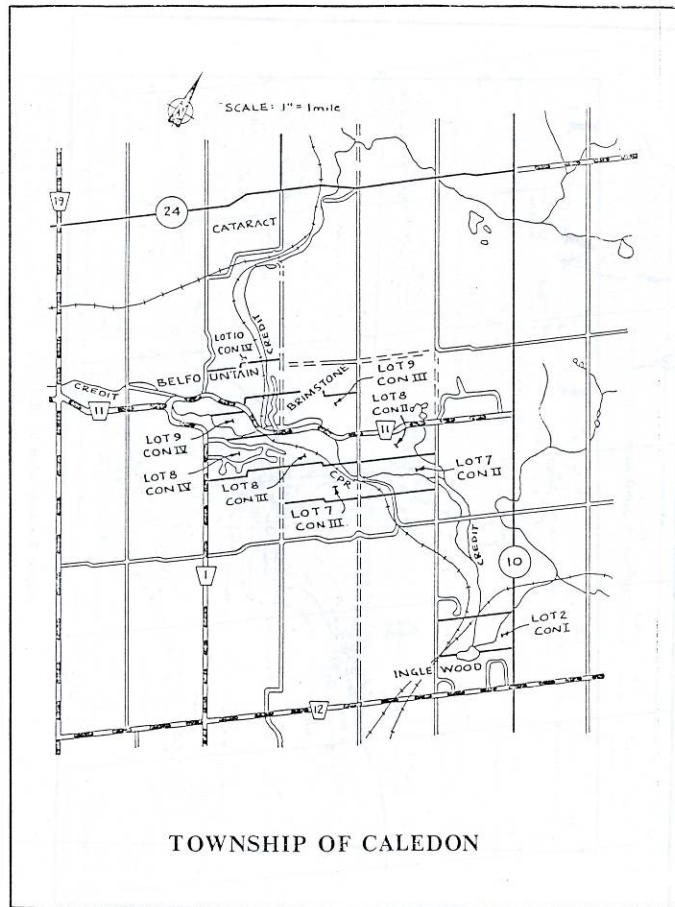


## 7. THE CREDIT RIVER VALLEY: SETTLEMENTS OF THE NIAGARA ESCARPMENT

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.

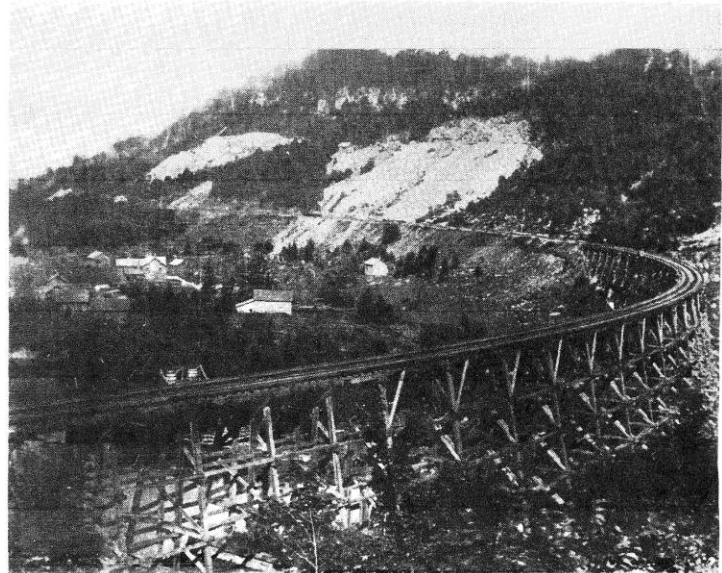
The dolostone, sandstone and limestone of the Niagara Escarpment, exposed as outcrops and/or often close to the surface, which made farming so difficult, was found to be excellent building stone, with the red whirlpool sandstone particularly prized for major public buildings in Toronto and other urban 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 gulling 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

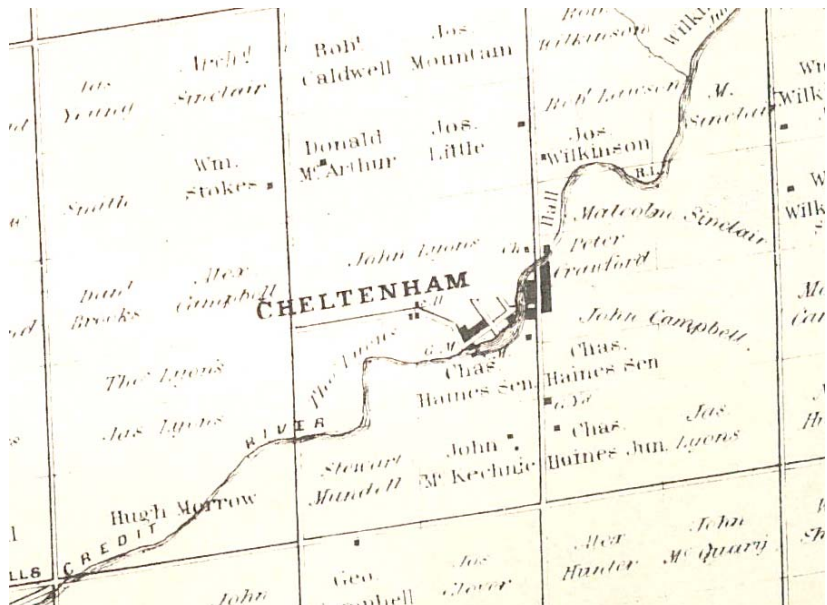
*Note: All lot references are west of Hurontario Street unless otherwise noted.*

### 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 19<sup>th</sup> 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.

