

Streetscape Study

ARCHITECTURAL GUIDELINES

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CALEDON EAST ARCHITECTURAL GUIDELINES

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1. CONTEXT

The preparation of these Architectural Guidelines for the Village of Caledon East are being prepared as part of a larger streetscape and guideline study. The streetscape component of the study addresses specific design issues with respect to sidewalls, curbing, street planting and furniture, whereas the Architectural guidelines address the issues of physical form in the structures that shape the street wall, the context of the streetscape both are interrelated and are proposed to work together to achieve the project aims.

The intention of the Architectural Guidelines is to assist the Town of Caledon and Owners in planning for the future growth of Caledon East. This is of particular concern at this time as the Region is preparing to install a long awaited sewer system, which will allow the Village to move away from its dependency on septic tanks, with all of their inherent environmental concerns, and allow for additional development in the area.

Increases to the local population will inevitably follow the need for more commercial services, and an increase in the already substantial traffic on Airport Road, plus a host of other needs and potential which may or may not affect the study area.

In the current regulatory context the guidelines in and of themselves can establish a positive direction and context for the design of future projects in the area in a suggestive rather than mandatory manner. In order to establish more restrictive "encouragements" or absolute requirements it will be necessary to dovetail these Guidelines with other aspects of the planning process and to amend or create specific pieces of supportive legislation such as Official Plan Amendments, Zoning Amendments, Town By-Laws, Policy Statements, and incentive programmes such as Heritage Grants, Density bonuses/transfer, or Tax Relief Programmes.

2. HISTORY

The scope of this study does not permit the creation of a detailed history of the Village and from our investigations such a history does not appear to exist. Instead there appears to be only a number of widely diffused comments from a number of sources referred to in the **Cultural Heritage Study of the Town of Caledon**. We have included in the Appendix a copy of Appendix B from this document which generally outlines the history of the area.

It is clear from our review of this document that the Village has grown in three distinct phases:

- .1 Phase one growth was largely the clearing of the land and the establishment of a rural agricultural community after the area began to open up in the period 1820-1850. Poor roads and marginal farmland in many areas of the area were cited as reasons for the slower development of Caledon. Only a few Buildings in town appear to have survived from this period. The convergence of the stream, Airport Road, and Church Street in a protected valley setting were likely catalysts to the establishment of the early Hamlet.

- .2 Phase two growth was a result of the arrival of the Hamilton and North Western Railway. This added impetus for the creation of a rural service community now that agricultural products could be readily shipped and manufactured goods imported. A number of buildings in the Village date to the 1870-1914 period, both residential and commercial. From the later part of this period we have a series of photographs which help us to visualize the nature of the town and the streetscape in this period. Of particular note is the lack of traffic and the apparent tranquillity of the Village.
- .3 Phase three growth is a fairly recent phenomenon apparently starting with modest efforts in the 1950-1960 period in recent years the volume has increased. This recent phase of growth is related to the dominance of the automobile in contemporary life, improved roads and the rapid growth of the entire GTA. The form of development inherent to this period is typical to other communities, housing subdivisions, roadside highway commercial development, and the loss of phase one and phase two buildings, now old, worn, inefficient, and not worth restoring, or so the theory goes. In this phase the character of the Village has perceptibly changed and today we are at a fork in the road where there is a very good chance that the character of the Village may be lost, or reinforced sufficiently to grow and mature during the next phase of growth.



Figure 1 - Caledon East core area looking south



Figure 2



Figure 3



Figure 4

Views looking north on Airport Road before the first world war



Figure 5 - Burrells Store and north

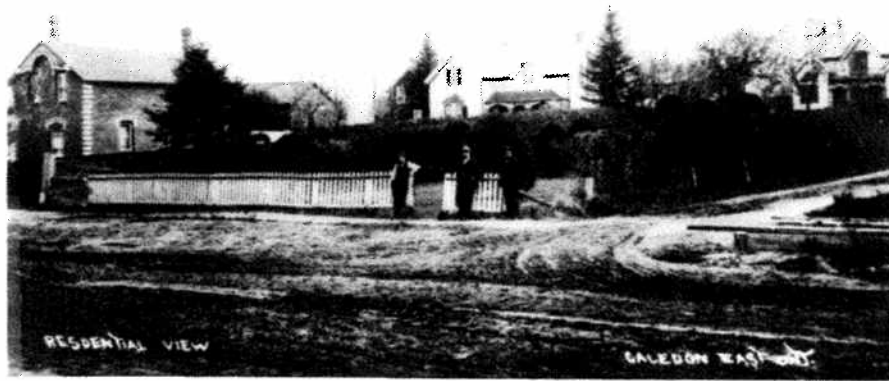


Figure 6 - Residences at the south end of the core

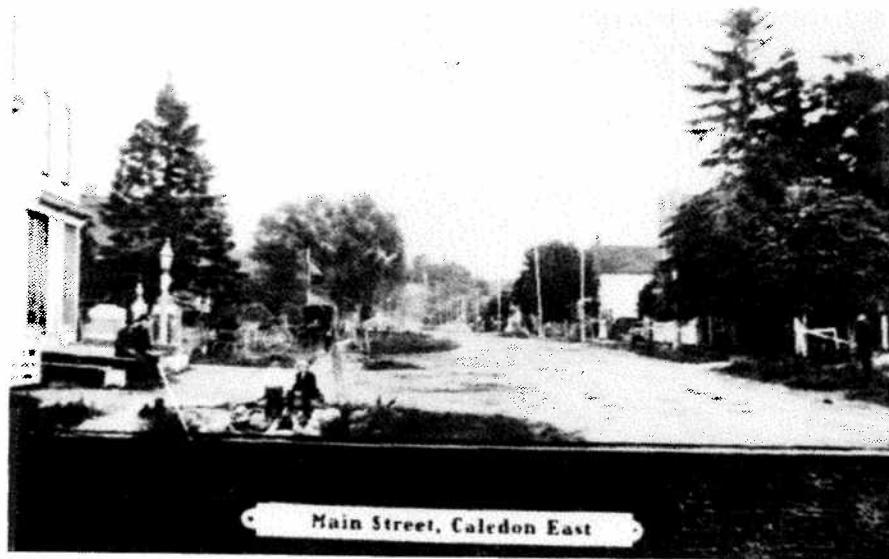


Figure 7 - View south from the north end of town

» EAST TO STEWARD ALSON FROM ROOF OF BURRELLS STORE



Figure 8 - View east down Church Street c.1919

3. SPIRIT OF PLACE

Each community like each person develops as a result of its history, citizens, geography, landscape, architecture and so on a particular spirit unique to it. A community is more than the sum of its parts and to this uniqueness we address the term spirit of place.

In order to develop architectural guidelines for a community it is essential that the special qualities of the place be understood and that the potential that exists for working with and expanding upon the positive features of this spirit be explored while they exist. The scale and power of our modern development industry often means that features both tangible and intangible in our small communities are severely affected, neutralized, or lost before they are recognized.

Perhaps because of its distance from Toronto, or perhaps simply due to the pragmatic limitations of sewage systems or other reasons, the pressures and scale of new development in Caledon East have been somewhat constrained which has meant that the essential character of this community as a Village has survived.

In seeking to better understand the community's feelings and ambitions for the development of the architectural guidelines, the project team has visited the community and discussed the project with both representatives of the Town Planning Department, LACAC, and a working group comprising of both town officials and local residents.

From these discussions it is clear that many recognize the transitional period that the community is approaching, the losses in the streetscape in the last phase of growth, and the potential for establishing a clear vision for the continued evolution of Caledon East as a Picturesque Village.

The principal threats to this are recognized as being related to traffic related issues such as road widening, highway commercial development, and inappropriate forms of development which do not build upon the spirit of the place but continue to neutralize it.

4. ASSUMPTIONS

We have assumed that development of architectural guidelines is a part of other measures which will be developed to guide the future intensification and redevelopment in the study area. These other measures may include the provision of streetscape designs as proposed in this study, Official Plan, Secondary Plan, and Zoning by-law amendments, see Implementation page 61.

We do not believe current legislation enables municipalities to strictly control architectural design through the Planning Act, however, the Heritage Act does permit this if the study area or part thereof is designated as a heritage district. As there are a few significant heritage structures scattered through the area we do not believe the integrity or quality of the area would qualify as a heritage district.

We would propose that the municipality set up an advisory group which would comment and make recommendations on proposals in the study area, based on the suggested guidelines in this report. This committee could be based on, or at least involve, significant input from the Caledon LACAC with an emphasis which ensures local representation from Caledon East.

It is very difficult to provide controls which will produce good architecture, and the risk is that in creating controls one not only prevents poor work but also highly imaginative and creative work.

We have therefore attempted to prepare design objectives which clarify the purpose of the other guideline statements, and to avoid being too prescriptive in our work.

5. AIMS

We have aimed to develop architectural guidelines which will help to direct future growth of the Village. The community workshop, held in conjunction with this study, affirmed the desire to preserve and enhance the "village" quality of the community, and we believe that this can be achieved with consistent application of principles designed with this end in mind.

Development in past appears to have proceeded in an un-self-conscious manner with traditional patterns of growth generally followed. Pressure for growth being somewhat limited and sporadic especially in recent times has lead to a lack of clarity and focus to the study area, with examples of buildings of all phases of growth and in a variety of conditions from close to original to almost unrecognizable existing at the same time. The trend in recent years has lead unfortunately to an increased erosion of the traditional core with an increase in the loss of older buildings, inappropriate alterations, and the shift to more highway commercial-type development.

We view the study area as being at a crossroads in its history, where through judicious infill, appropriate development and sensitive restoration a strong village core, with attractive and well defined approaches a strong sense of place will reemerge.

6. VISUAL AND SPACIAL ANALYSIS

The following section includes a series of photographs both historic and contemporary, which by comparison clearly illustrate both current conditions and changes through time. Whereas there have been many improvements in the community there has also been losses, many of which relate to the impact of the automobile in the third phase of growth.



Figure 9 & Figure 10 - Burrells Store: This key building anchors the main Church Street intersection, building restoration, and judicious commercial infill would improve the site.

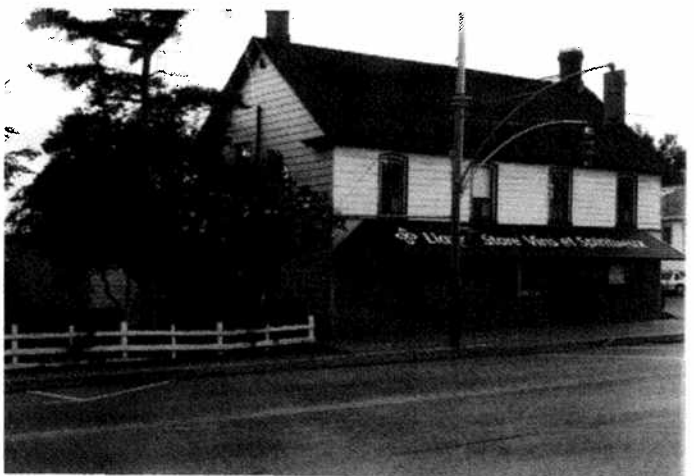


Figure 10



Figure 11 - Imperial Bank of Canada and neighbouring building could be successfully restored as commercial properties.



Figure 12 - The north end of core area has lost many commercial buildings and changed from pedestrian to automobile orientation.



Figure 13 - View to south from north core similar to above.

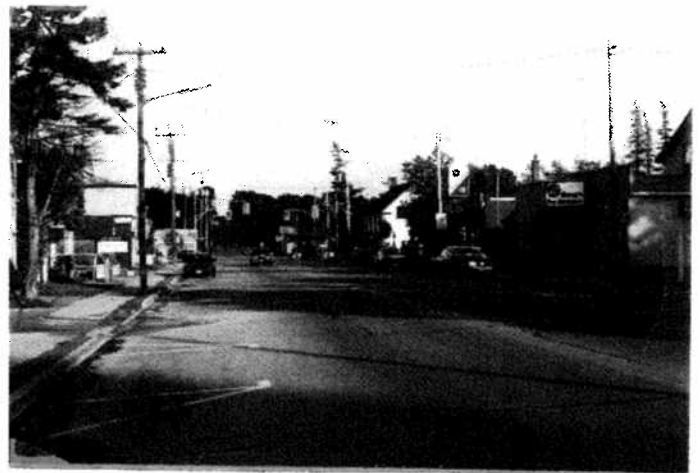


Figure 14 - Core area pavement and drainage have dramatically improved street conditions for pedestrians and cars but have also altered the character of the core.

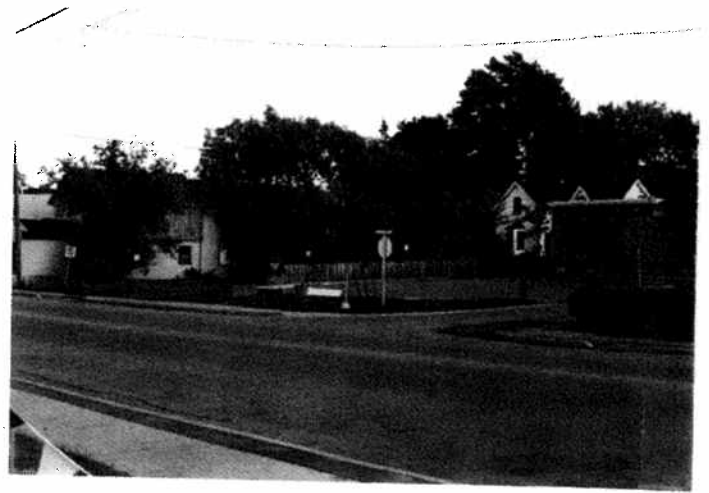
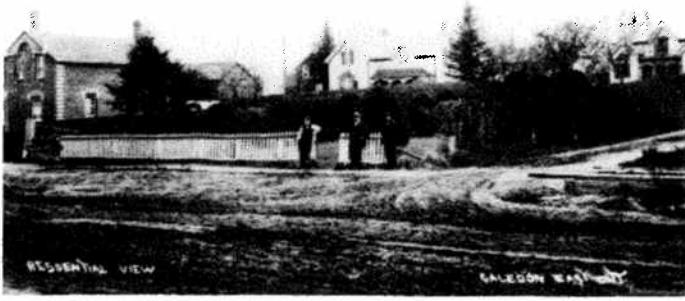


Figure 15 - Residence at the south of town. The picket fence and sidewalk help define the street, now lost to a parking lot.



Figure 16 - Central core looking north



Figure 17 - Similar to Figure 15 from further south. Common features help define the nature of the public street, porches, roofs, sidewalk, two storey buildings.

EAST 20 SECOND REGION FROM ROOF OF BURKELL'S STORE



Figure 18 - View east on Church Street and of St. James c.1919. Church Street has developed substantially, yet St. James has survived unaltered in a park setting.

7. WISH LIST

At a working group meeting held on June 21, 1993 members of the group, following an analytical walk about of the study area, held a workshop to propose a series of planning and visual objectives for the area. An overall mission statement was proposed and adopted by the group:

To enhance the Village.....as a part of the Town of Caledon

Other portions of this report specifically address the issues of streetscape. The following is a summary of objectives for or related to Architectural guidelines.

- * *The core area does not look planned, find a way to bring order to the chaos*
- * *Metal facades and other inappropriate materials have been used to cover original brick or to build new buildings, establish criteria for appropriate materials.*
- * *Buff brick is a local vernacular material, encourage its use.*
- * *Newer infill housing is inappropriate whereas many of the older homes are charming, strip malls are inappropriate, suggest direction for appropriate infill.*
- * *Many of the older buildings in the core have been inappropriately altered, suggest direction for appropriate alterations.*
- * *The liquor store at the key Church Street and Airport Road intersection is not a good image, establish criteria for the alteration/restoration of historic buildings.*
- * *Parking is a problem, suggest how convenient parking might be incorporated into the plans for the core.*
- * *Green space and trees are nice, recognize the unique nature of the community in terms of open space and suggest how these might continue to be incorporated into the core.*
- * *Rental properties have been allowed to run down, suggest how maintenance standards might be enforced to maintain a good appearance for enjoyment by all members of the community and visitors.*
- * *Rail trail/old RR Station/Feed mill area opportunity for "Gateway" to the core area from the south, suggest how this area might develop as public and visitor attraction/benefit.*
- * *Consider the idea of a market square.*

- * *Continue to encourage a mix of residential and commercial uses.*
- * *Provide appeal to travelling public.*
- * *Improve bridge at stream, difficult to cross, railings needed, suggest improved bridge, perhaps stone, more functional and attractive.*
- * *Control height of new buildings (two stories suggested)*
- * *Co-ordinate colours in downtown, suggest appropriate finishes for buildings.*
- * *Encourage gingerbreading, preserve heritage homes and treed lots, reintroduce awnings or porches as can be seen in the historic photos suggest appropriate renovation/restoration guidelines.*
- * *Design cohesiveness required for commercial buildings.*
- * *As in England, have walls, fences, hedges separate public and private spaces, suggest other architectural devices that support the visual appeal and peaceful coexistence of various adjacent land uses.*
- * *Make signs consistent, suggest appropriate sign guidelines.*
- * *Emphasize Caledon East as the "Capital of Caledon".*
- * *Retain small scale business section.*
- * *Consider implementation and maintenance, establish BIA, Caledon Town Centre Corporation, private/public enterprise, community architectural review committee.*

8. GUIDELINE RECOMMENDATIONS

It is clear that there is considerable support in the community for the reinforcement and continued growth of the community as a "village" as opposed to many other forms of development such as rural estate or standard residential subdivision approaches.

