wheat was the first 'cash' crop of Upper Canada and the 'three bay barn', well known to the settlers, was a natural choice for the typical early farmstead. However, as agriculture became more diversified and more focused on livestock, many of these timber structures were raised and an extended stone foundation built below to house the animals. As part of the Rockfort barn complex there is a three bay timber frame barn with stone storey below, which has a datestone of 1865 in the stonework, presumably the date of the new foundation (the timber frame is clearly much earlier). Of course, barns built after the mid 19th century were built with this two-storey treatment.

While the great majority of the barns in the Rockside area are timber with a stone lower storey, there are also several full stone barns constructed of the dolostone and sandstone found and/or quarried right on the farm sites. These include the small barn at Hart House farm; the Rockfort stone barn with its flared ventilation slits (ventilation was key to the storage of grain due to the possibility of spontaneous combustion), and datestone of 1864; and, the stone barn at the Westerveld farm complex.

Barns built in the last quarter of the 19th century and early 20th century were often built with gambrel roofs, and a number of earlier barns were renovated to that roof form. The gambrel roof had the advantage of increased loft capacity for hay storage (e.g. the large barn on the Frank property and the barn associated with 'Stonehouse').

²⁸ Ibid. p.37.

It has been suggested that the northeast stone barn at the former Westerveld Farm was originally a drive shed ²⁹. This is also probably the original function of the long stone building which forms a part of the Frank barn complex, though given the length of the building it probably was the stables as well. Other surviving outbuildings of note are the stone sheds on the Rockfort and Westerveld properties, the former of apparently early origin while the latter dated with a datestone to 1891. However, it is likely that others would be revealed in a detailed study of other surviving farm complexes. Milk houses, springhouses, forge barns, and smokehouses were likely common and several may yet be identified.

It is known that maple sugaring was a favourite seasonal activity and sugar shacks are still to be found at the key area sugar bushes, such as the current Symmes property (just south of Olde Base Line Road in former Chinguacousy Township). Many of the properties had springs which became a main source of drinking water, cooling and for watering livestock. The springs were an important feature of the Rockfort farmstead.

Farmsteads

The farm complexes that typify the Rockside area may be characterized as follows:

Buildings are set well back from the road with the house located on a rise reached by a tree-lined lane. The drive continues to the rear of the house dividing the rear of the domestic yard from the farm buildings and then continues to the modified three-bay barn.



Typical farmstead (Winston Churchill Boulevard)

Although a single barn was common, many of the properties exhibit barn complexes that have evolved to deal with expanded capacity and diversified usage, such as at the Westerveld and Rockfort properties.

The following are key historic properties in the area. For a complete list of the built heritage structures contained within the Rockside Cultural heritage Landscape Study, refer to the Character Defining Elements in section 12.4. Additional information is contained in the Rockside Cultural Heritage Landscape Study Appendix: Built Heritage Inventory.

²⁹ Unterman McPhail and Cuming Associates (UMCA). 'Rockfort Quarry Site Documentation Report' prepared for James Dick Construction, August 1998.

The Rockfort Farmstead (Lot 1 W½ Concession 6 WHS)

John Kirkwood, grandson of John MacDonald (the Patriarch), built one of the first stone houses in the area on the property originally granted to James MacDonald, and developed much of the extensive barn complex still present today, including an early timber frame barn raised on a stone foundation in 1865 and a c.1864 stone barn with ventilation slits. The c.1850s house, virtually rebuilt in 1876, is one of



The Rockfort Farmstead

the finest stone houses in the area. With the house, barn complex, stone fences (including sections of the area's unique stone fence type incorporating cedar shims), woodlot (including vestigial sugar bush), vestigial quarry and lime kiln, orchard and spring, this is one of the most intact, and certainly the most historically significant, farmsteads in the area.

The Westerveld Farmstead (Lot 2 W½ Concession 6 WHS)

The current Westerveld hog farm was originally the pioneer property of John MacDonald's son-in-law, William Kirkwood. William Kirkwood's younger son, David, came into ownership of the property in 1857 and was Rockside's first postmaster. The house on the property, though now covered in vinyl siding and with an addition at the front, appears to be the original family homestead. It still retains the exposed beamed ceiling and boxed winder stair around the fireplace, characteristic of the area's earliest homes (c.1830). As one of the earliest surviving homes with features that have been lost elsewhere, and likely built by William Kirkwood, it is a very significant structure.

The barn complex is extensive, including a stone barn built into grade, a timber frame barn on stone foundation, stone carriage house and a small stone building set closer to the house than the barns, which may have been a smokehouse or dairy. The stonework on this ancillary building exhibits the same rough slab lintels as seen on the Alex McArthur House (Lot 2 E½ Concession 6 WHS).



Stone 'dairyhouse' at Westerveld

**‘Stonehouse’
(Lot 2 E½ Concession 6 WHS)**

This house, associated with Alex McArthur, is the best example of the area’s typical three bay, one and half storey, gabled cottage with center gable executed in stone. It has the irregular stone slab lintels of the vernacular stonework in the area of the 1860s, and was certainly built after 1851 when McArthur was assessed for a log house.

The house with its kitchen ‘tail’, the mature trees, stone fence at the road and large barn and pond to the north together present a particularly picturesque ensemble. The beginnings of the pond can be seen on the 1877 Atlas map as a spring which was also the source for the creek that still runs across Olde Base Line Road.



‘Stonehouse’

**Maple Hill Farms
(Lot 2 W½ Concession 5 WHS)**

This property remained in the MacDonald family until 1955 when it was sold to the Graveleys (the current owner.) Daniel MacDonald, son of the ‘Patriarch’, came from Scotland in 1834 and settled on this lot. It was his son, James MacDonald, who developed the property and his grandson who replaced the modest brick house in 1891 with a fifteen room, highly detailed brick ‘L’ plan dwelling with bays and dormers that incorporated stone quoins and window arches and patterned stringcourses ‘picked out’ in buff brick.

The longevity and evolution of the MacDonald family on the land in Rockside is reflected in this property.



Maple Hill Farm

The Melville Church and Cemetery (Lot 3 E½ Concession 6 WHS)

Known originally as the 'White Church', this heavy timber frame building was the focus of Rockside life from 1837 until 1964, when its congregation disbanded. It is perhaps the most tangible symbol of that community. The cemetery is the largest in the immediate area and contains the headstones of many of the *Rockside Pioneer* families. The restoration of the building using fund-raising is indicative of its important place in local memory.



Melville Church and Cemetery

The MacDonald Cemetery (Lot 1 E½ Concession 4 WHS)

Located on Creditview Road, on what was originally John MacDonald Jr.'s property, this family burying ground is the equivalent of a *Rockside Pioneer* shrine. Maintained by the MacDonald family descendants, it includes the graves of other *Rockside Pioneers* who were members of the extended family, and is enclosed by the characteristic Rockside stone fence.



'Rockside' stone fence with cedar shims at MacDonald cemetery

**Stone Schoolhouse, Frank Property, Patullo-Kirkwood Property
Lots 4, 5 Concession 4 W½ WHS**

The grouping of the 1890 stone schoolhouse with the Frank property to the north and the Patullo/Kirkwood property at the sideroad corner represents a particularly rich concentration of features and historic associations. Both farmsteads still retain original log dwellings as well as the current stone homes built later in the 19th century, with the Frank house distinguished by a belvedere. They both retain outbuilding complexes including large main barns and, at the Frank property, a stone stable.