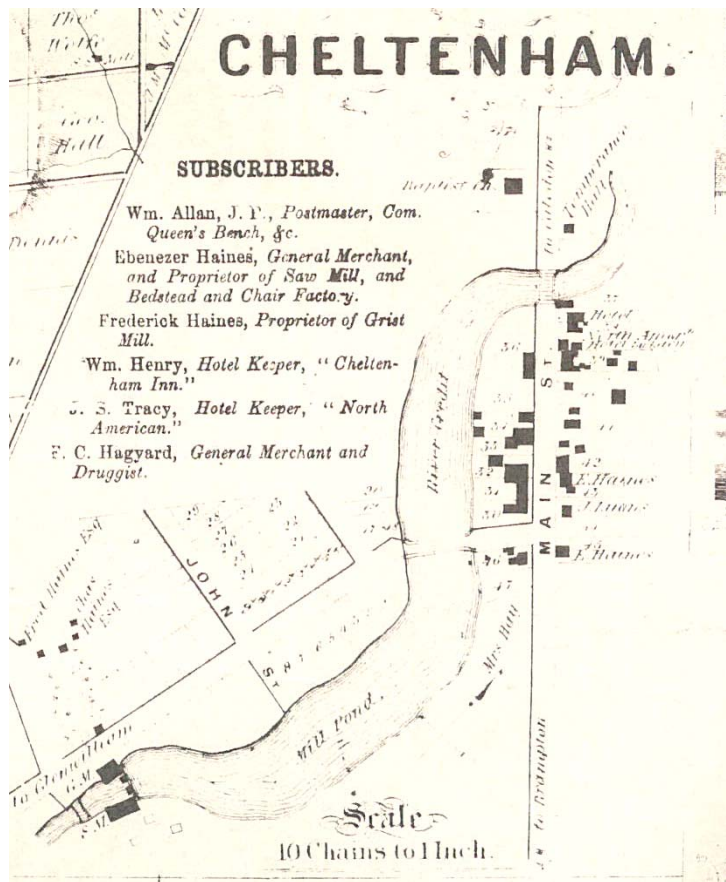
### Patterns of Spatial Organization

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 (3<sup>rd</sup> 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 4<sup>th</sup> Line (Mississauga Rd.) southeast to the grist mill and then northeast, roughly parallel to the river into the heart of the village at 3<sup>rd</sup> 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 19<sup>th</sup> century, utilizing the local Queenston shale. However, the scale of operation was vastly expanded when, in the early 20<sup>th</sup> 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 19<sup>th</sup> century development.

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



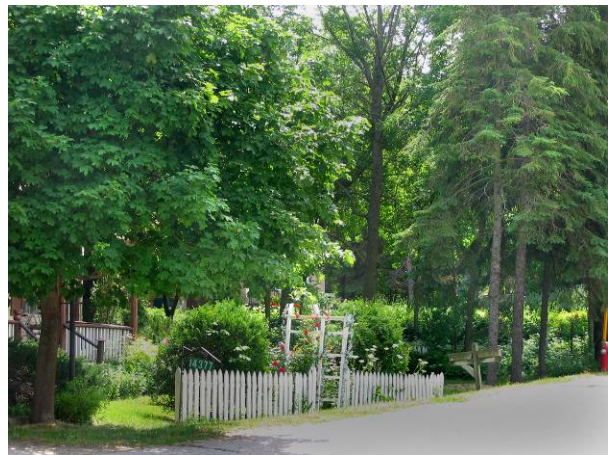
Creditview Road through Cheltenham Village

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 3<sup>rd</sup> 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 19<sup>th</sup> 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.



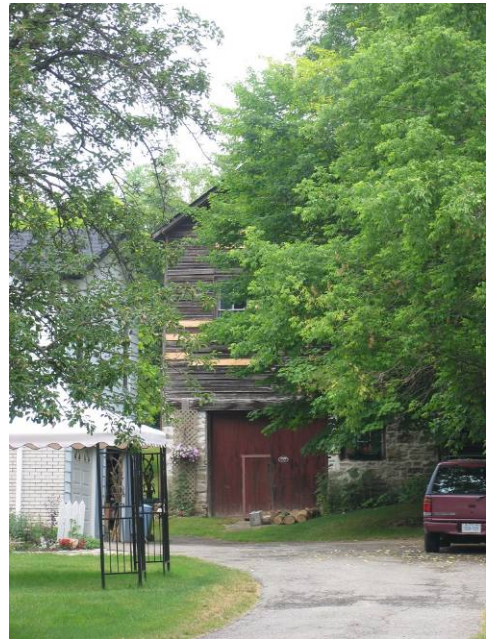
Edwards – Andrews House

**\*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 20<sup>th</sup> century brickworks is located off Mississauga Road. While local brick making was occurring in the area from the mid 19<sup>th</sup> 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

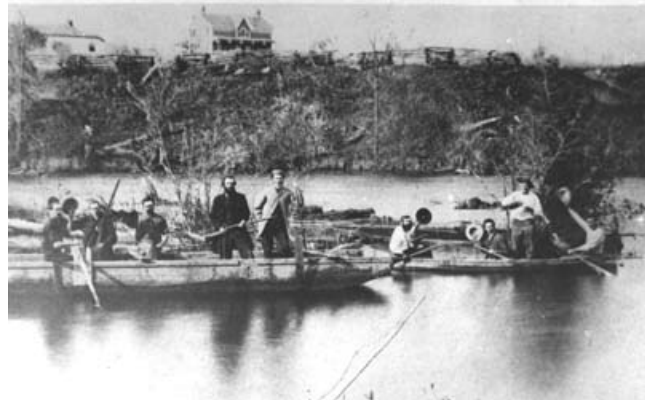
proximity and their impact on the village economy suggest that they can be justifiably linked as a CHL entity.

