

Appendix J: Cultural Heritage Assessment Report

**CULTURAL HERITAGE RESOURCES REPORT:
BUILT HERITAGE & CULTURAL HERITAGE
LANDSCAPES**

**ENVIRONMENTAL ASSESSMENT REPORT
BRUCE TO MILTON TRANSMISSION
REINFORCEMENT PROJECT**

September 2008

**Prepared for:
Senes Consultants Inc.**

Prepared by:



UNTERMAN McPHAIL ASSOCIATES
HERITAGE RESOURCE MANAGEMENT CONSULTANTS

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Executive Summary

The Bruce to Milton Transmission Reinforcement Project (Bruce to Milton Project) is a Hydro One Networks Inc. (Hydro One) project being undertaken to meet Ontario's future electricity delivery needs. Therefore the process of an Environmental Assessment (EA) Report has been initiated. The purpose of this Undertaking is to widen and increase the capacity of the Bruce to Milton corridor to transmit electrical power from committed and future sources in the Bruce area to the Provincial grid and the GTA by December 1, 2011, or as soon as this can be achieved, to increase energy security and maintain system reliability for the people of Ontario.

The cultural heritage resources identified in the 180 km long transmission corridor of the Bruce to Milton Transmission Reinforcement Project comprises built heritage resources and cultural heritage landscapes. Built heritage resources identified in the study corridor include, but are not limited to individual residences, barns and agricultural outbuildings. The principal cultural heritage landscapes identified in the study corridor include the transmission corridor, agricultural lands, farm complexes and roadscares.

The anticipated effects to cultural heritage landscapes and built heritage resources are displacement and disruption. Built heritage resources and/or cultural heritage landscapes may experience displacement, i.e., removal, if they are located within the rights-of-way of the undertaking. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting.

The assessment of the effects to cultural heritage landscape and built heritage resources determined that the principal adverse to the cultural heritage resources along the transmission corridor will be the (10) potential displacement effects and visual disruption effects of varying degrees.

To mitigate the displacement effects, a cultural heritage evaluation report (CHER) with detailed historical research will be required for some of the properties to determine their heritage significance. If the properties are considered to be of heritage significance an heritage impact statement report (HIA) will be required to define the mitigation options on a site specific basis. The use of landscaping, where deemed necessary, is recommended to lessen the adverse impacts associated with the visual disruption effects of the new transmission line and associated structures.

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1.0 Introduction

SENES Consultants Inc. on behalf of Hydro One has retained Unterman McPhail Associates to prepare a cultural heritage resource report for built heritage and cultural heritage landscapes as part of the Environmental Assessment (EA) Report for the Bruce to Milton Transmission Reinforcement Project.

The Bruce to Milton Transmission Reinforcement Project (Bruce to Milton Project) is a Hydro One Networks Inc. (Hydro One) project being undertaken to meet Ontario's future electricity delivery needs. As Ontario's electricity needs continue to grow, even with Conservation and Demand Management (CDM), the Bruce to Milton Project will still be required to transmit approximately 3,000 megawatts (MW) of additional electricity from wind and nuclear generation facilities in the Bruce area to the Provincial power grid including the Greater Toronto Area (GTA).

Transmission facilities in Ontario have not been significantly expanded since the early 1980s. Many new transmission facilities, including ROW expansions, will be required as the result of OPA planning recommendations for increasing clean supply of electrical generation and transmission capacity. The Bruce area is a major source of nuclear and renewable energy supply for Ontario. The OPA has stated reinforcement of the Bruce to Milton line is urgently needed to transmit electric power from new wind generation and from Bruce Units 1 and 2, which are to be returned to service in the near future. A new 500 kV line out of the Bruce area is required as soon as practicable. Therefore the EA process has been initiated ahead of the final IPSP report.

The purpose of the Undertaking is to widen and increase the capacity of the Bruce to Milton corridor to transmit electrical power from committed and future sources in the Bruce area to the Provincial grid and the GTA by December 1, 2011, or as soon as this can be achieved, to increase energy security and maintain system reliability for the people of Ontario

1.1 Background

The Ministry of Energy has directed the Ontario Power Authority (OPA) to procure a supply of more renewable energy for Ontario. The OPA reviewed various options to increase the capacity of the electricity transmission system in Ontario to meet the demand and initially identified a number of potential options that could potentially increase the transmission capacity between the Bruce area and the Greater Toronto Area (GTA). Five points of connections to the Provincial electrical grid were considered, including four existing transformer or switching stations (Essa TS, Milton SS, Kleinburg TS and Longwood TS), and an undeveloped site identified as Crieff TS, located south of Guelph, Ontario. The Bruce to Milton project was determined to be the only option that is capable of meeting the need to provide the necessary capacity by the required in-service date.

1.2 Project Proponent

Hydro One has a mandate to design, build and operate the transmission network in the Province of Ontario. Accordingly Hydro One chose to become the proponent for the Bruce to Milton Project and is responsible for the development of the EA document.

1.3 Outline of the EA Report

This EA report for the reinforcement of transmission from the Bruce area to Milton is in accordance with the requirements of the *EAA*, and is prepared in accordance with the detailed requirements of the approved ToR.

This cultural heritage report for built heritage and cultural heritage landscapes provides the following information.

- The undertaking (Section 2);
- Assessment methodology (Section 3);
- Historical description of the Euro-Canadian development of the study corridor (Section 4);
- Description of the existing environment (Section 5); and,
- Identification of cultural heritage landscapes & built heritage resources (Section 6)
- Effects of undertaking on cultural heritage resources and mitigation measures (Section 7).

2.0 The Undertaking

2.1 Purpose of the undertaking

The purpose of the Undertaking is to widen and increase the capacity of the Bruce to Milton corridor to transmit electrical power from committed and future sources in the Bruce area to the Provincial grid and the GTA by December 1, 2011, or sooner if possible. This will increase energy security and maintain system reliability for the population of Ontario.

In Ontario, the need for the identification, evaluation, management and conservation of Ontario's heritage is acknowledged as an essential component of environmental assessment and municipal planning. The analysis of cultural heritage resources in the study corridor of the Bruce to Milton transmission corridor addresses those above-ground, person-made heritage resources over 40 years old. The application of this rolling 40-year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage value. Its application does not imply however that all built heritage resources or cultural heritage landscapes that are over forty years old are worthy of the same levels of protection or preservation.

2.2 Description and rationale of the undertaking and the Do Nothing Alternative

2.2.1 Description of the Undertaking

The Undertaking is to implement the OPA recommendation to build a new double circuit 500 kV transmission line between the Bruce Power Complex and Hydro One's existing Milton SS located in the Town of Milton. The new line is to be operating by December 1, 2011.

2.2.1 Route Selection

Hydro One proposes to construct a new transmission line approximately 180 kilometres long by widening the existing corridor from Bruce Power Complex to the existing Milton SS by approximately 53 to 61 m (175 to 200 feet). Figure 1 shows the route of the proposed transmission line widening. The ToR included a reference route that follows the north side of the existing right-of-way (ROW) from Bruce Power Complex to Colbeck Junction and the east side of the ROW from Colbeck to a cross-over point north of Milton SS.

Several factors were referenced in regard to the selection of the reference route.

- Connection points to the Grid at Bruce and Milton;
- Maximal use of the existing property right;
- Minimization of cross-overs and switch-overs with the existing 500kV line;
- Minimization of generating station outages; and,
- Project costs.

Route refinements to the reference route were selected as additional studies were completed and more information became available. Hydro One identified three areas—Halton Hills, Camp Creek and Brockton/Hanover/West Grey—for consideration of refinements. Cultural heritage resources identified within the refinement areas were examined. On the basis on available information it was decided that the Bruce to Milton line continue along the existing reference route in both the Camp Creek and Brockton/Hanover/West Grey areas. In the Halton Hills area, the recommended route refinement consisted of shifting the alignment from the east to the west side of the existing transmission corridor, starting in the area of Highway 7 in Halton Hills and continuing until it connects to the Milton SS.

2.3 Study Area Identification

The study area for the Bruce to Milton Project crosses through five upper-tier municipalities (Bruce, Grey, Dufferin, and Wellington Counties and the Regional Municipality of Halton) and eleven lower-tier municipalities (Kincardine, Brockton, Hanover, West Grey, Southgate, Wellington North, East Luther Grand Valley, East Garafraxa, Erin, Halton Hills and Milton).

The Bruce to Milton Project will comprise a new double-circuit 500 kV line generally adjacent to and overlapping the existing transmission corridor from Bruce to Milton. The transmission line will maximize use of the existing ROW including lands owned by the Province immediately east of the Bruce Power Complex and north of the Milton SS through widening.

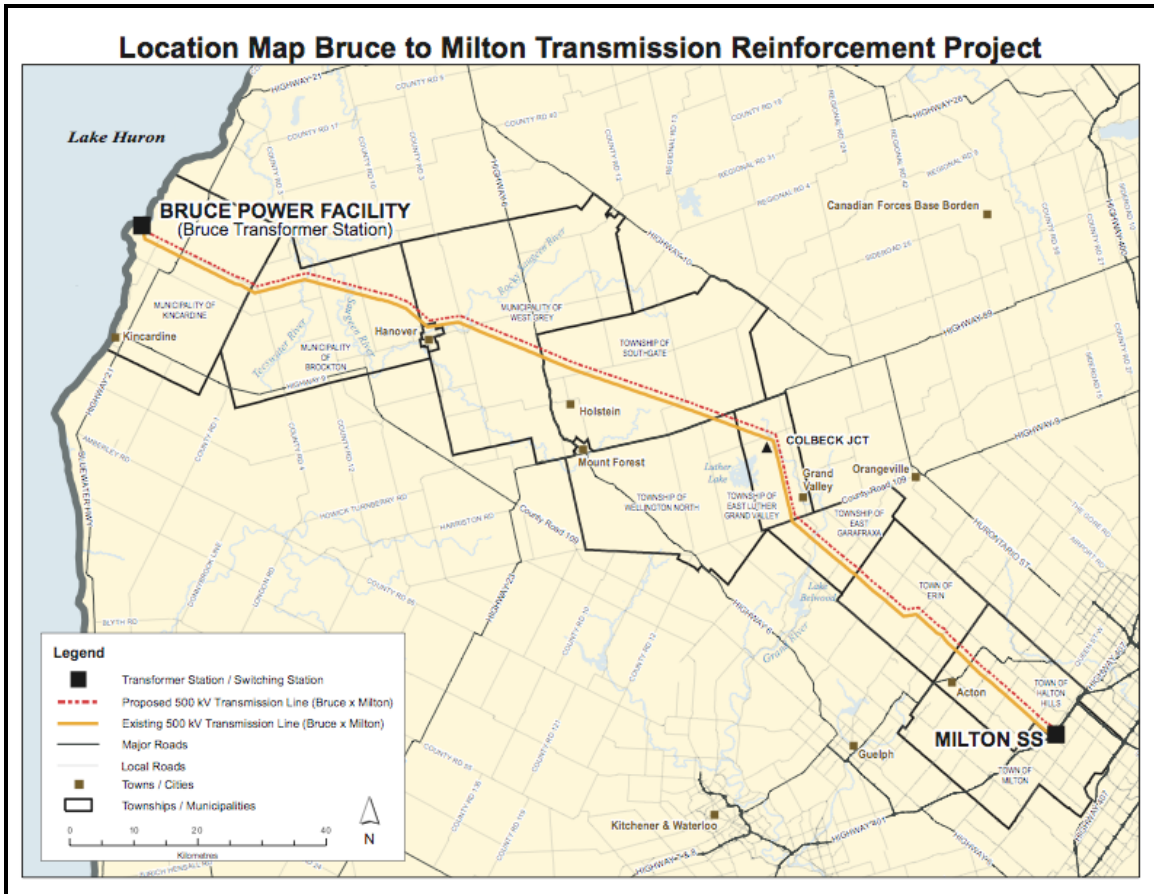


Figure 1: Route of the proposed transmission line.

2.3 Data sources

The data sources used included the following:

- Primary data includes the results of a windshield survey of the transmission corridor to identify built heritage resources and cultural heritage landscapes potentially affected by the undertaking, historical research as well as the review of historical mapping and topographical maps of the study corridor.
- Secondary data includes information obtained through consultation with municipalities within the corridor in regard to heritage issues such as municipal

registers of cultural heritage resources and municipal designated properties under the *Ontario Heritage Act*.

- Aerial mapping of the existing and proposed study corridor (January 2007)
- Hydro One Summary Reports on Property Buyouts and aerial mapping of the property buyout sites.

2.5 Regulatory Framework: Cultural Heritage Resources and Environmental Assessment

2.5.1 Ontario Environmental Assessment Act

New and expanded transmission lines in Ontario are subject to the *Environmental Assessment Act*. Ontario's Electricity Projects Regulation (O. Reg. 116/01), made under the *EA Act*, stipulates the EA requirements for electricity projects in Ontario on the basis of the project type (e.g., transmission lines, transformer stations, power generation plants, etc.) and, in the case of transmission lines, the voltage level and distance traversed. The voltage level and length of the Bruce to Milton Project requires that an application be prepared and submitted under s.5 of the *EA Act* to the Minister of the Environment for approval.

The analysis throughout the study process addresses that part of the *Environmental Assessment Act*, subsection 1(c), which defines “*environment*” to include:

“...*cultural conditions that influence the life of humans or a community*”;

as well as,

“*any building, structure, machine or other device or thing made by humans*”.

New and expanded utilities, and its associated construction activities may potentially affect cultural heritage resources in a number of ways. The effects may include displacement through removal or demolition and/or disruption by the introduction of physical and visual elements that are not in keeping with the character of the cultural heritage resources and, or their setting.

Approval is required by the Ontario Ministry of the Environment (MOE) under Ontario's *Environmental Assessment Act (EA Act)* in accordance with Ontario Regulation (O. Reg.) 116/01, the Electricity Projects Regulation. The Electricity Projects Regulation requires that this project follow the process set out in the *EA Act*. The *EA Act* requires submission of an application (consisting of a Terms of Reference (ToR) and an EA document) for approval by the Minister of Environment.

2.5.2 Provincial Interests in Planning for Cultural Heritage

The *Ontario Planning Act R.S.O. 1990* is the principal legislation to guide municipal land use planning and development on private property. It integrates matters of provincial interest into provincial and municipal planning decisions. The conservation of built heritage and cultural heritage landscapes in land use planning is considered to be a matter of public interest, thus these resources are addressed in the *Act*.

From the heritage conservation standpoint, the early identification of significant cultural heritage resources best addresses their management in the planning process. Support for built heritage and cultural heritage landscapes is clearly stated in Section 2 of the revised *Act*:

...the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;

This provides the context not only for discrete planning activities detailed in the *Act*, but also for the foundation of policy statements issued under Section 3 of the *Act*.

2.5.3 Ontario Provincial Policy Statement

The Provincial Policy Statement (PPS) March 2005 reinforces the idea that cultural heritage resources provide and contribute to economic, environmental and social benefits. Consideration must be given in a manner that seeks to ensure the protection and wise use of these cultural heritage resources as a matter of provincial interest, and as a measurable end result of planning. Therefore, consideration must be given to the conservation of Ontario's cultural heritage when addressing change.

Section 4.0, Implementation and Interpretation, of the PPS indicates that:

4.1. This Provincial Policy Statement applies to all applications, matters or proceedings commenced on or after March 1, 2005.

4.5. The official plan is the most important vehicle for implementation of this Provincial Policy Statement.

Comprehensive, integrated and long-term planning is best achieved through municipal official plans. Municipal official plans shall identify provincial interests and set out appropriate land use designations and policies. Municipal official plans should also coordinate cross-boundary matters to complement the actions of other planning authorities and promote mutually beneficial solutions.

Municipal official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of a municipal official plan.

Those policies of particular relevance for the conservation of built heritage and cultural heritage landscapes are contained in Section 2, Wise Use and Management of Resources, Subsection 2.6, Cultural Heritage and Archaeology:

2.6.1

Significant built heritage resources and significant cultural heritage landscapes shall be conserved.

Provision has also been made for the protection of lands of a proposed development that are located adjacent to protected heritage properties:

2.6.3

Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

A number of definitions that have specific meanings for use in a policy context accompany the policy statement. These definitions include “Built heritage resources”, and “Cultural heritage landscapes” and “Significance”.

“Built heritage resources”:

means one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community. These resources may be identified through designation or heritage conservation easement under the Ontario Heritage Act, or listed by local, provincial or federal jurisdictions.

“Cultural heritage landscape”:

means a defined geographical area of heritage significance, which has been modified by human activities and is valued by a community. It involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value.

“Significant” means:

in regard to cultural heritage and archaeology, resources that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.

2.5.4 Ontario Heritage Act (OHA)

The *Ontario Heritage Act* gives the Ontario Ministry of Culture (MCL) the responsibility for the conservation, protection and preservation of Ontario’s culture heritage resources. Section 2 of the *Ontario Heritage Act* charges the Minister with the responsibility to,

“...determine policies, priorities and programs for the conservation, protection and preservation of the heritage of Ontario.”

The Ministry of Culture describes heritage buildings and structures, cultural heritage landscapes and archaeological resources as cultural heritage resources. Since cultural heritage resources may be impacted adversely by both public and private land development, it is incumbent upon planning and approval authorities to consider heritage resources when making planning decisions.

Heritage attributes, in relation to a property, are defined in the *OHA* as the attributes of the property that cause it to have cultural heritage value or interest.

2.5.5 Ministry of Culture

The Ministry of Culture (MCL) guidelines assist in the assessment of cultural heritage resources as part of an environmental assessment. They are, *Guideline for Preparing the Cultural Heritage Resource Component of Environmental Assessments* (October 1992), and, *Guidelines on the Man-Made Heritage Component of Environmental Assessments* (1980). The *Guidelines on the Man-Made Heritage Component of Environmental Assessments* state:

“When speaking of man-made heritage we are concerned with works of man and the effects of his activities in the environment rather than with moveable human artifacts or those environments that are natural and completely undisturbed by man.”

The guidelines state one may distinguish broadly between two basic ways of visually experiencing cultural heritage resources in the environment, that is, as cultural heritage landscapes and as built heritage. Cultural heritage landscapes are a geographical area perceived as a collection of individual person-made built heritage resources set into a whole such as historical settlements, farm complexes, waterscapes, roadscape, railways, etc. They emphasize the interrelationship of people and the natural environment and convey information about the processes and activities that have shaped a community. Cultural heritage landscapes may be organically evolved landscapes as opposed to

designed landscapes. Some are ‘continuing landscapes’, which maintain the historic use and continue to evolve, while others are ‘relict landscapes’ where the evolutionary process has come to an end but important landscape or built heritage resources from its historic use are still visible. Built heritage comprises individual, person-made or modified, parts of a cultural heritage landscape such as buildings or structures of various types including, but not limited to, cemeteries, planting and landscaping structures, etc. The guidelines also describe the attributes necessary for the identification and evaluation of any discrete aggregation of person-made features or cultural heritage landscapes and the attributes necessary for the identification and evaluation of built heritage resources.

2.5.6 Niagara Escarpment Policy

The Niagara Escarpment Plan requires the identification of cultural landscapes in the NEP area, the analysis of the potential effects on these landscapes, and the consideration of measures to eliminate, avoid, or mitigate negative effects on cultural landscapes.

Part 2 Development Criteria describes development criteria to be applied to all development within the area of the NEP. Section 2.12 Heritage, which states the objective is to inventory, interpret, evaluate, maintain and conserve the cultural heritage features of the Niagara Escarpment Plan Area.

2. *Existing heritage features, areas and properties should be retained and reused. To determine whether such actions are feasible, consideration shall be given to both economic and social benefits and costs.*

4. *Where a new development involves a heritage feature it should express the feature in some way. This may include one or more of the following:*
 - a) *Preservation and display of fragments of the former buildings’ features and landscaping;*
 - b) *Marking the traces of former locations, shapes and circulation lines;*
 - Displaying graphic verbal descriptions of the former use; or*
 - d) *Reflection of the former architecture and use in the new development.*

5. *Where development will destroy or significantly alter cultural landscapes or heritage features, actions should be taken to salvage information on the features being lost. Such actions could include archaeological salvage and excavation, and the recording of buildings or structures through measured drawings or photogrammetry or their physical removal to a different location.*

The objective of NEP policies contained in Section 2.15 Transportation and Utilities is to design and locate new and expanded transportation and utility facilities so the least possible change occurs in the environment and the natural and cultural landscape. The policies applicable to cultural heritage resources include:

1. All new and reconstructed transportation and utility facilities shall be designed and located to minimize the impact on the Escarpment environment and be consistent with the objectives of this Plan. Examples of such site and design guidelines include the following:

- d) Vegetation screens should be used where feasible.*
- e) Transportation and utility structures should be sited and designed to minimize visual impact.*
- f) A development setback from the Escarpment brow for utility structures will be established by the implementing authority to minimize visual impacts.*
- h) The visual impact of utility structures and service roads should be minimized by siting, structural design, colouration and landscape planting in order to minimize the impact on the Escarpment environment.*

3.0 Assessment Methodology

3.1 Introduction

For the purposes of this built heritage resource and cultural heritage landscape assessment Unterman McPhail Associates undertook the following tasks:

- the identification of major historical themes and activities of the study corridor through historical research and a review of topographical and historic mapping;
- the identification of associated built heritage resources and cultural heritage landscapes within the study area through major historical themes and activities and historic mapping;
- windshield survey work for the Bruce to Milton study corridor were undertaken in June, July and November 2007; and,
- the identification of sensitivities for change to built heritage resources and cultural through the review of the historical information, the results of the survey and the proposed changes to the highway.

3.2 Study Process

A field survey of the reference route was conducted in June and July 2007. Further survey work was completed for the west side of the Halton Hills corridor in November 2007. Only those cultural heritage landscapes and built heritage resources along the reference route that may be affected by disruption impacts, i.e., low, medium or high visual impacts, and displacement impacts, were identified and noted on the study plates with a brief description. The windshield survey was conducted on the side of the existing transmission corridor where the proposed new line would be built and where the transmission line crossed roads..

Historical research was undertaken for the municipalities along the transmission route and historical and topographical maps were consulted prior to the survey to highlight potential heritage sites.

Local refinements of the reference route were identified for further evaluation. They included Halton Hills, Camp Creek and the Brockton/Hanover/West Grey areas identified for such an evaluation through Hydro One's consultation process. The refinement areas were assessed with reference to the windshield survey results and mapping.