Patullo/Kirkwood farmstead

The characteristic stone fence with wood shims runs along the roadside property line of the Frank and Patullo/Kirkwood properties, with the latter section considered the best extant example of this unique fencing type (though partially rebuilt).



1890 Stone Schoolhouse, Mississauga Road

**The 'Grange'
(Lot 5 E½ Concession 4 WHS)**

Built for Alex McLaren, son of *Rockside Pioneer* James McLaren, 'the Grange' at its completion in 1864 was one of the wonders of the region. Designed to closely imitate a Perthshire castle and constructed of local stone, it was a key factor in the opening up of the important quarries at Inglewood and the increase in stone structures in the area. Within it, McLaren entertained some of the important men of the era and it was at



The 'Grange'

'the castle' that he helped form the first united farmers group, the 'Grangers'. For a time a post office was maintained on the premises. Though much denigrated by fires in the 1960s and altered through several renovations, it still remains an impressive structure, its historic reputation such that it still is noted on maps.

Settlement Clusters

Nothing remains of the one node of settlement within the study area, that being the hamlet of Rockside itself. Shown on historic maps as including a smithy, store and Inn by 1859, and a smithy, store and Temperance Hotel by 1877, it had clearly developed to serve this rather isolated area. However, with the advent of better roads and later the common use of the automobile, residents could readily travel to larger centers where a greater variety of products and services were available.

Archaeological Sites

There has been no systematic archaeological survey of the study area. Archaeological investigation at the Rockfort and Westerveld properties, undertaken as part of the James Dick quarry application, found five prehistoric archaeological find spots (yielding isolated artifacts) but no larger site and/or encampment related archaeological activities³⁰. Local lore has it that there was an Indian encampment on the Frank property when they took possession in 1827 and that many prehistoric artifacts (including some related to maple sugaring) have been found on the Frank property during ploughing³¹. Apparently many artifacts were also found during the Sharp ownership of *Tweed Airigh* (Winston Churchill Boulevard at The Grange Sideroad). Where springs and creeks are present and along the rim and base of the Escarpment, the potential for prehistoric campsites must be considered relatively high.

There is clearly a high potential for historic archaeological resources throughout the study area, with the highest potential related to the earliest settled lots which have remained relatively undisturbed (including the Rockfort and Westerveld properties). Archaeology could still possibly reveal much about the location of the structures at the hamlet of Rockside and of the original church/school across from Melville Church.

4. Site Context

Cultural landscapes draw their character from human interaction with the natural features of an area, which are interdependent on one another and which may extend well beyond the boundaries of the historic area. The rolling moraine on which Rockside is situated lies nestled against the curve of the forested Escarpment and defines this area's perimeter on the east and the south. Beyond the Escarpment, the land descends sharply to the valley of the Credit River. The confluence of these features influenced an industrialized form of development in the former mill/quarry towns of Terra Cotta, Inglewood and Cheltenham, which is distinctively different from that of the Rockside area.

³⁰ York North Archaeological Services, 'A Stage I-II Archaeological/Heritage Assessment of the Proposed Rockfort Quarry Site, August 1977, pp.37-39.

³¹ Berniece Trimble, Belfountain Caves, Castles and Quarries. (Erin: Herrington Printing, 1975), p. 35.

Immediately to the north and west of Rockside, the physical differences are less distinct. The lobe of the moraine extends north to the Belfountain area where it again meets the Escarpment and Credit River, and to the west, well into Wellington County. Through this area, the moraine uplands give rise to similar topography and vegetation, making the physical aspects of the Rockside boundaries less distinct in this direction.

The edge of the Escarpment offers dramatic views over the farmlands of the Peel Plain. Views internal to the Rockside area are generally local rather than long range, and terminate with the crest of a hill or a woodland edge. The rolling land affords scenic vantage points along many of the unimproved north-south roads, although with the increase in successional vegetation many of these views will have changed from the latter half of the 19th century when much of the land was in agriculture.

12.3 EVALUATION

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

Significance

Significance Criteria

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

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

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

Conclusions

In light of the findings of the Rockside Candidate Cultural Heritage Landscape Study, the Candidate CHL referred to as Rockside is considered to be of heritage significance under several categories, particularly 'A', 'B' and 'C', as outlined below.

Category 'A'

- Earliest settlement in Caledon Township hence the *Rockside Pioneers*;
- Sheltering of Mackenzie during his flight following the failed rebellion;
- Establishment of the Grangers' – first farmers' union.

Category 'B'

- John MacDonald – '*patriarch*' of the original settlers from the *Young Norval*.
- William Kirkwood – son-in-law of the *patriarch* and father of:
 - David Kirkwood, first postmaster of Rockside and,
 - John Kirkwood, postmaster, successful farmer, influential personage who built the Rockfort farmstead, one of the first stone homes in the area;
- James McLaren – arrived in the area around the time of John MacDonald but from elsewhere in Canada and father of:
- Alex McLaren for whom the Grange, an area landmark visited by many notable contemporaries, was built, and founder of the Grangers.

Category 'C'

- The Rockside area still manifests the original settlement of western Scots, largely Presbyterian, into lands which almost equaled the rocky ruggedness of their homeland, within the lot divisions of the double front survey system.

12.4 STATEMENT OF SIGNIFICANCE

The area still known as Rockside, the southwest corner of the former Caledon Township, was the first area of Caledon Township to be settled. The 'Patriarch', John MacDonald, brought his extended family, including son-in-law William Kirkwood, from Renfrewshire, Scotland to the heavily forested and rocky lands between the surveyed Township Line on the west and the dolostone spine of the Escarpment in June 1820, not long after the completion of the original Township survey. They were joined shortly thereafter mostly by countrymen (including the Crichtons who had made the Atlantic crossing with them on the *Young Norval*) from Renfrewshire and neighbouring Argyllshire, but also several families such as that of James McLaren, who had been in North America for one or more generations and thus were able to promulgate the necessary backwoods survival skills within this largely inexperienced pioneer community. It is this group of families, largely in place on the land by 1825, opening up a particularly rugged wilderness for settlement, who have come to be known in local lore as the *Rockside Pioneers*.

This community, largely made up of clans from the west of Scotland and initially topographically isolated from the eastern section of the Township by the spine of the Escarpment, developed into an internally coherent and distinct entity. Offspring of the original settlers married into each other's families and quickly filled the remaining lots within the area. John Kirkwood established the finest farm in the area, while James McLaren's son, Alex, constructed the locale's most distinctive residence and founded the Grange movement. Given the difficult living conditions it is little wonder that Rockside was very sympathetic to the Mackenzie cause and apparently Mackenzie was given extended shelter in a cave on the John MacDonald Jr. farm during his flight from Toronto. While Rockside evolved along with the rest of the region, cultural traditions were maintained in that Gaelic was still being spoken up until World War I. This coherence was manifested in the consistent forms and materials of buildings, walls and fences and the lay-out of farmsteads overlaid on the primary land pattern established by the original double front survey and the Escarpment.