The directing of future growth overall is outside of the scope of a Streetscape and Architectural Guideline exercise which is limited to a specific area, however, the recognition of this vision is fundamental to the establishment of the guidelines, the implementation of which will establish a direction for detailed changes in the study area in future and we hope will also be useful in setting directions and providing thoughtful input into the overall planning of the community.

From our analysis of the village and discussions between members of the consultant team and working group, the focus or the self image, unique to Caledon East relate to:

- * **Caledon East as the Capital of the Town of Caledon**
- * **Caledon East as a recreational centre** at the gateway to the Escarpment and Oak Ridges Moraine natural areas
- * **Caledon East as a site of natural beauty**, set in a verdant valley with distinct geographical boundaries, and a development pattern which has preserved considerable green space within the village urban fabric

In traditional terms there is then the opportunity to establish the image of the Village as being "Picturesque", and we would suggest the moniker of "**The Picturesque Village of Caledon East**". This image would be supported by much of the Phase One and Phase Two development which remains and will establish a direction for the improvements suggested in the study area.

GUIDELINES

Architectural guidelines fall into the following categories:

- * **Existing Structures** - Historic Buildings
 - Identification
 - Maintenance
 - Restoration
 - Alterations
 - Expansion
- Non Historic Buildings
 - Maintenance
 - Alterations
 - Expansion

- * **Infill Development** - Local context objectives
 - Envelope, height, setbacks, density
 - Design objectives, features, materials
- * **General Area Policies**

Existing Structures

1. **Historic Buildings:**

Identification

- Develop strategy to define "historic building" in the context of the Picturesque Village of Caledon East
 - Designate key buildings under Heritage Act
 - Create a list of heritage buildings of community interest, which may at some time in the future be designated
- Develop support programme for designated and listed buildings
 - Local heritage grants
 - Density bonus or transfer scheme
 - Town support/advisor on issues of preservation
 - Local tax relief incentive
- Maintain readily accessible information listing recognized properties and reasons for recognition
- Dovetail heritage identification and requirements into the zoning by-law

Maintenance

The successful preservation of an historic property often depends upon an understanding of what constitutes sympathetic and appropriate maintenance. Inappropriate "maintenance" often leads to the eventual "death" of the heritage features of the building through a thousand cuts.

- LACAC to hold annual seminars in the town directed to identified heritage property owners to present and discuss appropriate maintenance
- Make available through the town office or library, copies of appropriate literature, some of which is available through MCTR.

- Develop maintenance standards and enforce through Property Maintenance By-Laws
 - locate actual source of deterioration and repair
 - repair deterioration
 - replace dysfunctional materials in kind
 - preserve key architectural features whether "functional" or decorative
 - maintain original finish materials, do not cover or obscure with no maintenance look alikes
 - preserve original windows and doors or if necessary replace in kind
 - repair pointing in masonry with appropriate mix
 - paint as necessary in appropriate heritage colours
 - do not plant or remove significant trees adjacent to building foundations

Restoration

- Encourage restoration of identified structures, see support programme above
- Require reconstruction of missing heritage features, when appropriate construction activity is planned
- Understanding that heritage buildings in the community are not museums be clear in the designation/listing what is of prime concern for restoration, allow sympathetic renovation, alteration, or expansion

Alterations

- Designated / listed feature must be preserved and not removed, obscured or overwhelmed by the alterations
- Scale of alterations must be in keeping with the original design
 - general proportions
 - proportions, layout and scale of new doors and windows
 - maintain original roof design and slopes
 - new features to be designed in accordance with original building vocabulary actual or interpreted
- Materials of alterations must maintain the original material pallet unless dysfunctionality precludes this.

Expansion

It is often desirable to expand historic structures in order to make an historic property which finds itself in an area that has gone through change economically viable, or simply to meet the expanding needs of the owner. This is not necessarily a threat to the building, and indeed many of our revered historic buildings were added to in years past, with the additions now considered part of the complete structure.

The success of the addition is dependant upon the skill of the designer and the sensitivity with which the work is approached, good design is difficult to legislate. The following principals should apply however:

- The addition should not obscure the designated/listed features of the building
- The scale of the addition should be appropriate to the original structure in its most visible manifestations
- Building height should be consistent with that of the original, if a flat roof no higher than the eave or cornice line, if a sloping roof the ridges and slopes should correspond
- The addition face should not be set forward of the original by any more than 1/4 of the width of the original
- The materials of the addition should be of the same pallet as the original period in which the original was constructed
- The proportional system of the new addition should be related to the proportions of the original
- Preference should be expressed for designs of the same design language as the original unless the design of the proposed addition demonstrates great skill and sensitivity in a contemporary approach



Figure 19 - This store occupies a prime corner in the village. Stripped of its historic detailing and with several of the surrounding buildings demolished, the corner has lost scale and definition and no longer anchors or defines the main village crossroads.

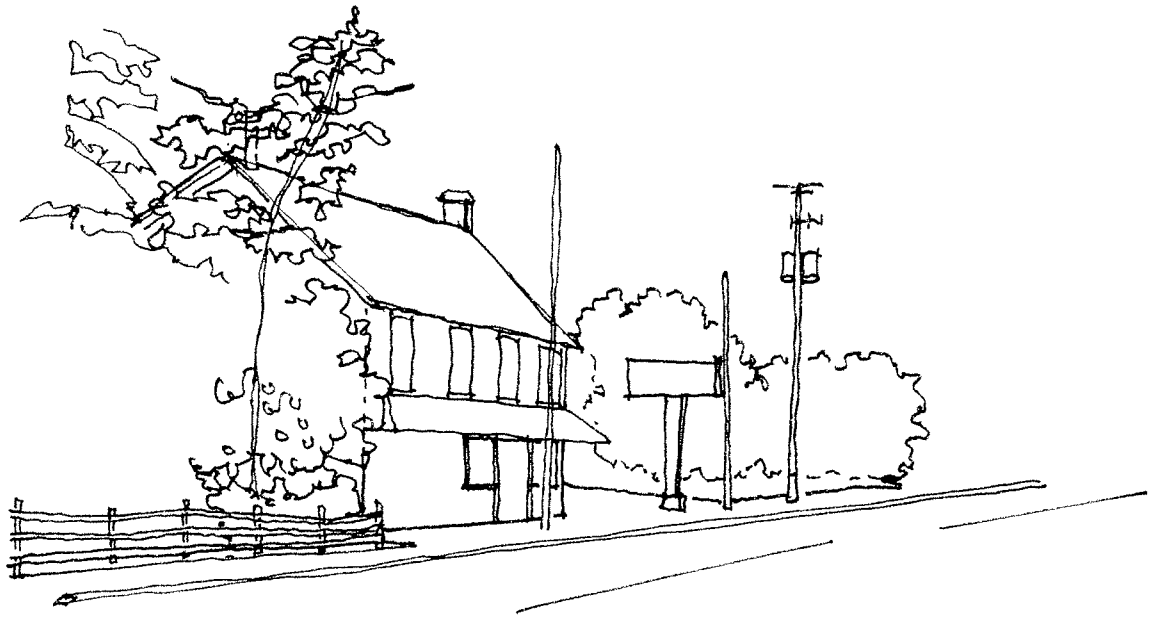


Figure 21 - Restore the lost historic detailing, reinforce the pedestrian street with porch, fence and other correctly scaled features. Infill open areas to heal, define and promote this area as the central core.



Figure 22 - This simple approach to the reuse of an existing building, although not restoration, has many positive features, a simple well proportioned canopy, sidewalk oriented entry and display windows and picnic tables. The scale and feel of the building is maintained.



Figure 23 - A sympathetic approach to restoration plus features to enhance the connection of the building to the street would dramatically improve this building.

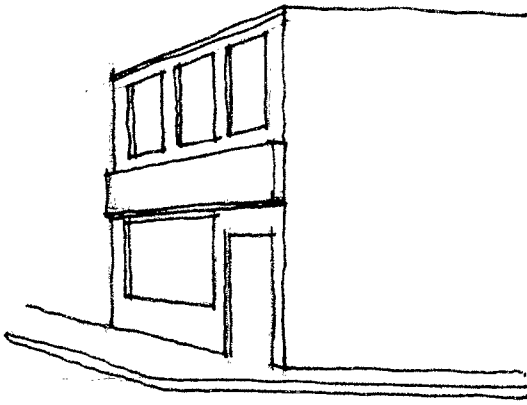


Figure 24 - A simple commercial building which has been stripped of its historic features, by new windows, storefront, signage and cladding.

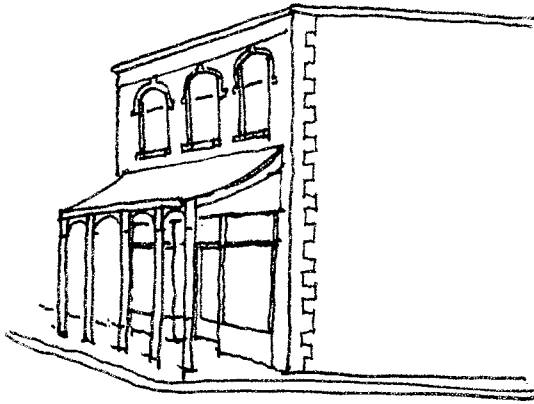


Figure 25 - The building as it originally appeared, and as it could be restored.

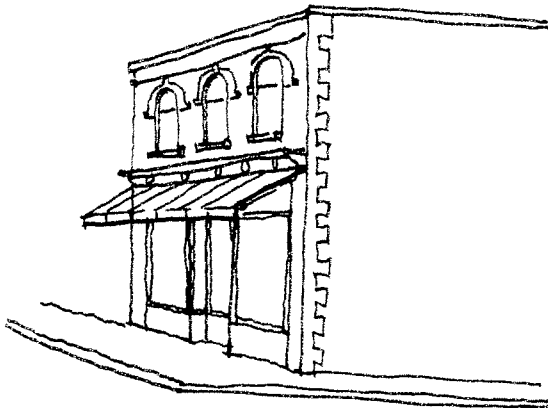


Figure 26 - Sympathetically altered with many elements restored, this building is both functional and enhances the street.

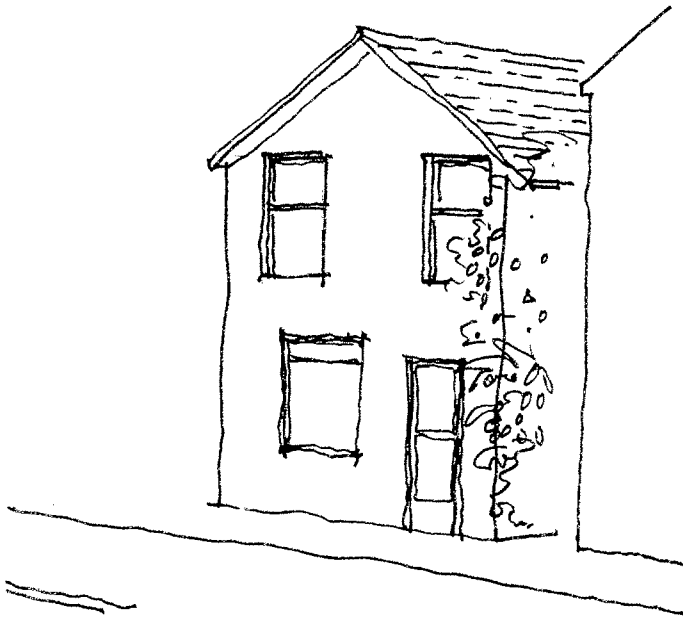


Figure 27 - A simple historic commercial building altered for residential use.

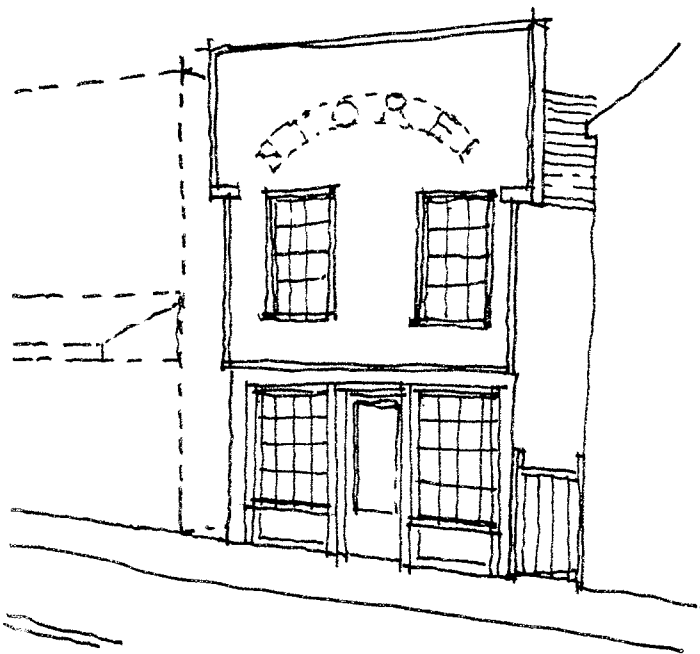


Figure 28 - If returned to commercial uses, a restoration, including storefront, "boom" false front, windows and materials, would be desirable and appropriate.



Figure 29 - This lovely 1850's home setback from Airport Road is a prime development site. We suggest here a public lane (mews) be created for the setback houses and appropriate development be permitted to enhance the street. Note the inappropriate materials and building forms which have grown up in the foreground.



Figure 30 - A number of fine mid to late 19th century homes line the west side of Airport Road at a distance which must be carefully addressed. Preservation of this building should be a priority with additions or commercial development in scale, sited not to obstruct the front yards, and of related materials.



Figure 31 - This small commercial plaza is neatly designed of a good scale and does not obstruct views to a historic house. Careful control on parking boundary features, fences, walling, etc. would improve and further humanize the site.



Figure 32 - Although functional, these stores do little to create a desirable street image. Note the following: facades need improvement in storefront design (refer to historic stores), materials, signage and clutter. A screened garbage enclosure should be provided.

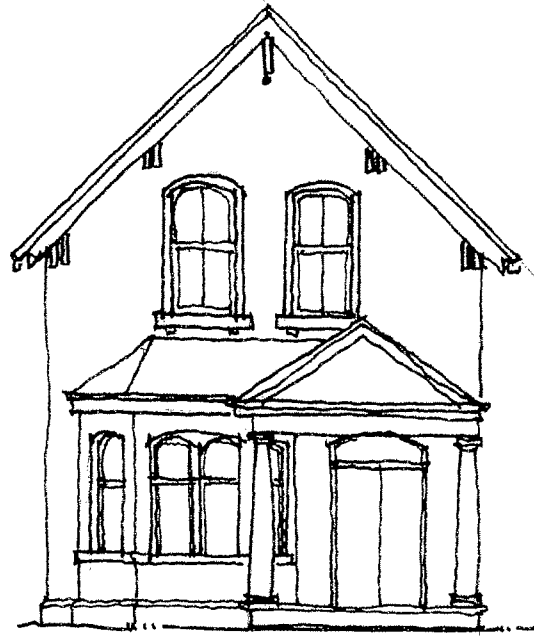


Figure 33 - A typical mid-late 19th century house with undeveloped front or side yards in an urbanizing area near to village core, as originally designed.



Figure 34 - Side residential addition exhibiting poor proportions, scale, materials and insensitivity in the style/approach to the addition which conflicts with the original house.



Figure 35 - Modernized historic house with new front/side addition. This combination exhibits a sad loss of original character and does not achieve a good design. Negatives include: loss of historic details, relatively poor proportions between new and old, inconsistent roof slopes, and obscuring of original house.



Figure 36 - A sensitive residential addition. Good scale, simple but appropriate detailing, good proportions. Setback keeps original prominence. Original features respected and preserved.



Figure 37 - Inappropriate commercial addition/conversion. House partially obscured. Poor scale, detailing, materials, vocabulary, proportions, signage and overall design.