As well, Senes Consultants Inc. requested Unterman McPhail Associates to prepare a preliminary heritage evaluation of three properties located within the proposed right-of-way of the Hydro-One Bruce to Milton Transmission Corridor as part of the Environmental Assessment process. The public has identified the three properties— No. 441023 Concession 12 & 13, East Luther Township, No. 183563 Regional Road No. 9, Town of Southgate and No. 132 Baseline South, Town of Brockton— as being of potential local heritage interest or value. The preliminary heritage evaluation consisted of the results of the windshield survey and background historical research. Access to the three properties was not part of the evaluation. Therefore, since the buildings were generally not clearly visible due to the presence of trees and vegetation, further on-site survey work is recommended for all three sites to provide a complete heritage evaluation. Each property summary has been prepared according to Regulation 9/06, which was developed for the purpose of identifying and evaluating the cultural heritage value or interest of a property proposed for protection under section 29 of the *Ontario Heritage Act*. Regulation 9/06 describes the three criteria as, design value or physical value, historical or associative value, and contextual value.

3.3 Public Consultation and Recognition

Since cultural heritage resources are a municipal responsibility, the eleven townships within the transmission line study corridor were consulted in regard to cultural heritage issues, listed and municipally designated properties. There are no identified Ontario Heritage Trust easement properties, provincially or federally recognized heritage properties within, beside or abutting the study corridor.

County of Bruce

Municipality of Kincardine

The municipality maintains a heritage inventory of cultural resources, but there are no properties from the list located within the transmission study corridor. There are no designated under the *Ontario Heritage Act* within the study corridor.

Municipality of Brockton

The municipality maintains a heritage inventory of cultural resources, however, there are no properties from the list located within the transmission study corridor. There are no designated under the *Ontario Heritage Act* within the study corridor.

County of Grey

Town of Hanover

The municipality does not have a heritage inventory of cultural resources. There are no designated under the *Ontario Heritage Act* within the study corridor.

Municipality of West Grey

The municipality does not have a heritage inventory of cultural resources. There are no designated under the *Ontario Heritage Act* within the study corridor.

Township of Southgate

The municipality does not have a heritage inventory of cultural resources. There are no designated under the *Ontario Heritage Act* within the study corridor.

County of Wellington

Township of North Wellington

The municipality does not have a heritage inventory of cultural resources. There are no designated under the *Ontario Heritage Act* within the study corridor.

Town of Erin

The municipality has a heritage inventory of cultural resources, however, no properties within the study corridor are listed or designated under the *Ontario Heritage Act*.

County of Dufferin

East Luther Grand Valley

The municipality does not have a heritage inventory of cultural resources. There are no designated under the *Ontario Heritage Act* within the study corridor.

East Garafraxa

The municipality does not have a heritage inventory of cultural resources. There are no designated under the *Ontario Heritage Act* within the study corridor.

Regional Municipality of Halton

Town of Halton Hills

The municipality maintains a heritage inventory of cultural resources, but there are no properties from the inventory located within the transmission study corridor. There are no designated under the *Ontario Heritage Act* within the study corridor.

Town of Milton

The municipality maintains a heritage inventory of cultural resources, but there are no properties from the list located within the transmission study corridor. There are no designated under the *Ontario Heritage Act* within the study corridor.

4.0 Historical Summary

4.1 Bruce County

In the late 1700s and early 1800s the Province of Upper Canada was a British colony located in what is now the southern portion of the Province of Ontario. It was divided into districts and an area known as the Indian Territory. This territory, which became known as the “Queen’s Bush”, possibly to distinguish it from the land owned by speculative companies such as the Canada Company, was bounded generally by the Home District on the east, the Huron District on the south and Lake Huron on the west and north. The British Government acquired a huge tract of land known as the Huron Tract, or the Queen’s Bush, from the Ojibway (Chippawas) in 1836 for future settlement by Euro-Canadian settlers. In the late 1840s there was much demand to open up the “Bush” for settlement to accommodate the large number of immigrants arriving in Upper Canada. The first settlers to the area came before the land was actually surveyed, and before Crown land was officially available in 1854.

On April 19, 1847, an Order-in-Council was approved to survey and open up the Queen’s Bush. Alexander Wilkinson, Provincial Land Surveyor, proceeded to survey the land tract into townships, and the Queen’s Bush was divided into the three counties in 1849, namely, Huron, Perth and Bruce. Although the county boundaries were set, the three jurisdictions remained united for administrative purposes until their individual populations increased to a specified level. In Bruce County, the Ojibway held the Indian Peninsula, comprising the remaining part above the line drawn from the mouth of the Saugeen River to the mouth of the Sydenham River. After further land treaties, the remaining parts of the peninsula became part of Bruce County. Bruce became a separate entity in 1854. At its inception the County encompassed eleven townships including Bruce, Greenock and Brant.

4.1.1 Bruce Township

The Queen’s Bush was officially opened for settlement in April 1847. Alex Wilkinson, P.L.S., surveyed the shore of Lake Huron, including a portion of the area that became the border of Bruce Township, in the same year. The first lots were longer and narrower than those surveyed at a later date. Two years later when the Queen’s Bush was divided into three counties, Bruce Township became part of Bruce County on the shores of Lake Huron. When surveyed it had an area of 67,777 acres, mostly level in topography with fertile soil; however, the township’s water bodies were insufficient to allow for the development of industries.¹ Allan Park Brough continued the survey of Bruce Township up to the 10th sideline in 1851, and C. Miller, P.L.S., had completed it by 1852.²

¹ *Illustrated Atlas 9*; Norman Robertson, “The History of the County of Bruce and the minor municipalities therein, Province of Ontario Canada,” *Our Roots: Canada’s Local Histories Online*, 8 Oct 2007, 322.

² Robertson 314.

As with other Bruce County townships, squatters settled on the land before it was sold officially on August 17th 1854. The first settlers, Timothy Allen, Hugh and William McManamy, arrived in 1850/51 and establishing themselves on the southern border of Bruce Township. By 1854 all of the best land in the township had been settled by squatters. The township became a separate municipal entity on January 1, 1856. By 1880 it had achieved a population of 3,598 people,³ and was described as having raised itself in a quarter of a century from one vast dense wilderness to be a splendid agricultural section.⁴

Several hamlets and villages were established in the mid nineteenth century, including Port Bruce, Malta, Tiverton, Sinclair's Corners and Underwood. Sinclair's Corners, was established in 1852 and was home to the township's first post office (in 1853), and the first grist and sawmill.⁵ The neighbouring villages of Port Bruce and Malta were two of the earliest settlements in the township, and were once rivals in size and importance with Kincardine. Located on the shores of Lake Huron, the town plots were surveyed in 1855. Port Bruce had hotels, a sawmill and other businesses, and Malta contained a sawmill, a post office (established in 1856), and shipbuilding operations. The two adjoining villages were destroyed by fire in 1862, and the inhabitants did not rebuild. The former location of Port Bruce and Malta became known as Baie de Dore. Underwood, established at the intersection of the 6th Concession and 10th Sideline, had a post-office in 1863, a sawmill in 1870, and in 1875, a gristmill and cheese factory. By the end of the nineteenth century Underwood was the business and social centre for most of Bruce Township.⁶

David Gibson built the Saugeen and Goderich Road through Bruce Township along the 5th Sideroad in 1852, and it was graveled in 1866/7.⁷ The Wellington, Grey and Bruce Railway Company operated Bruce County's main railway line, which ran from Clifford, in the southeast corner of the county, to Southampton, in the northwest. The line was approved in 1869 and completed in 1871. Although it had eleven stations and depots throughout the county, the railway only passed through the northeast corner of Bruce Township.⁸ The township remained rural in land use throughout the remainder of the 19th century despite a population decrease in the 1880s and 1890s.

Bruce County's population continued to steadily decrease between 1900 and the 1950s.⁹ Although agriculture remained an important part of the economy, larger and more commercial farms replaced the smaller family farmsteads of the nineteenth century. By the late twentieth century, the community of Sinclair's Corners had disappeared from local area maps. Underwood's industries gradually closed down

³ *Illustrated Atlas* 9; Robertson 314-7, 321.

⁴ *Ibid.*, 9.

⁵ Robertson 318-9.

⁶ Robertson 324.

⁷ *Illustrated Atlas* 2; Robertson 72, 319.

⁸ *Illustrated Atlas* 2; Robertson 109, 114-5, 315.

⁹ D.W. Hoffman and N.R. Richards, "Soil Survey of Bruce County," *Canadian Soil Information System*, 1963, Agriculture and Agri-Food Canada, 24 Oct 2007, 12.

throughout the twentieth century, including the cheese and butter factory in 1934, and the post office closed in 1969.¹⁰ The village of Tiverton on the border with Kincardine Township continued as a local service centre.

The township road system was improved in the twentieth century. The Province acquired county roads in Bruce County between Goderich and Owen Sound c1930 as part of Provincial Highway 21, including Bruce County Road No. 2, which closely follows the original route of the Saugeen Goderich Road. The Kincardine to Tiverton section of the road was opened c1934 as part of The King's Highway system in Ontario. It then extended northward and when completed, Highway 21 stretched from Morpeth in Kent County to Owen Sound in Bruce County. Beginning in the 1960s, the Township Council began a massive road improvement campaign that included reconstructing and paving roads, as well as replacing old unsafe bridges.¹¹

In April 1957, the Atomic Energy of Canada Limited (AECL) proposed that Ontario Hydro operate its Nuclear Power Plant Division (NPPD). Ontario Hydro agreed and AECL received approval from the federal cabinet to proceed with the project in June 1959. It was arranged for the project to be owned and managed by AECL with Ontario Hydro providing the conventional plant design, construction, commissioning and subsequent plant operation, with the power produced being sold to Ontario Hydro. Douglas Point in Bruce Township was selected as the site for the new nuclear power plant, and Ontario Hydro proceeded with the acquisition of the necessary land in June 1959. Construction started on Douglas Point in February 1960, and it acquired criticality on November 15, 1966, delivering its first electrical power to the Hydro grid in January 1967.¹² Douglas Point operated for many years until it was removed from service in 1984.

In the early 1970s Ontario Hydro built four CANDU units, Bruce 1, 2, 3 and 4, at Bruce A Station, Douglas Point. These units reached criticality in the late 1970s. Construction on another four units at Bruce B began in the late 1970s and was completed in the early 1980s.¹³ Announcement of the lease of Ontario Power Generation's (OPG) Bruce A and B reactors to a consortium called Bruce Power led by British Energy in July 2000. Bruce Power committed to refurbish and restart Bruce reactors 3 and 4 in April 2001. The contract, for Bruce Power to lease the eight reactors at Bruce from Ontario Power Generation, was closed in May 2001.¹⁴ Today the site on the shores of Lake Huron is known as the Bruce Power Complex.

Administratively Bruce Township was amalgamated with Kincardine Township and the town of Kincardine in 1999 to create the Municipality of Kincardine.

¹⁰ Judd 138, 144-5, 154.

¹¹ Ibid, 53-8.

¹² Gord Brooks, *A Short History of the CANDU Nuclear Power System*, January 1993, 13, 14.

¹³ Canadian Nuclear Society, *Canada's Nuclear History Chronology*.

¹⁴ Ibid..

4.1.2 Greenock Township

The Queen's Bush was opened for settlement in April 1847 and divided into three counties including Bruce County in 1849. Greenock Township was created from the remaining land between all the other townships placed along the borders of Bruce County. Greenock was the last of the Bruce County's townships (south of the peninsula) to be surveyed. The survey was completed in two parts, first by Allan Park Brough, P.L.S., and then by David Gibson in 1848/9. Gibson's survey included a colonization road from the mouth of the Penetangore River to Simcoe County. The Durham Road ran east to west across the township, except near the border between Greenock and Brant Townships where the road was diverted one and a quarter miles to the south to avoid the Greenock Swamp. One concession on each side of the road was surveyed into fifty-acre lots. R. Walsh, P.L.S., surveyed the remainder of Greenock Township in 1852.¹⁵ The township had an area of 61,173 acres, with the Teeswater River flowing through it from south to north, good soil, and rolling hills, and the Greenock Swamp covering a large portion of its territory.¹⁶

French Canadians Joseph Hart and John Caskanette, who had been part of Brough's survey team, were the first settlers in Greenock Township. They settled the lots bordering the Durham Road on the southern boundary of the township, where the Teeswater River crosses, in 1850, and this settlement was called Riversdale. All of the early township settlements occurred along the Durham Road, since the rest of the township land was not put up for sale until 1854. In Normanby Township, squatters were already on the land before the first lots were sold to the public. Irish and Scots immigrants as well as French Canadians principally settled Greenock Township.¹⁷

Among the first settlers were Alexander Lamb and his wife Elizabeth who had immigrated to Upper Canada c1853-54 with four children and three grandchildren. They followed their son Lewis Lamb, who had emigrated previously in 1852. In the fall of 1854, William Brockie, along with his two brothers, George and John, Brockie's cousin Lewis Lamb and David Black Jr., James Davie, as well as a few others, had ventured into the Durham and Walkerton area, and along the Saugeen River to Orchardville, now Paisley. Soon all had settled in the Gore of Greenock.¹⁸ Alexander and Elizabeth and most of their family moved to Lot 37, Concession A, Greenock Township around 1855, where Lewis Lamb had cleared a farmstead.¹⁹ The *Illustrated Historical Atlas* (1880) shows Lewis Lamb on Lots 3, 37 and 38, Concession A and members of the Brockie family settled on the land all around.

¹⁵ Laura M. Gateman, ed., *Greenock Township History, 1856-1981* (Cargill: Greenock Township Historians, 1981) 4-5; Norman Robertson, "The History of the County of Bruce and the minor municipalities therein, Province of Ontario Canada," *Our Roots: Canada's Local Histories Online*, 8 Oct 2007, 401-402; "The Durham Road (from The Kincardine News)," 30 July 1969, 9 Oct 2007.

¹⁶ Gateman, 1-3; *Illustrated Atlas* 10; Robertson 401, 405.

¹⁷ Gateman 4, 6-7; *Illustrated Atlas* 10; Robertson 402.

¹⁸ Case Vanderplaas and Kathy Watson Vanderplas, compilers. *Deep Roots and Tall Tree*, "The Descendents of William Lamb and Mary Brown, Introduction".

¹⁹ *Deep Roots and Tall Tree*, "The Descendents of William Lamb and Mary Brown", 5 of 93.

Greenock's population was 244 in 1852; by 1880 it had reached 3,087.²⁰ A few hamlets and villages were established in the township. In the northern part, the Bradley settlement was formed near the boundary between Greenock and Brant Townships. A school was established in the 1870s and a post office opened on Lot 6, Concession 17 in 1884. The Portal post office was founded in 1894 at the corner of Sideroad 15 and Concession 14. The Purdy Cemetery to its immediate east on Concession 14 was established in the 1870s.²¹ The Pinkerton family arrived in the township around 1852 and the postal village of Pinkerton grew up on the Lots 1 and 2, Concessions 12 and 13. By 1880 the community contained a hotel, stores, a woolen mill, school and churches.²² In the middle of the township on the Brant Township border on the banks of the Teeswater River, the village of Cargill was first settled in 1856. The first settlers built a dam and gristmill, followed by a sawmill in 1871. Eventually Henry Cargill bought both mills, and much of Greenock Swamp. Cargill transformed the settlement of Cargill into a manufacturing centre, using the trees from the swamp. He later built a planning mill, and another sawmill and gristmill that were powered by steam. Canals running parallel to the concession and side roads were dug to transport the timber, resulting in the draining of Greenock Swamp. Cargill had at least three churches and electric streetlights by 1906.²³ The village of Paisley grew up at the northern tip of the township from the early 1850s onwards. The *Illustrated Atlas* (1880) shows that most of small hamlets were along, or close to, the southern and eastern borders of Greenock Township. Approximately 38 percent of the township land was under cultivation at this time in 1880.²⁴ Agriculture remained as the principal economic pursuit in the township throughout the nineteenth century.

Roads and railways were crucial to a township's economy and growth in the 19th century. Durham Road, as well as other settlement roads, was built with the express purpose of providing access to new areas and to provide settlers with "free" fifty-acre lots with the option of acquiring an adjoining one. The Durham Road was graveled in 1866/7.²⁵ Cargill's draining of Greenock Swamp in the 1880s had the unintended side effect of creating more dry land, which meant roads could be built across the swamp. In 1899 the township decided to open the 6th and 10th Concessions, and work was completed in 1901.²⁶ The Wellington, Grey and Bruce Railway Company operated Bruce County's main railway line; the line ran from Clifford, in the southeast corner of the county, to Southampton, in the northwest. It was approved in 1869 and completed in 1871. There were numerous stations and depots throughout Bruce County including one at Cargill in Greenock Township.

²⁰ Gateman 7; *Illustrated Atlas* 10.

²¹ Gateman 39-40, 65, 289; Greenock Township History Book Committee, *Greenock Township 150 Years* (Walkerton: Greenock Township History Book Committee, 2002) 50-1.

²² *Illustrated Historical Atlas*, 11.

²³ Greenock Township History Book Committee 8-9; Robertson 406-8.

²⁴ *Illustrated Atlas* 10

²⁵ Gateman 6; *Illustrated Atlas* 2; "The Durham Road."

²⁶ Robertson 407, 412.

Overall Bruce County's population steadily decreased between 1881 and the 1950s.²⁷ During the twentieth century, agriculture remained an important part of Greenock's economy; however, larger more commercial farms replaced the family farms of the nineteenth century.

Several small hamlets and villages continued to survive in the township, while others declined. Portal's post office closed in 1914, and while the community still appears on topographical maps throughout the twentieth century, there was no significant settlement. Nearby, Purdy Cemetery is still in use today. Bradley remains a small community, its brick schoolhouse, built in 1957 was closed in 1966, and, as of 1967, used as a community centre. Cargill continues to thrive as a local centre with a post office, hotel, and a variety of shops. On the southern township boundary, Riversdale was reduced to a gas station and restaurant, although many people continue to live in the area.

Greenock Township's roads improved during the 20th century. Between the early 1900s and 1930 most of the township's wooden bridges were replaced with steel truss structures. Wooden culverts were gradually replaced with concrete, tile, or steel culverts and pipes. By the 1920s most of the roads were graveled. The most heavily traveled roads began being paved in the 1950s. Highway 9 follows the Durham Road route through Greenock Township in the south.²⁸

On January 1st 1999, Greenock Township, Brant Township and the Town of Walkerton were amalgamated into the Municipality of Brockton.²⁹

4.1.3 Brant Township

The Queen's Bush was first opened for settlement in April 1847 and a section of Brant Township was first surveyed in 1848, when Allan Park Brough, P.L.S., surveyed the Durham Road across the townships of Brant, Bentinck, Greenock and Kincardine between the settlements of Durham and Kincardine. In 1850 Brough completed the survey of the rest of Brant Township.³⁰ Brant Township was the largest township in Bruce County at 69,160 acres of land, and contained some of the best soil in the County. With its relatively level landscape, and its good drainage by the Saugeen River, Teeswater River and Deer Creek, it thrived as an agricultural area.³¹ Brant Township was incorporated in 1854.³²

Squatters first occupied the land in Brant Township in the early 1840s; it was not until 1848 that the Crown put up for sale the first lots along the Durham Road. Once the land

²⁷ D.W. Hoffman and N.R. Richards, "Soil Survey of Bruce County," *Canadian Soil Information System*, 1963, Agriculture and Agri-Food Canada, 24 Oct 2007, 12.

²⁸ Gateman 27-31; "The Durham Road."

²⁹ Greenock Township History Book Committee 16.

³⁰ Gateman, 6-8.

³¹ Gateman 2, 5; *Illustrated Atlas of the County of Bruce, 1880*, Offset ed. (Port Elgin, 1970) 9.

³² Gateman 47.

was put up for sale the squatters had to buy it or be forced off the land. The first township settlers included William Smith and Patrick Godfrey who settled at Lot 21, Concession 1 South of Durham Road (SDR), and Lots 13 and 14, Concession 2, North of Durham Road (NDR) in 1849. Approximately one-third of Brant's early settlers were of German descent. The majority of other settlers came from Scotland and Ireland.³³ The township was settled very quickly, and by 1854 every lot had been purchased. The population grew from 621 people in 1851 to 3,125 people in 1861.³⁴

Several hamlets and villages were established in the township from the mid nineteenth century onwards. The *Illustrated Atlas of the County of Bruce* (1880) shows that by the end of the nineteenth century Brant Township had several small villages and hamlets that were, for the most part, located near the township's borders or on the Durham Road. The township map shows the communities of Ellengowan and Eden Grove in the northern part of the township on the west side, and Solway in the centre. To the south Walkerton and Hanover, on the border with Grey County, were noted. Joseph Walker established the hamlet of Brant, now Walkerton, in 1850 on Lot 28-30, Concession 1 South of Durham Road, where the Saugeen River crosses the Durham Road. By 1853 Brant had a gristmill, saw mill, tavern, general store and post office. The settlement's name was changed to Walkerton in 1857.³⁵ The hamlet of Eden Grove at Lot 28, Concession 12, just east of the border with Greenock Township, prospered during the 19th century. By 1896 it had a population of 130, and contained a post office, general store, blacksmith, carding mill and hotels. Eden Grove Methodist Church, Concession 10, Lot 10, was established in 1850.³⁶ A post office was established at Ellengowan in 1858 in the general store. After the Wellington, Bruce and Grey railway was built through the west side of the township, a station was built at Ellengowan. The postal station of Solway was opened on Lot 16, Concession 11 NDR in 1877. The community had sawmills, blacksmith shops and a store at one time.³⁷

Brant Township had two main settlement roads: the Durham Road, running east-west through the south part of the township, and the Elora Road, running north-south through the township near its western border. In the early 1850s both roads were widened and improved. Brant Township contained many bridges, which were constantly being replaced for safety reasons. The first bridge crossing the Saugeen River at the 10th Concession was built in 1866.³⁸

Two railways ran through Brant Township in the nineteenth century. The Wellington, Grey and Bruce Railway built the first railroad in the township on the eastern side. The railroad entered the township in the southwest corner and ran through Walkerton, Cargill, and Eden Grove, and to the east of Ellengowan, en route to Southampton. Work on the

³³ Gateman 9-11, 41; Norman Robertson, 281, 286.

³⁴ Gateman 13, 42; Robertson 285.