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 19<sup>th</sup> 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 19<sup>th</sup> 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

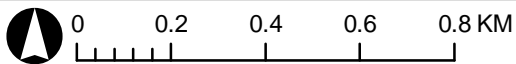
- CB-1 \*14411 Creditview Road (King – Brown House)
- CB-2 \*14409 Creditview Road (Beaver Hall)
- CB-3 \*14377 Creditview Road (Edwards – Andrews House)
- CB-4 \*14396 Creditview Road (former Cheltenham Hotel)
- CB-5 \*14386 Creditview Road (Cheltenham Store)
- CB-6 \*14376 Creditview Road (Haines – 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.**

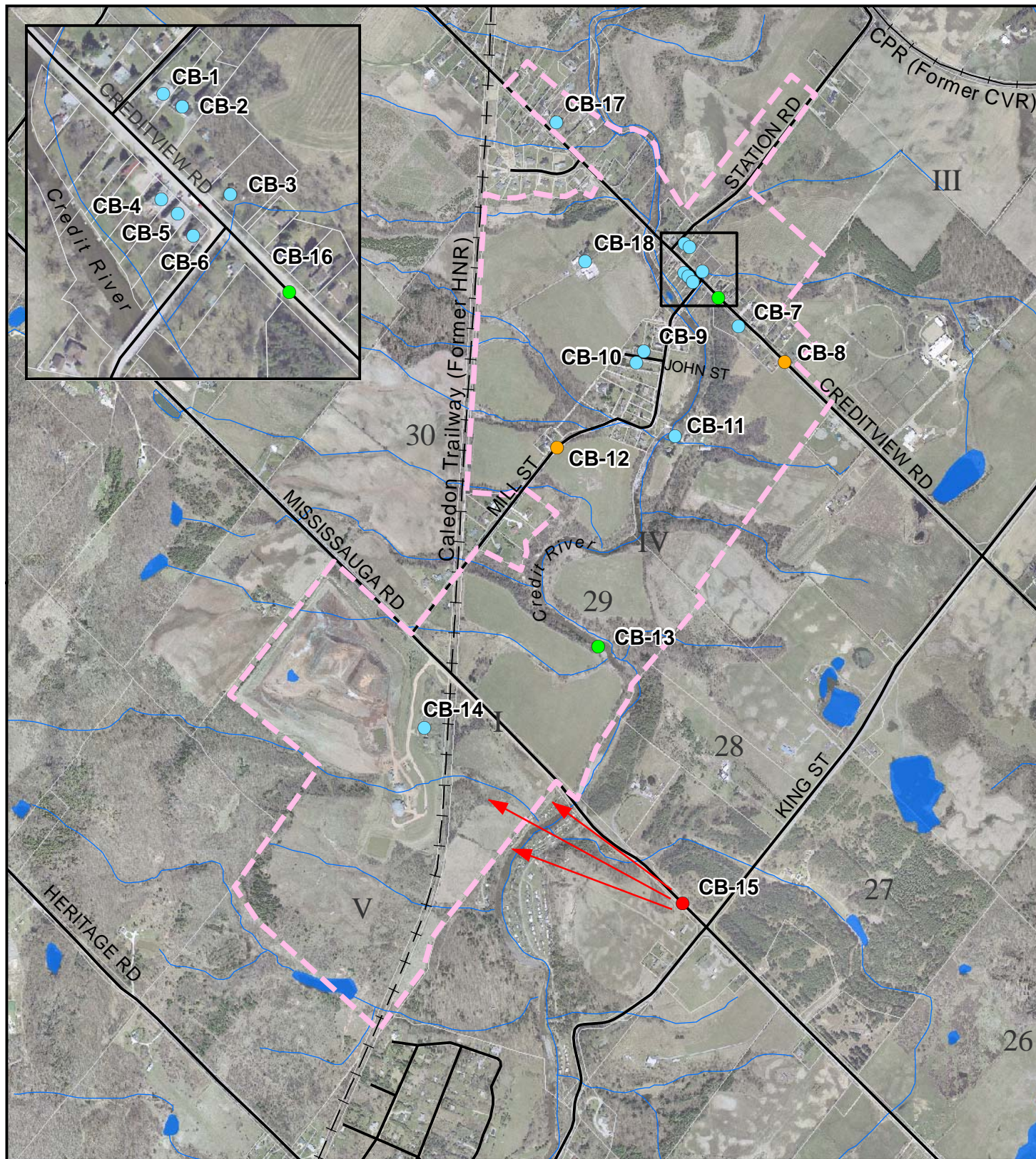
### 7.1.5 BOUNDARIES

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.



# Cheltenham and the Brickworks Figure 7



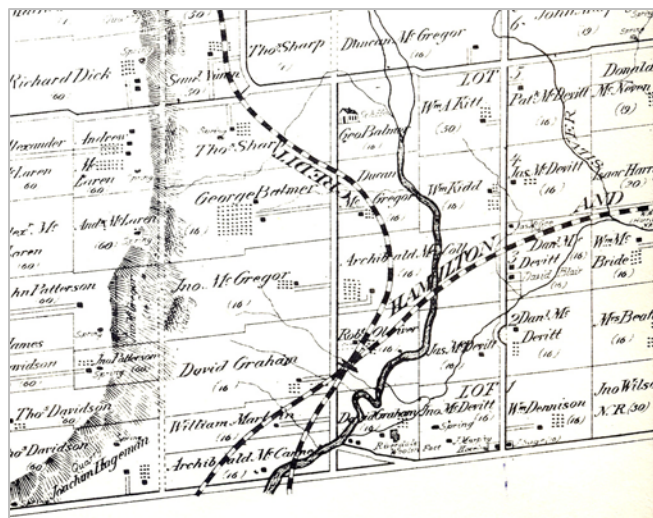
- |                             |                |                          |
|-----------------------------|----------------|--------------------------|
| Character Defining Elements | CHL Boundary   | Active Railway           |
| Built                       | Road           | Former Railway           |
| 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 19<sup>th</sup> 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 1<sup>st</sup> 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 1<sup>st</sup> 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 19<sup>th</sup> century commercial development had begun along 1<sup>st</sup> 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 1<sup>st</sup> 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.