Figure 38 - Appropriate commercial addition/conversion. Side placement allows full exposure of house, front yard developed as garden or commercial mews/court. Simple modern derivative/interpretive design, good materials and proportions. Pedestrian oriented features in storefront and canopy.

2. Non-Historic Buildings

Maintenance

The issue of maintenance for non-historic buildings is somewhat different, although related in that a building of quality in any period should be maintained in a way that preserves its essential character and integrity as noted above. Typically, however, this is more an issue of community standards. Many participants noted, and it can be readily observed, that there are some buildings in the Village that are poorly maintained and require work.

- Work to establish pride in the community through self initiative, encourage the formation of a BIA, Community Improvement Programme, Citizens Action Groups, or Neighbourhood Associations
- Develop and enforce minimum property maintenance standards

Alterations

- Alterations of non-historic properties should be permitted within general area regulatory constraints
- Alterations should respect the original design, although this is well understood in terms of historic buildings, newer structures are often misunderstood
- Materials and colours should be from the same pallet as the original building

Expansion

- Additions to non-historic properties should be permitted within general area regulatory constraints
- Similar to alterations additions should respect the original design
- Where the scope of the addition significantly or completely obscures the original, the design should be approached as a new building

3. Infill Development

Local context objectives

- It is desirable that the design of projects which infill an open site or are designed to replace a previous structure on the site be sensitive to the local context of the proposal, both as existing and as a part of the plans for the future of the area.

The study area consists of the following parts:

- | | |
|--------|------------------------------|
| Part 1 | South Highway Approach |
| Part 2 | South Residential Area |
| Part 3 | Rail Corridor and Open Space |
| Part 4 | Central Commercial Core |
| Part 5 | North Residential Area |
| Part 6 | North Approach |
| Part 7 | East, Church Street Corridor |
| Part 8 | East Approach |

In each of the areas noted, a separate and special architectural character exists. In order to preserve and enhance this in keeping with the overall vision of creating a picturesque village atmosphere, the following considerations should be taken into account:

Envelope, Height, Setbacks

<u>Part</u>	<u>Context</u>	<u>Height</u>	<u>Setback</u>
Part 1	<p>Rural gateway to the Village, undergoing development, typical highway commercial, new residential subdivision turns its back on the street</p> <p>Develop landscape buffer between Airport road and the adjacent land use</p> <p>Limit extent of highway commercial in favour of reinforcing the village core</p>	<p>2 stories or a max height of 8.0m</p>	<p>Max. setback to building of .31.0m</p> <p>Min. setback to building 10m</p> <p>Landscape buffer of 10.0m</p>
Part 2	<p>Mature low density single family residences, of a similar scale and period, with mature landscaping.</p> <p>Scale of new or replacement houses should be of similar size to existing</p> <p>Preserve nature of area, including landscaping</p>	<p>2½ stories or max. height of 8.0m above average grade or</p> <p>The mean height of the neighbouring buildings</p>	<p>The mean setback of the neighbouring buildings</p>

<u>Part</u>	<u>Context</u>	<u>Height</u>	<u>Setback</u>
Part 3	<p>Open Green Space</p> <p>Architectural designs for public buildings should be of institutional quality, attractive robust and long lasting. Interpretive modern design is preferable to poor copies of historic styles in a building that is new</p> <p>Gateway to the core, Architectural features should reinforce this</p>	2 stories	<p>10.0m landscaped buffer</p> <p>No max. setback, attempt to site buildings to enhance picturesque quality of natural open space</p>
Part 4	<p>Commercial Core</p> <p>This area is a mix of residential and commercial uses, many of which have co-existed for more than a century</p> <p>Many historic buildings altered or demolished</p> <p>Highway commercial approach to newer buildings in danger of further eroding village quality of the core</p> <p>New buildings should reverse this trend to reinforce village atmosphere by having regard for traditional building form and materials</p>	<p>3 Stories or</p> <p>10.5m or</p> <p>no higher than 1 storey higher than adjacent building(s)</p>	<p>Commercial uses or mixed Residential Commercial front: min. 1.0m max. 2.0m encourage the provision of porches, awnings or canopies side: min. 0.0m</p> <p>Residential uses Front: min. 5.0m max. mean setback of adjacent buildings</p>

<u>Part</u>	<u>Context</u>	<u>Height</u>	<u>Setback</u>
Part 5	<p>Mature residential area with buildings of varied age and style. Some commercial and institutional uses</p> <p>Preserve local context</p>	<p>The mean height of the neighbouring buildings or</p> <p>Max. 3 stories</p>	<p>The mean setback of the neighbouring buildings, unless direct extension of commercial core in which case as per Part 4</p>
Part 6	<p>Rural approach to the village, new residential development includes a visual barrier that turns its back on Airport Road</p> <p>Develop landscape buffer between Airport Road and the adjacent land use</p> <p>Limit extent of highway commercial in favour of reinforcing the village core</p>	<p>2 stories or a max. height of 8.0m</p>	<p>Max. setback to building of .31.0m</p> <p>Min. setback to building 10m</p> <p>Landscape buffer of 10.0m</p>
Part 7	<p>An area of mixed residential, institutional, and some commercial, intensifying approaching the core (Airport Road).</p> <p>Preserve historic pattern, allow commercial to intensify from corner to establish well defined main intersection</p>	<p>Core area: 3 stories or max. 10.5m or no higher than one storey higher than adjacent building(s)</p> <p>Residential/mixed use: 2½ stories or 8.0m or mean of buildings on each side</p>	<p>Core area: Front: min. 1.0m max. 2.0m</p> <p>Side: min. 0.0m</p> <p>Residential Front: mean of houses to each side or min. max.....</p>

<u>Part</u>	<u>Design Objectives</u>	<u>Features</u>	<u>Materials</u>
Part 1	<p>To preserve a distinct transition between rural and village areas and clear definition to the village edge.</p> <p>Beyond the village edge to treat Airport road as a "parkway", with a landscaped zone between development and the built up areas</p> <p>Development in the parkway zone to be setback with a landscaped frontage and minimal parking separating the building from the road</p>	<p>Lowrise built form</p> <p>Commercial: Limit access points, control signage to common grouped signs at access points</p> <p>Features supportive to "rural" development gates, walling, trellis,</p> <p>Residential: Limit direct access to Airport road , provide landscaped buffer to screen privacy fences and visual/acoustic barriers. privacy walling to be of a good design and quality</p>	<p>Brick, stone, stucco, wood, good quality metalwork steel or aluminium</p> <p>Shingle in asphalt, wood, tile, slate</p> <p>Glazing,</p> <p>Walling: brick, stone, wood, architectural decorative concrete, decorative metal</p>
Part 2	<p>Good quality residential design sensitive to and supportive of the existing nature of the area</p>	<p>Continue the pattern of local development, gates, fences, hedges circular drives, masonry retaining walls, and traditional house forms</p>	<p>Brick, stone, wood, good quality metal siding</p> <p>Shingles in asphalt, wood, tile, slate</p>

<u>Part</u>	<u>Design Objectives</u>	<u>Features</u>	<u>Materials</u>
Part 3	Specialty buildings in open green area. Good design which does not badly imitate imaginary historic styles. Strive to understand and interpret the picturesque quality of this area and to enhance or create a "gateway" to the commercial core	Integrate and reach out to landscaped areas, walling, gates screens, trellis, walkway paving Provide covered exterior spaces for pedestrians, Overtly express entrance points	Brick, stone, wood, stucco in combination with brick or stone architectural concrete. Decorative metal work Shingles in wood, tile, slate Glazing, wood, aluminium frames
Part 4	To preserve enhance and intensify the historic village core To create a pedestrian oriented, vital street To design infill commercial buildings that are traditional in nature, street oriented, accessible, and of good quality	Display shopfronts facing the street Covered porches Awnings	Brick, stone, wood, stucco in combination with brick or stone, architectural concrete, decorative metal Glazing in wood or aluminium frames (not curtain wall) Shingle in asphalt, wood, tile, slate, or metal shingles
Part 5	To preserve the historic residential character of the area To enhance the area with infill or replacement buildings which are compatible with the character of the area	Walling, fences, gates, trellis, hedges, which provide definition to the public street Traditional residential building form	Brick, stone, wood, stucco in combination with brick or stone, architectural concrete, decorative metal work Shingles in asphalt, wood, tile, slate, Glazing in wood or aluminium frames (no curtain wall)

<u>Part</u>	<u>Design Objectives</u>	<u>Features</u>	<u>Materials</u>
Part 6	<p>Similar to the south approach</p> <p>See Part 1</p>		
Part 7	<p>To continue to support Church Street corridor as the "institutional" high road, with mixed use residential, institutional, and commercial</p> <p>To define the village boundary, and avoid an amorphous spread of future highway commercial</p>	<p>Core: As per Part 4 above</p> <p>Residential: As per Part 5 above</p> <p>Institutional: Good quality attractive institutional design, do not attempt to create pseudo residential look</p>	
Part 8	<p>Commercial Core: Intensify the area near the Airport road intersection, to provide a Church Street, gate to the core and better define the this as the principal urban intersection</p> <p>Institutional: Street-related, medium to low density with parking at side or rear</p>	<p>Principal entrances to face and connect to street</p>	<p>Brick, stone, decorative architectural concrete, decorative metal, Quality finished wood work</p> <p>Glazing in wood or aluminium frames</p>



Figure 39 - Part 2 South Residential District. This mature residential district provides a pleasant and well defined approach to the village core.



Figure 40 - Part 6. This fine Victorian house in a park-like setting is an aesthetically pleasing and picturesque welcome to the village from the north.



Figure 41 - Part 5. More recent residential district built in the 1950-1970 period. Traditional housing forms a relationship to side street. Housing begins to turn its back on Airport Road. The hedge provides a pleasant boundary.

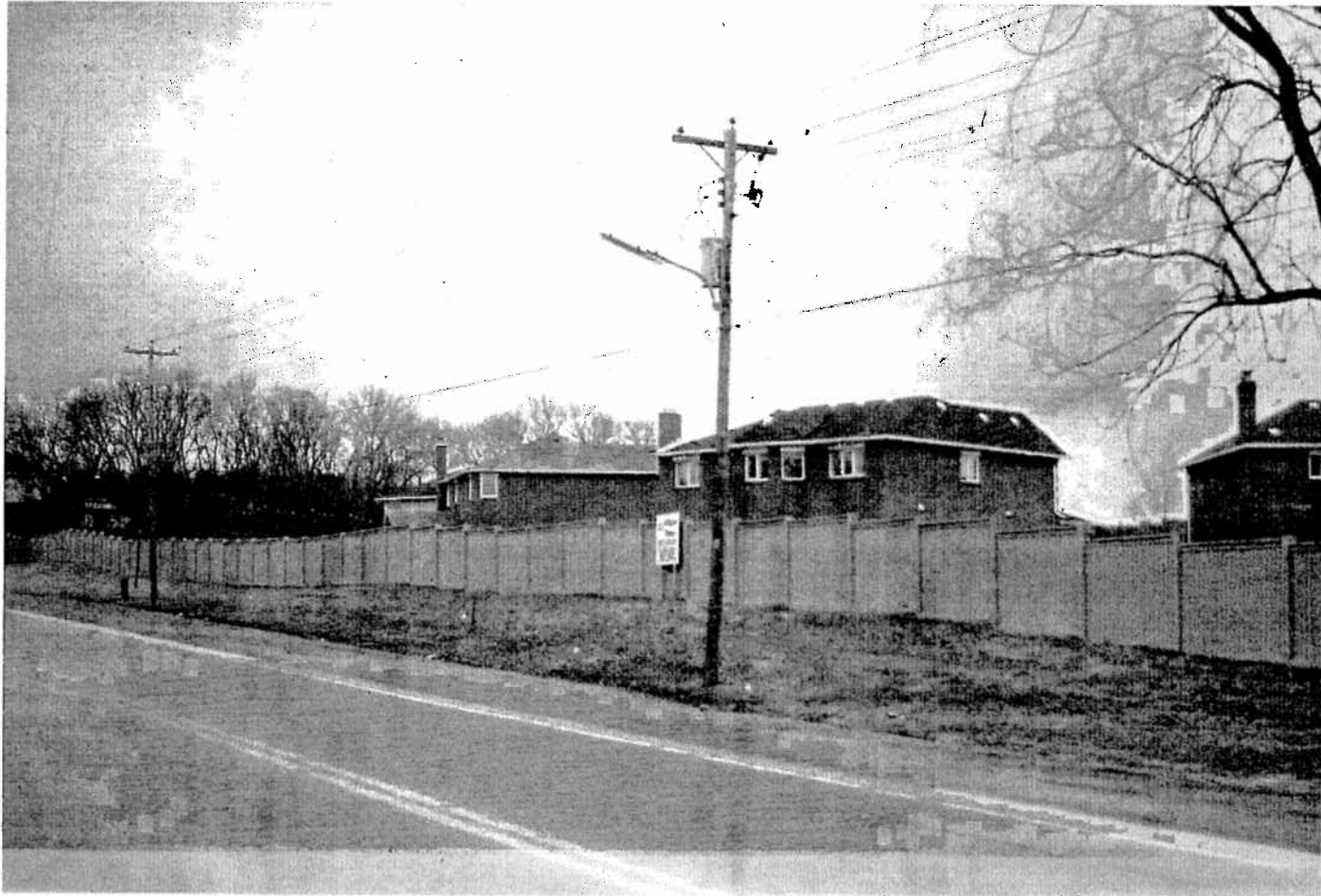


Figure 42 - Part 5/6. Recent development at both the north and south end of the village completely breaks with tradition and turns its back on Airport Road. The picturesque is replaced by a brutal concrete fortification.



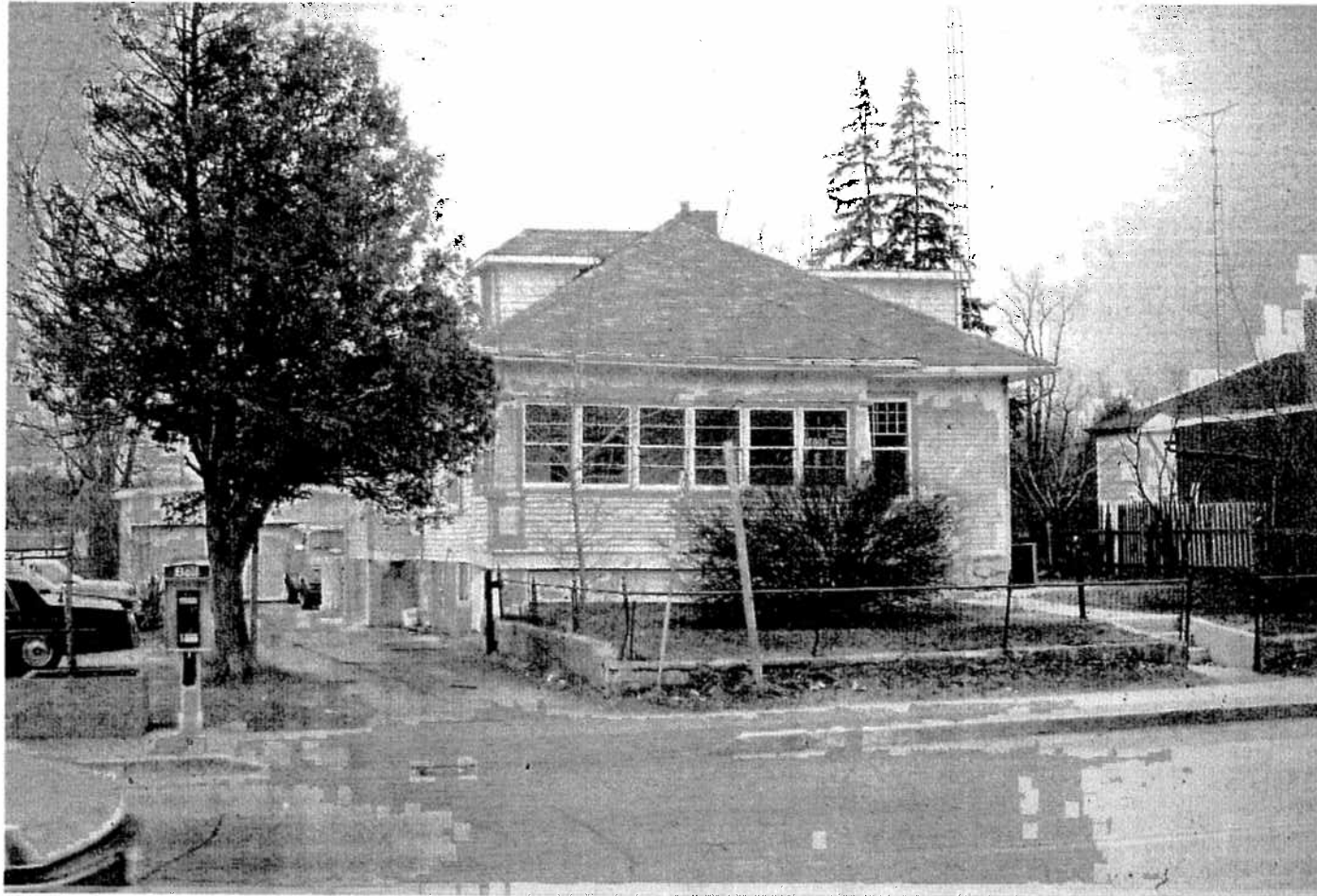
Figure 43 - Part 6. It is unfortunate that many modern homes attempt to be of another time without the same concern for detailing or proportions as their models. However, good rural estate development with appropriate landscaping could enhance the "parkway" approach to the village.