³⁵ Gateman 43-46; Robertson 290.

³⁶ Gateman, 54, 241.

³⁷ Ibid, 66-67.

³⁸ Ibid, 12-3, 22, 209.

line was completed in 1872.³⁹ The Grand Trunk Railway Company built the second line in 1881 on the west side with financial aid from the township. The line went from Palmerston through Hanover and Elmwood en route to Wiarton.⁴⁰

In the twentieth century, Brant Township continued to have many small villages and hamlets located near its borders with Walkerton, and Hanover, located predominantly in Bentinck Township, Grey County, maintaining their status as the largest service centres. By the 1970s, agriculture, and its secondary industries (i.e. dairy products, mills) were Brant Township's largest industry. Specialized farming, including raising beef cattle, began replacing mixed farming during this time period. Overall the soil in Brant Township is quite fertile, and is well suited for turnips, alfalfa, hay, cereal grains, tobacco, tree fruits, and oats.⁴¹

Several of the post office hamlets declined in the early twentieth century. The Ellengowan post office was closed in 1910 and the Solway post office in 1913. Eden Grove never achieved a large enough population to achieve village status. Its post office and its church were closed in 1969. In 1978 Brant Township had a population of 3,334 people, which shows slight population growth over the preceding decades.⁴²

Road and bridge maintenance were on-going tasks in the twentieth century. Beginning in the early 1900s, steel bridges began replacing wooden ones. The bridge over the Saugeen River at the 10th Concession was replaced in 1912/3.⁴³ In 1921 the Durham Road, in the vicinity of Walkerton, was paved for the first time. The township began gravelling all of its roads for the first time in the late 1930s. Both railroad lines in the township were taken over by the Canadian National Railway, a third line between Hanover and Walkerton was built by the Canadian Pacific Railway. By the late 1979s, passenger service was no longer available in the township, and there were only occasional freight trains. By the end of the twentieth century there are no longer any railroad tracks in Brant Township. Tracks were removed and hiking trails created on the right-of-ways.

On January 1st 1999 Brant Township, Greenock Township and the Town of Walkerton were amalgamated into the Municipality of Brockton.⁴⁴

³⁹ Ibid, 382-3.

⁴⁰ Gateman 384; *Illustrated Atlas* 9; Robertson 287.

⁴¹ Gateman 80-2, 88; D.W. Hoffman and N.R. Richards, "Soil Survey of Bruce County," *Canadian Soil Information System*, 1963, Agriculture and Agri-Food Canada, 24 Oct 2007, 39-40, 49, 58-9, 62-3, 65, 68-9.

⁴² Gateman 42, 55, 243.

⁴³ Gateman 22-3, 210; Robertson 287; "Walkerton History," *Walkerton District*, 2006, Nov 1 2007, <http://town.walkerton.on.ca/Chamber/History.html>.

⁴⁴ Greenock Township History Book Committee, *Greenock Township 150 Years*, (Walkerton: Greenock Township History Book Committee, 2002) 16.

4.2 Grey County

Melancthon Township was the only inhabited area of Grey County in 1833. The Townships in the western half of Grey County were attached to the County of Wellington, and those to the east to Simcoe County, when organized. Grey County became a governmental jurisdiction in 1852 with its headquarters at Sydenham (Owen Sound) and it was separated from the Counties of Simcoe and Wellington in 1854. The County encompassed 16 townships including Bentinck, Normanby, Egremont and Proton.

4.2.1 Bentinck Township

Bentinck Township was located in the southwest section of Grey County, and shared its borders with Brant Township (to the west) in Bruce County and Normanby Township (to the south) in Grey County. A section of the township was surveyed in 1848 when Allan Park Brough surveyed the Durham Road between Durham and Kincardine. John Stoughion Dennis, P.L.S., surveyed the remainder of the township in 1850.⁴⁵ *Smith's Canadian Gazetteer* (1846) described Bentinck Township as being lately surveyed and laid out. Originally part of the Wellington District, Bentinck Township became part of Grey County when the latter was formed in 1852. The early settlers to Bentinck Township included United Empire Loyalists and immigrants from Germany, Ireland, Scotland and England.⁴⁶ The *Directory of the County of Grey* (1865-66) describes Bentinck Township,

... as one of the best settled and most wealthy townships in Grey County with a population in 1861 was of 3,331 people. The portion of the Durham Road which passes through this township, had been surveyed in 1848 by Mr. Brough, and was already pretty well lined with the cabins of the locatees on the "Free Grants." Bentinck is exceedingly well watered by the Saugeen River and its numerous branches, and possesses a vast amount of water power; but a small portion of which is as yet in use. The central and western parts of the township are good soil, and well situated. The Eastern part of the township is inclined to be a little hilly and stony, except in the immediate vicinity of Durham, where are some fine farms. In the west, towards the County-line of Bruce, the farms are yet very new, and much clearing is still to be done. The Garafraxa Road [gravel] passes from N. to S. on its Eastern limit and the Durham Road, also gravelled, passes through the Southern portion from west to east. Bentinck has no villages, except on its boundary limits, but contains two or three Post offices and several Grist and Saw Mills.⁴⁷

Several hamlets and villages grew up in the mid nineteenth century, initially around the border of the township, then the interior. The first settler in Bentinck Township was

⁴⁵ "Directory of Grey County 1865/6 –Bentinck Township," *Rootsweb*, Bill Martin, Oct 31 2007; *Illustrated Atlas of the County of Grey* (1880), Offset ed. (Port Elgin: 1971) 11; E.L. Marsh, *A History of the County of Grey* (Owen Sound: Fleming Publishing, 1931) 241.

⁴⁶ Clark and Clark 36; *Directory of Grey County 1865-66*.

⁴⁷ *Directory of the Count of Grey 1865-66*.

Archibald Hunter in 1842 when he settled on the Garafraxa Road (which divides Bentinck and Glenelg Townships). The settlement of Durham eventually grew up around this site on both sides of the Garafraxa Road, which ran up the east side of the township, at the Durham Road.⁴⁸ Hanover, originally called Buck's Crossing, was established by Abraham Buck, Thomas Jaspar, and Christian Hassenjager, some of the first settlers in Bentinck Township, in 1849, in the southwest corner of the township on the Durham Road where it crosses into Brant Township, Bruce County. Hassenjager named the community Hanover in 1856 when the settlement received a post office. The post office was located in the general store. Other early industries in the settlement included a tannery, furniture factory and a saw mill. Between 1866 and 1880 Hanover's population grew from 400 to 1,000. It was incorporated as a village in 1899.⁴⁹ The settlement of Allan Park, named after surveyor Allan Park Brough, began as a hamlet on the Durham Road in the 1850s. Its post office opened in 1855, and an Anglican Church was built in 1876. Other early industries included a grocery/general store, blacksmith shop, and a hotel.⁵⁰

Roads and railways were crucial to a township's economy and population in the 19th century. Durham Road as well as other settlement roads were built with the express purpose of providing access to new areas and to provide settlers with "free" fifty-acre lots (providing certain conditions were met) with the option of acquiring an adjoining one. The Durham Road was graveled in 1866/7.⁵¹ The Gore District Council decided in the 1830s to build a road running northwards from Oakville to the Township of Erin. In 1837, this road was named the Garafraxa Road when it was extended into Garafraxa Township. The road ran through Garafraxa Township to Fergus and then northeast to Arthur and Owen Sound. The Garafraxa Road forms the eastern boundary of Bentinck Township, and it was graveled by 1866.⁵² In the nineteenth century two railroads line passed through Bentinck Township. The Georgian Bay and Wellington Railway Company built a line from Palmerston through Holstein that ended in Durham in 1881. The Grand Trunk Railway took over the Georgian Bay and Wellington Railway in 1881, a year before the line opened. The Canadian National Railway took over the Durham Line, as it was then called, in 1922. The Grand Trunk Railway originally operated the second line; it passes through Ayton, Neustadt and Hanover on its way to Wiarton. Its Hanover station was opened in 1882.⁵³

⁴⁸ Ralph Clark and Iain Clark, eds., *Farm Lanes of Bentinck, 1859-2000* (Owen Sound: W.D. Keeling Printers Limited, 2000) 90; Davidson 81.

⁴⁹ Clark and Clark 207-8; Davidson 97-8, 102.

⁵⁰ Clark and Clark 238; Helen Weirmier, *A History of Bentinck Township* (Owen Sound: RBW Inc., 1978) 4-5, 83.

⁵¹ *Illustrated Atlas of the County of Bruce*, (1880), Offset ed. (Port Elgin, 1970) 2; Davidson 69; "The Durham Road (from The Kincardine News)," 30 July 1969, 9 Oct 2007.; Marsh 241.

⁵² Steven J. Brown and Krista A. Taylor, "Roads: The Way In...And Out!," *East Garafraxa A History* (Orton: The Corporation of the Township of East Garafraxa, 2006) 15-18; "Directory of County Grey – Bentinck Township."

⁵³ Davidson 85, 102, 130, 219; Marsh 245.

Bentinck Township flourished in the second half of the nineteenth century. In the span of fifty years it went from a recently surveyed wilderness to a well populated township with several small hamlets and villages, and two major towns. The Illustrated Historical Atlas describes the township as an area of 74,849 acres with a rolling hilly landscape. The tributaries of the Saugeen River spread out across the township providing water and drainage. The soil was fertile, and the agriculture was superior in comparison to rest of the county.⁵⁴

Bentinck Township continued to prosper in the twentieth century. In 1978, with a population of 2,979 people, it remained Grey County's most densely populated township, and it continued to have several small hamlets and villages.⁵⁵ Bentinck Township economy continued to be based on both agriculture and industry. Crops grown in Bentinck Township include clover, alfalfa, hay, oats, rye and buckwheat.⁵⁶

Despite having a railroad in 1909 many of Allan Park's early industries closed down over the course of the twentieth century. The post office closed in 1922, and the general store and gas station followed suite in 1978. The Anglican Church closed in 1971, and was removed in 1976. In 1969 Telesat Canada decided to build a commercial telecommunications satellite system for the country, and located its main station in Allan Park. Construction began in 1971 and as of 1978 it is the largest satellite earth station in Canada.⁵⁷ Hanover continued to thrive in the twentieth century and in 1904 it was incorporated as a town. In 1930 the Hydro Electric Power Company of Ontario built a small substation just north of Hanover.⁵⁸ Durham has continued to grow in the twentieth century; a hospital was established there in 1922 and expanded in the early 1970s. Major industries in Durham in the latter half of the twentieth century included a paper plant.⁵⁹

In 1954 three railway lines were operational in Bentinck Township; however, in 1950 the Canadian Pacific Railway had ceased passenger service through Durham and freight trains followed suite in 1972.⁶⁰ The Garafraxa Road was paved for the first time in 1932/3. In Bentinck Township the road eventually became Highway 6.⁶¹

Presently, Bentinck Township is part of the Municipality of West Grey along with the townships of Normanby and Glenelg, the town of Durham, and the village of Neustadt.⁶²

⁵⁴ *Illustrated Atlas* 11.

⁵⁵ Weirmier VI.

⁵⁶ J.E. Gillespie and N.R. Richards, "Soil Survey of Grey County," *Canadian Soil Information System*, 1954, Agriculture and Agri-Food Canada, 23 Oct 2007, 49-52, 56-7, 61.

⁵⁷ Clark and Clark 236-38; Weirmier 4-5, 83, 135-6.

⁵⁸ Clark and Clark 208, 360-1.

⁵⁹ Davidson 88, 92-3.

⁶⁰ Davidson 85; Gillespie and Richards 10-1.

⁶¹ Campbell Cork, ed., *Normanby Reflections: A History of Normanby Township Vol. 1* (Owen Sound: Normanby History Committee, 1989) 115; Marsh 239.

⁶² "Tourism Links," *Municipality of West Grey*, 7 Oct 2007.

4.2.2 Normanby Township

Located in the southwestern area of Grey County, Normanby Township was surveyed in stages. Charles Rankin, P.L.S. laid out the first road in the township in 1837, the Garafraxa Road, on its eastern boundary. In order to avoid the swamps Rankin's road was laid out on high ground in a crooked line. In 1841 John McDonald was hired to re-survey the road and straighten it, which he did by putting the road through the swampy area. Robert W. Kerr surveyed the second and third concession roads, which ran parallel to Garafraxa Road, in 1845. *Smith's Canadian Gazetteer* (1846) describes Normanby Township as being located in the Wellington District, recently surveyed and having no cultivated land. David Gibson, P. L. S., surveyed the remainder of the township's concessions, four through eighteen, in 1851.⁶³ Grey County was formed in 1852 and included Normanby was incorporated as a township in the new county on January 3rd 1853.⁶⁴

French, Irish and Scots settlers took up the land in the "Old Survey", those parts surveyed in the 1840s. Although the "New Survey" lots (concessions four through eighteen) were not put up for sale until 1856, they had been settled earlier by squatters who then bought the land when it became available. The settlers in this area were mainly German immigrants.⁶⁵ The population of Normanby grew quickly reaching 3,963 people in 1861, and growing to 5,563 by 1871, at which point it was the most populous township in Grey County.⁶⁶ The *Directory of the County of Grey* (1865-66) remarks that it was one of the best townships in the County, one of the newest, and by the census of 1861 the most populous.

A number of hamlets and villages grew up in the township in the nineteenth century including Ayton, Neustadt, Enniskillen or Varney. Ayton (1855) was located between the 9th and 10th Concession on the banks of the Saugeen River, and Neustadt (1855) on the 14th Concession near the township's border with Bruce County. The village of Enniskillen, later named Varney, grew up around the Garafraxa Road on the border between Egremont and Normanby Townships. Varney was first settled in the 1860s, and by 1880 it had a post office, saw mill, gristmill, church, blacksmith, hotel and a cheese and butter factory.⁶⁷

The Gore District Council decided to build a road running northwards from Oakville to Erin Township in the 1830s for economic purposes. The road was named the Garafraxa

⁶³ Campbell Cork, ed., *Normanby Reflections: A History of Normanby Township Vol. 1* (Owen Sound: Normanby History Committee, 1989) 95-7; T. Arthur Davidson, *A New History of Grey County* (Owen Sound: Richardson, Bond and Wright Ltd., 1972) 207; *Illustrated Atlas of the County of Grey* (1880), Offset ed. (Port Elgin: 1971) 13; Audrey M. Rutherford, ed., *Grey County's 125th Year 1852-1977 A Brief History of the Municipalities of Grey County* (Hanover Typocraft Ltd, 1977) 19-20.

⁶⁴ Cork 97; W.H. Smith, *Smith's Canadian Gazetteer* (Toronto: H & W Rowsell, 1846) 131.

⁶⁵ Cork 94,100; Davidson 207; E.L. Marsh, *A History of the County of Grey* (Owen Sound: Fleming Publishing, 1931) 163.

⁶⁶ Davidson 207; *Illustrated Atlas* 13; Rutherford 20.

⁶⁷ Cork 139, 241-2; Davidson 216.

Road in 1837 when it was extended into Garafraxa Township on its way to Owen Sound. It formed the eastern boundary of Normanby Township, and became an important settlement road, as well as one of the first corduroy/plank roads in the area. The road was first graveled in 1857.⁶⁸ For the most part, local Normanby Township roads in the 1840s roads comprised any trail with planks over swampy areas and where large rocks and trees had been cleared out. From the 1850s onwards road improvement and maintenance became a constant expense in Normanby Township and Grey County, and it was during the 1850s the local roads were leveled and layered with gravel.

One railway line ran through Normanby Township. Originally operated by the Grand Trunk Railway, it passed through Ayton and Neustadt on its way to Wiarton. It reached Neustadt in 1878, and the full line was operational by 1882.⁶⁹ A second railway, which ran from Palmerston to Durham, cut across the northeast corner of the township with a stop in Varney. The Grand Trunk Railway opened it in 1882.⁷⁰

The *Illustrated Historical Atlas* (1880) describes Normanby Township as being composed of an area of 64,668 acres of generally fertile land, with the exception of the eastern area with its gravelly and swampy land. The Saugeen River crossed the entire township diagonally, and the Beatty Saugeen River flows through its eastern portion.⁷¹ Normanby Township's population decreased throughout the twentieth century. The township retained its rural nature and continues to have several small hamlets and villages throughout. By the 1970s dairy farming and its products were a major industry in the township.⁷² The soil in the area of the transmission corridor is a mixture of water-saturated soil and a fertile soil, which is well suited for growing root crops and corn, as well as raising livestock.⁷³ Varney's industries closed down over the course of the 20th century. In 1943 the saw and gristmill property was bought by the Saugeen Valley Conservation Authority, and transformed into a public park. Although many people still live in Varney, most of them commute elsewhere to work.

The Garafraxa Road was paved for the first time in 1932/3. In Normanby Township it eventually became part of Highway 6. In 1954 both railway lines, now the Canadian National Railway, operated in Normanby Township; however, by 1989, the railway through Varney had been closed. Presently, Normanby Township is part of the Municipality of West Grey along with the townships of Bentinck and Glenelg, the town of Durham, and the village of Neustadt.⁷⁴

⁶⁸ Steven J. Brown and Krista A. Taylor, "Roads: The Way In...And Out!," *East Garafraxa A History* (Orton: The Corporation of the Township of East Garafraxa, 2006) 15; Cork 113-15; Davidson 38-40; Marsh 238-9.

⁶⁹ Davidson 219; Marsh 245.

⁷⁰ Cork 140; Marsh 245.

⁷¹ *Illustrated Atlas* 13; Rutherford, 19-20.

⁷² Davidson 213; Rutherford 20.

⁷³ J.E. Gillespie & N.R. Richards, "Soil Survey of Grey County," *Canadian Soil Information System*, 1954, Agriculture and Agri-Food Canada, 23 Oct 2007, 27, 61.

⁷⁴ "Tourism Links," *Municipality of West Grey*, 7 Oct 2007.

4.2.3 Egremont Township

Charles Rankin, P.L.S., started the survey of Egremont Township in 1837 when he marked a trail for the Garafraxa Road. However, surveying was halted when the Mackenzie Rebellion began. It recommenced in 1845 under Robert W. Kerr, P.L.S., and Kerr completed the survey in 1850.⁷⁵ *Smith's Canadian Gazetteer* (1846) described Egremont Township as being recently surveyed and having no cultivated land. At the time, Egremont Township was located in the Wellington District; it became part of Grey County in 1852.⁷⁶ Located in the southern part of Grey County with an area of 72,000 acres and many tributaries of the Saugeen River, Egremont Township contained many lakes and swamps. The northern part was hilly with poor soil, while the south was more level with more fertile soil.⁷⁷

Despite its southerly location in Grey County, Egremont Township was one of the last parts of the county to be settled; presumably, because of its swamps, and the desire of early immigrants to the County to settle closer to Lake Huron. The township's first settlers tended to live on the concession roads close to the Garafraxa Road on the west. Early settlers included Samuel Wallace, Thomas Smith and the Orchard family. The majority of the first settlers in Egremont were Loyalists or immigrants from Great Britain. In 1850, the Assessment Roll showed thirty names, nearly all of them on the ranges parallel to the Garafraxa Road—the first part of the Township surveyed. In 1854-55, a very large group of new settlers arrived in Egremont. Amongst the settlers in the early 1860s were Andrew Schenk, his wife Anna Margaret Alles, and Schenk's brother-in-law Andrew Alles from Mannheim. The Schenks moved onto Lot 3, Concession 16, Egremont Township, while Andrew Alles settled across the road on the north part of Lot 3, Concession 15.⁷⁸ By the late 1860s Egremont Township was well settled.

The *Directory of the County of Grey* (1865-66) notes Egremont township had a population of 2934 people in 1861, standing sixth among the townships of Grey. It was described as

... well settled, and on the whole, a very excellent township. Looking at this Township from its Western edge, along the Garafraxa Road, the Northern half appears pretty hilly which is really the case generally through the Northern part. The Central part of the township is rather flat, though of excellent soil. A chain of small lakes is found, emptying by several small streams into some of the numerous branches of the Saugeen. Connected with this miniature lake system is the broad streak of low lying

⁷⁵ Davidson 125; "The Township of Egremont," *The Township of Southgate*, 7 Oct 2007, 1.

⁷⁶ T. Arthur Davidson, *A New History of Grey County* (Owen Sound: Richardson, Bond and Wright Ltd., 1972) 31; W.H. Smith, *Smith's Canadian Gazetteer* (Toronto: H & W Rowsell, 1846) 52.

⁷⁷ Campbell Cork, ed., *While We Still Remember: A History of Egremont Township, 1840-1983* (Holstein: I B Printing Company, 1984) 17; Davidson 125; *Illustrated Atlas of the County of Grey* (1880), Offset ed. (Port Elgin: 1971) 12; Audrey M Rutherford, ed., *Grey County's 125th Year 1852-1977 A Brief History of the Municipalities of Grey County* (Hanover Typocraft Ltd, 1977) 12.

⁷⁸ "The Story of the Schenk Farm Lot 3, Concession 16, Twp. Egremont, Grey County, Ontario", written by Elgin [Schenk?].

ground crossing the Garafraxa Road, four or five miles N. of Mount Forest, and known to all the old travellers on the road as the "Forty mile Swamp," being that distance from Owen Sound. The South part of the township is a fine undulating country, with an excellant soil, not too heavy. The soil is variable, at times sandy, occasionally gravelly, often a friable loam, and sometimes, though not often, a heavy clay....Egremont contains several Post offices, but no village of any importance after Mount Forest, which is partly in this township...There are nine school Sections wholly within the township, beside five others, "Union Sections" connected with Normanby.⁷⁹

Numerous mid nineteenth century hamlets and villages grew up in the township including Orchardville, Holstein and Yeovil. Located between the settlements of Mount Forest and Durham, Orchardville began as a tavern/hotel in the early 1850s. John Orchard laid out village lots in 1858, the same year a post office was built. In 1859 a flourmill, which later became a chopping mill, was built a mile and a half south of the village on the banks of the Beatty Saugeen River. A sawmill was also built on the site at a later date. The *Directory of the County of Grey* (1865-66) describes Orchardville as,

A new village on the Garafraxa Road... partly in Normanby, and partly in Egremont. It was laid out as a village by the proprietor of the ground, John Orchard, Esq., in 1858, and named Orchardville. When a Post office was applied for, it was granted, under the name of Orchard. ... Orchardville is the name of the village, as set forth in all the title deeds, "Orchard" is the name of the P. O., and is likely soon entirely to supersede the longer name. There is no water power at Orchard. It contains, in addition to the Store and Post-office of Mr. Caldwell, a Tavern, a Blacksmith-shop, Shoemaker's-shop, &c. Mails are daily in both directions; being on the Stage-road from Guelph to Owen Sound. Population, 80.