This cultural heritage is still clearly manifest in a mosaic of features, the character defining elements of the area. Furthermore, the most significant of these elements, the 'touchstones' of the Rockside identity such as the Melville Church, the MacDonald Cemetery, Rockfort farmstead and the Westerveld farmhouse, remain in place and continue to evoke the *Rockside Pioneers*.

All landscapes change and evolve so it is really the extent and nature of such change that determines whether the heritage character of a cultural landscape remains identifiable and generally intact. In the Rockside area, always a marginal farming community and in close proximity to the GTA, it was almost inevitable that a number of the original lots would be subdivided for more residences and that former farms would become hobby and horse farms, and this is what has indeed occurred.

The process of modern (since 1960) residential development is evident in parts of Rockside, including the middle lots along Winston Churchill Boulevard; Lots 3 and 4, west side of Shaw's Creek Road and the south section of Mississauga Road. A number of horse farms are now located along Creditview Road, with their characteristic board fences establishing their own rhythm across that uneven terrain.

Still, many of the large recent 'estate' homes off The Grange Sideroad and along Creditview, for example, are set far down treed lanes and not visible from the road while others, such as several along Shaw's Creek Road, have opted to build in a manner intended to replicate the local vernacular, including traditional setback, treed lane and fencing. While this kind of development still has an impact on the integrity of local heritage character, it is relatively subtle compared to more obvious and broader kinds of approaches.

Most important though, is that despite the inroads of this modern residential development, as of this time the original settlement pattern is still readily discernible and the landscape still remains predominantly one of heritage farmsteads. The tapestry of farmhouses, outbuilding complexes, fences, windrows, hedgerows, woodlots etc. set along the original concession roads and sideroads and nestled into the bend of the Escarpment to the east remains generally visually intact, albeit slightly torn in a few places. It is true that many farm fields have become 'old fields' regenerating back to a bush condition, but this is a relatively benign form of change.

Furthermore the key places of the area, which are the 'touchstones' of the Rockside identity, such as: Melville Church; the MacDonald Cemetery; Rockfort farmstead; and the stone schoolhouse, remain in place and continue to evoke the *Rockside Pioneers*.

Lastly the 'concept' of Rockside and the *Rockside Pioneers* is not something developed by current historians or cultural tourism specialists, but rather has always been a part of local lore in understanding the beginnings of settlement in Caledon Township.

It is thus considered that 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 areas derives its significance, can be understood and appreciated.

Character Defining Elements

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

Buildings and Structures

Bolded are noted as 'character defining elements' in the Rockside Cultural Heritage Landscape Study.

RS-1 The 'Grange' (McLaren's Castle), (Lot 5 E½ Concession 4 WHS)

RS-2 15911 Creditview Road 'Hart House Farm', (Lot 3 E½ Concession 3 WHS)

RS-3 15747 Creditview Road, remains of stone house at Riding and Hunt Club, (Lot 2 W½ Concession 3 WHS)

RS-4 Abandoned cottage c.1940, (Lot 2 W½ Concession 3 WHS)

RS-5 15647 Creditview Road, 'Thomas Davidson farm complex', (Lot 2 W½ Concession 3 WHS)

RS-6 The MacDonald Cemetery, Creditview Road' (Lot 1 E½ Concession 4 WHS)

RS-7 former John MacDonald Jr. Property, Creditview Road (Lot 1 E½ Concession 4 WHS)

RS-8 'Tower House', unique structure on Creditview Road (Lot 1 E½ Concession 4 WHS)

RS-9 15428 Creditview Road, 'Alex MacDonald property', (Lot 1 E½ Concession 4 WHS)

RS-10 Tin shingled barn, on former MacDonald property (Lot 1 E½ Concession 4 WHS)

RS-11 15663 Mississauga Road, 'David MacDonald property' 1877, (Lot 1 E½ Concession 4 WHS)

RS-12 Derelict barn, former Alex McLaughlin property, Mississauga Road (Lot 3 E½ Concession 5 WHS)

RS-13 15962 Mississauga Road, 'Melville White Church/Cemetery', (Lot 3 E½ Concession 5 WHS)

RS-14 16015 Mississauga Road, stone schoolhouse (Lot 4 W½ Concession 4 WHS)

RS-15 16065 Mississauga Road, ' Frank property' (Lot 4 W½ Concession 4 WHS)

RS-16 16311 Mississauga Road, 'Patullo/Kirkwood property, and the *Patullo-McDiarmid-Simmonds Stone Fence', (Lot 5 W½ Concession 4 WHS)

RS-17 Early 1½ storey frame house and barn on former Teeter farmstead, Shaw's Creek Road, (Lot 6 W½ Concession 5 WHS)

RS-18 15668 Shaws Creek Road, 'Stonehouse', (Lot 2 E½ Concession 6 WHS)

RS-19 15719 Shaws Creek Road, 'Maple Hill' Farms, (Lot 2 W½ Concession 5 WHS)

RS-20 15859 Shaws Creek Road 'Duncan McArthur farmstead', (Lot 3 W½ Concession 5 WHS)

RS-21 Frame structure (possibly with early structure at its core), Shaw's Creek Road, (Lot 3 E½ Concession 6 WHS)

RS-22 16089 Shaws Creek Road, 'McLaren farmstead' (Lot 4 W½ Concession 5 WHS)

RS-23 Old frame barn, Shaw's Creek Road likely associated with McLaren Farmstead

RS-24 16245 Winston Churchill Road 'Tweed Airgh', Sharp farm, (Lot 5 W½ Concession 6 WHS)

RS-25 Erin Township property (W. side of Winston Churchill Road)

RS-26 Erin Township property (W. side of Winston Churchill Road)

RS-27 15349 Winston Churchill Road, former Alex MacArthur property, (Lot 34 W½ Concession 6 WHS, Chinguacousy Twp.)

RS-28 15547 Winston Churchill Road, 'Rockfort farmstead' (Lot 1 W½ Concession 6 WHS)

RS-29 15669 Winston Churchill Road, 'Westerveld farmstead', (Lot 2 W ½ Concession 6)

RS-30 Erin Township property (W. side of Winston Churchill Road)

RS-31 Small frame dwelling, possibly with early structure at its core, former Hunter property, Mississauga Road, (Lot 2 W ½ Concession 6 WHS)

RS-32 Abandoned barn, north of 15819 Winston Churchill Road, (Lot 3 E ½ Concession 6 WHS)

RS-33 15429 Shaws Creek Road, multi-gabled frame dwelling, (Lot 1 W ½ Concession 5 WHS)

RS-34 'McEachern house', Shaw's Creek Road, (Lot 5 W ½ Concession 5 WHS)

RS-35 former Foster house, Mississauga Road, (Lot 3 W ½ Concession 4 WHS)

RS-36 former Andrew McLaren House, Lot 5 E ½ Concession 3 WHS

Other Features

Although too numerous to note on the accompanying map of the Rockside CHL, there are a number of other historic and natural features that are identified in the Rockside Cultural Heritage Landscape Study and which are important character defining elements of the area. These represent only a handful of features that are likely to be present, internal to the farm field and properties.