Figure 44 - View west on Church Street to Airport Road. Church Street should remain as the principal "institutional" mixed-use street, however, the core should wrap the corner to complete the transition and define the intersection.



Figure 45 - View of Church/Airport corner. The recent loss of an historic inn structure has seriously degraded this important intersection. Two or three storey street/pedestrian oriented commercial structures would return life to the central core.



View 46 - West side of Airport Road north of Burrell Store (liquor store). Once a fine 2 storey hotel, this site and the adjacent parking lot should be redeveloped as a 2 or 2½ storey commercial street and pedestrian oriented development with parking to the rear.

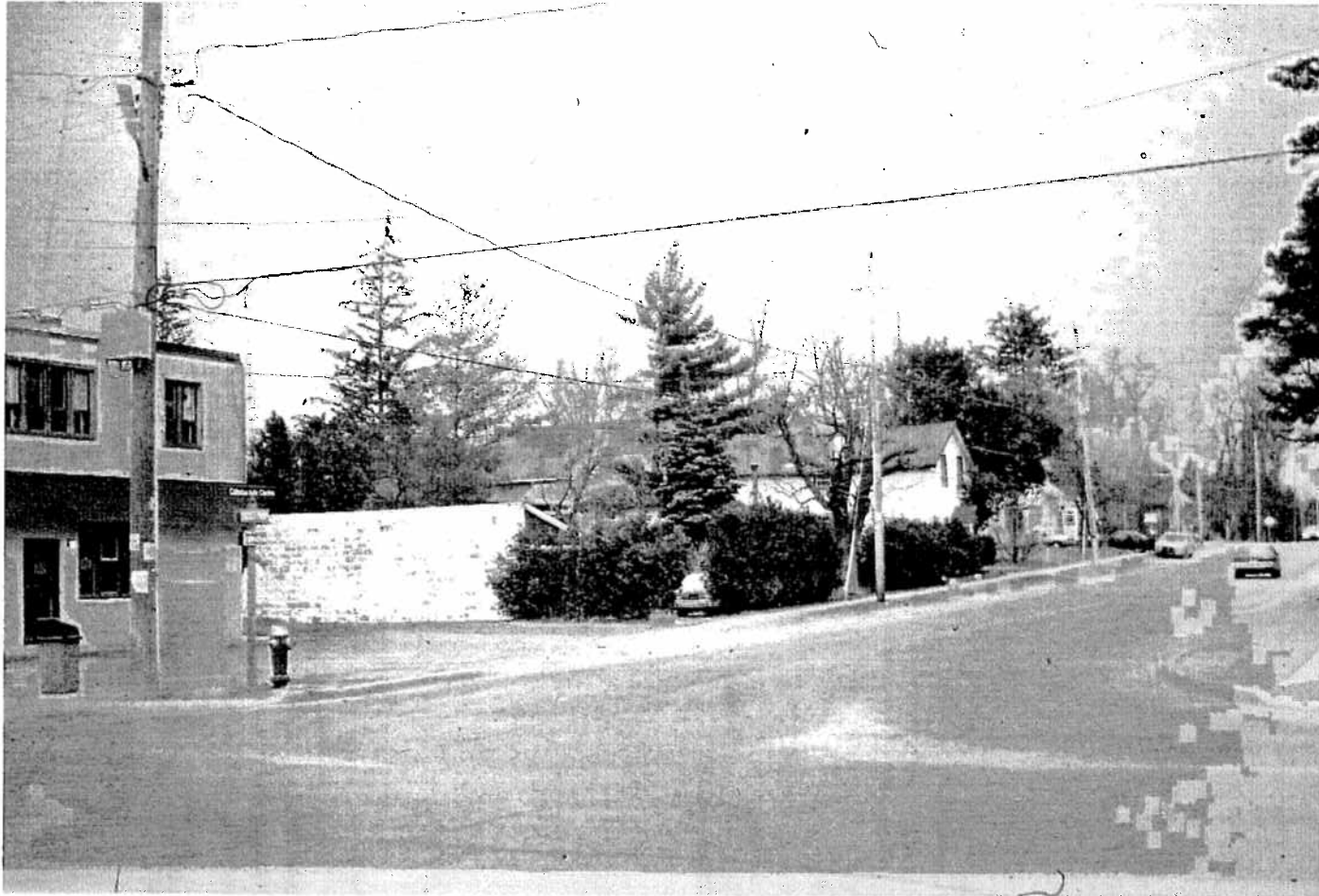


Figure 46 - Opposite view to 45. Parking lot at the corner is inappropriate.

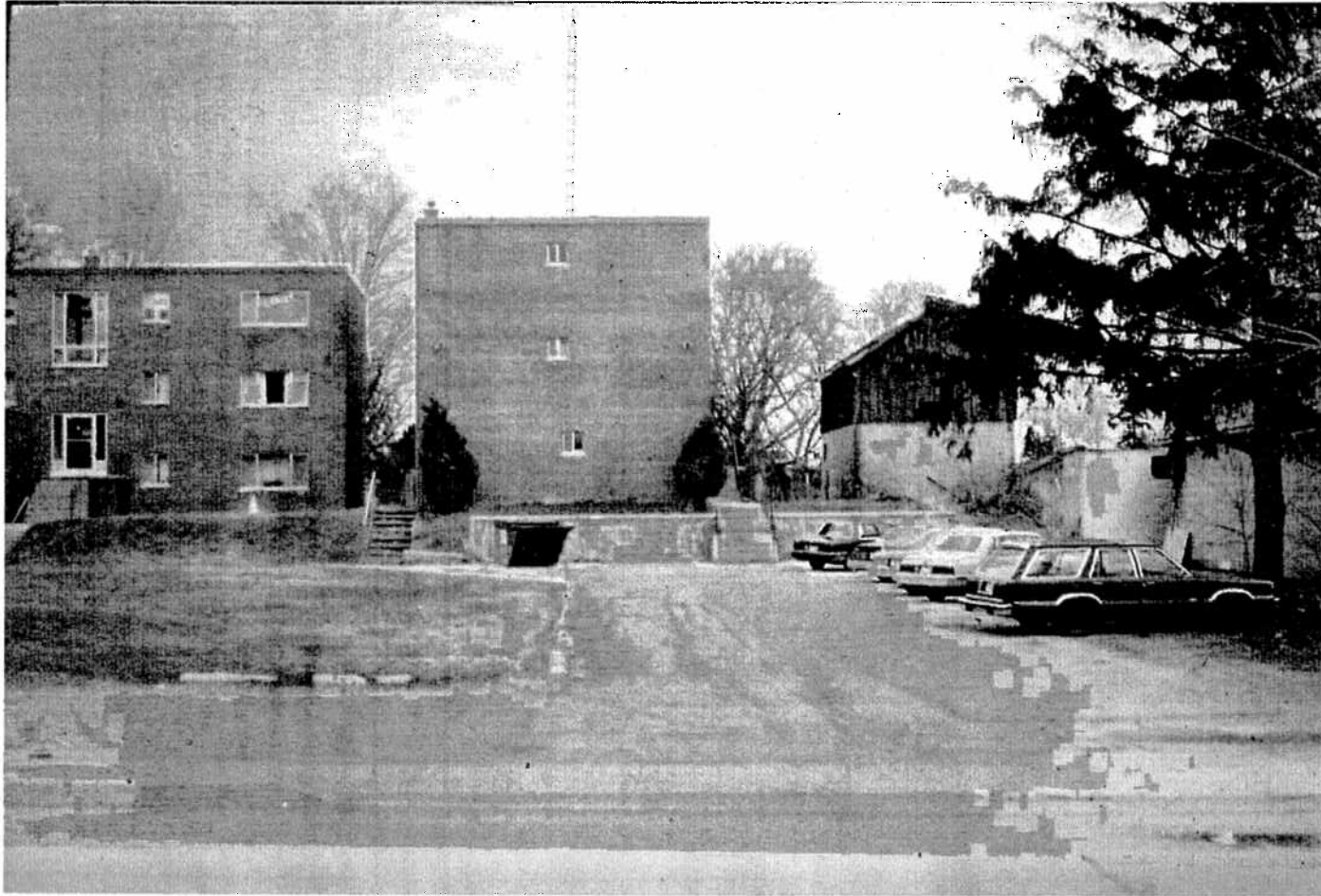


Figure 47 - Set well back from Airport Road the "front yard" of this apartment complex is unfriendly, virtually unlandscaped and used for parking. This site could provide public open space (park) or be developed with a commercial block, apartments above and a landscaped court behind.



Figure 48 - A third quarter 19th century house largely intact and restorable set well back from Airport Road. A public "lane" or mews access to these few houses would free up the street frontage, now a detraction to the streetscape for future appropriate development.



Figure 49 - This old feed mill site is the gateway to the core. A carefully planned development here could define the core edge, reinforce the core building patterns and establish the style and pedestrian orientation desired.



Figure 50 - This 1 storey highway commercial development illustrates the recent loss of a traditional village core character towards highway commercial and an inhospitable pedestrian environment inappropriate in the village core.



Figure 51 - In this recent development there has been an attempt at a more appropriate building form, however, at one storey with most of the site paved for parking and with a "lawn" at the commercial frontage, this development is still far too rural highway commercial in nature to be appropriate in the village core.



Figure 52 - General view to the south. There is little agreement seen in the layout of the street about the nature of the village. The loss of many historic structures and recent car-oriented development is in danger of removing any sense of a pedestrian-oriented urbanized village.



Figure 53 - Original texture of historic street two storey (plus roofs), similar materials, false front or flat roof commercial, regular grid or bay sizes, pedestrian details such as canopy roofs, recessed doorways and street-oriented, display shop windows.

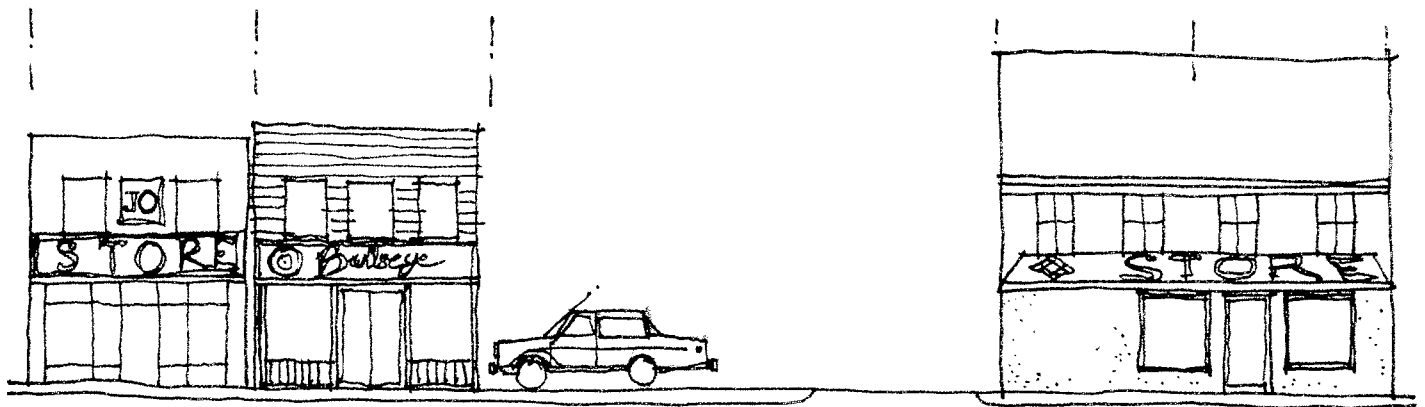


Figure 54 - The same street today. Buildings removed for parking, pedestrian details removed, signage enlarged to catch eye of high speed car traffic, inappropriate materials obscure original building design.



Figure 55 - Inappropriate new highway commercial development. More historic building removed, pedestrian environment further eroded by parking. Street wall removed by setting building back for parking and reduction to one storey, building design not sympathetic to core area scale, materials, texture, or detailing.

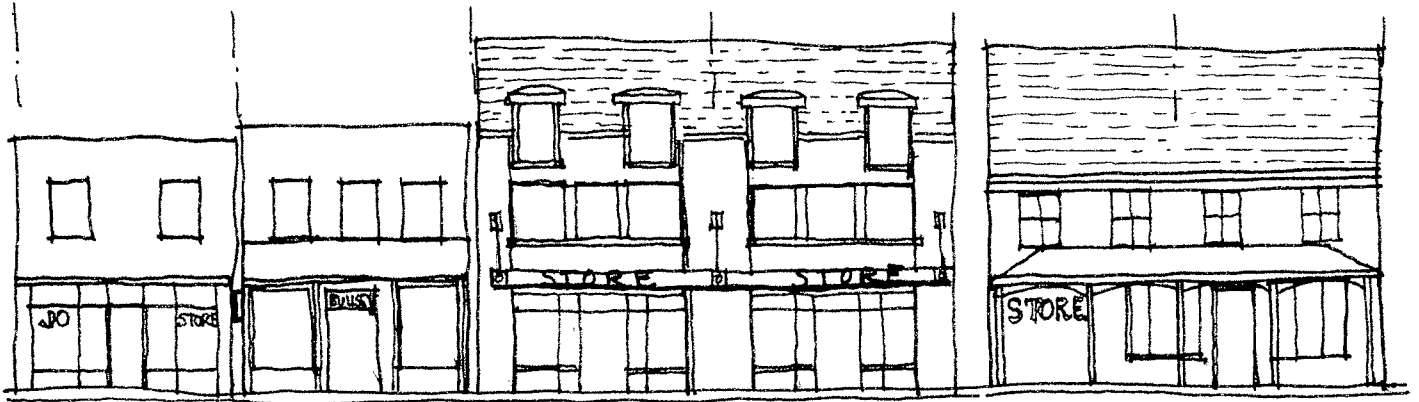


Figure 56 - Appropriate infill development. Street wall preserved and enhanced. Bay sizes conform to historic scale, common horizontal lines are repeated, 2 or 2½ stories are appropriate, pedestrian/street-oriented storefronts, pedestrian detailing of canopy, recessed doorways, and scale of signage and materials are of the traditional palette; all of this adds up to a positive reinforcement of the street and a comfortable fit between new and old. Further, a restoration approach of the historic buildings substantially improves their appearance.

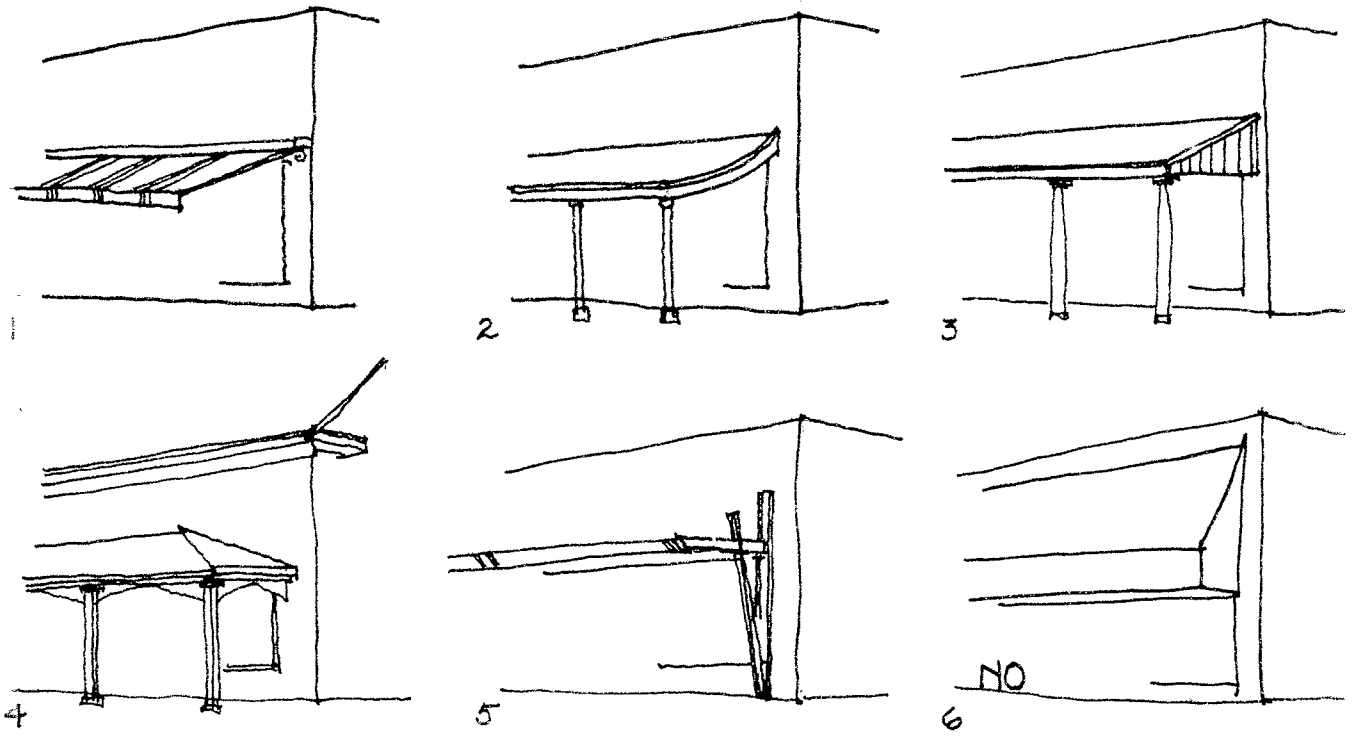


Figure 57 - Sketches 1-5 illustrate appropriate canopy designs.