Over the course of the nineteenth century Orchardville grew into a prosperous hamlet with general stores, a blacksmith shop, shoemaker shop and the mills.⁸⁰

The village of Holstein was founded in 1855 by William Romain, and named Holstein when a post office was established in the mid 1860s. Located on the banks of the Saugeen River, Holstein was home to a sawmill, gristmill and a flourmill. Other industries included a tin shop, and a creamery. Holstein became the home of the first bank in the township, which originally operated out of the Bell Telephone Office.⁸¹ Joseph Bunston, who lived on the southeast corner of the intersection, around 1870, named Yeovil on Concession 14 and Sideroad 10. Bunston operated the post office and a

⁷⁹ *The Directory of the County of Grey for 1865-66.*

⁸⁰ Davidson 125-7, 131; E.L. Marsh, *A History of the County of Grey* (Owen Sound: Fleming Publishing, 1931) 156, 158-9.

⁸¹ Davidson 129-31; Marsh 159; Rutherford 13.

store. A sawmill was established in the community. The Yeovil school was established in 1858, and a brick schoolhouse was built in 1878, after two previous log buildings.⁸²

Since the 1850s road improvement and maintenance has been a constant expense in Egremont Township and Grey County. The Garafraxa Road, the western boundary of the township, was an important settlement road, and was the first to be improved as a corduroy/plank roads and then gravel in 1857. Corduroying/planking was done on all roads that crossed swamps. Bridge maintenance and construction were also in constant demand throughout the 19th century. The early bridges were all log bridges and expensive enough that early roads were often realigned to avoid the cost of building one.⁸³

In 1866, the Egremont Township Council began to take steps to ensure a railroad would reach its inhabitants. Although the Council negotiated with several railroad companies, a deal was reached in 1867 with the Georgian Bay and Wellington Railway to build a line through Mount Forest and Holstein and on to Owen Sound. The Grand Trunk Railway took over the Georgian Bay and Wellington Railway in 1881, a year before the line opened.

In the twentieth century, the Garafraxa Road was paved for the first time in 1932/3.⁸⁴ The communities of Orchardville and Holstein have continued as small local centres throughout the 20th century. The Canadian National Railway took over the Durham Line of the Grand Trunk Railway in 1922.⁸⁵ The township land remained in agricultural use throughout the century.

The Corporation of the Township of Southgate was formed by the amalgamation of the Corporation of the Village of Dundalk, the Corporation of The Township of Proton and, the Corporation of The Township of Egremont, effective January 1, 2000.

4.2.4 Proton Township

Proton Township is located in the southern part of Grey County and was surveyed in two parts. In 1848 Charles Rankin, P.L.S., was given the task of laying out the Toronto-Sydenham Road, which formed the eastern boundary of Proton Township. Four rows of lots were laid out parallel to the road. The “New Survey” of the rest of Proton was done by David Gibson, P.L.S., between 1853 and 1855.⁸⁶ Proton Township was separated from the Township of Melancthon in the late 1850s. At the time of its surveying Proton was

⁸² Campbell Cork, ed. *While We Still Remember: A History of Egremont Township 1840-1983* (Egremont Historical Committee: 1984) 206-207.

⁸³ Cork 18-25.

⁸⁴ Campbell Cork, ed., *Normanby Reflections: A History of Normanby Township Vol. 1* (Owen Sound: Normanby Historical Committee, 1989) 115; Davidson 38-40; Marsh 236-9.

⁸⁵ Cork 22-3; Davidson 130; Marsh 159, 245.

⁸⁶ T. Arthur Davidson, *A New History of Grey County* (Owen Sound: Richardson, Bond and Wright Ltd., 1972) 231-3; Historical Committee for the 125th Anniversary of the Township of Proton, *Township of Proton: A Historical Sketch* (Dundalk: 1982) 1-2; *Illustrated Atlas of the County of Grey* (1880), Offset ed. (Port Elgin: 1971) 14.

approximately square in shape, and contained 80,715 acres. The township was relatively level with many swamps and soil of an average fertility. The Saugeen River was situated in the north and the Saugeen and Grand Rivers in the south.⁸⁷

The first settlers in Proton Township established their homes along the Toronto-Sydenham Road. They included George Johnston, Harry Armstrong, John McDowell and Ellis B. Grey. Most of Proton's early settlers were from Scotland or Ireland; however, there were also German and English settlers.⁸⁸ The majority arrived from 1855 onwards, and by 1860 portions of the township were well settled. Proton's population grew from 89 families in 1851/2 to 1,440 people in 1861 to 2,184 people in 1871. As in some of the other townships, the land would often be occupied by squatters before it could be officially bought. Squatters often bought the land they lived on as it was put up for sale.⁸⁹

The *Directory of the County of Grey 1865-66* describes Proton Township as follows,

*A Township in the South Eastern part of the County of Grey; having Artemisia on the North, Melancton on the East, Luther (in Wellington Co.) on the South, and Egremont on the West. There are no Gravel or other leading Roads in Proton, with the exception of the Toronto and Sydenham Road, which runs along its N. E. boundary three or four miles, cutting off, as it were, a corner of the township. The four townships of Proton, Melancton, Luther and Amaranth, are popularly credited with a large amount of Swamp...The swamps are covered with a not very heavy growth of cedar, tamarack, balsam, &c., while the land between, composing ridges of a very few feet elevation above the swamps, and of smaller or greater breadth, present generally excellent land and good hardwood timber...Yet, with this drawback, there are yet many good farms and many thrifty settlers in Proton...The Northern and Southern concessions are those best settled. In some of the central concessions, except near the middle of the township, there are but few settlers. And the SouthEastern part, has but few settlers... The population in 1861, was, by the census, 1440.*⁹⁰

During the 19th century a few small hamlets and villages were established in the township including Cedarville. Dundalk was established in 1849/1850 by John McDowell and Ellis B. Grey on the east side of the township on the Toronto-Sydenham Road. Located on the south branch of the Saugeen River and the 5th Concession near the border with Egremont Township, Cedarville was founded by three brothers from Ireland in the late 1850s. Samuel Rogers Sr., one of the brothers, established a sawmill there. The Rogers family was also credited with running Cedarville's post office (est. in 1861), general store, and gristmill. Other industries in the town included a shingle factory and blacksmith shop. A

⁸⁷ Davidson 233; *Illustrated Atlas* 14; E.L. Marsh, *A History of the County of Grey* (Owen Sound: Fleming Publishing, 1931) 146.

⁸⁸ Davidson 233; Historical Committee 3;

⁸⁹ Davidson 237; Historical Committee 1; *Illustrated Atlas* 14; Marsh 147-8.

⁹⁰ *Directory of the Count of Grey 1865-66*.

schoolhouse was established in 1862 on Lot 7, Concession 4. By the 1880s Cedarville had both a Presbyterian and Methodist church.⁹¹

The only railroad in Proton Township was the Toronto, Grey, and Bruce Railway through Dundalk, constructed between 1870 and 1873. It became the Canadian Pacific Railway in the early 1880s, and the Grand Truck Railway in 1884.⁹² As the population of the township increased, its roads improved. Road construction and improvement was a costly exercise in Proton Township, since the soil was so swampy that after a rainstorm the roads would be impassable. In 1865/66 the Toronto-Sydenham Road was the only gravel road in the township.⁹³

In the twentieth century, Proton Township has remained a primarily rural area with Dundalk as the only large town. Cedarville's Presbyterian Church was rebuilt at the turn of the twentieth century, and in 1925 it became the Morrison United Church when its congregation was joined by the one from the Methodist Church. The Methodist Church continued to be used as an Orange Lodge and then as the Women's Institute Hall. A new red brick school house was built across the street from the United Church in 1927.⁹⁴

The Toronto-Sydenham Road continued to be an important road in the twentieth century; by 1931 it had been declared Provincial Highway 10. Another provincial highway in Proton Township, Highway 89 (which also marks the southern border of the township) was paved in the early 1930s.⁹⁵ In 1954 the C.P.R. continued to operate its railway from Toronto to Owen Sound through Dundalk; however, by 2000 that railroad route no longer appeared on maps.⁹⁶

Along with Egremont Township and Dundalk Village, Proton Township became part of the new Township of Southgate on January 1st 2000.

4.3 Dufferin County

In 1869, Garafraxa Township, which was located in Wellington County, separated into two municipalities, East Garafraxa and West Garafraxa Townships. The County of Dufferin was created in 1874. In 1881 East Garafraxa Township became part of Dufferin County.

⁹¹ Historical Committee 13-14, 16-9; Marsh 152.

⁹² Davidson 239; Marsh 244

⁹³ "Directory of the County of Grey for 1865/6 –Proton Township," *Rootsweb*, Bill Martin, Oct 31 2007.

⁹⁴ Historical Committee 14-6.

⁹⁵ Esther E. Graham, *One Hundred Years along the Upper Grand 1881-1981: A History of East Luther Township* (Grand Valley: The Star and Vidette Printing, 1981); Marsh 239.

⁹⁶ Gillespie & Richards 10.

4.3.1 East Garafraxa Township

Garafraxa Township was surveyed by Deputy Surveyor Samuel Ryckman in 1821. Since it was one of the last townships surveyed in the region its boundaries were determined by the other townships borders; therefore, Garafraxa is a large triangular shaped township. Its southern border, the Gore of Garafraxa, is a broken line fitted around Peel County, where the concession roads had to move north one lot line east of the 19th line. In 1869 Garafraxa Township was separated into East Garafraxa and West Garafraxa Townships, and in 1881 East Garafraxa Township became part of Dufferin County, and its southernmost township.

Within East Garafraxa Township the Grand River flows westwards through the township landscape of rolling hills. The soil, especially north of the Grand River, was very fertile, while other areas were swampy and boggy. Historically potatoes, wheat, oats, peas and turnips were the major crops in the township.⁹⁷

The government opened Garafraxa Township for settlement in 1822. The first settlers, including John McKee and John Dobbin, arrived in 1826 and settled along the ninth and seventh concessions respectively. Early settlers were mainly Loyalists and immigrants from Britain and Ireland.⁹⁸ Settlement was slow during the 1820s and early 1830s; by 1833 there were only 84 people in the township. However, during the 1840s and 1850s, as the townships to the south became fully occupied and Irish immigration to Canada peaked, Garafraxa Township was rapidly settled. By 1861 Garafraxa had achieved a population of 4,866.⁹⁹

Several small villages and hamlets developed during the latter half of the nineteenth century in East Garafraxa Township. Orangeville in the northeast corner was founded in 1843 by Orange Lawrence when he purchased all the land in the northern tip of the Gore of Garafraxa. By 1851 the settlement had two mills, a post office, school, store and tavern.¹⁰⁰ Hereward developed in the late 1860s because it was located on the Grand River, and therefore on the main water route to Luther. A school was established on Concession 10, Lot 15, in 1857, and the first general store was opened in 1864, followed by a hotel and a post office in 1867.¹⁰¹ Orton developed on the south border between Erin and East Garafraxa Townships in 1879/1880 to serve the railroad and its workers. By the end of the nineteenth century it had a post office, three stores, and a blacksmith shop. Orton was an important shipping centre for the township's agricultural products and livestock.¹⁰²

⁹⁷ Brown & Taylor 9-10; Sawden 18.

⁹⁸ Brown & Taylor 21, 31; Sawden 17.

⁹⁹ Brown & Taylor 15, 19, 29, 37; Sawden 18.

¹⁰⁰ Brown & Taylor 19.

¹⁰¹ Ibid, 273-5.

¹⁰² Brown & Taylor 208, 307-8; Erin Centennial Committee, *Centennial History 1842-1967: Erin Township and Erin Village* (Erin: 1967) 12-3.

The East Garafraxa Township Council supported the Credit Valley Railway Company plan for a railway since it promised to build a station in the township. The track was completed in 1879, and ran through Cataract Village, Erin Village, Orton, Belwood, Fergus and Elora. The line entered East Garafraxa at Concession 11, Lot 1 and exited it at Concession 9, Lot 8. The Credit Valley Railway was taken over by the Canadian Pacific Railway in 1883/4.¹⁰³

Three main roads developed in East Garafraxa Township: the Grand, the Garafraxa and the Broad. The Gore District Council decided in the 1830s to build a road running northwards from Oakville to the Township of Erin through Esquesing and Trafalgar Townships, passing through Stewarttown and Georgetown. It was meant to ease the transportation of goods to and from Oakville. In 1837, this road was named the Garafraxa Road when it was extended into Garafraxa Township. In 1850/51 the Garafraxa Road was improved between Oakville and Stewarttown by becoming a plank/corduroy road. The planking was eventually extended to Georgetown, but was too expensive to maintain. The planks were removed in the 1860s in favour of laying down gravel.¹⁰⁴ The Broad Road ran east west across East Garafraxa Township, and was surveyed in 1842 by District Surveyor Kerr. The road was intended to follow Sideroad 5, but had to alter its route because of the terrain and the Garafraxa Road. The road eventually ran from Orangeville to Fergus. Since it was a district, and subsequently a county road, it was fairly well maintained with gravel.¹⁰⁵ Both the Broad Road and the Garafraxa Road functioned as major settlement roads for the township.

During the twentieth century, East Garafraxa's infrastructure improved and it remained an agricultural area. It continued to have some small villages, but fewer than in the nineteenth century. Overall East Garafraxa's has fertile soil, that is used for livestock and growing crops such as wheat, turnips, corn, hay and other grain crops. During the 1960s winter wheat was being grown as a cash crop in the northern part of the township.¹⁰⁶

Hereward declined in the twentieth century. Hereward's hotel closed in 1895, by 1903 only five residences and/or businesses were listed for the village. The school closed in 1965. Little remains at the intersection of the 9th line and 15th Sideroad (County Road 5). Orton continued to thrive at the beginning of the twentieth century. In the early 1900s a blacksmith shop opened and a Methodist Church had been established. In 1912 Orton's post office became the headquarters for three rural routes; therefore, a larger post office was built in 1937. In 1968 the hamlet's first store was closed down and renovated into a private home. The church was recently renovated into a community centre.¹⁰⁷

¹⁰³ Brown & Taylor 207-8; Erin Centennial Committee 48; Jean F. Hutchinson, "Erin Township," *The History of Wellington County* (Grand Valley: Landsborough Print, 1998) 78.

¹⁰⁴ Brown & Taylor 15-18.

¹⁰⁵ Ibid, 15, 18-9.

¹⁰⁶ D.W. Hoffman, B.C. Matthews and R.E. Wicklund, "Soil Survey of Dufferin County," *Canadian Soil Information System*, 1964, Agriculture and Agri-Food Canada, 23 Oct 2007, 25-7, 35, 39, 42.

¹⁰⁷ Brown & Taylor 308-313; Erin Centennial Committee 12.

Orton's railroad station was established in 1908, twelve years later, in 1920, the last passenger only train ran through the town. As the roads improved, train service gradually declined. In 1957 the last passenger/freight train ran through Orton, and in 1959 its station was closed. The C.P.R. tracks were removed in 1988: however, the old railway route is now used as a recreational trail (the Elora Cataract Trailway).¹⁰⁸

In 1919 the paving of provincial highways began, since the provincial government was now assuming a larger portion of the cost. The Garafraxa Road, now Highway 6, was paved for the first time in the early 1930s. In 1922 the Broad Road was designated provincial Highway 3.

4.3.2 East Luther Township

Luther Township in Simcoe County was surveyed in 1831 by Lewis Burwell, and then resurveyed by George McPhillips in 1854.¹⁰⁹ By 1852 the province of Ontario had been reorganized several times, and Luther Township was placed in the newly created Wellington County.¹¹⁰ Incorporated on January 2nd 1860, the township contained 89,000 acres.¹¹¹

The needs of the settlers of Luther Township depended on their location within it. In the eastern section, the settlers wanted to spend taxes on bridge construction, because of the Grand River (which flows throughout the area); however, the settlers in the western section needed roads, not bridges, because their area did not contain any significant water bodies. Due to these differences the Luther Township Council decided to split the township into two townships, East Luther and West Luther, in 1881.¹¹² East Luther Township become part of the newly formed Dufferin County in 1883 and was its smallest township.¹¹³

The majority of settlers in Wellington County were from the British Isles; however, they often chose to settle in townships other than Luther, because of the physical landscape. In the 1800s, north of the 4th Concession, occupying Lots 16 to 20, was Luther Marsh. The area around it was quite swampy which led to early frosts and sunken roads. Rest of East Luther Township is mostly flat with few hills.¹¹⁴ The first settlers arrived in Luther

¹⁰⁸ Brown & Taylor 209-10; Hutchinson 78, 88.

¹⁰⁹ *Historical Atlas of the County of Wellington, Ontario* (Toronto: Historical Atlas Publishing, 1906) 8; Jean F. Hutchinson, "West Luther Township," *The History of Wellington County* (Grand Valley: Landsborough Print, 1998) 460.

¹¹⁰ "A Brief History of Dufferin County: Dufferin Chronology," *Dufferin County Museum and Archives*, 8 Oct 2007.

¹¹¹ *Historical Atlas*, 8.

¹¹² *Historical Atlas* 8; Hutchinson 460; "Township of West Luther," *Township of Wellington North*, 5 Oct 2007.

¹¹³ "A Brief History of Dufferin County;" Esther E Graham, *One Hundred Years along the Upper Grand 1881-1981: A History of East Luther Township* (Grand Valley: The Star and Vidette Printing, 1981) 3.

¹¹⁴ *Historical Atlas* 2; Hutchinson 460, 462; Stephen Sawden, "East Luther Township and Villages," *History of Dufferin County* (1952) 27.

Township in the early 1850s, with the majority of them settling north-east of Arthur Village (which is on the border of Luther Township and the neighbouring township of Arthur). The first settler in East Luther Township was Dr. William MacPherson who settled on the southern part of the Grand River in 1854/55.¹¹⁵ The Harry Hills family moved to East Luther Township from East Garafraxa in the 1850s. Harry Hills Sr. bought Lot 20, Concession 12. They had a family of eight and six of the seven sons settled around and on the family farmstead located on the north parts of Lots 19, 20, and 22, Concession 12, and Lot 19 and 22, Concession 13, East Luther.¹¹⁶

In 1861 Luther Township had a population of 689, and was still considered a wilderness.¹¹⁷ However, in the early 1870s two events led to the more rapid development of Luther Township. First of all a large fire in the township's southern section cleared much of the land of trees and stumps, as well as drying out several small swampy areas. Secondly, in 1871, the Toronto, Grey and Bruce Railway had a track passing through the southern half of the township from Grand Valley to Arthur.¹¹⁸ In 1881, East Luther's population reached 3,347.¹¹⁹ East Luther Township also had several lime kilns located near the Grand River, and the remains of these kilns can still be found on Concession 7 and north of Grand Valley.¹²⁰

Several hamlets and villages were established in the township in the nineteenth century, principally in the southern area such as Joice's Corners, renamed Luther Village, and then changed again to Grand Valley. Monticello located in the northeast corner of the township on the 11th Concession and west of Luther Marsh had a post office by 1878, and a general store was built at the turn of the 20th century. The village of Colbeck was founded County Road 15 in the 1860s by William Colbeck, and grew quickly. By the 1890s the village had two sawmills, a general store, a cheese and butter factory, and a school. Colbeck's post office was established in 1869 on Lot 27 of the 11th Concession. The postal station of Erasmus operated from a home on Lot 20, Concession 12 from 1895 to 1903. Electricity first came to East Luther Township in Grand Valley in 1886 when a dynamo was installed in a planning mill. A hydro-electrical transmission line was built to Arthur in 1897.¹²¹

The first few roads built in East Luther Township were created with the express purpose of making it easier for the settlers to get their goods to the larger markets. Early roads were plank/corduroy ones in the summer, and the frozen Grand River was used in the winter. The first gravelling of a road in the township occurred in 1874.¹²² The Toronto,

¹¹⁵ David E. Dean, *East Luther & Grand Valley Settlement Period* (Orangeville: Jacques (Bea) Studios, 1991) 2; Graham 3; Hutchinson 460-1, 480.

¹¹⁶ Esther E. Graham, *One Hundred Years Along the Upper Grand 1881-1981: A History of East Luther Township* (Corporation of the Township of East Luther, 1981) 128.

¹¹⁷ Graham 3; *Historical Atlas* 8; Hutchinson 460-1, 480.

¹¹⁸ *Historical Atlas* 8; Hutchinson 460, 466; "Township of West Luther."

¹¹⁹ Amy Menary, "Dufferin County –East Luther Township," 6 Feb 2000, 9 Oct 2007.

¹²⁰ Graham 29-30, 34-5, 40; Hamilton.

¹²¹ Graham 40.

¹²² Graham 3, 78-9.

Grey and Bruce Railway's track cut a straight line through Luther Township from Grand Valley to Arthur, in West Luther Township, when it was built in 1871. The original Grand Valley railway station was replaced by a larger one in 1903. In 1883, when the Canadian Pacific Railway took control of the route its name was changed to the Teeswater Branch. The Teeswater Branch's last passenger train ran in 1957 and the last freight train was in 1984. The C.P.R. decided to remove the Teeswater Branch tracks in the 1990s.¹²³

Primarily an agricultural area, farmers in East Luther were still troubled by crops being ruined because of wet ground at the beginning of the twentieth century. First used in the 1930s, tile draining became the norm in the township in the 1960s, increased crop yields by about forty to fifty percent. Beginning in the 1960s and 1970s small mixed farming operations in the township began to be replaced by large specialized (dairy and cash crop) farms.¹²⁴

The Erasmus postal station was renamed the Wesley Post Office in 1903, and operated until 1919. Colbeck's general store burned down in 1940, and the school was closed in 1968.¹²⁵ A gristmill was built in the Monticello area in the late 1910s/early 1920s; however, when electric power became widely available in the late 1940s the mill was shut down. As of 2003 Grand Valley was the third largest settlement in Dufferin County.¹²⁶

As the township developed in the twentieth century, there were improvements in infrastructure. In 1915 high tension hydro lines destined for Arthur came to West Luther Township via Orangeville and Grand Valley; however, it was not until late 1940s/early 1950s that hydro power spread throughout East Luther Township.¹²⁷ Provincial highways in East Luther Township, including Highways 9 and 89 (were paved in the early 1930s.