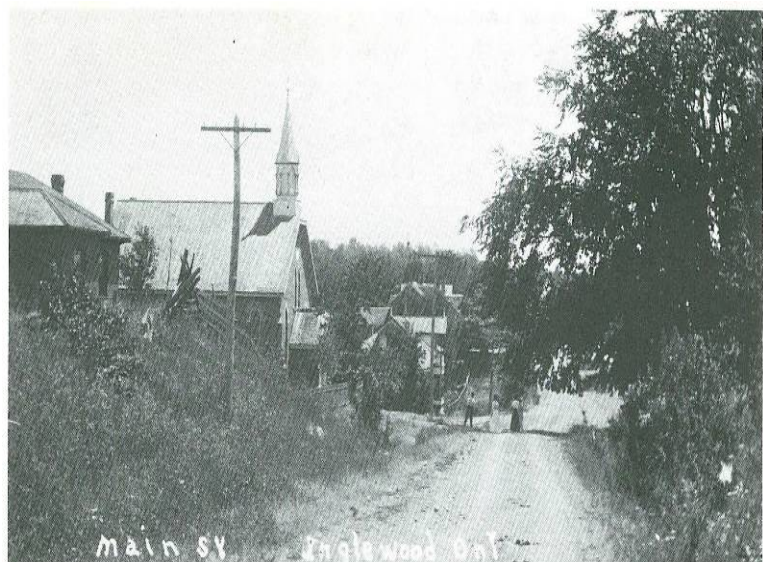


Former Railway Junction

### 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 19<sup>th</sup> 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 2<sup>nd</sup> 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 19<sup>th</sup> century to the present day is extremely unusual in Ontario, particularly where the site retains its late 19<sup>th</sup> 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 Algie, the Graham family again took over management and was particularly successful in the production of wool underwear well into the 1920s. Corbett's original operation utilized the local farmer's wives for weaving the wool into cloth, a true cottage industry, but by the later 19<sup>th</sup> 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 19<sup>th</sup> 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 Railway, the representative 19<sup>th</sup> century commercial establishments on Main Street (McLaughlin) and the residential fabric between the Trailway and Macdonald Streets still present the character of a late 19<sup>th</sup> 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:

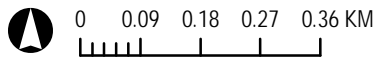
- IN-1 \* 93 Lorne Street (Graham-Wilson-Pim Residence)
- IN-2 McLaughlin Road, Methodist Church
- IN-3 44 Lorne Street
- IN-4 The Caledon Trailway representing the HNR
- IN-5 15612 McLaughlin Road, Former General Store
- IN-6 The confluence of the former railways (CVR and HNR), including elements such 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.**