Historic Lime Kilns and Pits

In additions to the use of collected stones for fences and walls many Rockside settlers took advantage of the stony, escarpment location and extracted stone for personal building use. The remains of these pits can be found in several locations and include:

- Former historic lime kilns
- Small historic personal-use quarries used to extract stone for building (example on Rockfort Farm)

Natural Features:

Key natural features in the area are:

- Niagara Escarpment natural areas
- The Badlands. Although outside of the Rockside CHL, this is an important adjacent cultural heritage landscape feature, located on Olde Base Line Road.
- Drumlin located mid-concession between Winston Churchill Boulevard and Shaw's Creek Road
- Streams, wetlands & natural springs

Roads

Many of the roads in the Rockside area remain in a rural profile (i.e. two-lane, unpaved), with several that retain historic curves and alignments, and tree-lined sections.



The Grange Sideroad

- Olde Base Line Road, although paved, retains its rolling topography, tree lined edges, and views to the south as it ascends the Escarpment.
- The Grange Sideroad, unpaved through much of the study area, retains its original narrow profile, curves and rolling topography. There is a significant stretch of heritage trees east of Mississauga Road. The road is closed in winter from Creditview Road to the base of the Escarpment, due to unmaintained and hazardous conditions.
- Winston Churchill Boulevard remains unpaved and retains some mature tree rows. Long views to the south and to the drumlin on Lot 2 W½ Concession 6 WHS are prominent from the high point found mid-concession, north of Olde Base Line Road.
- Shaw's Creek Road is a narrow, hilly, with pastoral views to the east and long views extending southward.
- Creditview Road is narrow, hilly and wooded with long range views to the south at The Grange Sideroad. Just north of Olde Base Line Road, the road maintains its historic curve necessitated by the topography of the Escarpment.

Based on the findings of the Rockside Cultural Heritage Landscape Study, it is recommended that this Candidate CHL, referred to as Rockside be identified as a CHL.

12.5 BOUNDARIES/BUFFERS

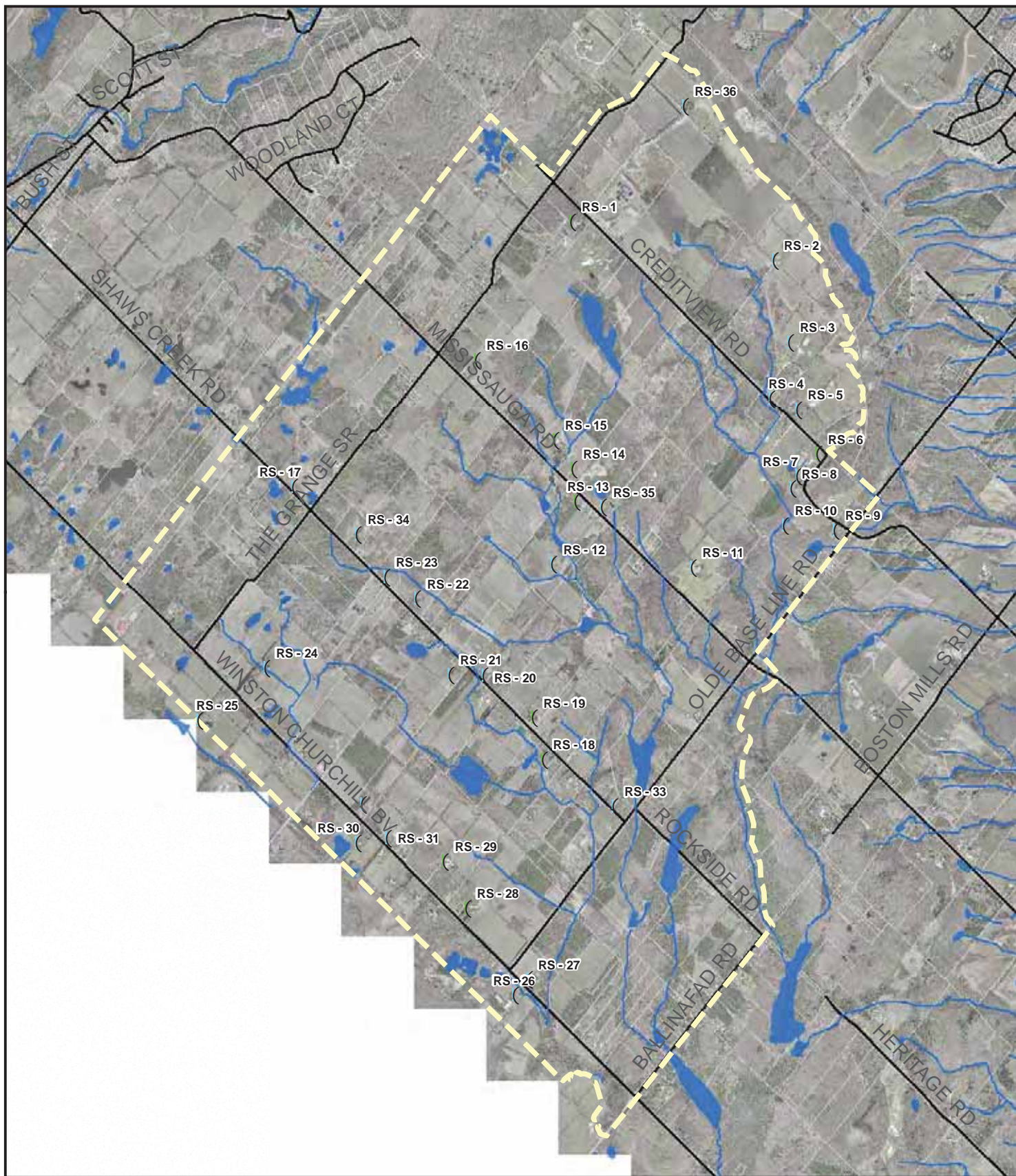
The study has shown that families of the *Rockside Pioneers* clearly spread across the Caledon Township boundaries into Erin and Chinguacousy townships and also had a notable influence on the development of the area around Belfountain. However, it is also clear that the community that was known as Rockside was indeed concentrated within the study area boundaries and continues to be particularly associated with that area, i.e., the area generally bounded by the Escarpment to the east; Winston Churchill Boulevard (and likely at least one lot further) to the west; one lot to the north of the Grange Sideroad; and Ballinafad Road and Rockside Road to the south.

Of course the lots directly across from these roads have always had a particularly close (virtually seamless) relationship with that of the study area, both historically and visually, and must be considered to be included, although the west side of Winston Churchill Boulevard is another municipal jurisdiction.

Refer to **Figure 14 Rockside** for detailed delineation of boundaries.