In the 1950s the Grand River Conservation Commission dammed Black Creek, a tributary of the Grand River, in East Luther Township just south of Monticello. The dam was built to control flooding and augment the flow of the Grand. This action had a major consequence on the natural landscape of East and West Luther Townships, creating a wetland area and a lake. The Luther Marsh has been declared an Area of Natural and Scientific Interest by the Ontario Ministry of Natural Resources, and an Important Bird Area of national significance. The original Luther Marsh had been drained in the 1890s to allow for peat mining.¹²⁸

On January 1st 1995 East Luther Township was amalgamated with Grand Valley Village to form the Township of East Luther Grand Valley in Dufferin County.

¹²³ Graham 40-42; Hutchinson 461, 466; Ross 61-2.

¹²⁴ Graham 6, 35; Ross 91.

¹²⁵ Dean 2; Graham 33, 40, 53-4; Sawden 30.

¹²⁶ Ross 78.

¹²⁷ Hutchinson 462.

¹²⁸ Hutchinson 467.

4.4 Wellington County

Once part of Waterloo County and the Wellington District, Wellington County became a separate jurisdiction in 1852. It included the townships of Luther, Garafraxa and Erin, as well as others, within its boundaries.

4.4.1 Erin Township

Erin Township was surveyed in two parts. Deputy Surveyor Charles Kennedy and Donald Black surveyed the southern section (from the eastern boundary to the seventeenth lot, leaving a gore at the Eramosa boundary) in 1819, and either O'Reilly and John Burt or Black and Burt surveyed the northern section (seventeenth lot to the Caledon Township border) in 1820. By starting at the Eramosa Side, instead of Caledon, they ended up with a gore on the Caledon boundary and a jog in the 17th Sideroad.¹²⁹ The township's soil was clay and sandy loam, and it has two rivers: the Credit River that flows through the east side of the township, and the Eramosa River, which flows through the southern part.¹³⁰ Erin Township had its first township meeting in 1824, and became part of the District of Wellington in 1837, Waterloo County in 1850, the United Counties of Wellington, Waterloo and Grey, and then Wellington County in 1852.

The first township settlers, George and Nathaniel Roszell, arrived in November 1820, and settled on Lot 1, Concession 7, at Ballinafad (County Road 24). Other early settlers included Archibald Patterson and Donald McMillan.¹³¹ The majority of settlers in Wellington County were from the British Isles with most from Scotland, or of Scottish descent, in Erin Township.¹³² The population of Erin Township grew quickly from 961 in 1835 to 1,368 in 1841, and had more than doubled to 3,035 by 1851.

Smith's Canadian Gazetteer (1846) describes Erin Township as being,

...bounded on the northeast by the township of Caledon; on the north-west by Garafraxa; on the south-west by Eramosa; and on the south-east by Esquesing. In Erin 32,447 acres are taken up, 7,945 of which are under cultivation. Much of the land in the township is hilly and stony. There is a small settlement in the south-west of the township called "McMullen's Mills," where are a grist and saw mill, tavern and blacksmith's shop, and between forty and fifty inhabitants. There are one grist and four saw mills in the township. In Erin, 1,527 acres of Crown lands are open for sale...

By 1846, 27,945 of the township's 70,400 acres were being cultivated, and a total of 32,447 acres had been bought from the Crown. At the beginning of the settlement period

¹²⁹ *Historical Atlas* 5; Hutchinson 63.

¹³⁰ Hutchinson 63-4.

¹³¹ *Historical Atlas* 5; Hutchinson 63-4; Mary Ellen Perkins, *A Guide to Provincial Plaques in Ontario* (Toronto: Natural Heritage/Natural History Inc, 1989) 316.

¹³² *Historical Atlas* 2; Hutchinson 63.

in Wellington County Crown Land was given to the settlers for free, assuming they met certain criteria.¹³³

Hillsburgh, on the 7th concession in the eastern half of the township, was first settled in 1821, and a mill was soon built on the west branch of the Credit River in 1824. Other mills followed including Gooderham and Worts of Toronto opening a larger, more modern, grist mill in 1846.¹³⁴ The settlement of Coningsby was named when its post office was established in 1865. It had a church, cemetery, school and several industries by the end of the nineteenth century.¹³⁵ The hamlet of Cedar Valley, located at the intersection of the 5th Line and Sideroad 24, formed in 1853 when George Tarswell established a sawmill. Other industries soon followed including a grain grinding mill, grocery store, planning mill and blacksmith shop.¹³⁶

By 1821 the roads in Erin Township had been cleared to the fifth lot on the Concession 7. Settlers with a lot numbered higher than five had to create their own road to reach their land.¹³⁷ In the 1830s the Gore District Council, for economic purposes, decided to build a road running northwards from Oakville to Erin Township. This road was named the Garafraxa Road in 1837 when it was extended into Garafraxa Township. A new more direct road between Erin Village, and Guelph was cleared in 1844, and graveled in 1866-67. The local settlers donated their farmland in Lot 13 for its development. Like the Erin and Guelph Road, the Garafraxa Road was also graveled in the 1860s. The development of roads created a need for services to be provided along them, resulting in numerous hotels and blacksmith shops along the main roads in the township.

In order to help farmers transport their goods to the markets in Oakville and Guelph, Erin Township began considering the possibility of a railway in the 1870s. Although several options were discussed, the final arrangement had the Credit Valley Railway Company building a line from Cataract Junction to Elora.¹³⁸ The track was completed in 1879, with stations being located in Erin Village, Hillsburgh, Orton and Belwood. The Credit Valley Railway was taken over by the Canadian Pacific Railway in 1883/4.¹³⁹

Erin Township continued to be cleared throughout the 1800s, resulting in well established farmsteads, hamlets and villages, agricultural land, and a good local road system by the end of the nineteenth century. Erin Township remained a predominately rural township in the twentieth century, comprising of farmland and a scattering of hamlets and villages. Coningsby industries closed down over the course of the twentieth century: by 1967 Coningsby was considered a ghost town. Cedar Valley faired better than Coningsby.

¹³³ *Historical Atlas 2,5*; W.H. Smith, *Smith's Canadian Gazetteer* 55.

¹³⁴ Erin Centennial Committee, *Centennial History 1842-1967: Erin Township and Erin Village* (Erin: 1967) 49; Hutchinson 64, 73-5.

¹³⁵ Erin Centennial Committee 25-6, 28-31; Hutchinson 71-2.

¹³⁶ Erin Centennial Committee 106; Hutchinson 87.

¹³⁷ *Historical Atlas* 5.

¹³⁸ "Determined to Succeed," *Tackaberry Times*, 9 Oct 2007.; Erin Centennial Committee 48; Hutchinson 78.

¹³⁹ Erin Centennial Committee 48; Hutchinson 78.

Although its original saw mill was eventually replaced, a saw mill remained in operation in the hamlet until 1950 when the mill was remodeled into a summer home. Several summer homes can now be found in Cedar Valley and the surrounding area.¹⁴⁰

Agricultural practices in Erin Township's include dairying, raising livestock, mixed farming and cash cropping.

The roads of Erin Township improved in the twentieth century. The Garafraxa Road was paved for the first time in 1932/3.¹⁴¹ The Erin and Guelph Road became Provincial Highway 24. In 1963, the Department of Highways assumed control of the road, and extended it from Milton to Ospringe. As the roads improved, train service gradually declined. Passenger trains to Erin Township stopped running in 1958 and the C.P.R. tracks were removed in 1988. However, the old railway route is now used as a recreational trail, the Elora Cataract Trailway.¹⁴²

At the end of the 20th century Erin Township was amalgamated with the hamlets of Ballinafad, Brisbane, Cedar Valley, Crewson's Corners and Orton, as well as the villages of Erin and Hillsburgh to create the Town of Erin.

4.5 Halton Region

Settlement in the area began in the early 1800s after the construction of the York Road (Dundas street) from Toronto to London. Originally located in the Gore District, Halton County was united with Wentworth County to form Halton-Wentworth County in 1841. When Halton became a separate county in 1853 with its own governing council, it comprised Nelson, Trafalgar, Esquesing, and Nassagaweya Townships, with Milton as the County Seat.

4.5.1 Esquesing Township

Charles Kennedy and Richard Bristol surveyed Esquesing Township into eleven concessions with thirty-two lots each in 1818. Originally part of the Gore District, which was composed of Halton and Wentworth Counties when it was formed in 1816, Esquesing Township was later moved to Halton County. Halton County became an independent county in 1853, when it separated from Wentworth County.

James Hume and Ronald MacDonald were among the first settlers in Esquesing Township in 1819. The township developed quickly, achieving a population of 424 in 1821. Esquesing's population was predominately composed of immigrants from the British Isles (England, Ireland and Scotland). By 1846, 57,347 of Esquesing's 66,700

¹⁴⁰ Erin Centennial Committee 25, 30-1; Hutchinson 72, 87.

¹⁴¹ Campbell Cork, ed., *Normanby Reflections: A History of Normanby Township Vol. 1* (Owen Sound: Normanby Historical Committee, 1989) 115.

¹⁴² "Determined to Succeed;" Hutchinson 78, 88.

acres had been purchased and 19,622 of them were under cultivation.¹⁴³ *Smith's Canadian Gazetteer* (1846) describes Esquesing as,

*...a fine township, containing excellent land, and many good farms, which are generally cultivated. Wheat of superior quality is grown in this and the adjoining townships. The land is mostly rolling.*¹⁴⁴

Several small hamlets and villages were established in the nineteenth century. Tremaine's map (1858) includes Acton, Georgetown, Stewarttown, Limehouse and Speyside. In 1819 the village of Esquesing (renamed Stewarttown in 1849) was the unofficial capital of the township on the west bank of the Credit River. The township's first post office was established there in 1820.¹⁴⁵ Other early settlements shown Acton, first named Danville when Wheeler Green opened a dry-goods store in 1828, and then Adamsville, after three settlers from a family of that name was an early township settlement. In 1846, the post office was named Acton. Acton was incorporated as a town in 1874. Georgetown was founded in 1823, and Dansville, renamed Acton in 1844. In 1888, Georgetown paper mill, located on the Credit River, became the first in Canada to use hydro-electric power. Acton's early industries also included a saw and grist mill; however, the local tannery became the settlement's main industry.¹⁴⁶ Located between Georgetown and Acton was the settlement of Fountain Green on the banks of Black Creek. Early industries established in the 1840s included a sawmill and lime kiln. The settlement was renamed Limehouse in 1857 when its post office opened. Despite its numerous industries, Limehouse's population grew slowly compared to other settlements in the township.¹⁴⁷ Speyside once had two hotels, a tannery, sawmills, shingle mill, a large stone quarry, a couple of general stores, a village hall, its own post office and a numerous houses.¹⁴⁸

Roads and railways were crucial to a township's economy and population in the nineteenth century. In Esquesing Township, two main roads were cleared in the 1830s. The first, known as the York Road, which eventually connected Little York (Toronto) to Guelph, reached Georgetown in 1832.¹⁴⁹ The Gore District Council decided in the 1830s to build a road running northwards from Oakville to the Township of Erin through Esquesing and Trafalgar Townships, passing through Stewarttown and Georgetown. It was meant to ease the transportation of goods to and from Oakville. In 1837, this road was named the Garafraxa Road when it was extended into Garafraxa Township. In 1850/51 the Garafraxa Road was improved between Oakville and Stewarttown by becoming a plank/corduoy road. The planking was eventually extended to Georgetown,

¹⁴³ Livingstone; Pope 55; W.H. Smith, *Smith's Canadian Gazetteer* (Toronto: H & W Rowsell, 1846) 56.

¹⁴⁴ Smith 56.

¹⁴⁵ Livingstone; "Stewarttown: Capital of Esquesing."

¹⁴⁶ Livingstone; Mary Ellen Perkins, *A Guide to Provincial Plaques in Ontario* (Toronto: Natural Heritage/Natural History Inc, 1989) 78, 80.

¹⁴⁷ Gwen Clarke, *Halton's Pages of the Past* (Acton: Dills Printing and Publishing, 1955) 32-4; John McDonald, *Halton Sketches Revisited: Historical Tales of People and Events in North Halton*, Rev. ed. (Norval: Moulin Publishing Ltd, 1996) 110-2.

¹⁴⁸ Esquesing Historical Society, "Historic Speyside".

¹⁴⁹ McDonald 5; Pope 55.

but was too expensive to maintain. The planks were removed in the 1860s in favour of laying down gravel.¹⁵⁰

By 1877 two railway companies had lines in Esquesing Township: the Grand Trunk Railway and the Hamilton and Northwestern Railway. Grand Trunk Railway had a line in the northern part of the township with stations in Georgetown, Limehouse and Acton, and the Hamilton and Northwestern Railway had a line that ran diagonally northwards through the township, passing just north of Stewarttown and through Georgetown.¹⁵¹

The Esquesing Township map found in the *Illustrated Historical Atlas* (1878) shows a well-developed landscape with an extensive local road network, many farmsteads, small hamlets and villages, schools and churches. The township continued to be agricultural in character and use throughout the nineteenth century.

The railways in Esquesing Township underwent some significant changes in the 1970s. The Canadian National Railway halted passenger and freight service to Acton in 1973. A year later GO Trains to and from Toronto began operating in Georgetown. In Limehouse the 5th Line Bridge over the railway tracks was replaced in 1983.¹⁵² The first County Road System plan was put in place in October 1907. The Garafraxa Road was paved for the first time in 1932/3.¹⁵³ Provincial Highways 7 and 25 both run through Esquesing Township crossing at Acton.¹⁵⁴ Esquesing Township has experienced population growth and urban expansion in the twentieth century. Acton and Georgetown added residential subdivisions in the 1950s and 1960s. Limehouse has become a bedroom community, since most of its inhabitants work in the nearby towns of Acton, Georgetown and Brampton.

Esquesing Township with Acton and Georgetown became the Town of Halton Hills in the Regional Municipality of Halton in 1974.

4.5.2 *Trafalgar Township*

With the exception of the Reserve of the Mississauga Indians between Burlington Bay and Etobicoke, all of the land along the north shore of Lake Ontario had been divided into townships by 1805. In August of that year the British Government purchased the Mississauga tract of land in order to open up the area for settlement. Deputy Provincial Surveyor Samuel S. Wilmot surveyed the Mississauga Purchase in 1806 dividing it into three new townships. Initially Township No. 2 was designated as Alexander, however, it was soon renamed Trafalgar in honour of the victory and death of Britain's Admiral Nelson at the Battle of Trafalgar. The former Trafalgar Township in Halton County was

¹⁵⁰ Brown & Taylor 17-18; "Stewarttown: Capital of Esquesing."

¹⁵¹ Clarke 32, 189; McDonald 5, 113; Pope 55; "Stewarttown: Capital of Esquesing."

¹⁵² McDonald 8-9, 96, 115.

¹⁵³ Clarke 41, 181; Campbell Cork, ed., *Normanby Reflections: A History of Normanby Township Vol. 1* (Owen Sound: Normanby Historical Committee, 1989) 115; McDonald 94.

situated to the west of the Peel County border, south of Esquesing Township, east of Nelson Township and north of Lake Ontario.

Although Dundas Street had been surveyed as a military road in 1796, it remained incomplete and impassable through the Mississauga Tract until 1806. Wilmot used the street as the baseline for the single front survey of 200-acre lots with a grid system of concessions and side roads. He laid out four concessions to the south (SDS) of Dundas Street and two concessions to the north (NDS) that became the Old Survey. Trafalgar Township was extended north after the purchase of more land from the Mississaugas in 1818. This area became known as the New Survey. Trafalgar Township west of Sixteen Mile Creek was opened for settlement by 1810. For the most part the Crown Patents for land in Lots 23 to 35, Concession 2 NDS, Trafalgar Township, were issued between 1807-1809.

The Government's priority was to accelerate settlement along Dundas Street, which was a military road. Therefore Crown and Clergy Reserves lands along Dundas Street were dispersed throughout the township to encourage settlement and the lots bordering the street were the first granted in the new township. Settlement duties were shortened to eighteen months from the usual two years. The northern area along Dundas Street flourished while development in the southern part of the township was slow due to the high proportion of Crown and Clergy reserve lands.

Smith's *Canadian Gazetteer* describes Trafalgar Township in 1846 as a well-settled township, with numerous well-cleared and cultivated farms, many with good orchards. The township developed from subsistence farming in the early nineteenth century to a wheat growing area in the mid-1800s. Wheat was the principal crop prior to 1870 occupying about one quarter to one third of the cultivated land. Fall wheat planting predominated until the 1860s when spring wheat became more important. From the 1850s to the 1890s there was a consistent increase in the acreage of township land under cultivation. Prosperous farm complexes, mature agricultural fields and a local road network characterized the agricultural heritage landscape of the mid 19th century.

Dundas Street became the principal east-west transportation route across the township in the first half of the nineteenth century. A stagecoach between Toronto and Hamilton stopped in Post's Corners in 1816. By the 1820s stage lines operated by various owners ran regularly along Dundas Street between Toronto and Hamilton.

Several hamlets and villages were established in the township in the nineteenth century, including Milton in the northwest corner at the intersection of Dundas Street in the early 1800s. Jasper Martin built a grist mill along the banks of the Sixteen Mile Creek in 1821 and the early settlement of 60 people was called "Martin's Mills". It had an ashery, a small store and a post office.¹⁵⁵ In 1837, the community was renamed Milton, for the English poet John Milton.¹⁵⁶ By the 1851 Milton had over 300 people with many

¹⁵⁵ Cook 2.

¹⁵⁶ Ibid.

businesses and local industries, churches, hotels, schools and mills.¹⁵⁷ In 1857 Milton was incorporated a town, and was selected as the county seat for the new Halton County. As a consequence of its designation as the county seat, there was considerable growth and prosperity in the town from the late 1850s to the late 1870s, when its population hit 1400 people.¹⁵⁸ When the railway reached Milton in 1877, the town grew with several brickyards by the escarpment. The Hamilton and Northwestern Railway reached Milton in 1877, and the Credit Valley Railway in 1879. After 1877 the availability of limestone from the Escarpment and access to railway transportation resulted in industrial development of lime kilns and quarrying. Brick companies also developed in the Milton area in the late 1890s.

Ontario farmers had turned to higher cost cash crops and animal husbandry in the 1870s. The Trafalgar Township map in the *Illustrated Historical Atlas* depicts a prosperous agricultural landscape with numerous farmsteads on the township roads. The township continued to thrive as an agricultural area into the twentieth century.

The agricultural character of the Trafalgar Township underwent little change throughout the first three-quarters of the twentieth century. The concessions and sidelines in the township continued to be dotted with farm complexes. Milton's industrial and business sectors flourished in the early 1900s, until about 1930. Between 1930 and 1950 its population growth remained the same.¹⁵⁹ With the construction of Highway 401 in the late 1950s industrial development revived. In 1962, the townships of Trafalgar and Bronte were amalgamated to form the current Town of Oakville. In 1974, Halton County was reorganized into the Regional Municipality of Halton with four restructured municipalities (Burlington, Halton Hills, Milton and Oakville).

5.0 Description of the Existing Environment

5.1 Introduction

The transmission line route passes thorough four counties (Bruce, Grey, Wellington) and one regional municipality (Halton) and eleven townships and towns (Kincardine, Brockton, Hanover, West Grey, Southgate, Wellington North, Erin, East Luther Grand Valley, East Garafraxa, Halton Hills and Milton).

For the most part the route of the transmission line passes through rural agricultural land with some rural, residential, commercial, industrial and institutional and government uses. Numerous 19th and early 20th century farm complexes dot the landscape. Agricultural field patterns are much the same today as they were laid out in the 19th century. They are delineated in the landscape by tree lines, fence lines that may be of earlier rail composition, and hedgerows. Rows of planted trees along the driveway or

¹⁵⁷ Ibid 4, 5.

¹⁵⁸ Ibid 14.

¹⁵⁹ Ibid

across the front of a farm complex announce their presence in the landscape. Trees planted upwind of the building provide shelter from the wind and snow. Around barns trees acted as lightening rods. The density of the mature trees around the farm buildings and their deep setback often hide them from roadside observation. The agricultural lands are crisscrossed by a grid pattern of concession roads and sidelines established by the early 19th century township surveys as well as county roads and provincial highways. Most of the roads crossed by the transmission corridor are rural in character, either narrow gravel roads with little to no shoulders and grassy ditches, two lane paved roads with no centre lines or with centre lines.

The study area crosses three drainage basins, and associated watersheds: Lake Huron, Lake Erie and Northern Lake Ontario. Watercourses provided early transportation routes for the first settlers in the area as well as industrial sites and water for agricultural pursuits. Major watercourses such as the Teeswater and Saugeen Rivers, the Rocky Saugeen River, Grand River and its tributaries, pass through the study area. Trails developed on former railway line right-of-ways, NEP (2005) lands designated as Escarpment Natural Area, Escarpment Protection Area, and Escarpment Rural Area Mineral Resource Extraction Area and the Bruce Trail are found in the corridor. The Grand River is a nationally recognized as a Canadian Heritage River.

Population centres in the northern section of the study area include the Town of Hanover, and Halton Hills and Milton in the southern section. Principal existing commercial/ industrial activities in the northern section other than agriculture is wind and nuclear power generation. Throughout the study area there is also mineral and aggregate production, and small scale retail and other commercial activities.

There are open views and vistas across agricultural fields and land from the roads to the mid concession transmission line. Often the towers of the transmission line are silhouetted behind farmhouses and associated barns and outbuildings when viewed from the road. At road crossing the towers are highly visible.

5.2 County of Bruce

5.2.1 Municipality of Kincardine

The transmission line route starts at the Bruce Nuclear Station on Lake Huron. From the station it passes mid concession between Concession Road 2 and Concession Road 4 through former agricultural land with some remnant and active farm complexes from the 19th century and early 20th century. The topography of the land tends to be flatter near the lake, and then becomes more rolling in land. Small tributaries of the Sauble River are located within the study area.