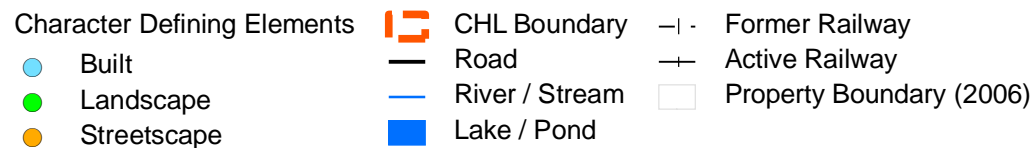
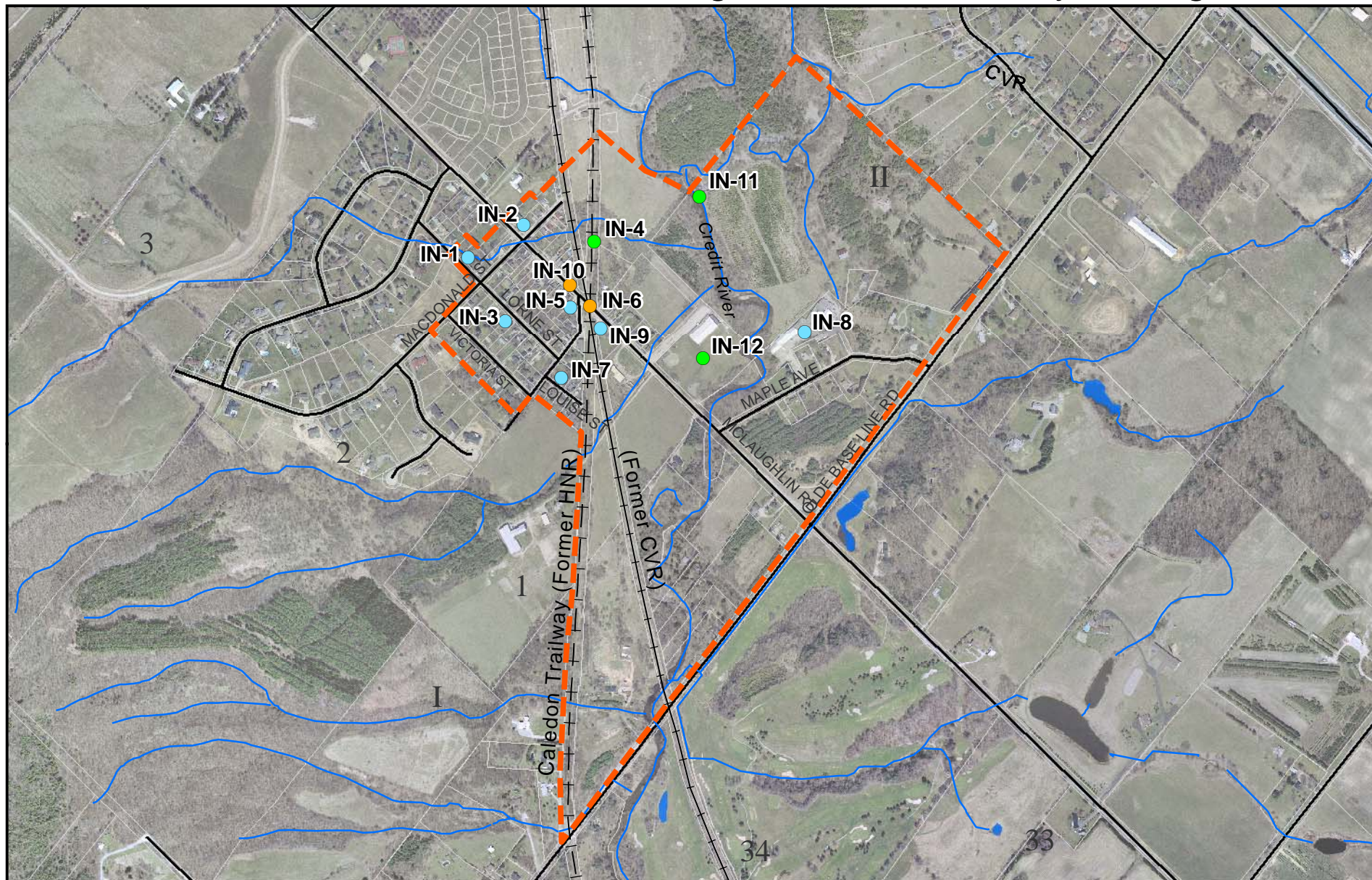
### 7.2.5 BOUNDARIES

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 19<sup>th</sup> 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.



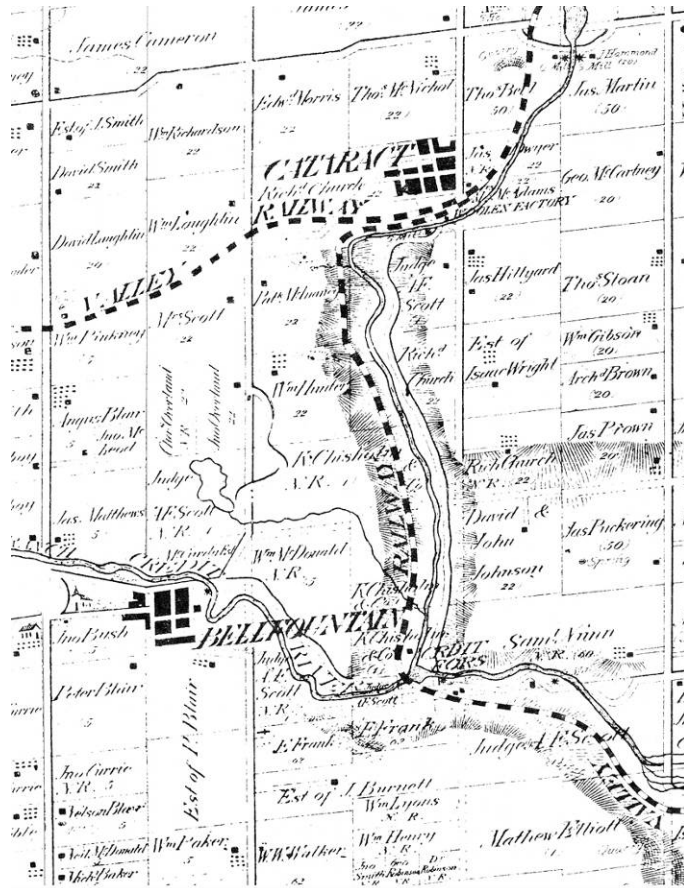
# Inglewood: Railway Village Figure 8



## 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

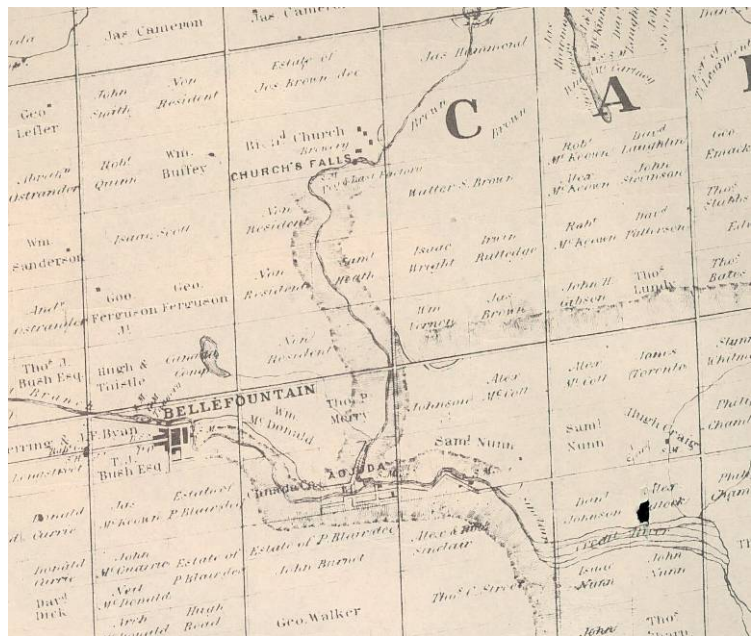
as 'Devil's Pulpit.' The West Branch likewise descends through a gulch at Belfountain prior to joining the main stream of the Credit River at the Forks. The gorge, 'the Forks' and 'Devil's Pulpit' are all very significant natural features of the area.