1. Traditional canvas awning
2. Restored bell curve roof
- 3,4. Traditional canopy roofs
5. Modern canopy without columns
6. Illustrates inappropriate large scale back-lit "awning" sign which is out of scale and character and does not provide pedestrian cover.

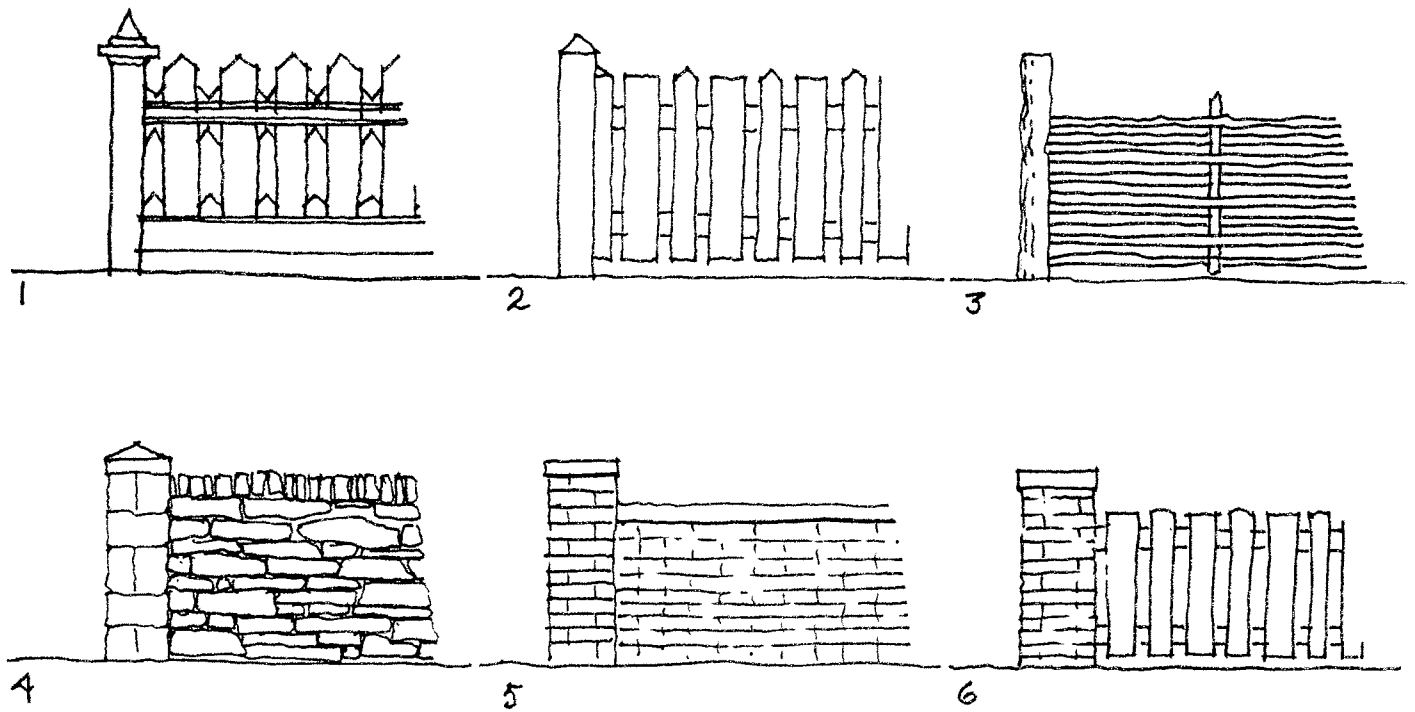


Figure 58 - Boundary walling helps to provide definition to the street where setbacks vary and residential is mixed with commercial.

1. Traditional picket fence
2. Simpler board fence
4. Picturesque wicker fence
5. Stone walling
6. Brick walling
7. Mixed brick and board

Figure 13.1

Southern Ontario Prehistory

DATE	PERIOD	DESCRIPTION
A.D. 1650 - A.D. 1400	Late Iroquoian (Late Woodland)	<ul style="list-style-type: none"> - complex agricultural society - villages, hamlets, camps - politically allied regional populations
A.D. 1400 - A.D. 1300	Middle Iroquoian (Late Woodland)	<ul style="list-style-type: none"> - major shift to agricultural dependency - villages, hamlets, camps - development of socio-political complexity
A.D. 1300 - A.D. 800	Early Iroquoian (Late Woodland)	<ul style="list-style-type: none"> - foraging with limited agriculture - villages, hamlets, camps - socio-political system strongly kinship based
A.D. 800 - 400 B.C.	Middle Woodland	<ul style="list-style-type: none"> - hunter-gatherers, spring/summer congregation and fall/winter dispersal - large and small camps - band level society with kin-based political system - some elaborate mortuary ceremonialism
400 B.C. - 1000 B.C.	Early Woodland	<ul style="list-style-type: none"> - hunter-gatherers, spring/ summer congregation and fall/winter dispersal - large and small camps - band level society with first evidence of community identity - mortuary ceremonialism - extensive trade networks for exotic raw materials
1,000 B.C. - 7,000 B.C.	Archaic	<ul style="list-style-type: none"> - hunter-gatherers - small camps - band level society - mortuary ceremonialism - extensive trade networks for exotic raw materials
7,000 B.C. - 9,000 B.C.	Palaeo-Indian	<ul style="list-style-type: none"> - first human occupation of Ontario - hunters of caribou and now-extinct Pleistocene mammals - small camps - band level society

5.4 Maps and Atlases

Canada. Dept. of Energy Mines and Resources. *National Atlas of Canada*. First to fourth editions.

de Rottenberg, Major Baron. [1850?] "Map of the Principal Communications in Canada West, compiled from the most authentick (sic) sources, actual Surveys, District maps, etc. etc.."

Dean, W.G. (ed.) *Economic Atlas of Ontario* Toronto: University of Toronto, 1969.

Gentilcore, R. Louis and C. Grant Head. *Ontario's History in Maps*. Toronto: University of Toronto, 1984.

Guidal Land Owners' Map of the Township of Chinguacousy, Peel County circa 1917 [Ontario Archives].

Historical Atlas of Peel County. Toronto: Walker & Miles, 1877. Owen Sound: Richardson, Bond & Wright, 1971.

Map of the County of Peel, Canada West by C. Unwin and A. Scott, n.d [Ontario Archives].

Map of Peel County 1929 [National Archives].

Map of Peel County by the Map Specialty Co. 1909 [National Archives].

[National Topographic Series. 30M12]. 1914. Brampton Sheet. 1:63,360.

Tremaine's Map of the County of Peel, Canada West. Toronto: C.R. and G.M. Tremaine, 1859. (2 sheets, 1 inch equals 50 chains).

5.5 Reference Sources

Elliot, Bruce S. (ed.). *Index to the 1871 census of Ontario: Halton, Peel*. Toronto: Ontario Genealogical Society, 1986.

Hart, Patricia *Local History of the Regional Municipalities of Peel, York, and Durham*. Central Ontario Regional Library System, 1980.

Speers, Jan *Research in Halton and Peel; A Genealogical Handbook*, 1980.

Toronto Area Archives Group. *Ontario's Heritage: A Guide to Archival Resources – Peel Region*. Erin, Ont.: Boston Mills, 1979.

that today form the Town of Caledon - Albion, Caledon and Chinguacousy - were surveyed in 1818/19 with the third type of survey system used in the colony. The "double front system", employed from about 1815 to 1829, replaced the "front and rear" survey used previously. [Figure 3.5] About 100 townships in the province were surveyed according to this system. The "double front system" produced lots that were rectangular rather than square.

Concessions were 66.66 chains (4,400 feet) apart instead of 100 chains (6,600 feet) in the "front and rear" system. The concessions were divided into lots with frontages of 30 chains (1,980 feet) instead of the previous 20 chains (1,320 feet). Each lot was divided into halves containing approximately 100 acres (30 by 33.33 chains). The double front system was supposed to facilitate settlement by opening a larger number of roads than under the earlier systems.

Concessions were laid out east and west from what became Hurontario or Centre Road, today Highway 10 and west of Airport Road. The concessions were to be only 66 and 2/3 chains apart instead of the usual 100 chains, and were to be divided into lots with a frontage of 30 chains instead of 20 chains. Each lot would be divided into halves of approximately 100 acres, making the farms almost square. Grants were to consist of one or more half lots.

2.3 Early Settlement

European settlement of Peel County began, as with the rest of southern Ontario, in 1783 following the end of the American Revolution. Until the 1820s, the Town of Caledon was virtually unsettled with no communities and a very small European population.

Organised settlement began in 1820. Although settlement of the townships began immediately, the rapid filling of the townships did not begin until the more accessible townships along Lake Ontario had been filled. For example, in 1821 Albion Township contained only 110 people cultivating 62 acres of land. By 1848, the population had increased to 3,567.

The northwest section of Albion Township was settled primarily by Roman Catholic immigrants from Ireland who came to the area from 1823-1840. Eventually, the vicinity became aptly known as Irishtown. There was no particular focus or hamlet bearing the place name but generally the name referred to the area bounded by Palgrave to the northeast, Cedar Mills to the southeast, Caledon East to the southwest, and Sleswick to the northwest.

By 1835, the rate of immigration to Upper Canada had dropped sharply and settlement of the townships continued to be slow until after 1840. Many factors contributed to Caledon's slow development. For example, Caledon Township had poorer transportation and communication links throughout the township and with the surrounding area than other townships. Good roads to the northwest which benefited other townships were absent in Caledon. As well, the township lacked good agricultural land. Of the 69,000 acres available to settlers, 33,000 acres were considered unfit for cultivation because they were too stony or hilly.

As befits a rural area, agriculture was the major economic activity of the three townships. In the first years of settlement, agriculture was practised at a subsistence level. Clearing the land for farming was the major task confronting the pioneer and

farmers grew only what they needed with little available for sale. As a result of having little to sell, money was very scarce in the pioneer communities and barter was used extensively.

Settlement of land and growth of agriculture stimulated the development of villages. Most early 19th century villages in southern Ontario evolved as a small settlement of houses that developed around a mill, store or tavern. In some cases a school and church was established and the community achieved a formal name with the opening of a post office. Such communities served the relatively simple needs of the primarily subsistence agriculture of early settlements. The townships of Albion, Chinguacousy and Caledon were no exceptions: Bolton, Alton, and Cheltenham were some of the mill villages created at this time. [Figure 8.1]

As agricultural activity and the population expanded, the diversity of social services increased. Pioneer life was not easy – it could be lonely, hard work and dangerous. An unfortunate solution to the hardships of pioneer life was alcohol. Nineteenth century literature is full of examples of the excessive use and problems associated with drink. Social organisations such as the church, lodges and school all helped to provide a sense of community and help to ameliorate the problems of isolated rural life.

The church played an important part in the lives of the early settlers. Not only did it administer to their spiritual needs but it also provided for social gatherings which were otherwise lacking. Most of the township settlers were Presbyterians, Wesleyans, Methodists, or Baptists.

Medical facilities and doctors were not a common community service in early Ontario. Most settlers relied on home remedies or the medical knowledge of someone in the community.

By 1850 farming had evolved from self-sufficiency into a market economy. Chinguacousy Township with a population of 5,489 people in 1850 contained, two grist and eight saw mills. But the absence of adequate transportation, restricted the development of a agricultural based market economy and it was not until after the railway was built that the pioneer era truly ended.

As agriculture became more diverse, agricultural fairs became an important means providing farmers with new information and improving agricultural practice. Fairs were also markets for produce. The first fairs began to appear in the 1830s in the settled parts of Upper Canada. A fair started in Toronto Township, Peel County in 1833. About 1845 the Chinguacousy Township Branch of The Home District Agricultural Society began to hold a semi-annual fair and cattle show at Brampton. Prizes were offered for the best cattle, horses and other livestock. The first provincial exhibition was held in 1846 in Toronto. Thereafter, it was held on an annual basis in various cities in Ontario. The exhibition was designed to promote higher quality agricultural practices among farmers.

2.4 Railway Era: 1860s – World War One

The 1850s was a decade of economic prosperity throughout the colony. Two activities contributed to this economic prosperity. Wheat farming – the major crop of the colony –

became very profitable, and railway construction brought money into the colony through hiring labour and purchasing supplies.

The years 1853–57 were especially prosperous years for the farmers of Upper Canada. Prices of rural real estate climbed, even in remote localities. The growth of grist milling, such as the large mill completed at Cheltenham in 1847, was a result of the wheat boom. The wheat prosperity was short lived. A disease in the crop in the late 1850s greatly reduced the yield of farmers. This, coupled with an economic depression that began in 1857, slowed the growth of the county. In response to these factors Ontario farmers in the 1860s began to diversify into a broader mix of crops. Evidence of the prosperity of the wheat boom lasted after the collapse of prices as many farmers had used their profits to improve their property.

After the economic collapse of the late 1850s, the rest of the 19th century was characterised by slow growth. Further railway construction improved transport and new industrial activity helped to diversify the area's economy. The timber industry, brick manufacturing, and stone quarrying were three distinct industries. [See Section 3.2]

Railway construction of the 1850s and 1870s provided new market opportunities for agriculture. Products could now be shipped greater distances, throughout the year and with less risk of spoilage. By 1880 Chinguacousy Township had diverse and well established agricultural industries and farmers used up to date farm equipment. Virtually all farmers in Chinguacousy used improved farm machinery by then. Most farming in Chinguacousy was devoted to grain, mainly winter wheat, spring wheat, barley, and oats. About 20 percent of the land was given over to hay and pasture lands. The township was considered to be well settled. Almost 90 percent of the arable land had been cleared and the population had reached 3,954. One-half of the houses were considered to be of first-class frame or brick. Spring wheat was the most abundant crop followed by fall wheat, oats, peas and barley.

The last third of the 19th century was characterised by net emigration from Ontario. The 1871 rural population was greater than at any time before 1945, when urban expansion began to affect the region. The population decline was usually apparent by 1881 and was followed ten to 15 years later by a decline in the population of villages and smaller towns.

Despite the decline in population, the period from 1867 to 1900 saw a sustained growth in the Canadian economy. However, it grew at a much more moderate pace than what had occurred during the 1850s. The capital created in the 1850s wheat and railway boom provided the foundation for subsequent increases in output and productivity. By 1900 economic growth returned.

2.5 The 20th Century

Just as railways dramatically affected economic development in the late 19th century, the advent of motor traffic after world war one made the townships even more accessible and ultimately led to the development of recreation on the area.

In the 19th century roads were relatively unimportant except as a means of reaching the village or railway station. The introduction of the automobile after 1910 changed that. Good roads were needed and services such as gas stations and garages had

to be provided. Better roads and vehicles affected many aspects of rural life. For example, the introduction of buses and winter ploughing, gave rise to the consolidated schools with their improved educational facilities. Most of the small rural schools were consolidated into large regional schools during the 1950s.

By the turn of the century, much of the land had been exhausted by continuous wheat and barley crops. This marginal land reverted to unworked pasture. The dairy industry expanded and by 1925, the conversion to dairy farming was complete. Poultry, pigs, and mixed farming continued to be profitable sidelines.