0 0.2 0.4 0.6 0.8 KM

Rockside Figure 14



Character Defining Elements

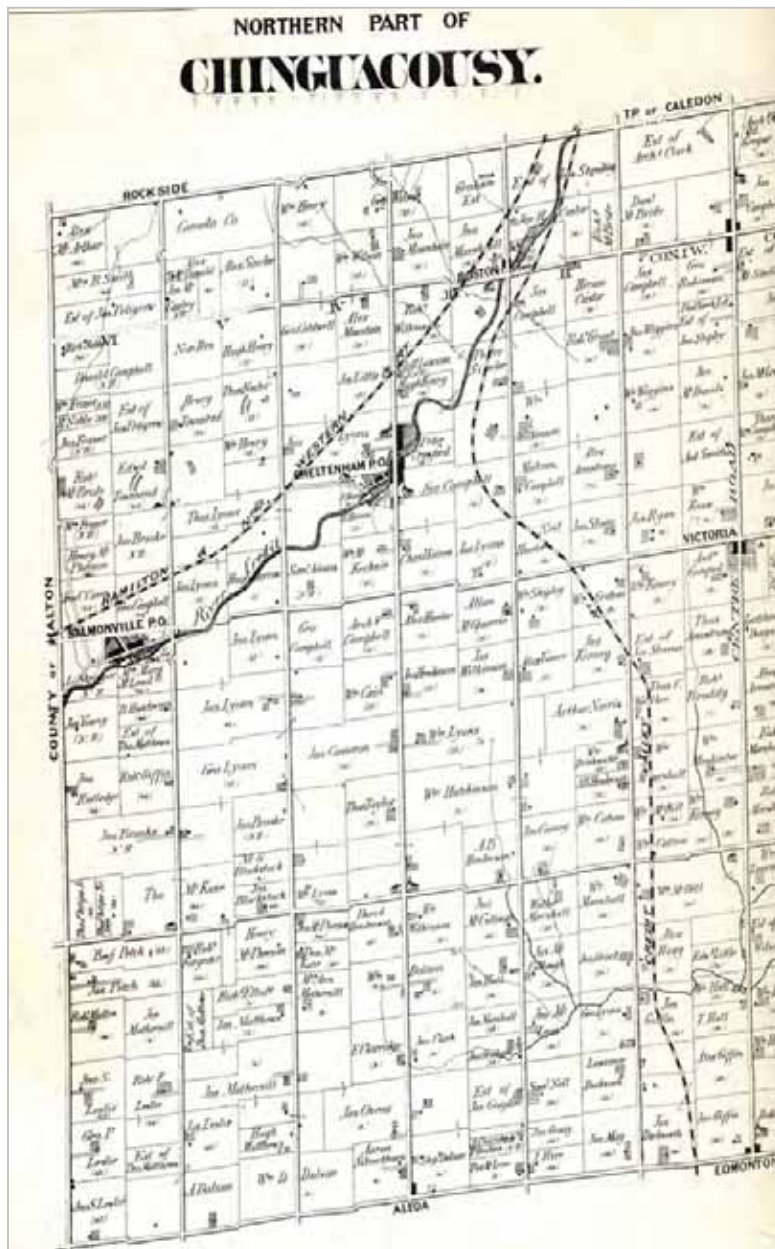
- Road
- (Built
- (Landscape
- CHL Boundary
- Rivers / Streams
- Lakes / Ponds
- Property Boundary (2006)

13. FORMER CVR RAILWAY

This chapter focuses on the former Credit Valley Railway (CVR), and its historic significance to the Town of Caledon. The CVR's physical presence and attributes between Mayfield Road and Old School Road were evaluated and identified through the Mayfield West Secondary Plan study lands, and a recommendation was made to designate the CVR in its entirety as a cultural heritage landscape.

Over the course of several CHL inventory studies undertaken for the Town of Caledon sufficient knowledge of the CVR has been gathered to conclude its significance as a cultural heritage landscape across its entire length. The CVR is noted as an important character defining element within several of the inventoried Cultural Heritage Landscape areas referred to in this report (see sections on Melville, Alton, Inglewood, and The Credit River Valley: Settlements of the Niagara Escarpment).

However, more thorough investigation of the CVR will undoubtedly reveal other extant heritage features, and therefore additional study of other uninvestigated stretches of the railway should be undertaken as need and opportunity arise.



1877 Atlas Map of the Northern Part of Chinguacousy Township

13.1 HISTORICAL CONTEXT

The development and subsequent decline of the former CVR line and its successors influenced a number of settlement areas in Chinguacousy and Caledon townships. It remains an active rail line to this day and includes a number of significant historic features along its length, with some of the most notable through the Forks of the Credit area.

Important to Caledon's history, the former CVR can be classified as an *organically evolved and continuing landscape*, defined as one which has evolved through use by people and whose activities have directly shaped the landscape or area, and on which historic uses continue.



1877 Atlas Map of Caledon Township

13.2 INVENTORY

1. Physiographic Description

Extending northward from Mayfield Road through the former townships of Chinguacousy and Caledon, the former CVR passes through all manner of terrain and several of Caledon's physiographic regions. These include the flat farmlands of the Peel Plain, the South Slope, and the rugged Niagara Escarpment. Through its southern section the former CVR crosses the main branch of the Etobicoke Creek, encountering the Credit River valley and its tributaries at several junctures as it extends northward to the Town limits.

2. Processes

Land Uses and Activities

The CVR was established in February 1871, in direct competition with the Toronto, Grey and Bruce (TG&B) Railway in the hopes of stimulating trade and economic opportunities in the outlying areas of what would later become Southern Ontario. The principle financial backer and first president was George Laidlaw, who was also a promoter of the TG&B.

In 1873, survey work was completed with track laying begun in 1876. By 1877 the first branch of the line had opened from Parkdale (Toronto) to Milton. The track reached Brampton in December 1878, with the Forks of the Credit trestle bridge completed in September 1879. The line was open to Orangeville and to Elora in December 1879. Work continued simultaneously on the western branch, with another large bridge over the Grand River at Galt, also constructed by 1879. As constructed, the total mileage for the CVR comprised: the Mainline from Toronto to St. Thomas with a distance of 121 miles; the Branch from Streetsville to Orangeville with a distance of 35 miles; and the Elora branch (Cataract to Elora) with a distance of 29 miles.

With growing financial problems, the CVR was taken over by the Ontario & Quebec (O&Q) Railway, along with the Toronto, Grey and Bruce. The O&Q was taken over by the Canadian Pacific Railway (CPR) on January 4, 1884 on a perpetual lease arrangement. Duplication with the TG&B Railway line led to the decommissioning of a short section of the CVR from Melville Junction in Caledon Township to Orangeville. Under CPR ownership, the former CVR line was divided administratively into four components, with the Streetsville to Orangeville branch as part of the Owen Sound Subdivision. By 1996, with parts to the north decommissioned by CPR, the 35-mile section from Streetsville to Orangeville section fell under the ownership of the St. Lawrence & Hudson Railway.

In September 2000, the Brampton-Orangeville Railway was created by the Town of Orangeville and operated as a shortline railway extending from Streetsville and serving several Orangeville businesses. Freight traffic is currently operating along this section a few days a week. A tour train operates seasonally from Orangeville to either Inglewood or Snelgrove through the scenic Forks of the Credit area, allowing present-day visitors the experience of traveling the old CVR. As of the writing of this report the Town of Orangeville is considering sale of the rail line to a private company, with the intent to

continue the existing freight and tour-train services, with the potential to expand the line northward along the decommissioned portion of the line.

Patterns of Spatial Organization

The former CVR passes through the Town of Caledon entering the former Chinguacousy Township north of Mayfield Road through Concession 1 WHS, beginning mid-way between the east and west half lots. It swings westward into Concessions 2 and 3 and then progresses northward into Caledon Township where it generally follows the route of the Credit River valley. In Caledon Township the steepening terrain on ascending the Niagara Escarpment and the ever-present Credit River presented significant challenges to the CVR and necessitated several crossings of the river valley. The most notable of these is the trestle and embankment at the Forks of the Credit.

The CVR was presumably under construction at the time that it appears on the 1877 Atlas of Peel County Map in Chinguacousy Township, two years before its documented completion in 1879.