## 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

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.

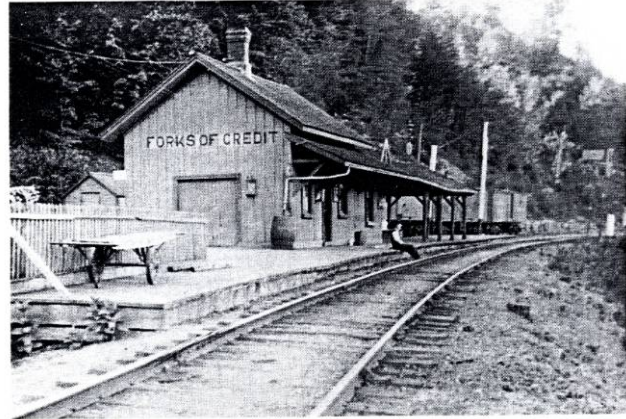
The demise of water powered hydro generation from the Deagle plant c.1930 (Deagle had actually sold by that time) is directly indicative of the denigration of the river. In 1915 the average water flow was gauged by Deagle at 35 to 40 cu. ft. per sec. Fifteen years later spring runoffs of as much as 5,000 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.

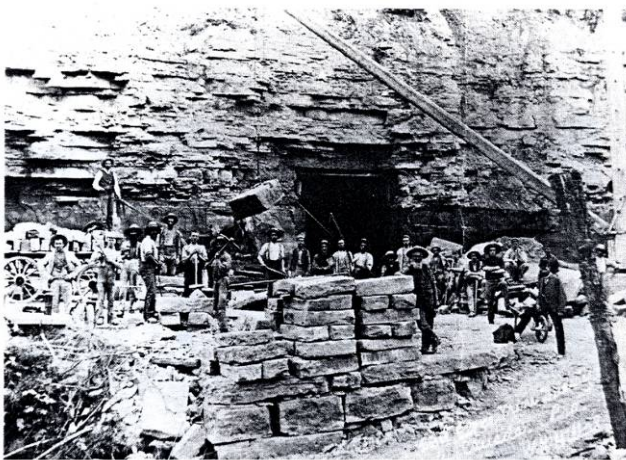
In 1883 the CVR was purchased by the CPR, which, at that time, operated 16 quarry sidings between Inglewood and Cataract (none remain today.) The need to move stone from the quarries to the railway sidings led to the development of a diverse arterial network which included roads, tramways, inclines and 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 20<sup>th</sup> century, including a brickyard located on what is now the Caledon Ski Hills property.

While water powered industries and quarrying waned in the late 19<sup>th</sup> 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.

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



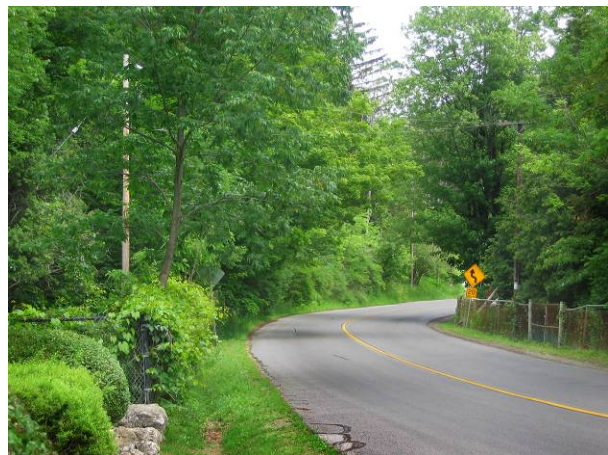
Picturesque Landscape at Mack's Park  
Source: Belfountain and the Tuptown Pioneers, Whiteside 1975 (McLeod)

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), 2<sup>nd</sup> 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 4<sup>th</sup> 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 2<sup>nd</sup> 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.