Transportation, utilities and farm mechanisation all helped to increase the economic viability of farming in the 20th century. Rural electrification in the 1930s greatly assisted farming chores and the introduction of the tractor provided a vast improvement over horse power. The first gasoline tractors appeared after 1900 and by 1930 they were found on most farms. Road improvements and the automobile enabled farmers to ship produce more cheaply. And, rural mail deliver and later radio helped the quality of life.

The evolution from agriculture to falling into the development pressures of Toronto began after World War Two. The rapid growth of Toronto and surrounding municipalities plus the improved highways systems accelerated the growth of bedroom communities in Caledon.

3. HISTORIC THEMES

3.1 Urban Settlement

By the mid-19th century, a hierarchy of hamlets, villages and towns had evolved. Location of transportation facilities, particularly after the construction of railways, was especially important in encouraging, or retarding, urban growth. In the pre-railway era, some communities that were on well travelled roads had an advantage over those that were not. With railways, the advantages of good transport became far more pronounced.

Railway development profoundly affected the economic and social evolution of the region. Communities that obtained good railway connections at an early date grew more rapidly than those that did not. Other communities such remained small as they received rail transportation 20 years later. But railways alone were not sufficient to ensure village growth.

Railway transport had adverse as well as beneficial effects on community development. As railway lines spread out through the province, more and more products could be brought into the area rather than manufactured locally. Thus, although early promoters of railways thought that railways would stimulate local industry, in the end, railways spelled the end of rural industrial development.

In the 20th century, automobile traffic further eroded the economic viability of small rural communities. Ultimately, in the 1970s, the organisation of the Town of Caledon and the dissolution of all smaller municipalities marked an end of the farm based urban areas in Caledon.

The following gazetteer of communities are primarily post office locations or small crossroads hamlets. Throughout the 19th century, Bolton was the only incorporated village in any of the three townships. These communities were associated with settlement or urban development in the Town of Caledon.

Albion

Named after the Township the hamlet was situated close to Centreville on the Fourth Line (also called Regional Road 8) and the intersection with the Twentieth Sideroad (Regional Road 22). Sir John's Roman Catholic Church and a school were close to this hamlet which changed its location slightly each time the post office relocated. (See also Centreville).

Alloa

Originally called Troughtons Corners after an early settler in the area, a new name was sought when a post office was established in 1862. A Scottish mill owner and storekeeper, William Sharp, convinced the other residents to name the village after his Scottish birthplace.

Alton [See Section 8.2]

Belfountain

Tubtown was the original name that was applied to this place. By 1852, however, the village had also become known as McCurdy's Village after the grist mill owner. When a post office was established in 1853 the postmaster was instrumental in having the name changed to Belfountain. It may be named after a village of that name in France or as it means beautiful fountain, it could refer to its charming surroundings of the Credit River.

Bolton

The settlement, originally known as Bolton Mills, dates from 1824 when George and James Bolton constructed a small frame grist mill which had one run of stones. The mill proved to be a great boon to the settlers in the vicinity as they had previously been obliged to take their wheat to Weston, a distance of 17 miles. By 1840, the village had grown to a community of about 14 buildings. The first school was opened in 1842 and the first church was constructed in 1843. The village of Bolton was incorporated in 1872. One of the most important industries in the village was the agricultural works of William Dick. [Figure 13.2] The community was served by the Toronto, Grey and Bruce Railway and an office of the Montreal Telegraph Company. In 1832, when the first post office was established, the name Albion was adopted and it was not until 60 years later, in 1892, that the post office was renamed Bolton.

Boston Mills

Early names for this picturesque village backing onto the Credit River, north of Ferndale in Chinguacousy Township, include The Credit, derived from its location, and Caslor's Corners after Hiram Caslor who owned the sawmill and carding mill in the early 1850s. [Figure 3.6] By 1860 the community became known by its present name. When the Hamilton and Northwestern Railway arrived in 1870 they adopted the name Boston as the station name.

Brimstone

During the 1880s, the religious and more temperate local residents applied this name to the area north of Belfountain where several hundred quarry men, prone to drinking and fighting, lived.



BOLTON CARRIAGE WORKS, A. DODDS PROP. BOLTON, ALBION, P.O.

Figure 13.2

The Bolton Carriage Works was started in Bolton in 1873 for the manufacture of buggies and wagons. It was typical of the small local industries that were established throughout southern Ontario after the introduction of railways in the 1870s
Source: *Historical Atlas of Peel County, 1877*

Caledon East

Paisley was the original name for this hamlet, although other early names included Tarbox Corners and Munsie's Corners. The name Caledon East was chosen for the post office but Paisley remained in use for many years to describe the hamlet itself. This practice of having different hamlet and post office names was not uncommon in Peel County. In 1957, Caledon East became the only other community than Bolton to be an incorporated village within the townships that later became part of Caledon.

Caledon Village

In 1826, John Raeburn erected a house on the site and named it Raeburn's Corners. When a post office was started in 1839 the name Charleston was selected, likely after Charleston, Illinois. In 1853 the post office was renamed Caledon after the township. Charleston continued to be used for the place. In 1975, Caledon was changed to Caledon Village to distinguish it from the newly-created area municipality.

Campbell's Cross

This location was originally called Dublin after a local hotel known as "Dublin Castle," which was, incidentally, used by local residents in the 1837 Rebellion. The present name was derived from several Campbell families who settled there in the 1820s and from the term "cross" used to indicate of a road intersection. In 1848, when a post office was opened, the name Campbell's Cross was selected over Dublin.

Cardwell Junction

This former railway junction takes its name from the federal electoral district in which it was located. The first railway to arrive at this locale was the Toronto, Grey and Bruce Railway in 1870 followed in 1876 by the Hamilton and Northwestern Railway. By 1914, the two railways which met at this point were the Grand Trunk Railway and the Canadian Pacific Railway. With the disappearance of these railway lines the name fell into disuse.

Castleberg

A post office, called Mount Hurst, was opened in 1861. After the Toronto, Grey and Bruce Railway was completed in 1873, mail addressed to Mount Hurst was frequently delivered to Mount Forest and in 1875 the post office was changed to Castleberg, after a community in County Tyrone, Ireland.

Cataract

In 1818, there was a rush to the area in hope of discovering gold. William Grant in his search for gold discovered salt in a stream below the falls. In 1820, Grant and Matthew Crooks laid out Gleniffer, in order to mine the salt. Their efforts failed and there was no activity in the settlement for more than 25 years. In 1858, Richard Church of Cooksville purchased the town site and named the hamlet Church's Falls. When a post office was established in 1865 the name Cataract was chosen to avoid confusion with Churchville to the south. The Credit Valley Railway also adopted the name for its station. In 1904, one of the earliest generating systems in Peel County was established on the Credit River at Cataract and began supplying hydro electricity to Alton.

Cedar Mills

There was still a heavy growth of cedar timber in this area of the Humber River in 1892 when a grist mill was established. The apt name of Cedar Mills was applied and still remains in use for this community.

Centreville

A creek, a tributary of the Humber River that ran through the Hamlet is also called by this name. The post office was known as Centreville before duplication elsewhere in Peel required a name change. As a consequence the earlier name of Albion (from the Township) that applied to the very first post office in Bolton was redesignated to the Centreville area and renamed "Albion".

Cheltenham

Charles Haines, the original settler of this hamlet, named the site in 1822 after his birthplace in England. Throughout the 19th century, Cheltenham remained an important mill seat. The arrival of the Hamilton and Northwestern Railway in 1874 and the Credit Valley Railway in 1877 were contributing factors in the population growth from 300 persons in 1873 to 350 in 1877. The village received a boost in development by the opening of a major brickyard in 1914 which remained in operation until 1958. [See Section 3.2.4]

Claude

Craig's Corners was named after the Craig family who established a store and sawmill there in 1832. A post office was established in 1857. The hamlet was later renamed Claude when the Claude Mission of the Anglican church was established at this locale. When the Credit Valley Railway bypassed the village, business went to other points on the line and in due course, Claude was placed on a rural mail route and its post office closed.

Coulterville

This crossroads community derives its name from the Coulter family which settled there. The name was not actually approved for use on official maps until 1976. In the 1970s descendants of the original Coulters still resided there.

Coventry

In 1858, the name Coventry, after Coventry, England, was chosen as the post office name for this place. During the 19th century, the place was also known as Columbia, probably so named by Thomas Swinarton who had visited Columbia, California during the gold rush years.

Dark Corners

This name was used for a small crossroads settlement in the 19th and early 20th century. It was so named because of the heavy growth of trees at the corners which gave a foreboding atmosphere to the place. It was never large enough to have its own post office.

Forks of the Credit

This hamlet obtained the name from the fact that two branches of the Credit River unite at this joint thus forming a fork. Originally known as Credit Forks, with arrival of the Credit Valley Railway in 1879, name Forks of the Credit became more established. In the 1850s the area was also known as Adjuda. The area became famous for the sandstone quarries. [See Section 3.2.2]

Glasgow

During a real estate boom in the 1850s, Bolton experienced a growth spurt resulting in the formation of the subdivision of Glasgow. The place derived its name from the Glasgow Woollen Mills that were located there in the 1860s. In 1883, the mills were purchased by the Walshaw family who operated them until a fire destroyed them in 1923.

Glencoe Corners

Named after a place of the same name in Scotland by early Scottish settlers. It is remembered in the 20th century as one of those small crossroads hamlets which passed out of existence with the advent of larger centres and rural depopulation.

The Grange

The Grange was derived from an agricultural society known as the Grangers that met there. The post office, opened in 1876, closed in 1916. A well known local landmark was McLaren's Castle, a large home, built by Alex McLaren who settled in the area in the 1830s. The castle often served as a meeting place for the Grangers.

Helltown

An acronym used for the hamlets along the Fourth Line of Albion when inn and hotels facilitated unruly behaviour particularly between different religious groups.

Humber Grove

A tiny community that grew up around the junction of Duffy's Lane (a deviation of the Sixth Line of Albion) and the Humber River.

Inglewood

In the 1850s, a dam was built on the Credit River to power a carding and fulling mill. For a short time, the place became known as Corbett's Mills. In 1860 the hamlet was renamed Riverdale because the hamlet was in a "dale on a river." The Hamilton and Northwestern Railway arrived in 1877 and named the station Sligo, after a community on the Centre Road. When the Credit Valley Railway arrived the following year, the hamlet became Sligo Junction. In 1882 the post office was called Riverdale Junction because the names Sligo and Riverdale already existed as post office names. In 1885, the post office was renamed Inglewood, after a place in England, to remove any further confusion.

Kilmanagh

Settled in the early 1830s this community is one of the few places within Peel County to retain its original name. The first resident, Hugh McTaggart, named it after his birthplace in Ireland.

Lockton

Archibald Lock, after whom this hamlet was named, a veteran of the Battle of Waterloo, emigrated to Canada in 1820. Lock operated the general store and hotel and in 1857 became the first postmaster. The area in the Lockton vicinity was originally known as The Pines because of the heavy growth of pine forests.

Macville

John and Daniel McDougall, sons of a United Empire Loyalist, received grants in the area. The original name of McDougall's Corners was changed to Macville in 1855 when a post office was established.

Mayfield

This settlement was established by English immigrants who named the hamlet after Mayfield, England. In 1853, a post office was established and by 1877 there was a brick schoolhouse, general store, blacksmith's shop and hotel at this crossroads. Mayfield remained a small community. In the 1990s, however, Mayfield has been designated as a major growth area in the Town of Caledon.

McLeodville

In the 1950s John McLeod purchased the land on which this subdivision was built. The area, consisting of approximately 20 homes, was named McLeod. While some residents referred to themselves as living in the "McLeod subdivision" the name McLeodville was sanctioned for use on official maps in 1967.

Melville

The name Melville appears in 1859 but by 1877 the form Melville had come into use. The 1881 post office name Melville Cross stems from the crossing of the Toronto, Grey and Bruce and Credit Valley Railways. With the amalgamation of these lines into the Canadian Pacific Railway, the community became Melville Junction. By the 1930s the name Melville had regained usage upon removal of the railway tracks. At one time, the hamlet contained a sawmill, Orange lodge, lime kilns and a church. (There is also a former church on the Fourth Line EHS of Caledon known as Melvil White Church).

Mono Mills

The original name of this community was Market Hill dating from about 1810 when it was an important market centre for many settlers from Simcoe and Dufferin Counties to the north. With the erection of a grist mill in 1819, the place became known as Mono Mills, after the township in Dufferin County. The hamlet was prosperous in the 19th century and maintained a population of more than 200 persons. Unlike many other small rural hamlets, the population remained fairly constant into the 20th century.

Mono Road

This was a well-known stopping-off place on the stage route between Toronto and Mono Mills. The community prospered when the Toronto, Grey and Bruce Railway passed through in 1871. There was frequently more grain and timber shipped from Mono Road Station than at any other point between Toronto and Orangeville. [Figure 13.3]

Palgrave

The original name of this community was Buckstown after a the excellent deer hunting in the woods around Gibson Lake. When a post office was established in 1869, the name Palgrave was applied.

Phoenixville

This name was derived from a 19th century school section. The debating society in the school became well-known in the area but during the winter months it ceased to function and would "arise Phoenix-like each spring".

Pott's Mill

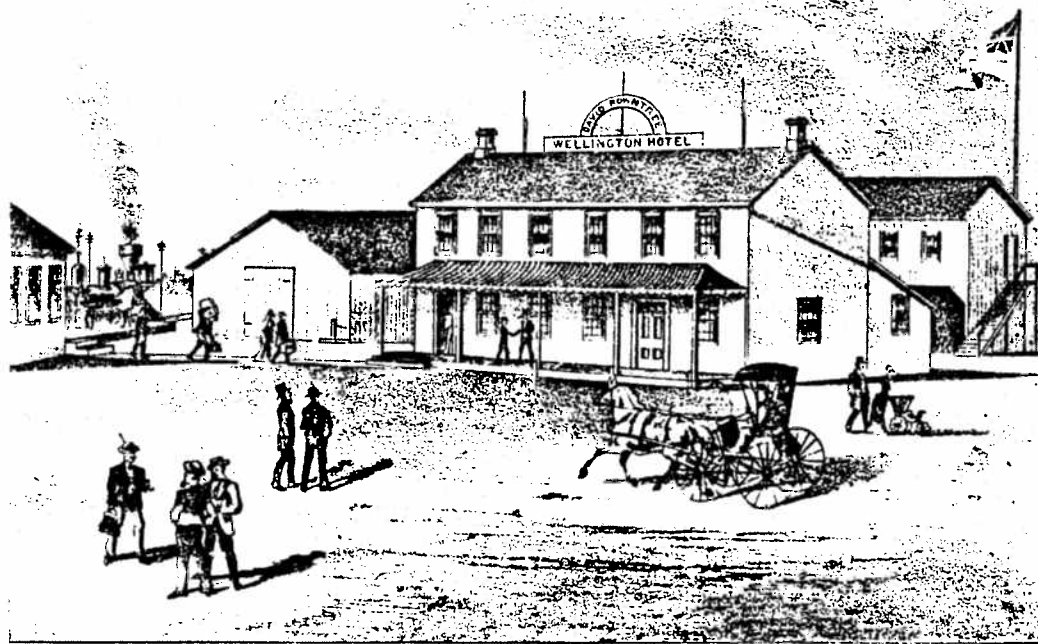
This local was named after a family of that name that resided in the area in the 19th century. The name has fallen into disuse since the 1950s.

Purple Hill

The name was obtained from the fact that purple berries were plentiful in the vicinity.

Rockside

In 1820, William Crichton and approximately 20 other settlers from Scotland arrived at this locale. The name Rockside was appropriately given as the surrounding countryside was extremely rocky and was adopted when a post office was established in 1863. The place remained small with local services such as a store and blacksmith's shop.



WELLINGTON HOTEL. MONO ROAD, DAVID ROWNTREE PROP

Figure 13.3

Wellington Hotel, Mono Road. Hotels were important social focus as well as essential services for transportation. Poor roads limited the distance that could be travelled and frequent hotels were important. Even with railways, hotels maintained their importance with the generally infrequent service.

Source: *Historical Atlas of Peel County, 1877*

According to legend, a nearby landmark known as Rebel Cave, served as a hiding place during the 1837 Rebellion for William Lyon Mackenzie and some supporters.

Rosehill

This small locality obtained its name from the school section for this area was known by the name Rosehill. The descriptive name is applicable as the area is very hilly and roses were once abundant in the area.

Sandhill

Newtown Hewitt, commemorating the first settler John Hewitt, was the first name for this place. The post office name Sandhill was opened in 1842. The place was so named because it has some of the finest soil in the county.