3. Elements

Circulation Networks

The former Credit Valley Railway (CVR) was a significant part of the railway transportation network in Southern Ontario, beginning in the 1870s. The predominant landholdings of the CVR were in Peel County with the construction of a northern line from Toronto to Orangeville via Streetsville, and a branch line to Elora, with aspirations for a westerly arm extending from Toronto to Milton, Galt, and Berlin (Kitchener) or Waterloo.

Buildings, Structures and Objects

As an operating rail line the former CVR still includes all track and structures.

Through the Mayfield West study lands this includes two creek crossings, including a small bridge structure located on the northern edge of the property at 12461 McLaughlin Road which is clearly visible from the road.

Other significant features identified through other Cultural Heritage Landscape areas studied include:

- the confluence of the former CVR and HNR railway including elements such as tracks and signals (Inglewood)



Former CVR looking south from Old School Road.

- Former CVR tracks and trestle above the Forks, along Forks of the Credit Road (Belfountain and the Credit Gorge).
- The existing railway track through Melville also as it crosses Highpoint Sideroad and the stone/steel structures over the Credit River.

Many other railway structures exist along the length of the CVR. They are particularly prominent in the settlement areas, which include: Cheltenham, Boston Mills, Inglewood, Forks of the Credit, Cataract, Alton and Melville.

Vegetation Related to Land Use

As with all rail lines, the railway corridor was de-vegetated to facilitate construction. The rail line is still active, although lightly used, and some scrub vegetation is naturally recurring in pockets along its length. The areas adjacent to the former CVR include a diverse range of landscape and vegetation types, according to land uses.

4. Site Context

Through the southernmost areas of Chinguacousy Township from Mayfield Road to King Street, the context of the former CVR line remains largely farmland. Just north of Old School Road, the line passes through the lands associated with the Brampton Flying Club.

North of King Street the rail line first encounters the Credit River valley remaining east of it and skirting the village of Cheltenham and the former hamlets of Ferndale and Boston Mills, before passing through the Caledon Country Club lands.

Just north of Olde Base Line the former CVR enters the village of Inglewood and crosses the former alignment of the Hamilton Northwestern Railway, now the Caledon Trailway.

The tracks ascend the Caledon Mountain through rural lands running adjacent to agricultural lands, horse farms, and private residences. In this area present day tour passengers on the Credit Valley Explorer are afforded exceptional long views north to the Niagara Escarpment and eastward across rolling, pastoral countryside.

Through the Niagara Escarpment lands the immediate context of the rail line becomes more forested. As the CVR crosses the Credit River forks area, the rail line and its high trestle bridge are a significant feature within the village of Forks of the Credit. Just to the north the rail line runs along the western boundary of the Forks of the Credit Provincial Park. Through this area the Cataract Falls and remains of various dam and mill structures are clearly visible from the rail line.

Once north of the hamlet of Cataract the rail line runs adjacent to several conservation areas and a golf course, then passing through the village of Alton on its easternmost edge. The railway crosses the Credit River again in the vicinity of the hamlet of Melville, before entering the urban area of Orangeville on the northern edge of the Town of Caledon limits.

13.3 EVALUATION

To be identified as a CHL an area must clearly embody both heritage significance and integrity. The following Significance Criteria are excerpted from the *Town of Caledon: Criteria for the Identification of Cultural Heritage Landscapes*, and are provided here for reference.

Significance

Significance Criteria

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

- A. Is associated with events that made significant contributions to the broad patterns of area history, i.e., strong association with central themes.*
- B. Is closely associated with the lives of individuals and/or families who are considered significant to the history of the area.*
- C. Embodies the distinctive characteristics of a particular settlement pattern or lifeway whether derived from ethnic background, imposed by the landscape, was the practice of a specific historic period or a combination of the above.*
- D. Manifests a particularly close and harmonious long-standing relationship between the natural and domestic landscape.*
- E. Has yielded or is likely to yield information important to prehistory or history.*
- F. Is strongly associated with the cultural and/or spiritual traditions of First Nations or any other ethnic and/or religious group.*

Integrity

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

Conclusions

Based on examination through the Cultural Heritage Landscapes Inventory and the Mayfield West Secondary Plan Cultural Heritage Landscapes Assessment, it is concluded that the former Credit Valley Railway is a significant part of Caledon's heritage and meets *Significance Criteria A* as described above.

13.4 STATEMENT OF SIGNIFICANCE

Although only briefly operating as the Credit Valley Railway, the rise and decline of the CVR and its successors influenced the growth and development of a number of settlement areas in Chinguacousy and Caledon townships. The railway was constructed through some of the most challenging and scenic terrain in the region, and a number of Caledon's most notable historic and natural features are aligned along its length. Of the five rail lines that historically traversed the Town of Caledon, the CVR is one of only two that remains intact, and it still operates as an active rail line to this day.

Character-defining Elements

Character defining elements of the CVR are generally noted as:

- historic rail corridor, embankments, track, signals, and structures associated with road and creek and river crossings;
- adjacent vegetation including creek valleys and woodlands;
- views to the railway and bridges as seen from roads and trails.

Specific features are noted in other sections of this report, and it is anticipated that further detailed study of as yet un-investigated areas will reveal additional historic features which should be noted for preservation.

In recognition of its value as a cultural heritage landscape, and pursuant to the intent of the Provincial Policy Statement and the Caledon Official Plan toward their conservation, the former CVR line through Caledon *in its entirety* is recommended for designation as a cultural heritage landscape.

13.5 BOUNDARIES

The boundary of this CHL is considered to be the rail line right of way, together with the creek corridors, any required development setback necessary to maintain an open landscape as context for the rail line, and the associated vegetation patches through which the line passes.

14. CANDIDATE CHLS REQUIRING FURTHER INVESTIGATION

14.1 CALEDON LAKES

This area, including both the main and smaller upper lakes and the associated wetlands is not only a scenic natural environment but potentially a CHL. The resort community along the eastern shore represents more than 120 years of recreational use, the southwestern shore forms a Conservation Area used by the local school board to teach Nature Studies and the northern lakes and ponds provided marl to the early concrete industry at the turn of the century. Shaw's Creek, critical to the development of northwest Caledon issues from the southwest corner of the main lake. It is a unique integration of natural and cultural elements within Caledon.



Source: Caledon Lake Club

In the Peel County Atlas of 1877, the Caledon Lakes were already being touted as "the resort of disciples of Issac Walton, from all parts of the continent. A large hotel is proposed being erected close to their borders, which will be a great convenience to the many visitors who flock to this beautiful pic-nicking (*sic*) place."

Writing in 1934, William Perkins Bull states: "A smaller but older group is the Caledon Lake Club with headquarters at Caledon lakes. It was organized in 1885 as a fishing and aquatic club.....During the first ten of fifteen years of this club's

existence, a feature of its activities was the annual sports day held 1st July. Boat races of various types and other aquatic sports were then conducted and open to all comers. The happy social atmosphere persists today. The members or shareholders are permitted to erect cottages on the lakefront, and retain ownership of these. In addition they are given all the privileges of the club, including use of the dance pavilion. During the season, euchres and other events are staged. Twenty-five members have erected cottages, which are grouped at the northwest corner of the largest of the lakes. "¹

Unfortunately up to the time of the writing of this report no access into this private resort community on Caledon Lake has been available and thus the identification of the community as a CHL must still await first hand examination/evaluation. However, based on the research into the unique nature of Caledon Lake itself, the extremely early development of the east shore of the lake as a recreation destination, the reports regarding the character of 19th and early 20th century hotels, cottages and boathouses and the tantalizing views from air photos, it would appear to have very high potential for identification as a CHL.