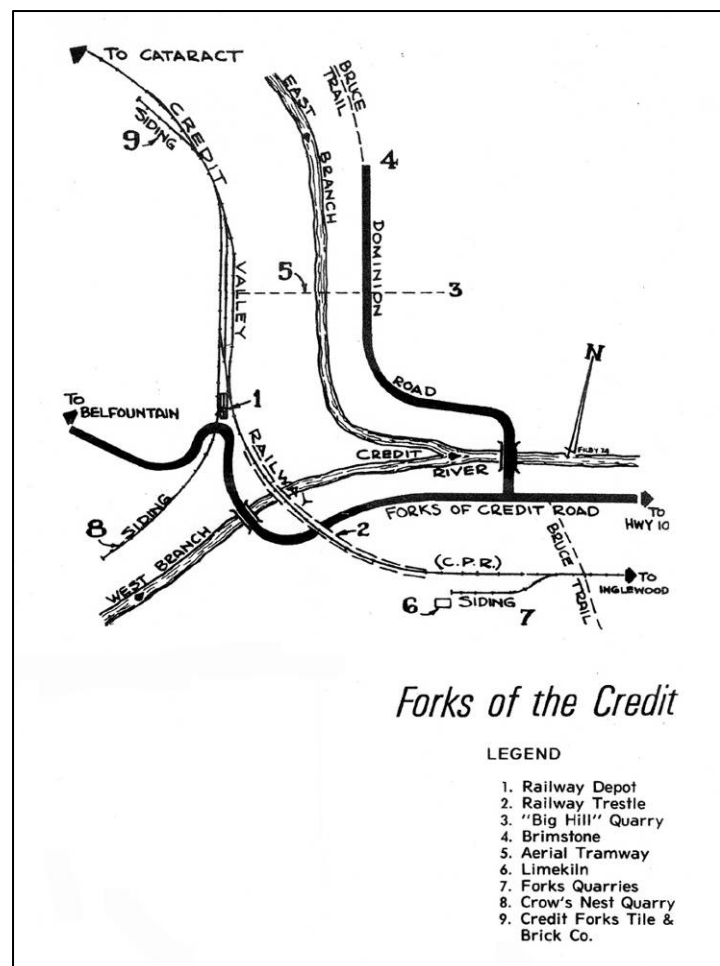
The sheer nature of the Escarpment face above the river around Cataract separated the developing village from its water-powered industries in the valley. With the gradual decline of these industries and the closing of the building stone quarries, the valley area began to revert to its natural state, 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 3<sup>rd</sup> 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 19<sup>th</sup> century building stock as well as 20<sup>th</sup> 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 pilastered 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.

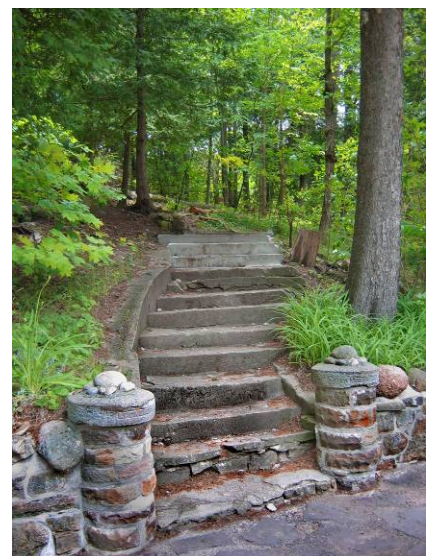


The Brock Residence

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 19<sup>th</sup> 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



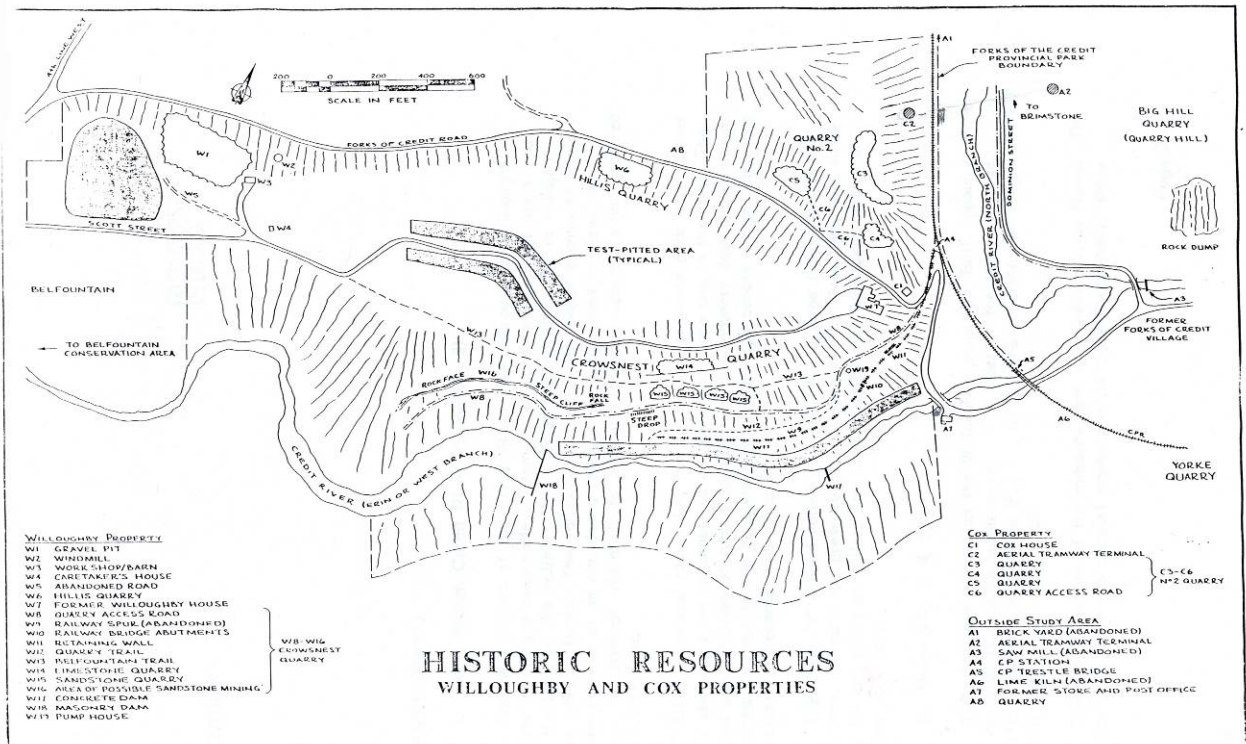
Masonry Dam,  
Willoughby Property

## 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, Historia 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 19<sup>th</sup> 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.*