Silver Creek

This place derives its name from the branch of the Credit River system known as Silver Creek. The village name appears on maps dating from the 1850s and by 1877, it had acquired a population of 150.

Sleswick

In 1831 the first settler, Thomas Speers arrived from Ireland. In 1863, when the post office was opened a blacksmith's shop, hotel and ballroom were constructed and became the focus of the community. The post office was named Sleswick possibly after the German state of Schleswig-Holstein. The post office which was at several locations closed in 1903, reopened in 1929.

Sligo

Sligo was located in two locations in its history. Originally, it was on Highway 10, when a post office was established in 1853. About 1862 the post office was moved further north and then closed in 1884. The place owes its origin to the Sligo Hill on the Centre Road.

Snelgrove

The area was first known as Edmonton after a place of that name near London, England, and this name was given to the first post office in 1851. With the creation of Edmonton in Alberta "confusion over mail going to the new settlement occurred" and in 1895 the post office name was changed to Snelgrove after the Snell family who had first settled there in 1838.

Speersville

This locale was so named as four Speers families, one on each of four corners, settled here about 1830. While the crossroads community did not aspire to having a post office, it was known as a reference point to surrounding farmers.

Terra Cotta

Tucker's Mills, perhaps named after the first mill owner in this small community, was the first name for this hamlet and was in use by 1859. When a post office was established in 1866, the name Salmonville was selected for the fact that salmon were plentiful in the river. In 1890, the post office name was changed to Terra Cotta after the hard red clay most suitable for brick making which was found there.

Tormore

Robert Hart, the original settler in this area, named the community Hart's Corners or Hartville. The community also known as Gaffney's Corners after the Gaffney family which established as a blacksmith shop. When a post office was established in 1861 the postmaster gave the Irish name Tormore to the

place. Little remains of the hamlet. Today, the locality is regarded as being partly in the City of Brampton and partly in the Town of Vaughan.

Tullamore

The locale was first settled in the 1820s and Abraham Odium, one of the first settlers, was reminded of the resemblance of this area to his old home Tullamore in Ireland. High grain crops brought a brief affluence to the area in the mid-19th century and a post office was opened in 1851.

Victoria

In the 1860s, Dr. Williams placed a sign over his store reading "Victoria" commemorating the reigning Queen of England. The community and post office adopted this name and it has remained in use since that time. Victoria was known as a stopping-off place for teams to be changed as it was on the grain routes to the north. A tile manufacturer, sawmill and hotel were once in operation there in the 19th century. The community has remained a service centre for the surrounding countryside.

Wildfield

Simon Peter Grant was a wealthy Scottish pioneer settled in the area in 1833 and called the place Grantville. By 1859, the community took on the name of Gooseville because the crossroads settlement was noted for the large gaggles of geese being raised there. In 1873, the parish priest, Father Gribbin, who was also the postmaster, had the post office named after himself. The schoolmaster objected to the name change and the post office name was again changed to Wildfield after an estate in Ireland. The post office closed in 1915 but the name Wildfield has remained in use.

Wright's Corners

Named after the Wright family, early settlers, this hamlet, had disappeared by the early 20th century. A local resident, writing on the early 1930s remarked that "there used to be a hotel, half a dozen residences, and a shoemaker's shop but there is nothing there now."

3.2 Industry

3.2.1 Introduction

The earliest settlers were largely self-sufficient with a few artisans living or travelling through the area to manufacture essential items such as shoes. Commonly, the absence of ready cash forced resourceful settlers to make most of what they needed or barter for goods. As a market economy developed in the 1840s and 1850s, in which farmers were paid for their crops, money became available to purchase goods. The variety of local services rapidly increased as blacksmiths, coopers, cobblers, distilleries, tanneries, and breweries set up businesses.

Yet, due to poor transportation, small shops were scattered throughout rural areas to serve a very local population. With the coming of railways, large centrally placed factories in Toronto and Hamilton could supply products that formerly had to be made locally. Some services such as blacksmithing remained within the community. Others such as cobblers and coopers were forced out of business by factory produced goods.

3.2.2 Stone Industry

Sandstone quarries were worked at many locations along the Niagara Escarpment from the Niagara River to Orangeville. Those at the Forks of Credit were the most famous. At the height of operation at the turn of the century, between 300 and 400 men were employed at the various quarries at the "Forks." The quarries supplied much of the sandstone used in the construction of the Provincial legislative buildings in Toronto. The quarries have been described in the Ontario Heritage Foundation's study "Quarries at the Forks; an Heritage Resource Assessment of the Willoughby-Cox Properties, Town of Caledon" (December, 1989).

An important pioneer requirements was burnt lime, or quicklime for a soil conditioner and the manufacture of mortar and whitewash. Lime kilns were scattered along the edge of the Niagara Escapement. The number of kilns seems to have peaked in the 1870s and 1880s. Lime burning, for example became a major industry in Alton when kilns were opened in 1870 adjacent to the railway. The kilns closed after the turn of the century. About 1896 a technologically advanced Hoffman kiln was constructed at the Forks of Credit but the operation was an economical failure.

Most quarried limestone was used as crushed stone for concrete aggregate, railway ballast, and road material. Crushed stone products are still important in Caledon.

Large deposits of gravel are located in many parts of Caledon and especially within the Oak Ridges Moraine. Gravel pits were increasingly opened in the early 20th century to provide material for road building.

3.2.3 Grist Mills

Of all the agriculturally based industries in the region, grist milling was by far the most pervasive. Grist mills ground grain both for local consumption and for export. Prior to the introduction of a mill, settlers laboured under great hardship as they had to carry their grain considerable distance to have it ground. As a result of poor roads, early mills were small and located at frequent intervals to reduce the distance that a farmer needed to travel.

During the 1840s, milling was a profitable occupation especially after 1842 when the British government established a duty on non-colonial wheat. In addition to protecting Canadian farmers, American wheat began to enter Canada to be milled and then exported to Britain as Canadian flour at the preferential rate. Surplus American wheat was shipped back to the United States as flour. This advantage in British Colonial tariffs lasted until the Corn Laws were repealed in 1848.

By 1845, there were three grist mills and one saw mill in Caledon Township. In 1848 there were still only three grist mills but the number of saw mills had increased to five. By 1851-52 there were four grist and four saw mills.

Flour milling continued to be an important rural industry until after the turn of the century. By that time the tendency to concentrate the industry in the hands of a few large firms made it difficult for independent millers to survive. A change in milling technology had occurred in the late 19th century as stone mills were replaced by more

efficient roller mills. Some millers lacked the financial resources to convert and their mills were abandoned while others were converted to chopping mills.

3.2.4 Brick Industry

Until the 1840s brick making was done by itinerant brick makers who dug their clay near the construction site. Around the turn of the century, several large brick yards were established in the south western part of Caledon. Between Terra Cotta and Cheltenham, the Terra Cotta Brick Company completed a plant about 1910 while the Interprovincial Brick Company was constructed in 1912. In 1958, the Domtar Corporation purchased the Interprovincial Brick Company but closed the plant in 1965. About 1979 Domtar planned to reopen the facility to manufacture brick. The necessary development permits were not received and the project was abandoned. The quarry has since been reopened.

The first attempt to exploit clay deposits at the Forks was made in 1902–03. In 1913 a brick yard was opened in what is today the Caledon Ski Club. The company was known as the Credit Forks Tile and Brick Company but the plant closed almost immediately.

3.2.5 Timber Industry

Until the commercial forest cover had been removed by the late 19th century, the timber industry was an important business. The sale of timber could provide farmers with an immediate source of cash.

The first commercial use of timber was not as lumber but as pot ash. Pot ash was produced from the ashes left over from the burning of the forests to clear land. In the 1820s and 1830s pot ash was one of the few products that could be readily sold for cash. The ash found a ready market in European chemical industries. The production of pot ash disappeared when the forests were cut.

Sawmills were comparatively cheap to build and usually run for short seasons in the spring and fall. Sawing could easily be combined with farming and other activities. [Figure 3.7] The logging industry had declined by the end of the century. For example, by 1880 only 15 percent, or roughly 10,000 acres, of Caledon Township was still covered in timber. All the pine had been used and the remaining hardwood and cedar were being used for fencing and fuel.

Although most timber produced in the area was shipped as saw lumber, some was manufactured locally into products. Several industries used wood as their principal raw material. The most notable industries were cooperage and stave mills, shingle and lath mills, carriage and wagon factories, and cabinet chair and turning factories. Two cabinet factories were constructed at Cheltenham. After the 1870s competition from larger plants outside the area was already severe.

3.2.6 Industrial Power

The water power of the Credit and Humber Rivers were harnessed at a very early date by grist and saw mills. During the early township surveys, surveyors were instructed to

report any mill seats they met while running their survey lines. To ensure that mill locations were not held for speculation, the government land board was ordered not to locate lots containing mill seats until the prospective owner had given assurance that a mill would be erected. Most mill seats were granted in the early 1820s.

Construction of a water powered mill was relatively simple and within the means of the early settlers. Usually a mill consisted of a dam to create a pond of water and a mill building to house machinery. [Figures 3.7, 13.4] The construction of dams altered the natural environment of the river. By the 1840s so many dams had been constructed on the Credit River that the river's famous salmon had disappeared.

A continuing problem with water power sites was the constant threat of floods. As settlement progressed and the forest cover was cut down, floods increased in frequency and intensity. Although records of floods were only documented at irregular intervals, at least 54 floods worthy of mention occurred on the Credit River between 1797 and 1955. In April 1912, 14 dams along the Credit River were destroyed.

Water power provided an adequate source of energy for most agricultural needs throughout the 19th century. But, low water levels in summer would prevent grinding and spring floods occasionally destroyed mills and dams. These hazards that could be accommodated within the farming economy. However, as the need for large amounts of reliable energy grew, water powered sources could no longer keep up with the needs. First steam and later electricity and internal combustion engines were used as sources of power.

The development of hydro electricity provided a major improvement in farm power. Whereas mills could use water power, most farm activities had to rely on human or animal power. Steam engines, although available from the mid 19th century onwards were expensive and difficult to operate. Electricity was inexpensive, easy to control and could power motors of virtually any size. Additionally, electricity could be used for lighting.

One of the earliest electrical generating systems in the townships began service in 1904 on the Credit River at Cataract. John Deagles' Cataract Electric Company began to provide electricity for Alton.

The construction of generating stations at Niagara Falls provided the vast power needed to bring electrification to rural area. At the same time the problems with long distance transmission were overcome. Ontario opted for public ownership of its hydro and the Ontario Hydro Electric Power Commission came into existence in 1903 to acquire privately owned facilities. Towns and large industrial facilities were the first areas to receive Ontario Hydro service.

Expanding service to low density farming areas was very expensive. Nevertheless Ontario Hydro was committed to providing rural service in Ontario as a means of promoting agriculture as a basic industry in the province. Actual completion of the distribution lines took many years and it was not until the late 1930s that the farming communities was connected. Some farmers did not wait until hydro wires reached their farms and purchased small generating systems.

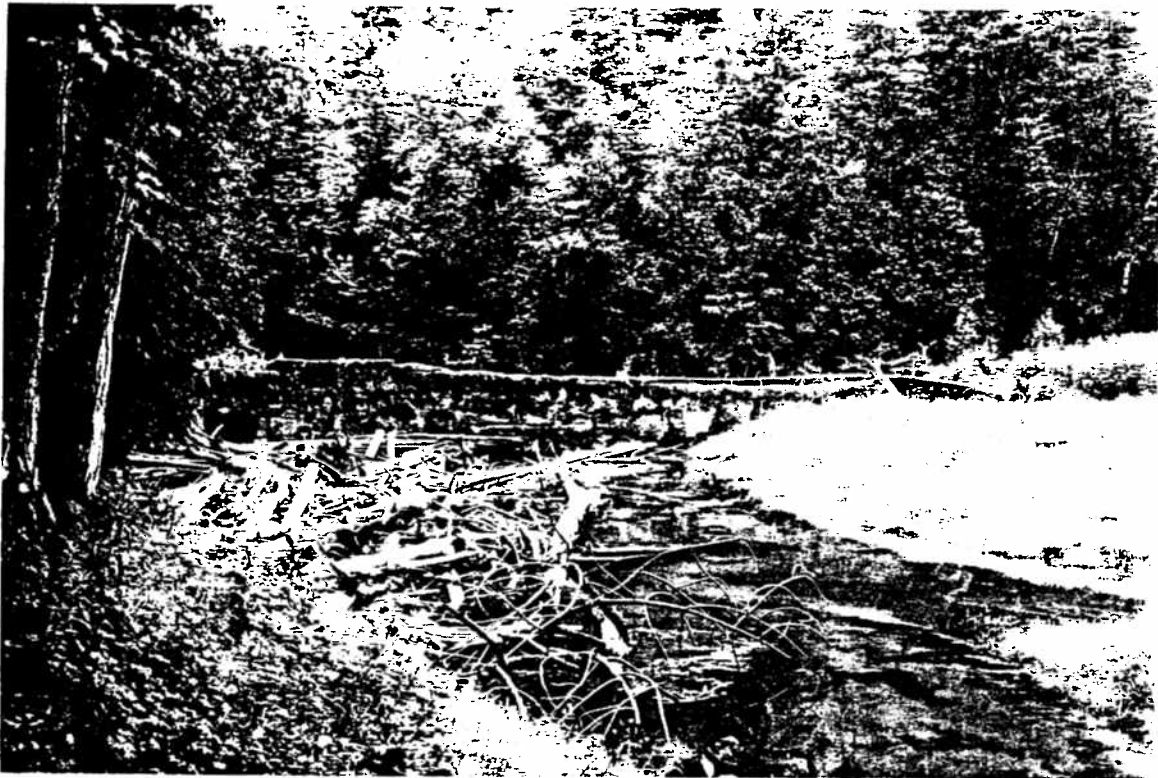


Figure 13.4

Stone dam on the Credit River near the Forks of Credit, 1988. Most pioneer mill dams were less substantial structures constructed of timber.

Source: Historica Research Limited

Steam power began to appear in Ontario in significant quantities in the 1840s. Although it saw major use as the motive power for railway transport, steam was also used in large mills and factories where water power was unavailable or inadequate. Small engines began to appear in rural communities and were particularly useful for saw mills. Mills could now be located in the forests instead of some distance away at the river. Such steam mills were portable and could be moved when the area had been cleared of timber. Steam power also helped fuel the industrial growth in large towns.

Steam power was more rare on farms. Even small steam engines were relatively expensive and complex machines and steam power was restricted to industrial establishments. Farmers, who could have benefited from small power sources, did not afford steam engines. Occasionally, in the late 19th century, a wealthy farmer would purchase a steam tractor. These heavy, portable power sources were used primarily to power temporary saw mills and threshing machines.

The internal combustion engine provided the opportunities that steam power lacked. Internal combustion engines were light, easy to operate and relatively inexpensive. The first engines began to appear about 1900 in the form of large, single cylinder engines used to power mills. As with steam, internal combustion engines saw importance as transportation in motor vehicles. Internal combustion engines were crucial for farm use as they enabled the development of tractors.

Throughout the 19th and early 20th century the quantity and variety of power sources continued to improve. Water power provided a low cost technically simple form of power in the early period of development. Steam power became important in the mid 19th century but not on farms. Human and animal power remained the primary sources of power. Windmills were used on many farms to pump water. The development of the internal combustion engine and hydro electric power in the early 20th century solved virtually all power related problems in rural life. By the 1930s with the completion of rural electrification, power problems were effectively over.

3.3 Recreation

The attractive topography of the Niagara Escarpment and Credit River had always attracted people to the beauty of the area and the very lack of industry became an added feature. Recreation came to play a more important role than manufacturing industries. After World War Two there was a gradual rediscovery of the recreational resources of the area and the Credit River watershed in particular.

The inherent scenic beauty of the area had first attracted the promoters of the Credit Valley Railway. They proposed, in the 1870s, to construct a large park at the Forks. It never happened. However, in 1899, a private club, the Caledon Mountain Trout Club was opened some miles east of the Forks. During the 1920s a prominent Toronto developer, Holmes Smith acquired several thousand acres of land at the Forks of Credit, intending to construct a residential community. Nothing came of these plans.

Until the 20th century, few public or private facilities were available in the Credit River watershed for public enjoyment. A couple of privately owned day parks and camp grounds, a number of summer cottages, and a negligible amount of municipal park land was the sum total of recreational resources. During the 1920s, for example, Ferndale, or Ferndale Park, in former Chinguacousy Township was a popular recreational centre with

boating and dancing facilities. With the advent of the automobile, many summer residents of Ferndale were lured elsewhere. Humber Grove, developed in the 1930s, was another as a summer cottage area.