¹ Bull, Wm. Perkins, [From rattlesnake hunt to hockey](#) : *the history of sports in Canada and the sportsmen of Peel, 1798 to 1934*, Toronto : The Perkins Bull Foundation, 1934, p. 103

14.2 REMAINING EVIDENCE OF THE TORONTO GREY & BRUCE RAILWAY, LOTS 18, 19, CON. II WHS AND ASSOCIATED LOCATIONS

At the request of municipal staff, the area noted above was investigated on foot to check on the possibility that evidence of the important cultural feature, the Toronto Grey & Bruce Railway (TG&B), its right of way, track location and embankment, still survived through this property. Access was along the western edge of the property via the unopened right of way for McLaren Road. The 1877 Map was compared to the current air-photo for orientation. There was no access to the property (barbed wire fence) through much of this area but at the wooded windrow between Lots 18 and 19 access was readily obtained. Historically the TG&B line came through the northern offset corner between the western and eastern halves of Lot 18 and tended northwest from that point. It was this area, now well wooded, where investigation focused. Sure enough the line is evident as a relatively narrow (narrow gauge track) flat depression surrounded by embankments and now collects and drains water through the wooded section. It has very much naturalized in this area. Wild turkeys were plentiful in this woodlot.

As a follow-up other locations within this Concession block were examined to the extent possible. It appeared from the road that at least the embankment ridge still remained within the eastern half of the property though its crossing point at Willoughby was difficult to discern. Not so its northern point of emergence at Beech Grove, close to the northwestern corner of the block (Lot 20), where it is very clear as an unusually regular (from nature's standpoint) grassed depression. It has this form as well as it extends into Lot 21 across Beech Grove. The historic stone house, shown on the 1877 map retains its historic relationship with this rail feature.

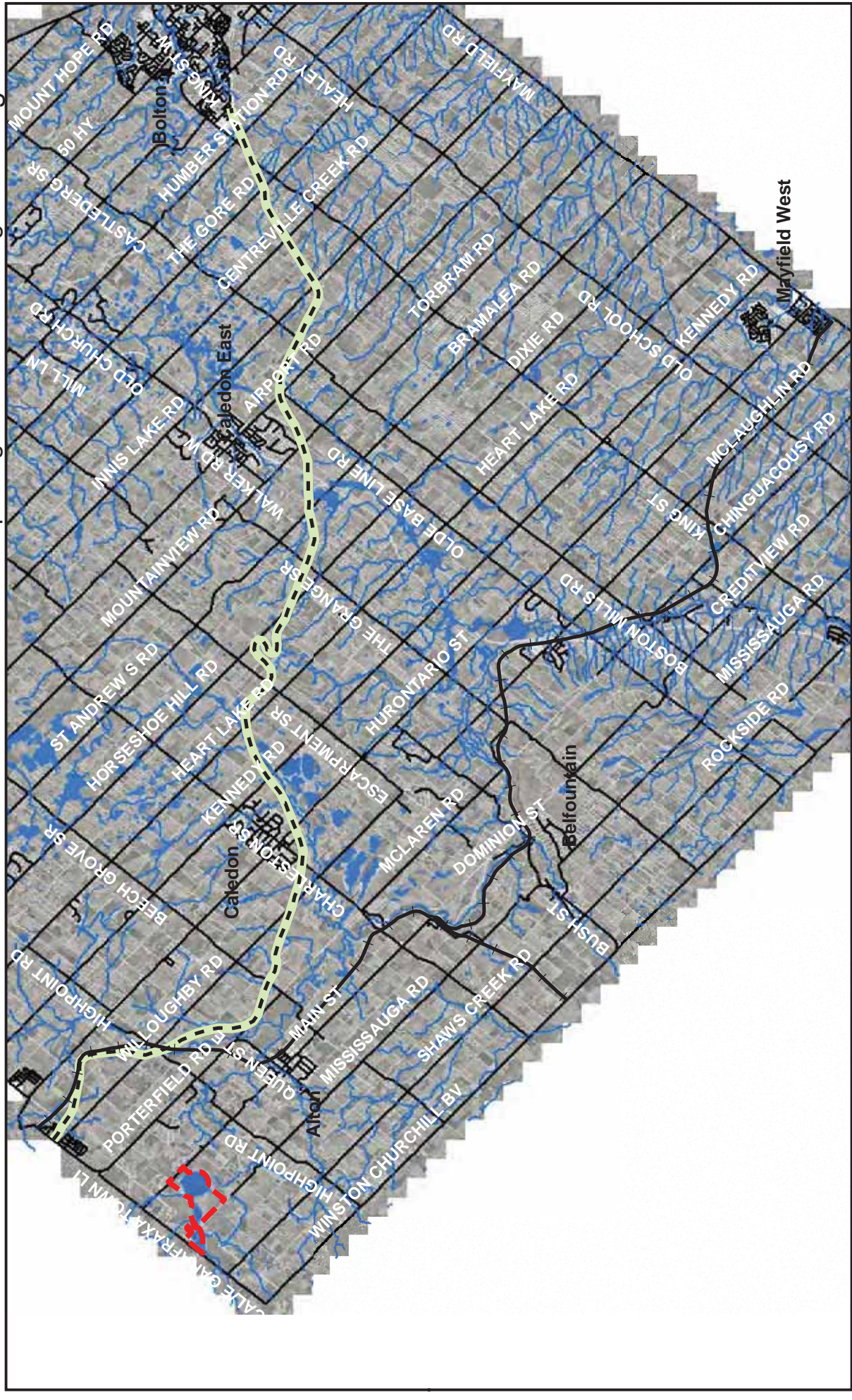
The TG&B, though relatively short-lived, represents an extremely important era for the original Township and the development of regional railways across the Province. The terrible 1907 derailment at The Horseshoe Hill curve, possibly in part a result of attempting to push the potential of narrow gauge track too far, has become an important story in local folklore, like the sinking of the Edmund Fitzgerald for Lake Superior. The railway plays an important role in the history of Caledon Village as well as Alton and Melville, both identified as CHLs. For these reasons the systematic preservation of evidence of the TG&B, and its commemoration, is an important cultural heritage landscape objective.

The typical approach to defunct rail line preservation has been to create a trail along its former route as Caledon itself has done with the Caledon Trailway. This would be very appropriate as well for the TG&B, given that Caledon is already a hikers destination, though perhaps much more difficult given that much of the right of way may have reverted back to private ownership. Still it is important that any remaining signs of this feature not be obliterated so that at least the potential continues to exist for the creation of, what in effect would be a linear cultural heritage landscape, particularly focusing on areas where its context remains intact, e.g. W ½ Lot 20, Con. II WHS.