5.2.2 *Municipality of Brockton*

The Town of Walkerton, Township of Brant and the Township of Greenock amalgamated into the Municipality of Brockton. The study areas passes mid concession between Concession Road 2 and Concession Road 4 through agricultural land marked by 19th century and early 20th century farm complexes, agricultural fields, tree lines and wood lots, fence lines, hedgerows and rural gravel and paved roads set in a grid pattern. Farm complexes are often set a long distance back from the road. Some of the roads are not open in the winter. Dense tree canopies line many of the roads. The farmhouses are brick—red, buff and dichromatic brickwork—in construction, with some stone, frame and possibly log, that date from the 19th and early 20th century. For the most part, the barns are large gambrel or gable structures, usually associated with other agricultural outbuildings. Some farmhouses and barns have been replaced with later 20th century buildings. Drives are often tree lined and trees serve as windbreaks behind the buildings. The local road network is laid in a grid pattern established in the 19th century township survey. They consist of both gravel and paved roads, generally with narrow, or little to no, gravel shoulders and grassy ditches and tree canopies. Some gravel roads are not maintained in the winter. The study area includes crossings of the Teeswater and Saugeen Rivers. The transmission line crosses sections of the Bruce Grey Trail Network.

5.3 **County of Grey**

5.3.1 *Town of Hanover*

The study area in the Town of Hanover is a mixture of agricultural land with farm complexes, agricultural fields and urban redevelopment in the vicinity of Hanover.

5.3.2 *Municipality of West Grey*

This municipality includes the former Townships of Normanby and Bentinck and is characterized by its rural nature comprising agricultural land with 19th century and early 20th century farm complexes, agricultural fields, tree lines and wood lots, fence lines and hedgerows. The 19th and early 20th century farmhouses are generally brick—red and buff coloured brick, and dichromatic—in construction, with some stone and frame and log. The barns are large gambrel or gable structures, often with numerous outbuildings, some of log construction. Some farmhouses and barns have been replaced with later 20th century buildings. Farm driveways are often very long and tree lined, and stands of trees around buildings serve as windbreaks. The local road network is set in a grid pattern established by the 19th century township survey and consist of gravel roads, generally with narrow, or little to no, gravel shoulders and grassy ditches and tree canopies, and two lane paved roads with no centre line and narrow gravel shoulders. The rolling topography results in hills and valleys along the roads such as Concession Road 2 Sideroad. The transmission corridor crosses the Rocky Saugeen River

5.3.3 Township of Southgate

The Township of Southgate includes the former Townships of Proton and Egremont in the southeast corner of Grey County. Its rural nature of agricultural land with 19th century and early 20th century farm complexes, agricultural fields, tree lines and wood lots, fence lines and hedgerows characterize it. The farmhouses are generally brick—both red and buff coloured brick—in construction, with some stone and frame and log, and date from the 19th and early 20th century. The barns are large gambrel or gable structures, often with numerous outbuildings, some of log. Some farmhouses and barns have been replaced with later 20th century buildings. Drives to the farmsteads are often tree lined and trees serve as windbreaks behind the buildings. The local road network set in a grid pattern that was established in the 19th century township survey and consists of local gravel and paved roads, generally with narrow, or little to no, gravel shoulders and grassy ditches and tree canopies.

5.4 County of Wellington

5.4.1 Township of North Wellington

The study area crosses a small section of the northwest corner of The Township of Wellington North. It consists of rural agricultural land with 19th century and early 20th century farm complexes, agricultural fields, tree lines and wood lots, fence lines and hedgerows, and a local road network of concession and sideroads, usually with a gravel surface or paved with no centre line.

5.4.2 Town of Erin

The Town of Erin comprises the former township of Erin, Hillsburgh and the surrounding rural area. Its rural nature of agricultural land with 19th century and early 20th century farm complexes, agricultural fields, tree lines and wood lots, fence lines and hedgerows characterize it. The 19th and early 20th century farmhouses are generally brick—both red and buff coloured brick—in construction. The barns are either large gambrel or gable structures, often with additions, silos and numerous outbuildings. Some farmhouses and barns have been replaced with later 20th century buildings. Driveways to the farmsteads are often tree lined and trees serve as windbreaks behind the buildings. The local road network set in a grid pattern that was established in the 19th century township survey, and consists of local gravel and paved roads, generally with narrow, or little to no, gravel shoulders and grassy ditches and tree canopies.

5.5 County of Dufferin

5.5.1 East Luther Grand Valley

The Township of East Luther Grand Valley is comprised of the former Township of East Luther and the former Village of Grand Valley. The study area traverses mid concession

between Sideroads 24-25 and Sideroads 27-28. It crosses Black Creek and other tributaries of the Grand River, which is nationally recognized as a Canadian Heritage River. Agricultural land with 19th century and early 20th century farm complexes, agricultural fields, tree lines and wood lots, fence lines and hedgerows characterize the rural landscape. The 19th and early 20th century farmhouses are generally brick, often with dichromatic detailing. The barns are either large gambrel or gable structures in construction, often with additions, silos and numerous outbuildings. Some farmhouses and barns have been replaced with later 20th century buildings. Driveways to the farmsteads are often tree lined and trees serve as windbreaks behind the buildings. The local road network is laid out in a grid pattern that was established in the 19th century township survey, and consists of local gravel and paved roads, generally with narrow, or little to no, gravel shoulders and grassy ditches and tree canopies.

5.5.2 *East Garafraxa*

The Corporation of the Township of East Garafraxa is a predominately rural landscape characterized by agricultural land with 19th century and early 20th century farm complexes, agricultural fields, tree lines and wood lots, fence lines and hedgerows. The 19th and early 20th century farmhouses are generally brick, often with dichromatic detailing. The barns are either large gambrel or gable structures in construction, often with additions, silos and numerous outbuildings. Some farmhouses and barns have been replaced with later 20th century buildings. Driveways to the farmsteads are often tree lined and trees serve as windbreaks behind the buildings. The local road network is set in a grid pattern dating from the 19th century township survey, and consists of local gravel and paved roads, generally with narrow, or little to no, gravel shoulders and grassy ditches and tree canopies. The transmission corridor crosses the Grand River, which is nationally recognized as a Canadian Heritage River.

5.6 **Halton Region**

5.6.1 *Town of Halton Hills*

The Town of Halton Hills includes the rural area of the former Esquesing Township. The study area in the Town of Halton Hills runs mid concession between Concessions 4 and 5 and is characterized by agricultural land with 19th century and early 20th century farm complexes, tree lines and wood lots, fence lines and hedgerows. The 19th and early 20th century farmhouses are generally brick, often with dichromatic detailing. The barns are either large gambrel or gable structures in construction, often with additions, silos and numerous outbuildings. Some later 20th century houses and farm buildings have been built. Driveways to the farmsteads are often tree lined and trees serve as windbreaks behind the buildings. The grid-like pattern of the local road network was established in the 19th century township survey, and consists of local gravel and paved roads, generally with narrow, or little to no, gravel shoulders and grassy ditches and tree canopies. The sideroads have a distinctive mid concession jog in the alignment, a feature that resulted from the original township surveys in the early 19th century. The transmission line also

crosses the Grand River, which is nationally recognized as a Canadian Heritage River. The Niagara Escarpment Plan area crosses the study corridor for the new transmission corridor between the 4th and 5th Lines from south of Highway 7 to No. 15 Sideroad. It encompasses lands identified in the NEP as Escarpment Rural Area, Protection Area, Natural Area and Mineral Extraction Area.

5.6.2 *Town of Milton*

The Town of Milton includes parts of the former township of Esquesing, and the northern section of Trafalgar Township. The study area is characterized by urban development on former agricultural land, and the 401 Highway. The grid-like pattern of the local road network, which was established in the 19th century with the township surveys, is still evident but most roads have been improved. The transmission corridor crosses Highway 401 before reaching the Milton Transformer Station

6.0 Identification of Cultural Heritage Landscapes & Built Heritage Resources

6.1 Introduction

The identification of cultural heritage resources, i.e., built heritage resources and cultural heritage landscapes, considered to be of potential heritage value and/or interest in the Bruce to Milton transmission corridor encompassed above-ground, person-made heritage resources of forty years and older in age. The application of this rolling 40-year principle is an accepted federal and provincial practice for the preliminary identification of cultural heritage resources that may be of heritage value. Its application does not imply, however, that all built heritage resources or cultural heritage landscapes that are over forty years old are worthy of the same levels of protection or preservation. It simply provides a means to differentiate and between potential cultural heritage resources at a point in time.

A windshield survey of the transmission corridor from the Bruce Power Complex to the Milton SS was conducted in May, July and November 2007. Built heritage resources and cultural heritage landscapes of forty years and older located within the ROW of the transmission corridor and adjacent to the corridor were noted and mapped. The survey was conducted on the side of the existing transmission corridor where the proposed new line would be built and where the transmission line crossed roads. Since most of the survey work was undertaken in the late spring and early summer when foliage coverage was at its maximum, seasonal fluctuations in visibility due to the changes in foliage were estimated.

6.2 Description of Identified Built Heritage Resource & Cultural Heritage Landscapes

The transmission corridor ROW traverses, for the most part, rural lands from Bruce Power Complex to just north of Highway 401 and the Town of Milton. In the Milton area the rural lands are undergoing a transformation from rural to urban use.

The types of cultural heritage landscapes found within the Bruce to Milton transmission corridor comprise agricultural land, farm complexes, existing and former rural hamlets, roadscares, former railway lines and watercourses. Early 20th century transmission lines with early steel towers are, in themselves, of an age that they can be considered to be cultural heritage landscapes. Built heritage resources included individual residences, former schoolhouses and churches, older transmission towers, and farmhouses, barns, silos and agricultural outbuildings within the cultural heritage landscape of the farm complexes.

A brief description of the cultural heritage landscapes and built heritage identified during the windshield survey for Bruce to Milton Transmission Reinforcement Project as potentially being affected by displacement and/or disruption effects is contained in the survey charts in Appendix B. The survey charts are divided into municipalities within the study corridor

7.0 Potential Effects of Undertaking on Cultural Heritage Resources

7.1 Introduction

This section provides a preliminary assessment of the potential adverse effects of the proposed widening of the Bruce to Milton Transmission Reinforcement Project. The conservation of cultural heritage resources in planning is considered to be a matter of public interest.

Generally changes in the landscape such as widening a transmission corridor has the potential to adversely affect cultural heritage landscapes and built heritage resources by displacement and/or disruption during, as well as after construction. Built heritage resources and/or cultural heritage landscapes may experience displacement, i.e., removal, if they are located within the rights-of-way of the undertaking. There may also be potential for disruption, or indirect impacts, to cultural heritage resources by the introduction of physical, visual, audible or atmospheric elements that are not in keeping with their character and, or setting.

The potential displacement and disruption effects as a result of the Bruce to Milton Transmission Reinforcement Project are principally associated with the widening of the existing 180 km long transmission corridor as it crosses through five upper-tier municipalities (Bruce, Grey, Dufferin, and Wellington Counties and the Regional

Municipality of Halton) and eleven lower-tier municipalities (Kincardine, Brockton, Hanover, West Grey, Southgate, Wellington North, East Luther Grand Valley, East Garafraxa, Erin, Halton Hills and Milton). The Bruce to Milton Project will comprise a new double-circuit 500 kV line, generally adjacent to and overlapping the existing transmission corridor from Bruce to Milton. Widening of the transmission corridor increases its prominent visual presence in the mostly rural landscape. It will introduce new or more visual disruption to the setting and character of cultural heritage landscapes and/or built heritage resources. Property acquisition associated with the undertaking may result in the displacement of cultural heritage landscapes and/or built heritage resources through vacant buildings and/or demolition.

Details of construction lay-down areas, access roads, etc., associated with the construction of the transmission line for the Bruce to Milton Transmission Reinforcement Project, and their potential effect on cultural heritage landscapes and built heritage resources have not been examined as part of this undertaking.

7.2 Potential Effects

Although the use of the existing ROW for the existing transmission line, including lands owned by the Province immediately east of the Bruce Power Complex and north of the Milton SS, will be maximized, there will be a potential for adverse effects to the cultural heritage resources through the widening of the existing corridor. Of the 356 properties the proposed transmission corridor crosses, 32 properties will be part of land acquisitions resulting in property purchases. Most easements will be side-lots or the back-of-lots; however, there may be substantial number of diagonal severances, which are considered to be more disruptive to the visual appreciation of cultural heritage resources. As well displacement effects to cultural heritage landscapes and built heritage resources due to land acquisitions, there will also be increased visual disruption effects due to the addition of another transmission line to the existing corridor.

7.2.1 Direct Impacts

There may be direct impacts in regard to identified cultural heritage resources within the study area. The following text contains a description of the potential direct, i.e., displacement impacts.

There will be a total of ten (10) displacements along the new transmission corridor due to property acquisition. The identified cultural heritage resources affected include farm complexes and the associated built heritage resources such as farmhouses, barns and outbuildings as well as individual buildings and structures.

The following is a description of the known displacements due to land acquisition.

County of Bruce

There will be a total of four (4) potential direct effects or displacements, all in the Municipality of Brockton property acquisition.

○ *Municipality of Brockton*

- 1) CHL No.132 Baseline Road South, the farmhouse within the farm complex is located within the new corridor and a property buyout is recommended. A summary of the historical background and heritage value of the property has been completed and it concludes it is of local heritage significance.
- 2) BHR/CHL No. 613 Concession 8 (Lot 20, Concession 8, Brant Township) the barn has been identified as a built heritage resource of heritage interest and value. It is located within the new easement area and a property buyout recommended.
- 3) BHR No. 168-170 Concession Road E (Lot 28, Concession 7, Brant Township), the former farmhouse has been identified as a built heritage resource of heritage interest and value. The 19th century farmhouse is located within the new corridor.
- 4) BHR No. 13640 Bruce Road 10 (Lot 34, Concession 4, Brant Township), potential for displacement of the barn if the structure is found to be located in the requirement area after survey. The barn is part of a farm complex and a principal component of the cultural heritage landscape.

County of Grey

There will be two (2) potential direct effects or displacements, all in the Township of Southgate due to property acquisition.

○ *Township of Southgate*

- 5) CHL No. 183563 Grey Road 9 (Part Lot 3, Concession 16, Egremont Township), farm complex has been identified as a cultural heritage landscape of heritage interest and value. It comprises a 19th century log house and barn. The farmhouse is located within the new corridor and a property buyout is recommended. A summary of the historical background and heritage value of the property has been completed and it concludes it is of heritage significance.
- 6) CHL No. 8488 Highway 89 (Lot 20, Concession 1, Proton Township) has been identified as a cultural heritage landscape of heritage interest and value. It comprises c1890s/1900 farmhouse, barn and outbuildings. The farmhouse is located within the new corridor and a property buyout is recommended. A summary of the historical background and heritage value of the property has been completed and it concludes it is of local heritage significance.

County of Wellington

There will be one (1) potential displacement in the Township of North Wellington due to property acquisition.

- *Township of North Wellington*

- 7) CHL No. 8591 Highway 89 (Lot 14, Concession 14, Township of West Luther), the barn or horse arena identified as part of the farm complex is located within the new corridor and a property buyout is recommended.

County of Dufferin

There will be three (3) potential direct effects or displacements, all in East Luther Grand Valley due to property acquisition.

- *East Luther Grand Valley*

- 8) BHR 441032 Concession Road 12-13 Luther (Lot 19, Concession 12, East Luther Twp.) a barn is located within the new corridor and a property buyout is recommended.

- 9) CHL No. 441038 Concession Road 12-13 (Lot 19, Concession 12, East Luther Twp.), an older barn structure associated with the farm complex is located within the new corridor and a property buyout is recommended.

- 10) CHL No. 35302 Sideroad 21-22 East Luther (Lot 21, Concession 12, East Luther Twp.), the barn of the farm complex is located within the new corridor and a property buyout is recommended.

Halton Region

There are no direct effects or displacements in Halton Region along the west corridor.

7.2.2 Indirect Impacts

There may be indirect impacts or disruption effects in regard to identified cultural heritage resources due to the undertaking, principally increased visual effects. High-voltage transmission lines have been a part of the landscape of Ontario since the early 20th century. By their very nature, they are visually obtrusive features, in particular in the rural landscape, with their tall steel towers and lines. With the addition of another power line to an existing multi-line corridor there is potential to increase the existing visual disruption to the historical character and setting of identified cultural heritage resources. This disruption effect may result from, but is not limited to, the following actions, i.e., introduction of a new tower into the landscape, the placement of the new tower, the

reduction in the distance from a new tower to identified cultural heritage resources, the silhouetting of the new towers in the vicinity of cultural heritage resources, the crossing of rural roadscapes and the cresting of hills, and potential land severances, and construction activities associated with the new transmission line.

For the most part, the degree of the disruption impacts to cultural heritage landscapes and built heritage resources associated with this undertaking will be, little to no impact, low and/or medium effects to the setting and character of cultural heritage resources. The effects may be of short duration during the construction of the new transmission line and of long duration when it is completed. The degree of visibility is affected by the seasons, i.e., visibility is increased when leaves are off the trees and vegetation.

Since there is an existing corridor, there will be no new elements introduced into the setting and character of cultural heritage resources located on the opposite side of the corridor to the proposed new transmission line for the Bruce to Milton Transmission Reinforcement Project. Only those cultural heritage landscapes and built heritage resources found on the side of the existing corridor where the proposed new line will be built have the potential to be affected by the widening of the existing transmission corridor.

Little to no visual impacts

Many of the cultural heritage landscapes such as farm complexes and built heritage resources are located on concession and/or sideroads that parallel the existing transmission corridor. For the most part the existing transmission corridor traverses the rural landscape midway and set back from the established roads, and is therefore not a dominant visual element, except when it crosses roads. Due to local topography, tree lines and woodlots, and the distance to the existing transmission corridor, many cultural heritage landscapes and built heritage resources are screened from the existing transmission corridor and are subject to little or no visual impact when viewed by the general public from local roads.

Low to medium visual impacts

As a result of the Bruce to Milton Transmission Reinforcement Project there will be an increase in the visual disruption to the character and setting of identified cultural heritage landscapes and built heritage resources located along the proposed new transmission line of the existing corridor. A number of cultural heritage landscapes and built heritage features will be affected by either low to medium visual disruption due to the condition of the local topography, a lack of tree lines and woodlots, and their proximity to the existing transmission corridor. Where there is an unobstructed view to the transmission line across agricultural fields, roadscapes and from farm complexes, the visual disruption may be greater, depending upon the distance of the resource to the proposed new transmission line and the placement of the its towers. The degree of the effect may be seasonally dependent, i.e., the lack of foliage on the trees and vegetation.

High visual impacts

The agricultural landscape found along the length of Bruce to Milton Transmission Reinforcement Project will be affected by high visual impacts throughout the length of the study corridor.

High visual effects will also occur where a new tower is placed in proximity to an identified cultural heritage resource, e.g., crossing a driveway and near built heritage resources. Three (3) cultural heritage resources identified along the corridor have been identified as the recipients of high visual impacts. They are described below.

County of Bruce

- *Municipality of Brockton*

CHL, No. 75 Concession 4 East (Lot 33, Concession 4, Brant Township), high visual disruption seasonally, affecting a farm complex comprising a 19th century frame farmhouse, older gable barn and outbuildings. Mature trees surround the farmhouse. The identified buildings are identified as being close to the requirement located on the northeast side of the new ROW.

County of Wellington

- *Town of Erin*

CHL, No. 9054 Sideroad 17 (Lot 28, Concession 4, Erin Township), high visual disruption with more prominent silhouetting of new towers to north and west of the farm complex, which comprises a farmhouse and agricultural buildings, than existing line. The new corridor is closer to the farm complex than existing corridor and trees and vegetation do not hide the view across the drive of the farm complex to the corridor.

County of Dufferin

- *East Luther Grand Valley*

CHL, 441038 Concession Road 12-13 Luther (Lot 19, Concession 12, East Luther Twp.) Farm complex with 19th century farmhouse associated with barn structure at No. 441032 Concession Road 12-13 that potentially will be displaced.

7.3 Mitigation and Protective Measures

A proposed undertaking should not adversely affect cultural heritage resources and intervention should be managed in such a way that its impact is sympathetic with the value of the resources. When the nature of the undertaking is such that adverse impacts are unavoidable it may be necessary to implement management or mitigation strategies that alleviate the deleterious effects to cultural heritage resource. Mitigation is the process of causing lessening or negating anticipated adverse impacts to cultural heritage resources and may include, but are not limited to, such actions as avoidance, monitoring, protection, relocation, remedial landscaping, documentation of the cultural heritage landscape and/or built heritage resource if to be demolished or relocated, salvage of building materials.

General mitigative measures for the agricultural landscape, roadscape and farm complexes as well as stand-alone buildings and structures to be considered for the Bruce to Milton Transmission Reinforcement Project include, but are not limited to:

- New utility facilities should be designed and located to minimize the impact on cultural heritage landscapes and built heritage resources.
- Vegetation screens should be used where feasible to screen cultural heritage landscapes and built heritage resources, e.g., when a resource is adjacent to a utility structure.
- Utility structures should be sited and designed to minimize visual impact on cultural heritage landscapes and built heritage resources.
- The visual impact of utility structures and associated service roads should be minimized by siting, structural design, colouration and landscape planting in order to lessen their impact on cultural heritage landscapes and built heritage resources.

7.3.1 Direct Impacts

Table 1 outlines mitigation measures for those cultural heritage resources directly affected by displacement. i.e., removal, by the Milton Transmission Reinforcement Project.

TABLE 1: DIRECT IMPACTS AND MITIGATION MEASURES

SITE #	CULTURAL RESOURCE TYPE	LOCATION	EFFECT	MITIGATION MEASURES
1.	CHL Farm Complex	No. 132 Baseline Road South, Municipality of Brockton, County of Bruce	The farmhouse associated with the farm complex is located within the new corridor resulting in property acquisition and potential displacement of the farm complex.	<ul style="list-style-type: none"> ○ A preliminary cultural heritage evaluation report (CHER) determined the resource is of heritage significance therefore a heritage impact statement (HIA) with mitigation measures should be completed before detail design.
2.	BHR Barn	No. 613 Concession 8, Municipality of Brockton, County of Bruce	The barn is located within the new easement area as a result of property acquisition there may be potential for the displacement of the resource.	<ul style="list-style-type: none"> ○ Completion of a cultural heritage evaluation report (CHER). ○ If the CHER determines the property is of local or regional heritage significance, a heritage impact statement (HIA) with mitigation measures should be completed before detail design.
3.	BHR Farmhouse	No. 168-170 Concession Road East, Brockton. County of Bruce	The 19 th century farmhouse is located within the new corridor and property acquisition may result in displacement of the resource.	<ul style="list-style-type: none"> ○ Completion of a cultural heritage evaluation report (CHER). ○ If the CHER determines the property is of local or regional heritage significance, a heritage impact statement (HIA) with mitigation measures should be completed before detail design.
4.	BHR Barn	13640 Bruce Road 10, Municipality of Brockton, County of Bruce	The barn is located in the requirement area and property acquisition may result in the displacement of the resource. The barn is a principal feature within the associated farm complex.	<ul style="list-style-type: none"> ○ Completion of a cultural heritage evaluation report (CHER) of associated farm complex. ○ If the CHER determines the property is of local or regional heritage significance, a heritage impact statement (HIA) with mitigation measures should be completed before detail design.