The Credit Valley Conservation Authority and the Metro Toronto Region Conservation Authority have been major agencies in the creation of regional recreational facilities within the Town of Caledon. The Niagara Escarpment is the landform that has made Caledon such a desirable recreational site. Protection of the scenic qualities of the Escarpment were enhanced during the 1960s when a recommendation of a Provincial study led to a programme of subsidies for the purchase of Escarpment lands by conservation authorities.

In addition to parks, trails have been developed to provide public recreation opportunities. The earliest was the Bruce Trail Association, organised in 1960 and incorporated in 1963, to construct a trail from the Niagara River to the Bruce Peninsula. Other trails are more recent. The former Canadian National railway has become another recreational trail after the line was formally abandoned in 1975. The right-of-way in the Regional Municipality of Peel County was acquired for public use as a hiking trail.

In 1959 the Caledon Ski Club was developed on land near the Forks of Credit, on the site of a former brick works. The Bruce Trail, begun in 1962, now runs the length of the Niagara escarpment Mack's Park in Belfountain became the Belfountain Conservation Area.

3.4 Transportation

3.4.1 Introduction

Adequate transportation was crucial to the successful growth of any community. Initially transport needs were rudimentary as settlers lived at a subsistence level, producing only what they needed. Consequently no demand arose to provide transport services to either bring in or ship products from the region. But very quickly means were necessary to move produce cheaply to distant markets for sale and to receive manufactured goods. Good transportation was not only of economic importance but also helped to reduce the isolation of rural living and improve the quality of life.

Roads were the only means of transportation until railway construction began in the 1850s. As soon as railways reached a region, any interest in good roads vanished since railways were faster, more reliable and generally cheaper. Ultimately this policy was recognised as shortsighted. By 1900 the provincial government realised that good roads were essential if agriculture was to become a viable economic activity. Road construction once again became important after the first World War especially with the development of inexpensive and powerful motor vehicles that made road transport cheap and practical.

Once railways proved their value, the relative importance of roads declined. However in the 20th century the situation was reversed. Road traffic increased in importance while railway traffic evaporated.

3.4.2 Roads

Early roads were of immense importance to settlers. Roads, or at least trails, were needed to reach the land for settlement and later to export farm produce. But all weather roads were expensive and difficult to build and maintain. Roads were built by settlers after they had acquired their land and hence, early roads were usually not much more than dirt trails.

The road pattern was determined by the township surveys. The survey system dictated that roads could not be located to take advantage of natural features. Hence, road construction and maintenance was a major problem in the early 19th century. The Niagara Escarpment was a formidable obstacle and roads rose steeply over the Escarpment as they followed lot and concession boundaries. Not surprisingly the early survey produced some alignments that were impossible to construct. A few roads were never opened and in other cases short deviations had to be made in order to make the roads passable. Today several roads have been abandoned across some of the roughest parts of the Escarpment. The rough terrain created by the Oak Ridges Moraine was another severe topographical constraint to road building.

A "street of communication" through the middle of Chinguacousy and Caledon Townships was included in the township surveys of 1819 – 1820 and later opened as the "Centre Road" or "Huronario Street". Initially it consisted of a rough sleigh track but by 1857 a stage coach service used the road from Brampton to Orangeville. Today this road is known as Highway 10.

Townships were responsible for road construction in the 19th century. Although the technology for road building was understood, construction and maintenance was expensive and had to be borne by each township. This system did not encourage roads to be any better than that required by each community to satisfy its needs.

Occasionally, in an attempt to provide all-weather roads some heavily travelled roads were covered with wooden planks to provide a hard riding surface. By 1851 a portion of the Centre Road north of Brampton was planked. Plank roads proved expensive to maintain and gravel was substituted during the 1860s. The early plank roads were often private toll roads organised to finance their construction and upkeep.

Even by the early 20th century, most roads were unimproved earth trails and only a few were covered in gravel. In 1913 Chinguacousy Township had 240 miles of road of which 200 were earth roads and only 27 miles were graveled.

Few good roads were built in the 19th century because of the cost and equally important, there was little understanding of their economic benefit. Local financing of roads encouraged townships councils to build only what was necessary for their own farmers rather than to view roads as a regional system. Despite inadequate roads, regular coach service was available to most of the larger communities by the 1850s. Although passengers were carried, the financial viability of the service depended upon the need to carry mail for the post office.

A revival in road building occurred at the turn of the century. If road transport was better, farmers could haul their produce directly to market or, at least to a competing railway company. Interest in good roads was also generated by the introduction of rural

mail delivery. Rural mail delivery began in 1908 and Peel soon had 215 route miles. Good roads were essential for an efficient, economic postal service.

In an effort to relieve townships of some maintenance costs, the province established a county roads system. Provincial money became available to assist in the maintenance of these key roads. In 1907 Peel County had a route of 102 miles.

Provincial involvement in road construction became essential with the rapid growth in the use of motor vehicles after 1910. Major improvements in roads had to wait until the development of inexpensive automobiles. The best was the Ford Model T, first available in 1908, and other vehicles followed soon after.

Roads and motor vehicles are today an integral part of the landscape but their impact has been immense. Transportation, once a major economic and social problem, is no longer an issue. Winter ploughing and buses have led to the closing of one room schools and consolidation in larger facilities. Reliable roads have enabled people to work many miles from where they live, giving rise to the recreational and residential potentials in Caledon.

3.4.3 Railways

Construction of railways was a mixed blessing. On one hand railways provided an economic means of marketing local products. On the other, railways also made it easier for people to do business in larger centres. Thus local industries in small villages began to suffer economically as industry tended to consolidate in larger towns. Still later, Toronto, Hamilton and other major cities took much of the trade from these towns.

Railways declined in relative importance after the arrival of the motor vehicle. Although trunk line traffic remained important, local branch line traffic declined. After the second World War, the advantages of motor vehicle transport became so great that most branch lines were abandoned. The former Hamilton and North Western Railway is an example of this type of abandonment. [Figure 13.5]

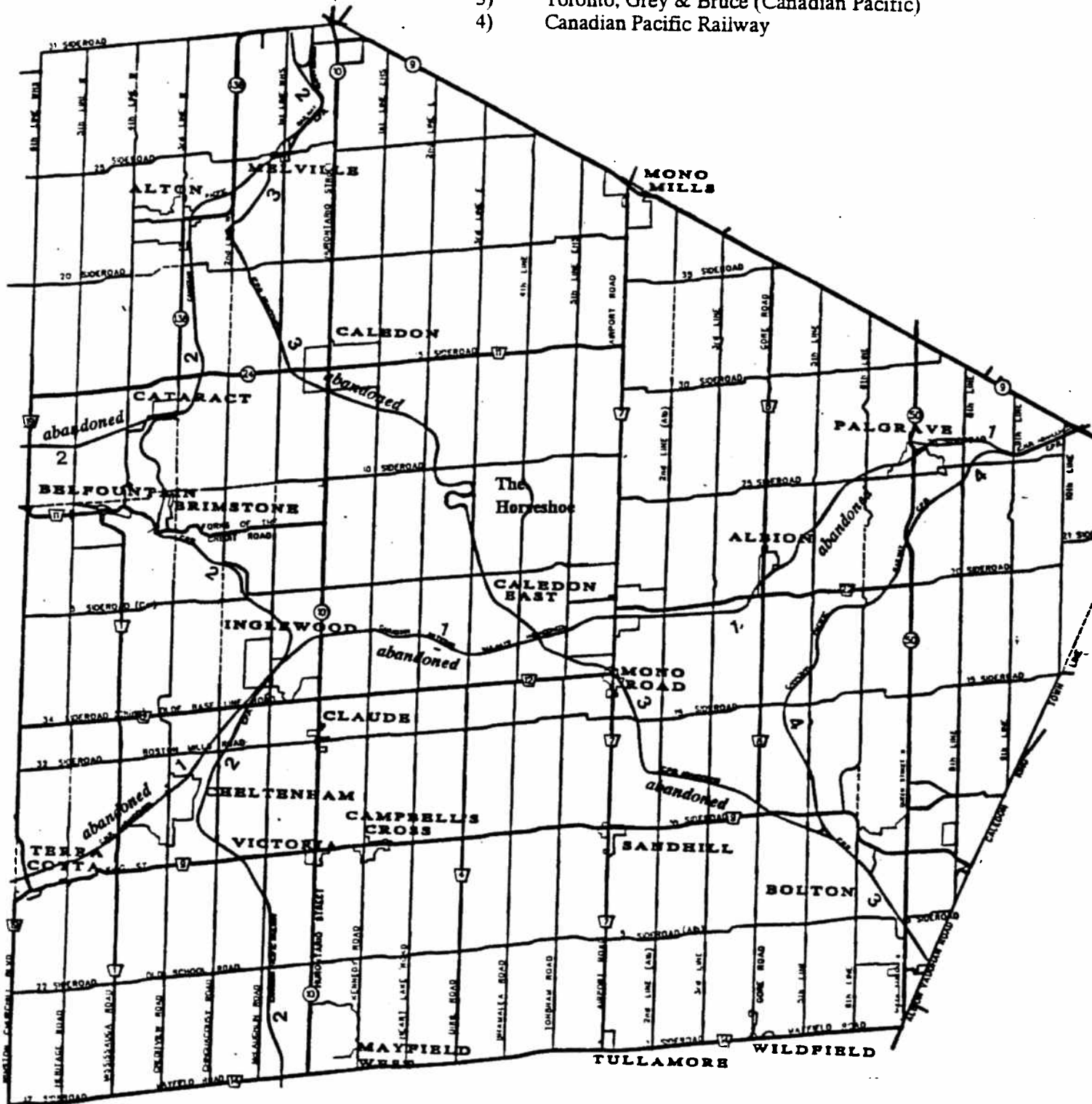
i. Canadian National Railways

The Canadian National system represented in the Town of Caledon evolved out of the amalgamation of short lines into the Grand Trunk Railway. The Grand Trunk extended from Portland, Maine, through Montreal and Toronto to Sarnia, opposite Michigan. Although the line was designed to promote main line through traffic, the railway also stimulated the growth of local communities. The railway was completed, south of Caledon, by 1859. During the First World War, the company sank into financial difficulty. As a result, after the war, the Grand Trunk was acquired by the Federal Government and in 1923 became part of the Canadian National Railways.

The Hamilton and North Western Railway, from Hamilton to Georgetown, was completed in 1876. An extension from Georgetown through Caledon to Barrie was completed in January 1878, while a Collingwood branch was completed in 1879. In 1887-88 the Grand Trunk acquired the railway and an affiliated company, the Northern Railway, to prevent the Canadian Pacific from acquiring these important regional railways.

Figure 13.5: Railway Map of Caledon

- 1) Hamilton & North Western (Canadian National)
- 2) Credit Valley (Canadian Pacific)
- 3) Toronto, Grey & Bruce (Canadian Pacific)
- 4) Canadian Pacific Railway



After the Second World War, traffic declined rapidly due to motor vehicle competition. By the late 1960s, the line was no longer profitable and in 1975, the line was abandoned. Part of the line has since been reused as a hiking trail.

ii. Canadian Pacific Railway

The Canadian Pacific acquired railways in Caledon as part of the company's overall strategy to build up a railway network in eastern Canada to feed its transcontinental lines completed in the 1880s.

The oldest component of the Canadian Pacific was the narrow gauge Toronto, Grey and Bruce Railway. The route encountered a very steep grade of about 1.8 percent over seven kilometres. To allow the railway to follow this path a horseshoe curve with a 462-foot radius was built to permit the railway to swing back on itself so that it would be able to have a short distance yet "as gentle a grade as possible". The railway climbed over 85 feet in less than a quarter of a mile. On September, 1907, the Horseshoe became infamous when a train wreck killed seven and injured 114 persons.

In 1884, the Toronto Grey and Bruce was purchased by the Canadian Pacific. Some of the line through Bolton now forms part of the Canadian Pacific's mainline to Toronto. However, the line from Bolton to Orangeville was abandoned in 1933. This section contained an unusual horseshoe curve in the line in order to climb over the Niagara Escarpment.

The Credit Valley Railway was promoted as a regional railway to serve Toronto. The main line extended from Toronto to St. Thomas where it connected with several large companies. A branch was completed in 1879 northward from the main line through Cheltenham to Orangeville; from Cheltenham to Inglewood the line was parallel to the Hamilton and North Western. In 1883 the Canadian Pacific acquired the company. The former Credit Valley branch is still operated by the Canadian Pacific. However, its future is uncertain. As with the former Hamilton and North Western railway, traffic has declined and the line may be abandoned.

iii. Industrial Railways

A surprisingly large number of industrial track was constructed within the Town of Caledon, especially to serve the clay and stone industry of the Escarpment. In the 1880s there were no less than 26 industrial sidings between Inglewood and Cataract. There are none today. In addition to these mainline spurs, small, narrow gauge tramways were used in some quarries to move stone and to haul stone from the quarries to the railway. A particularly long tramway was built at Inglewood. As well, steep, cable hauled incline railways were used to haul stone down the valley at Forks of Credit. The earliest one was constructed in 1881.

The most unusual transport system in the Town was an aerial tramway built at the Forks of Credit about 1900. Like the incline railways, it was used to transport sandstone blocks to the Canadian Pacific railway.

3.5 Communications

3.5.1 Post Offices

Post offices were opened in each township when a sufficient population was achieved and when settlers petitioned the government for the service. No special building was provided and they were located in houses or stores.

Effective 1851, control of the Post Office passed from the British Government to the colonial governments in North America. Under provincial ownership, the number of post offices increased rapidly. Postal service forced improvements on the transport systems. Many 19th century stage coach routes were heavily subsidised by mail contracts. Later a great improvement in postal service occurred with the construction of railways. The completion of the Grand Trunk in 1856 considerably sped up the movement of mails west from Toronto. Postal rail service was extended to branch lines including the Hamilton and North Western, Toronto Grey and Bruce and Credit Valley.

Until the introduction of rural farm delivery, post offices were located every four or five miles throughout a township. A farmer had to travel to the post office to send and receive mail. By 1900 many farmers felt that this service was inadequate. They used the example of the United States which by then had farm mail delivery. After much campaigning rural mail delivery was begun in Canada in 1908. Post offices did not disappear with rural delivery. By 1913 Chinguacousy Township had 15 post offices.

3.5.2 Telegraph and Telephone

The first modern improvement over postal service came with the introduction of the telegraph. The Dominion Telegraph Company built a line along the Hamilton and North Western Railway in 1877. The Montreal Telegraph Company, incorporated in 1847, obtained a contract in 1853 to construct telegraph lines along the Grand Trunk Railway. By 1880 the company owned a 12 mile line from Georgetown to Cheltenham. The telegraph line followed road alignments rather than the railway as the Hamilton and North Western was already served by the Dominion Telegraph Company.

An even greater improvement in communications came with the development of the telephone. The first rural telephone service in Ontario occurred from a farm near Brantford in 1882. The early impetus to telephone usage was promoted by doctors as they required fast communications and were usually financially able to underwrite the high cost of the initial telephone line construction.

The evolution of the telephone system in Caledon is not clear. In 1904, for example, the Bell Telephone Company initiated service to Alton while the Chinguacousy Municipal Telephone System was organised in 1910 to serve a portion of Peel County.

4. SUMMARY

Throughout the 19th century the area was dominated by agricultural activities. The population of the region grew rapidly as settlers took up vacant land for farms. New communities evolved to serve the rural needs.

With the development of railways in the mid 19th century, first sandstone and then the clay resources of the area were developed. The population of the region, peaked about 1880. The region remained static until the early 20th century.

The introduction of motor vehicles about 1910–1920 improved the area's accessibility and improved farming opportunities. However, the stone and clay industries had disappeared by the depression of the 1930s. A major change in the area occurred after world war two due to the rapidly urbanising area between Hamilton and Toronto. The loss of traditional industrial opportunities was more than offset by the growth of recreational activities and the development of bedroom communities. By the 1970s this trend was well established and very rapid.

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5.3 Manuscripts

Several archives contain material pertaining to the Town of Caledon. In addition to geographically based archive collections, some important collections are theme oriented such as at the Ontario Agricultural Museum but these theme collections have not been included in this review.

Region of Peel, Brampton

Photos and collections relating to the formation and evolution of the townships that are now the Town of Caledon; research material from the William Perkins Bull Collection is on deposit.

Land Registry Office, Brampton

Land registry data provides historic data on property owners. Occasionally more extensive descriptions are provided with unusual properties such as the water rights associated with mills.

Ontario Archives, Toronto

Contains an extensive collection of township and county maps. The Perkin Bull Collection of local history and municipal records are useful sources. A number of local histories relate to the study areas including the Perkins Bull collection of "Towns and Villages in Peel County."

National Archives of Canada, Ottawa

The archives contains a similar map collection to the Ontario Archives.

5.4 Maps and Atlases

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