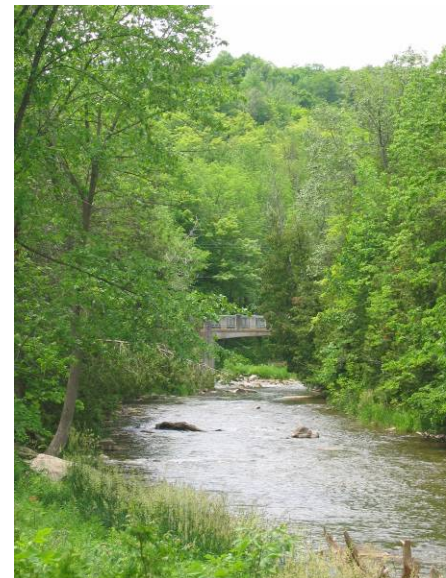
### Conclusions

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 19<sup>th</sup> 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.*

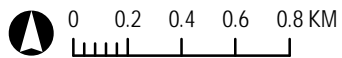
- BC-1 Ruins of Deagle's mill/hydro operation, including all evidence of industrial operation
- BC-2 'Cataracts' at the Village of Cataract
- BC-3 The Dominion Trail
- BC-4 Caledon Ski Club, 17431 Mississauga Road
- BC-5 The curving nature of the roads and the 'jogs' along Mississauga Road
- BC-6 673 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.**

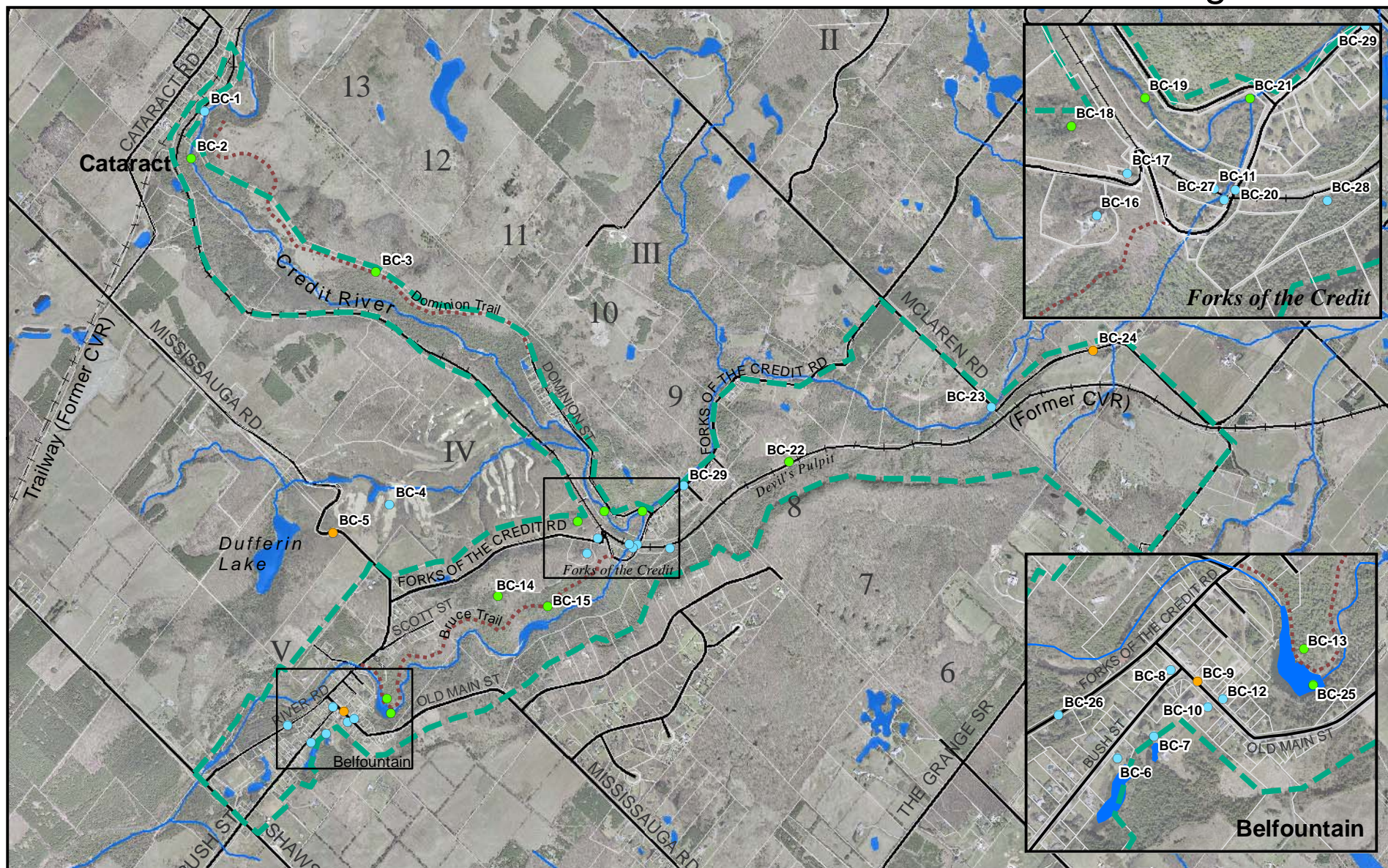
### 7.3.5 BOUNDARIES

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.



# Belfountain and the Credit Gorge Figure 9



- |                             |                    |                            |
|-----------------------------|--------------------|----------------------------|
| Character Defining Elements | CHL Boundary       | Lakes / Ponds              |
| ● Built                     | — Road             | — Active Railway           |
| ● Landscape                 | ... Trail          | - - - Former Railway       |
| ● Streetscape               | — Rivers / Streams | □ Property Boundary (2006) |