TABLE 1: DIRECT IMPACTS AND MITIGATION MEASURES (continued)

SITE #	CULTURAL RESOURCE TYPE	LOCATION	EFFECT	MITIGATION MEASURES
5.	CHL Farm Complex	No. 183563 Grey Road 9, Southgate Township, Grey County	The 19 th century log farmhouse is located within the new corridor and property acquisition will result in the displacement of the 19 th century farm complex with its farmhouse and barn.	<ul style="list-style-type: none"> ○ A preliminary cultural heritage evaluation report (CHER) determined the resource is of heritage significance therefore a heritage impact statement (HIA) with mitigation measures should be completed before detail design.
6.	CHL Farm Complex	No. 8488 Highway 89, Southgate Township, Grey County	The late 19 th /early 20 th century farmhouse is located within the new corridor and property acquisition will result in the displacement of the farm complex.	<ul style="list-style-type: none"> ○ A preliminary cultural heritage evaluation report (CHER) determined the resource is of heritage significance therefore a heritage impact statement (HIA) with mitigation measures should be completed before detail design.
7.	CHL Farm Complex	No. 8591 Highway 89, Township of North Wellington, County of Wellington	The barn/horse arena is located within the new corridor and property acquisition will result in the displacement of the farm complex.	<ul style="list-style-type: none"> ○ Since the barn and the farm complex were not viewed on-site, an on-site inspection of the farm complex should be undertaken to determine if the completion of a cultural heritage evaluation report (CHER) is warranted. ○ If a CHER determines the property is of local or regional heritage significance, a heritage impact statement (HIA) with mitigation measures should be completed before detail design.
8.	BHR Barn	No. 441032 Concession Road 12-13 Luther, East Luther Grand Valley, County of Dufferin.	The barn is located within the new corridor and property acquisition may result in its displacement. The barn structure is associated with the neighbouring farm complex at No. 441038.	<ul style="list-style-type: none"> ○ Completion of a cultural heritage evaluation report (CHER) of the barn and the neighbouring farm complex at No. 441032. ○ If the CHER determines the property is of local or regional heritage significance, a heritage impact statement (HIA) with mitigation measures should be completed before detail design..

TABLE 1: DIRECT IMPACTS AND MITIGATION MEASURES (continued)

SITE #	CULTURAL RESOURCE TYPE	LOCATION	EFFECT	MITIGATION MEASURES
9.	CHL Farm Complex	No. 441038 Concession Road 12-13, East Luther Grand Valley, County of Dufferin.	An outbuilding of the farm complex is located within the new corridor and property acquisition may result in the displacement of the farm complex.	<ul style="list-style-type: none"> ○ Completion of a cultural heritage evaluation report (CHER) for the farm complex. ○ If the CHER determines the property is of local or regional heritage significance, a heritage impact statement (HIA) with mitigation measures should be completed before detail design.
10.	CHL Farm Complex	No. 35302 Sideroad 21-22 East Luther, East Luther Grand Valley, County of Dufferin.	The barn of the farm complex is located within the new corridor and property acquisition may result in the displacement of the farm complex.	<ul style="list-style-type: none"> ○ Completion of a cultural heritage evaluation report (CHER) for the farm complex. ○ If the CHER determines the property is of local or regional heritage significance, a heritage impact statement (HIA) with mitigation measures should be completed before detail design..

7.3.2 Indirect Impacts

A cultural heritage evaluation report (CHER) for the three (3) properties identified as sites of high visual disruption should be considered. If the CHER determines the property is of local or regional heritage significance, the completion of a heritage impact statement (HIA) with mitigation measures should be completed. The properties are:

- CHL, No. 75 Concession 4 East, Brockton, County of Bruce;
- CHL, No. 9054 Sideroad 17, Town of Erin, Wellington County; and,
- CHL, 441038 Concession Road 12-13 Luther, East Luther Grand Valley, Dufferin County.

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**APPENDIX A:
SURVEY RESULTS FOR
REFERENCE CORRIDOR**

**JUNE, JULY &
NOVEMBER 2007**

**BRUCE COUNTY:
Municipality of Kincardine
Municipality of Brockton**

**GREY COUNTY:
Town of Hanover
Municipality of West Grey
Township of Southgate**



**WELLINGTON COUNTY:
Township of Wellington North
Town of Erin**

**DUFFERIN COUNTY:
Township of East Luther Grand Valley
Township of East Garafraxa**


**HALTON REGION:
Town of Halton Hills**

**BRUCE COUNTY:
MUNICIPALITY OF KINCARDINE**


HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF KINCARDINE, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
4	1	BHF	Residence	No. 242 Side Road J/L, east side (Lot 1 Concession 4 Bruce Township) Municipality of Kincardine	FH: 19 th C. 1½ rear addition clapboard (ca. 1900?).	 Front elevation of residence.
5	2	CHL	Transmission Line	Highway 21 (Lot 5/6 Concession 4 Bruce Township) Municipality of Kincardine	3 hydro transmission lines crossing Hwy 21, and a gravel access road.	 Looking east along transmission line East from Hwy 21.
7	3A	CHL	Roadscape	Sideroad 5 (Lots 15/16, Concession 4, Bruce Township) Municipality of Kincardine	Very narrow rural gravel road, not maintained in winter.	No photograph

HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF KINCARDINE, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)



Plate No.	Site #	Category:	Type:	Location	Description	Photograph
8	3B	CHL	Roadscape	Sideroad 20 (Lots 20/21, Concession 4, Bruce Township) Municipality of Kincardine	2 lane paved road with no centerline.	No photograph
8	3C	CHL	Roadscape	Sideroad 22D (Lots 25/26, Concession 4, Bruce Township) Municipality of Kincardine	Very narrow rural gravel road, not maintained in winter.	No photograph
10	3D	CHL	Roadscape	County Road 30 (Lot 30/31 Concessions 3 /4, Bruce Township) Municipality of Kincardine	Very narrow rural gravel road, no shoulders, grassy ditches, well developed tree canopy.	 <p>Transmission line crossing on Concession Road 30.</p>

HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF KINCARDINE, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)



Plate No.	Site #	Category:	Type:	Location	Description	Photograph
11	4	CHL	Hydro Transmission Line	County Road 1 (Lot 35, Concession 3 Bruce Township, Lot 19 Con 15 Greenock Township) Municipality of Kincardine	Access Road to hydro transmission line.	 <p>At County Road 1 showing road.</p>

**BRUCE COUNTY:
MUNICIPALITY OF BROCKTON**




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
14	5		Roadscape	Sideroad 5 (Lot 5/6 Concession 15 Greenock Twp.) Municipality of Brockton	2 lane rural gravel road, no shoulders, grassy ditches. White power lines, 6 lines already appear white.	 Hydro transmission line crossing.
14	6	BHR	Former Schoolhouse, now Community Centre	1682 Sideroad 5, east side (Lot 5 Concession 15 Greenock Twp.) Municipality of Brockton	S. S. # 7 Greenock School-house with date stone 1913; Community Centre in 1957.	 Former schoolhouse.




**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF MUNICIPALITY OF
 BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
14	7	CHL	Farm Complex	123 Concession 16 (Lot 3, Concession 16 Greenock Twp.) Municipality of Brockton	FH: 19 th C. with dichromatic brick detailing, centre gable roof. Set back from road. Barns	 Farm complex from Concession 16 with transmission line in background.
15	8	CHL	Farm Complex	161 Baseline (Lot 1, Concession 16 Greenock Twp.) Municipality of Brockton	FH: 20 th C., set on a hill Barns Michael J. Debliek	 Farm complex from Baseline. 9567




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF MUNICIPALITY OF BROCKTON): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
15	9	CHL	Farm Complex	132 Baseline (Lot 37, Concession A Greenock Twp.) Municipality of Brockton	Farm complex set back and screened from road by vegetation. FH: Appears to be buff brick building with eave brackets, round headed window centre, hip roof, segmental window opening on south elevation Italianate style [?]. Barn: gable roof; located behind house and outbuildings.	 <p>View from Baseline to farm complex.</p>  <p>View to northeast to farm.</p>  <p>View west from Greenock/Brant Road.</p>




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
15	10	BHR	Residence	No. 113 Baseline (Lot 1, Concession 15 Greenock Twp.) Municipality of Brockton	19 th C., 1½ storey, frame residence with front gable roof. Site treed on north side.	 View northwest to 113 Baseline.
15	11	CHL	Roadscape	Baseline Road South. Located between Con 1 & Con A (Lot 1, Con .16/15 and Lot 36/37 Con A Greenock Twp.) Municipality of Brockton	2 lane, rural gravel road with grassy ditches, no shoulders.	 View north on Baseline.
15	12	CHL	Roadscape	Greenock/Brant Road (Lots 36/37, Concession A Greenock Twp.) Municipality of Brockton	2 lane, rural gravel road, grassy ditches, little to no shoulders. Road winds down into creek valley to transmission line crossing.	 View along road.


HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category :	Type:	Location	Description	Photograph
15	13	CHL	Farm Complex	1588 Greenock/Brant Road (Lot 37, Concession A Brant Twp.) Municipality of Brockton	FH: 19 th C., 1½ storey, brick with centre gable roof, decorative vergeboard, front addition. Barn(s): to rear (bank) Occupant Robert Mills	 Front elevation of farmhouse.
15	14	CHL	Farm Complex	1532 Greenock/Brant Road (Lot 36 Con .A Brant Twp.) Municipality of Brockton	FH: 19 th C. with dichromatic brick detailing. Barn	 View northwest to towers north of farm.
16	15	CHL	Former rail line r.o.w.	Concession 12 and Regional Road 3 (Lots 24, Concession B, Brant Twp.) Municipality of Brockton	Bruce Grey Trail on former rail line	 View north on trail from Concession 12.




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
16	16	CHL	Farm Complex	2476 Regional Road 3, west side (Lot 1, Concession 13 Brant Twp.) Municipality of Brockton	FH: 19 th C. brick building with dichromatic brick detailing, gable roof. Barn: Two to rear, metal & frame	 View southeast to farm complex.
16	17	CHL	Farm Complex	2497 Regional Road 3, west side (Lot 25, Concession B. Brant Twp.) Municipality of Brockton	FH: c1900 buff brick building with front gable roof. Barn: gable roof; outbuildings	 View southwest to farm complex.
16	18	BHR	Residence	2443 Regional Road 3 (Lot 24, Concession B. Brant Twp.) Municipality of Brockton	19 th C., 1½ storeys buff brick building, side gable roof, 3 bay front elevation.	 Front elevation of residence.




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
17	19	CHL	Roadscape	Concession 12 (Lot 1, Conc. 12/13, Brant Twp.) Municipality of Brockton	Rural road.	No photograph
18	20	CHL	Roadscape	Sideroad 5 (Lot 5/6, Conc. 11/12, Brant Twp.) Municipality of Brockton	2 lane rural gravel road, grassy ditches, little to no shoulders.	No photograph
19	21	CHL	Roadscape	Concession 10 (Lots 8/9, Concession 10/11 Brant Twp.) Municipality of Brockton	2 lane rural gravel road, grassy ditches.	 <p>View east along Concession 10.</p>



HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
19	22	BHR	Barn	927 Concession 10, south side (Lot 11, Concession 10 Brant Twp.) Municipality of Brockton	Barn: Gable bank barn, 19 th C. .	 View southeast to farm complex.
19	23	CHL	Farm Complex	879 Concession 10, south side (Lot 12, Concession 10 Brant Twp.) Municipality of Brockton	FH: 19 th C. brick building with front gable roof, pinkish and buff coloured brick detailing. Barn: outbuildings.	 View southwest to farm complex.
20	24	CHL	FC	730 Concession 8, north side (Lot 17, Concession 9, Brant Twp.) Municipality of Brockton	FH: c1890s/1900, 2 storey brick building. Barns and outbuildings.	 View to northwest to farm complex.




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
21	25	CHL	Roadscape	Concession Rd. 8 (Lot 19, Conc. 8/9, Brant Twp.) Municipality of Brockton	2 lane rural gravel road, grassy ditches, little to no shoulders.	 View to east on Concession 8.
21	26	CHL	Farm Complex	614 Concession 8 N.S. (Lot 20, Concession 9 Brant Twp.) Municipality of Brockton	FH: 19 th C. buff brick residence. Barn Complex	 East on Concession 8 to farm complex.
21	27	CHL	Farm Complex	613 Concession 8, south side (Lot 20, Concession 8 Brant Twp.) Municipality of Brockton	FH: Modern Barn: older	 Barn at 613 Concession Road 8.



HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
21	28	CHF	Farm Complex	804 & 806 Sideroad 20 (Lot 21, Concession 8 Brant Twp.) Municipality of Brockton	FH: 19 th C. buff brick building, centre gable roof, entrance has transom and sidelights. Barn(s)	 View to farm complex from Concession 8.
23	29	CHL	Roadscape	Sideroad 25 N (Lots 25/26, Concession 7, Brant Twp.) Municipality of Brockton	2 lane rural gravel road, no ditches.	No photograph
23	30	CHL	Agricultural land	25 Sideroad N, east side (Lots 26 and 17, Con .7 Brant Twp.) Municipality of Brockton	Farm complex in background, agricultural fields.	 9594 to SE from 25 Sideroad N.



HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
23	31	CHL	Roadscape	Concession 6 E (Lot 27, Concession 6/7 Brant Twp.) Municipality of Brockton	2 lane rural gravel road with narrow shoulders, grassy ditches.	 View southeast on Concession 6E.
23	32	BHR	Residence	168-170 Concession 6 E (Lot 28, Concession 7 Brant Twp.) Municipality of Brockton	c1890s/1900 brick residence with front gable roof, green roof addition on west side.	 View of residence, tower in background.
23	33	CHL	Farm Complex	328 Sideroad 30 N. (Lot 31, Concession 6 Brant Twp.) Municipality of Brockton	FH: 19 th C. brick with centre gable roof, porch. Barn: 19 th C.	 View from Sideroad 20 to farm complex.

HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)



Plate No.	Site #	Category:	Type:	Location	Description	Photograph
23	34	CHL	Roadscape	Sideroad 20 N (Lot 30/31, Concession 6 Brant Twp.) Municipality of Brockton	2 lane, paved rural road with no centre line, narrow gravel shoulders, grassy ditches.	No photograph
23	35	CHL	Farm Complex	286 Sideroad 30 N. (Lot 30, Concession 5 Brant Twp.) Municipality of Brockton	FH: Frame construction. Barn & Silo Myron Rubi & Philip Messerschmidt	 View to farm complex.
23	36	CHL	Cemetery & Church	266 Sideroad 30 N. (Lot 31, Concession 5, Brant Twp.) Municipality of Brockton	St. Peters Lutheran Cemetery (AD 1877-1900).	 Cemetery/Church & tower

HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF BROCKTON, BRUCE COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
24	37	CHL	Farm Complex	75 Concession Road 4 E, south side (Lot 33, Concession 4 Brant Twp.) Municipality of Brockton	FH: 19 th C. frame, located in trees. Barn: gable roof; outbuildings	 View to farm complex with tower behind.
24	38	CHL	Roadscape	Concession Road 4 E (Lot 32/33, Concession 4/5, Brant Twp.) Municipality of Brockton	2 lane, paved rural road with no centre line, narrow gravel shoulders, grassy ditches. Hanover Trail crosses road at transmission line.	No photograph
25	39	CHL	Farm Complex	013640 Bruce Co. 10, west side (Lot 34, Concession 4 Brant Twp.) Municipality of Brockton	FH: 19 th C., 1 storey brick building, side gable roof, rear addition. Barn: Large complex, gable barn.	 View to farm complex with tower line background.



**GREY COUNTY:
TOWN OF HANOVER**

**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWN OF HANOVER, GREY COUNTY):
 IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR)**




Plate No.	Site #	Category:	Type:	Location	Description	Photograph
26	40	CHL	FC	No. 341076 County Road 28 (Lot 4, Concession 2 NDR Bentinck Twp) Town of Hanover	FH: 20 th C., date unknown. Barn: red gable roof; silo; outbuildings, with green metal gable roofs	 View to farm complex
26	41	CHL	FC	No. 33466 Sideroad 5 (Lot 10, Concession 2 NDR Bentinck Twp) Town of Hanover	FH: c1910, 2 storeys, vernacular Four Square style. Barn: gable roof, stone foundation Located on hill north of Saugeen River	 View to farm complex.

**GREY COUNTY:
MUNICIPALITY OF WEST GREY**



**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF WEST GREY, GREY COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
25	42	CHL	Farm Complex	013591 Regional Road Bruce 10, east side (Lot 1, Concession 3 NDR) Bentinck Twp.) Municipality of West Grey	FH: c1890s, buff brick Barn: Red, Silo no roof,	 View to farm complex.
26	43	CHL	FC	No. 33489 Sideroad 5 (Lot 10, Concession 2 NDR) Bentinck Twp.) Municipality of West Grey	FH: 20 th C. modern building. Barn: bank barn, gambrel roof, faces road	 View to barn with tower.
29	44	CHL	Roadscape	Allan Park Road (Lots 40/41, Concession 1 SDR, Bentinck Twp.) Municipality of West Grey	2 lane, paved, rural road, no centre lane with gravel shoulders. [Note: Walking trail crosses road just south and then under transmission corridor to east of road].	No photograph



**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF WEST GREY, GREY COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
30	45	CHL	Roadscape	Concession 2 SDR (Lot 45, Concessions 2 SDR /3 SDR, Bentinck Twp.) Municipality of West Grey	2 lane, rural gravel well treed, hilly, little to no shoulders, grassy ditches	 <p>View west to transmission line on hill.</p>
31	46	CHL	Roadscape	Mulock Road (Lots 50/51 Concession 3 SDR, Bentinck Twp.) Municipality of West Grey	2 lane, rural gravel road, no shoulders, grassy ditches	 <p>View south at Concession 2 SDR</p>
31	47	CHL	Farm Complex	302218 Concession 2 SDR (Lot 51, Concession 3 SDR Bentinck Twp.) Municipality of West Grey	FH: 19 th C., hidden by trees. Barn	 <p>View south from Concession 2 SDR.</p>

**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF WEST GREY, GREY COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**




Plate No.	Site #	Category:	Type:	Location	Description	Photograph
32	48	CHL	Roadscape	Baseline (Lot 31, Concession 18, and Lot 2, Concession 2, Normanby Twp.) Municipality of West Grey	2 lane, paved rural road with no centerline.	No photograph
33	49	CHL	Roadscape	Concession Road 2 WGR (Lots 6/7, Concession 2/3, Normanby Twp.) Municipality of West Grey	2 lane, rural gravel road, little to no shoulders, grassy ditches.	 South to Varney Road.
33	50	CHL	Farm Complex	232951 Concession 2 WGR (Lot 8, Concession 2 Normanby Twp.) Municipality of West Grey	FH: 1½ storey, stone, front gable roof, vergeboard, metal roof, balcony front. Barn: New barn and older gambrel roof barn.	 View east from Concession 2 WGR.

**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (MUNICIPALITY OF WEST GREY, GREY COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**




Plate No.	Site #	Category:	Type:	Location	Description	Photograph
35	51	CHL	Farm Complex	312786 Highway 6 (Lot 6, Concession 1 Normanby Twp.) Municipality of West Grey	FH: 19 th C. with front gable roof, much altered. Barn: gable roof; log outbuildings to south of farmhouse. Blanhaven Holsteins	 View to farm complex.
35	52	CHL	Farm Complex	242849 Maplewood Road, west of Highway 6 (Lot 6, Concession 1 Normanby Twp.) Municipality of West Grey	FH: 19 th C., stucco clad. Barn: gable roof.	 View from Maplewood Road,

**BRUCE COUNTY:
TOWNSHIP OF SOUTHGATE**




**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF SOUTHGATE, BRUCE COUNTY):
 IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
35	53	CHL	Farm Complex	312725 Highway 6, east side (Lot 7, Concession 1 Egremont Twp.) Township of Southgate	FH: 19 th C. , brick with later concrete block foundation. Barn	 Hwy 6, east side, view to northeast. transmission line in rear
36	54	BHR	Residence	223267 Southgate Road 22 (Lot 21, Con, 2 Egremont Twp.) Township of Southgate	Older house, much altered. Auto Wreckers	 Northeast to residence.
36	55	CHL	Farm Complex	392602 Concession 2 (Lot 21, Concession 2 Egremont Twp.) Township of Southgate	FH: c1880s, hidden in trees. Barn: older, gable roof	 Southwest to farmhouse from road.