Candidate CHLs:

Candidate CHLs Requiring Further Investigation Figure 15

0 0.5 1 1.5 2 KM



- Road
- Rivers / Streams
- Lakes / Ponds
- Property Boundary (2006)
- Former Toronto Grey Bruce Railway
- Former Credit Valley Railway

15. OTHER CANDIDATE CHLS CONSIDERED

During Phase 1 and 2 of the CHL Inventory several additional Candidate CHLs were considered that did not meet the established criteria for identification as Cultural Heritage Landscapes. These are briefly described below.

15.1 ROSEHILL

The area, which has come to be known as Rosehill, at Kennedy Road and Highpoint Sideroad, was initially considered as a possible Candidate CHL. However, despite the fine restored stone schoolhouse (1872) (designated Part IV, OHA) and two fine, early (pre-1860) stone farmhouses with surviving outbuildings along the east side of Kennedy, north of Highpoint, it was not felt that the concentration of resources, nor the thematic relationship between resources, justified CHL consideration at this time. However, the two stone houses are very worthy of consideration as individually designated properties, both for their early date and their stone construction. The David Watson House c.1859 (E ½ Lot 26, Con. 1 EHS) is of particular interest, due to the quality of the architecture and its picturesque setting. When these structures are examined for potential Part IV designation their outbuildings and other cultural heritage features should also receive consideration.

15.2 CENTRAL CALEDON TOWNSHIP

While the CHL Phase 1 Candidate CHL area focused on the northwest of the Town it also included a more central section of the original Caledon Township. An examination of the CHLs of this area follows below.

15.3 THE VILLAGE OF CALEDON:

As the original seat of Township administration, Caledon Village, or Charleston as it was originally known, clearly has historic and symbolic importance. Its location at the main crossroads of the original Township (Hurontario Street and Charleston Sideroad) continues to reflect its original importance. As well, the original village plan is still relatively evident. However, a combination of lower quality modern construction, the widening of Hurontario Street (Highway 10) through Caledon Village and the denigration of much of the heritage building stock disqualifies the village from consideration as a Candidate CHL due to lack of integrity. Two key buildings, the former Township Hall and the Agricultural Society building are thus far designated under Part IV of the Ontario Heritage Act. To revitalize the village, its heritage needs to be appropriately commemorated and its future carefully planned with the objectives of encouraging better new design and careful preservation of remaining heritage building stock to revitalize the village.

15.4 LOWER KENNEDY ROAD - BETWEEN THE GRANGE SIDEROAD AND OLD BASELINE

Silver Creek extends through this area to become the East Branch of the Credit River. The area was examined to see if it warranted consideration as an extension of the Silver Creek CHL. While the topography is similar though less dramatic, and there are several important cultural features – the early 20th century single-lane bridge and a few heritage farmsteads such as Applegarth they are not considered to display sufficient thematic coherence to justify identification as a CHL. In relation to

the Silver Creek CHL, the heritage fabric thins out considerably below the Grange Sideroad, with a much higher percentage of more recent structures. However the single lane bridge is itself an extremely important feature and deserves recognition and preservation. It is a key feature in preserving the quiet, scenic character of the lower half of Kennedy Road.

15.5 THE METHODIST FARMSCAPE OF EASTERN ALBION

The area under consideration generally comprised Lots 16 - 20 to either side of what is now Mount Hope Road (between Con. 7 and Con. 8). The first white settler in the whole area was William Downey who originally settled on E ½ Lot 18, Con. 8. The family eventually moved to the W ½ Lot 16, just north of the hamlet of Castlederg, and have remained on that farmstead for six generations. This area became the focus of a settlement of early British Methodists including John "Squire" Monkman (c.1835) who erected a church and burying ground on his property (Lot 18, Con. 7), noted on the Tremaine Map (1859) as "Mount Hope Farm", possibly so named due to its religious associations. The church was known as 'Monkman's Primitive Methodist'. The Monkman sons, James and Duke, also acquired properties in the Candidate area. Duke married Keziah Roadhouse, daughter of one of the earliest Methodist pioneers, William Roadhouse, and was a Justice of the Peace and Councillor for Albion, as well as the superintendent of the Primitive Methodist Church for many years.



15629 Mount Hope Road

There are a number of intact farmsteads and/or farmhouses within this area, most notably the Downey property. Most of the existing farmhouses date from the late 19th century though the farms themselves are much earlier. Unfortunately, upon further review it was felt that the extent of severances and associated development had too seriously broken up the sense of integrity to allow for the area to be identified as a CHL. However, it is recommended that a number of the properties be considered for individual identification, particularly the Downey farmstead.



15674 Mount Hope Road

15.6 THE BROAD AREA OF IRISH SETTLEMENT

The whole northwest sector of the former Albion Township - as far south as Old Church Road and extending to Duffy's Lane in the east - was dominated by Irish settlement throughout the 19th century and, as such, could merit consideration as one large CHL. Both Catholic and Presbyterian

Irish were well represented in the area. This included the now 'ghost' hamlets of Lockton and Centreville. The Irish roots of the area are still evident in the road names (e.g. Innis Lake, Finnerty, Coolihans), the Church of St. John's Albion with its burying ground, and the associated Catholic school. The old burying ground remains along Gore Road in the former hamlet of Centerville. The whole area is still characterized (even more so than in the historic period) by dense wooded valleys.



16775 Centreville Road

There are many fine individual heritage homes and/or farmsteads within the area, including a concentration of log structures along Gore and Centreville roads, south of Finnerty including 16775 Centreville, 16401 Gore ('Centreville House'), the Albion Hills Bible Church (17243 Gore Road), and 17416 Gore Road.

However, in considering the issue of boundaries and examining the nature of severances and infill development, it became apparent that it would be difficult to justify the broad boundaries of this CHL 'on the ground' due to the number of

gaps in the heritage fabric. At that point a somewhat smaller area was studied and, finally, a further reduced area was identified as a CHL (see The Irish Settlement of Northwest Albion) as having the level of contiguous Integrity required.

There are, however, as noted, a number of individual properties beyond the CHL boundaries which are certainly worthy of consideration for listing and/or designation including the log structures noted above.



Albion Hills Bible Church

15.7. BOSTON MILLS

The area of the former village of Boston Mills (Chinguacousy and Boston Mills Road) was considered a possible Candidate CHL. There are certainly a number of interesting natural and cultural features still associated with that general location -where the Credit River is bridged across



Boston Mills Cemetery

Boston Mills Road. A saw mill, woolen mill and schoolhouse were in place by 1859 and the cemetery prior to 1877. Both the HNR and the CVR Railways were established in close proximity to the hamlet and the CPR still runs along the original CVR route.

Foremost among the existing elements is the Boston Mills Cemetery set on a gentle rise with its early 20th century entrance comprised of cobblestone walls and cast and wrought iron gates with period signage forming an arch above. Tucked into the river valley just to the

southwest of the crossroads there is a mid 20th century cottage community of modest frame structures, seemingly originally established by families of Eastern European origin. North of Boston Mills, along the river, there appears to be some remaining mill workers' housing. The views from the east and west along Boston Mills down into the river valley are impressive. Up the hill to the west there is a fine log dwelling which seems to date to the mid 19th century.

While there are important remaining elements and historical associations with regard to the area, due to the extent of infill development and loss of village fabric, it was felt that the requirement of contiguous integrity was not sufficiently satisfied. However, it is recommended that the cemetery be considered for listing and/or designation.

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