**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF SOUTHGATE, BRUCE COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
36	56	CHL	Roadscape	Concession 2 (Lots 21, Concessions 2/3, Egremont Twp.)	2 lane, rural gravel road with wide shoulders	No Photograph
36	57	CHL	Farm Complex	392601 Concession 2 (Lot 20, Concession 3 Egremont Twp.) Township of Southgate	FH: 1 ½ storey, frame, front gable roof, clapboard siding. Tree line screens FH on north. Barn: bank, gable roof.	 <p>View to farmhouse.</p>
36	58	BHR	Roadscape	Southgate Road 22, east of Concession 2 (Lot 21/22, Concession 3, Egremont Twp.) Township of Southgate	Rural gravel road with dry stone fencing. Fence associated with farm complex on north side of SD 22, which is not affected. [Barbara McLean, Thomas Wilson. 34 year owners	 <p>Dry stone fence along SG Rd 22.</p>  <p>East view on RD22.</p>



**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF SOUTHGATE, BRUCE COUNTY):
 IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
37	59	CHL	Roadscape	Baseline Southgate Sideroad 41 (Lot 25, Concession 3, Lot A, Concession 16, Egremont Twp.) Township of Southgate	2 lane rural gravel road with little to no shoulders	No. photograph
38	60	CHL	Farm Complex	183475 Grey County Road 9 (Lot 1, Concession 16, Egremont Twp.) Township of Southgate	FH: 19 th C. brick with front gable roof. Barn: located west of FH.	 <p>View north to farm complex.</p>
38	61	CHL	Farm Complex	183563 Regional Road 9, north side (Lot 3, Concession 16 Egremont Twp.) Township of Southgate	FH: log house, front gable roof. Barn: gambrel roof. Former Schenk Farm	 <p>Barn above and log farmhouse below.</p> 




**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF SOUTHGATE, BRUCE COUNTY):
 IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
38	62	CHL	Farm Complex	183564 Regional Road 9, south side (Lot 3, Concession 15 Egremont Twp.) Township of Southgate	FH: not clearly visible appears to be an older structure. Barn Ramhill Farm	 View south from road to farm complex.
38	63	CHL	Agricultural land; view along Regional Road 9	Regional Road. 9 (Lots 3/4, Concession 16 Egremont Twp.) Township of Southgate	Double Hydro Transmission Line crossing R.R. 9 to E. of No. 183563.	 Crestline of line just E. of 183563 on R.R. 9
39	64	CHL	Roadscape	Sideroad 5/Southgate Sideroad 47 (Lots 5/6, Concession 15, Egremont Twp.) Township of Southgate	Narrow gravel rural road with full tree canopy.	 View south at hydro transmission line crossing.




**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF SOUTHGATE, BRUCE COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
40	65	CHL	Roadscape	Concession 14 Egremont & Yeovil (Lot 10/11, Concession 13/14 Egremont Twp.) Township of Southgate	Two lane, rural gravel road, little to no gravel shoulders, grassy ditches.	 View east along Concession 14 to transmission line crossing.
40	66	CHL	Hamlet	Yeovil Lots 10/11, Concession 13/14 Egremont Twp.) Township of Southgate	Dispersed 19 th century crossroads hamlet centred on Concession 14 at Sideroad 10, marked on historical maps.	No photograph
40	67	CHL	Farm Complex (two addresses)	492253 Sideroad 10 & No. 144021 Concession 14 (Yeovil) (Lot 11, Concession 14 Egremont Twp.) Township of Southgate	FH: c1890s/1900, front gable roof. Barn: gable roof; outbuildings.	 View southeast from Sideroad 10.



**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF SOUTHGATE, BRUCE COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
40	68	CHL	Roadscape	Sideroad 10 at Southgate 49, east of Yeovil (Lots 10/11, Concession 14 Egremont Twp.) Township of Southgate	Two lane paved, no line, gravel shoulders, grass ditches.	 View to south towards Yeovil.
40	69	CHL	Farm Complex	144030 Concession 14 (Lot 11, Concession 13 Egremont Twp.) Township of Southgate	FH: early 1900s, brick, 2½ storeys, asymmetrical plan. Barn: gambrel and gable roof	 View southwest to farm complex.
41	70	CHL	Roadscape	Sideroad 15 or Southgate 55 (Lots 15/16, Concession 12/13 Egremont Twp.) Township of Southgate	Narrow gravel rural road with sign “not maintained winter”. No shoulders or ditches.	 View south on Southgate 55.


**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF SOUTHGATE, BRUCE COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
41 (not shown)	71	CHL	Farm Complex	552046 Sideroad 15 at Southgate 55 (Lot 16, Concession 12 Egremont Twp.) Township of Southgate	FH: c1890s, buff brick farmhouse Barns	 View north to farm complex.
42	72	CHL	Roadscape	Concession 12 (Lot 20, Concession 11/12 Egremont Twp.) Township of Southgate	2 lane rural gravel road, little to no shoulders, grassy ditches (* Note former Church at Sideroad 20 & Concession 12 just outside and northeast of corridor)	 View east at crossing of line.
42	73	CHL	Farm Complex	124389 Concession 12 (Lot 20, Concession 12 Egremont Twp.) Township of Southgate	FH: not visible Barn: silo and stone outbuildings.	 Northeast to farm complex.



**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF SOUTHGATE, BRUCE COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
42	74	CHL	Roadscape	Sideroad 20 (Lots 20/21, Concession 11 Egremont Twp.) Township of Southgate	2 lane rural gravel road with no shoulders, grassy ditches.	 View south below Concession 12.
44	75	CHL	Roadscape	Concession 10 (Lot 28, Concessions 9/10, Egremont Twp.) Township of Southgate	Rural gravel road	No photograph
44	76	CHL	Roadscape	Proton Egremont Townline (Lot 28, Concessions 9/10, Egremont Twp. and Lot 2, Concession 6, Proton Twp.) Township of Southgate	2 lane paved rural road, no centre line.	No photograph
45	77	CHL	Farm Complex	085189 Regional Road 14 (Lot 7, Concession 5 Proton Twp.) Township of Southgate	c1900, 2 storey, vernacular 4 Square brick farmhouse with hip roof, style. Barn: white gable barn to northwest.	 View to northeast to farm complex.

**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF SOUTHGATE, BRUCE COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**



Plate No.	Site #	Category:	Type:	Location	Description	Photograph
45	78	CHL	Roadscape	Sideroad 14 Grey (Concession 7) (Lots 7/8, Concession 5 Proton Twp.) Township of Southgate	2 lane, rural gravel road, no shoulders, grass ditches, tree lines.	 View north on Regional Road 14.
47	79	CHL	Roadscape	Sideroad 11 (Lot 12/13 Concession 3 Proton Twp.) Township of Southgate	Narrow, rural gravel road, no shoulders, grass ditches, tree lines.	No photograph
47	80	CHL	Roadscape	Concession 2 or Southgate 4 (Lot 15 Concession 2/3 Proton Twp.) Township of Southgate	Rural gravel road, no shoulders, grass ditches, tree lines.	No photograph
47	81	CHL	Farm Complex	045745 Southgate No. 4 (Concession 2), north side (Lot 14, Concession 3 Proton Twp.) Township of Southgate	FH: not visible Barn Bob Anderson	No photograph

**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF SOUTHGATE, BRUCE COUNTY):
 IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
47	83	CHL	Roadscape	Sideroad 12 (11?) (Lots 12/13 Concession 3, Proton Twp.) Township of Southgate	Rural gravel road	No Photograph
48	83A	CHL	Roadscape	Sideroad 17 or Southgate 13 (Lots 17/18, Concession 2, Proton Twp.) Township of Southgate	Rural gravel road	No Photograph
48	84	BHR	Residence	131156 Township of Southgate #13 (Sideroad 17) (Lot 17, Concession 2 Proton Twp.) Township of Southgate	c1900-1910 residence with hip roof, much altered, reclad exterior.	 View to southwest of farm complex.
48	84A	CHL	Farm Complex	8488 Hwy. 89, north side (Lot 20, Concession 1 Proton Twp.) Township of Southgate	FH: Altered, late 19 th C., new siding. Barn: 19 th C., gambrel barn, stone foundation Ramhill Farm	 View to farm complex.




**WELLINGTON COUNTY:
TOWNSHIP OF WELLINGTON NORTH**

**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF WELLINGTON NORTH,
WELLINGTON COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL & BHR)**




Plate No.	Site #	Category:	Type:	Location	Description	Photograph
49	85	CHL	Farm Complex	8591 Hwy. 89, south side (Lot 14, Con. 14 Luther Twp.) Township of Wellington North	FH: 20 th C. modern. Barns older to rear Pearl Creek Farm	 View towards farm complex from road.
49	86	CHL	Farm Complex	8611 Hwy 89, south side (Lot 14, Con. 14 Luther Twp.) Township of Wellington North	FH: 2 residences, an older farmhouse and a 20 th C. modern to west. Barn and silo Mulhall	 View towards farm complex from road.

**DUFFERIN COUNTY
TOWNSHIP OF EAST LUTHER
GRAND VALLEY**




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST LUTHER GRAND VALLEY, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
51	87	CHL	Roadscape	E-W Luther Townline at Concession 12 & 13 (Lots 18/19, Concession 12/13, Luther Twp.) Township of East Luther Grand Valley	2 lane, gravel rural road with narrow to no shoulders, deep grassy ditches (shows transmission line crossing).	
51	88	CHL	Farm Complex	441023 Concession 12-13, north side (Lot 19, Concession 13 Luther Twp.) Township of East Luther Grand Valley	FH: 19 th /20 th century brick building. Barn: large red gable barn; outbuildings	 View towards farm complex from road.
51	89	BHR	Barn	441032 Concession 12 & 13, south side (Lot 19, Concession 12 Luther Twp.) Township of East Luther Grand Valley	Barn: bank with gable roof oriented E-W; silo located immediately west Liedtke Haven	 View to barn from EW Luther Townline.




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST LUTHER GRAND VALLEY, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
51	90	CHL	Farm Complex	441038 Concession 12-13, south side (Lot 19, Concession 12 Luther Twp.) Township of East Luther Grand Valley	FH: 19 th C., brick building. Barn: bank barn. Barn at No. 441032 probably associated with FC	 View to farm complex from road.
51	91	CHL	Roadscape	Concession 12-13 (Lot 19/20, Concession 12/13 East Luther Twp.) Township of East Luther Grand Valley	2 lane, rural gravel road with no shoulders.	 View along road.
52	92	CHL	Farm Complex	035302 Sideroad 21-22 (Lot 21, Concession 12 Luther Twp.) Township of East Luther Grand Valley	FH: 20 th C., modern building. Barn: older, large red barn gable with extension.	 View to northwest from Sideroad 21-22.




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST LUTHER GRAND VALLEY, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
52	93	CHL	Roadscape	Sideroad 21-22 (Lots 21/22, Concession 12, Luther Twp.) Township of East Luther Grand Valley	2 lane, rural gravel road, no shoulders, grassy ditches, some tree lines.	 View north from Grand River crossing.
53	94	CHL	Roadscape	Sideroad 24 & 25 (Lots 24/25, Concession 10/11 Luther Twp.) Township of East Luther Grand Valley	2 lane paved rural road	
53	95	CHL	Farm Complex	402078 County Road 15/Concession Road 10 & 11 (Lot 26, Concession 10 Luther Twp.) Township of East Luther Grand Valley	FH: 19 th C., 2 storey stone building, hip roof. Barn: large barn complex, silo, outbuildings Some visual with tower/line behind FC, silhouetting Simonhof Farm	 View west on Concession Road 15.




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST LUTHER GRAND VALLEY, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
54	96	CHL	Farm Complex	115026 Sideroad 27 & 28 (Lot 27, Concession 10 Luther Twp.) Township of East Luther Grand Valley	FH: modern building. Barn: older structure.	 View north on Sideroad 27 & 28.
54	97	CHL	Farm Complex	362107 Concession 8-9 (Lot 26, Concession 9 Luther Twp.) Township of East Luther Grand Valley	FH: 19 th C., buff brick, centre gable roof. Barn: Gambrel and cross gable roof	 View north from Concession 8-9.
54	98	CHL	Roadscape	Concession 8-9 (Lots 26/27, Concession 8/9, Luther Twp.) Township of East Luther Grand Valley	2 lane, rural gravel road, no shoulders, grassy ditches	 View westward of road.




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST LUTHER GRAND VALLEY, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
54	99	CHL	Farm Complex	362129 Concession 8 & 9 (Lot 27, Concession 9 East Luther Twp.) Township of East Luther Grand Valley	FH: 19 th C., side gable roof. Barn: gable roof; several outbuildings, windmill.	 View northwest from Concession 8-9.
55	100	BHR	Residence	114520 Sideroad 27-28 (Lot 27, Concession 8 East Luther Twp.) Township of East Luther Grand Valley	FH: 19 th C., red brick with cross gable roof, Gothic window opening, painted quoin. Outbuilding to S.W S. Vanderploeg	 Farmhouse with tower to rear.
55	101	BHR	Residence	114408 Sideroad 27-28, west side (Lot 27, Concession 8 Luther Twp.) Township of East Luther Grand Valley	Former Tarbet Presbyterian Church (1901 date stone).	 View to north on Sideroad 27-28.



HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST LUTHER GRAND VALLEY, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
56	102	CHF	Farm Complex	322139 Concession 6 & 7 (Lot 27, Concession 7 East Luther Twp.) Township of East Luther Grand Valley	FH: c1880s, 2 storey building, Italianate style with dichromatic brick details, hip roof. Barn Rail fence at front of property. Owner: Dean	 View of farmhouse.
56	103	CHL	Roadscape	Concession 6 & 7 (Lots 26/27, Concession 6/7, Luther Twp.) Township of East Luther Grand Valley	2 lane, rural paved road, no centre line, little to no gravel, grassy ditches.	 View west on Concession 6 & 7 from Sideroad 27-28.
56	104	CHL	Farm Complex	114242 Sideroad 27 & 28 (Lot 27, Concession 6 Luther Twp.) Township of East Luther Grand Valley	FH: 19 th C., frame with front gable roof. Barn: to rear of FH.	 View to northwest on Sideroad 27-28.

HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST LUTHER GRAND VALLEY, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)




Plate No.	Site #	Category:	Type:	Location	Description	Photograph
57	105	CHL	Roadscape	Concession 4 & 5 (Lot 27, Concession 4/5 Luther Twp.) Township of East Luther Grand Valley	2 lane, rural gravel road, with shoulders, deep grassy ditches. Hydro poles/Single hydro transmission line.	 View west from Sideroad 27-28.
57	106	CHL	Farm Complex	113482 Sideroad 27-28, west side (Lot 27, Concession 4 Luther Twp.) Township of East Luther Grand Valley	FH: 19 th C., 1½ storey, stucco clad, front centre gable roof. Barn: modern 20 th C. gambrel barn	 View northwest from Sideroad 27-28.
58	107	CHL	Farm Complex	113318 Sideroad 27-28 (Lot 27, Concession 3 Luther Twp.) Township of East Luther Grand Valley	FH: 19 th C. 1½ storey, brick, front gable roof. Barn complex and outbuildings	 View northwest from Sideroad 27-28/Concession 2-3.

HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST LUTHER GRAND VALLEY, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)



Plate No.	Site #	Category:	Type:	Location	Description	Photograph
58	108	CHL	Roadscape	Concession Road 2-3 (Lots 27/28, Concession 2/3, Luther Twp.) Township of East Luther Grand Valley	2 lane paved road, solid line, grassy ditches	 <p>View west from Sideroad 27-28</p>
59	109	CHL	Former railway line	Sideroad 27-28 (Lot 26, Concession 1/2 Luther Twp.) Township of East Luther Grand Valley	Upper Grand Trailway along former railway line.	 <p>View west from Sideroad 27-28.</p>

**DUFFERIN COUNTY
TOWNSHIP OF EAST GARAFRAXA**



HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST GARAFRAXA, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
60	110	CHL	Farm Complex	182031 20 th Sideroad (W½ Lot 21, Concession 11, Garafraxa Twp.) Township of East Garafraxa	FH: 19 th century brick, centre gable roof. Barn to rear	 View northeast to farmhouse from 20 th SD RD.
60	111	CHL	Roadscape	20 th Sideroad (Lots 20/21, Concession 11, Garafraxa Twp.) Township of East Garafraxa	2 lane, gravel and paved surface, no centre line, shoulders, grass ditches	 View west to transmission line crossing with 182031 and 182056 in background.
61	112	CHL	Farm Complex	112454 11 th Concession, west side (E½ Lot 18, Concession 11 Garafraxa Twp.) Township of East Garafraxa	FH: c1870s 1½ storeys, brick, front gable roof, painted quoins and band, Barn: complex to north of FH and drive. Gara Farm. Ray & Elaine Ecclestone	 View west to farmhouse.




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST GARAFRAXA, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
61	113	CHL	Farm Complex	112382 11 th Concession, wet side (E½ Lot 17, Concession 11 Garafraxa Twp.) Township of East Garafraxa	FH: 2 storey stone building, cross gable roof, decorative vergeboard. Barn complex	 View west to farmhouse.
62	114	CHL	Farm Complex	142101 Belwood Road, north side (Lot 16, Concession 11, Garafraxa Twp.) Township of East Garafraxa	FH: 1 ½ storey, frame building, centre gable roof, transom over main entrance door, modern siding. Barn: small barn (or garage outbuildings) to rear of FH; silo ruin.	 View north to farmhouse.
62	115	CHL	Farm Complex	142029 Belwood Road, north side (Lot 16, Concession 11, Garafraxa Twp.) Township of East Garafraxa	FH Barns	No photograph


HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST GARAFRAXA, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
62	116	CHL	Waterscape	11 th Line & Grand River, south of Belwood Road (County Road 5) (Lot 15, Concession 11 Garafraxa Twp.) Township of East Garafraxa	Grand River crossing on 11 th Line, south of Belwood Road. Grand River is a federally recognized Canadian Heritage River.	 View west along Grand River.
62	117	CHL	Waterscape	11 Line (Lot 12, Concession 11 Garafraxa Twp.) Township of East Garafraxa	Crossing of Grand River tributary, cresting of towers.	 View northwest from 11 th Concession.
63	118	CHL	Roadscape	10 th Sideroad (Lots 10/11, Con . 11 Garafraxa Twp.) Township of East Garafraxa	2 lane, rural gravel rural road, no shoulders, well treed.	No photo

HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST GARAFRAXA, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)


Plate No.	Site #	Category:	Type:	Location	Description	Photograph
64	119	CHL	Farm Complex	111440 11 th Line (Lot 8, Concession 11 Garafraxa Twp.) Township of East Garafraxa	FH: 1½ storey, frame, centre gable roof, decorative vergeboard, metal roof, modern siding. Barn: modern barn to north of FH and barn ruin Well treed site	 View west along lane to farm complex.
64	120	CHL	Farm Complex	111384 on property, 11 th Line, west side (Lot 7, Concession 11 Garafraxa Twp.) Township of East Garafraxa	FH: 1½ frame, centre gable roof, gothic window, modern siding. Barn: gable barn to west, stone foundation, red roof. “Display Farm”	 View to farm complex.
64	121	CHL	Farm Complex	11324 11 th Line, west side (Lot 6, Concession 11 Garafraxa Twp.) Township of East Garafraxa	FH: 19 th C. 1 ½ storey brick building with centre gable roof. Barn Complex Well treed view to south	 View northwest to farmhouse.

HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWNSHIP OF EAST GARAFRAXA, DUFFERIN COUNTY): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)



Plate No.	Site #	Category:	Type:	Location	Description	Photograph
65	122	CHL	Farm Complex	111150 11 th Line (Lot 3, Concession 11 Garafraxa Twp.) Township of East Garafraxa	FH: c1900-1910. Barn: Modern	No photograph
66	123	CHL	Farm Complex	111096 11 th Line (Lot 2, Concession 11 Garafraxa Twp.) Township of East Garafraxa	FH: 1 ½ storey, stone building, side gable roof, rear addition. Barn: older barn, stone foundation Set on hillock	 <p>View northwest to farm complex from 10th Line.</p>

**WELLINGTON COUNTY:
TOWN OF ERIN**



**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWN OF ERIN, WELLINGTON COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
66	124	CHL	Railscape	Mid concession (Lot 31, Concession 4 Erin Twp.) Town of Erin	Former railway line Credit Valley Railway (1879), then Ontario Quebec Railway and CPR, now Elora Cataract Trail	No photograph
67	125	CHL	Farm Complex	6090 4 th Line. West side (Lot 30, Concession 4 Erin Twp.) Town of Erin	FH: 1 ½ storey, c1860s, stone building. Barn	No photograph
67	126	BHF	Residence	6028 4 th Line (Lot 29, Concession 4 Erin Twp.) Town of Erin	1 ½ storey, centre gable roof, residence.	No photograph
68	127	CHL	Roadscape	27 Sideroad (Lots 27/28, Concession 4 Erin Twp.) Town of Erin	2 lane rural gravel road, no shoulders, grassy ditches.	 View east along road.



**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWN OF ERIN, WELLINGTON COUNTY):
 IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
68	128	CHL	Farm Complex	9067 Sideroad 27, south side (Lot 28, Concession 4 Erin Twp.) Town of Erin	FH: Older frame building, possibly log construction, altered. Barn: barn under renovation, silo.	 View northwest to farm complex.
68	129	CHL	Farm Complex	9054 Sideroad 27, north side (Lot 28, Concession 4 Erin Twp.) Town of Erin	FH: c1900. Barn complex; silo NW much altered with dormer.	 View to northwest to farm complex.
69	130	CHL	Farm Complex	9077 County Road 22, south side (Lot 22, Concession 4 Erin Twp.) Town of Erin	FH Barn Complex	No photograph



**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWN OF ERIN, WELLINGTON COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
70/71	131	CHL	Roadscape	17 th Sideroad (Lots 17/18, Concession 4, Erin Twp.) Town of Erin	2 lane rural gravel road, no shoulder, well treed.	 View west along road from No. 9062 to hill.
72	132A	CHL	Farm Complex	5428 5 th Line (Lots 14 & 15, Concession 5, Erin Twp.) Town of Erin	FH: 1 storey stone building. Barn, silo, outbuildings.	No. photograph
72	132	CHL	Roadscape	4 th Line (Lot 15, Concession 4 Erin Twp.) Town of Erin	2 lane rural gravel road, no shoulder, well treed	 View southeast at crossing of 4 th Line.

**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWN OF ERIN, WELLINGTON COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)**

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
72	133	BHF	Residence	9128 County Road 124 north side (Lot 14, Concession 5 Erin Twp.) Town of Erin	Late 19 th /c1900 residence, much altered. Some outbuildings, set on a hill.	 View northeast to farm complex.
73	134	CHL	Farm Complex	5320 5 th Line, west side (Lot 11, Concession 5 Erin Twp.) Town of Erin	FH: c1890s/1900s, brick building with gable/hip roof. Barn .	 View southwest to farm from 5 th Line.
73	135	CHL	Roadscape	Sideroad 10 (s 10/11, Concession 5, Erin Twp.) Town of Erin	Narrow rural gravel road, little to no shoulders, well treed at transmission line crossing.	No. photograph

**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWN OF ERIN, WELLINGTON COUNTY):
IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)**




Plate No.	Site #	Category:	Type:	Location	Description	Photograph
73	136	CHL	Farm Complex	5228 5 th Line, west side (Lot 10, Concession 5 Erin Twp.) Town of Erin	FH: 1 ½ storey, brick building, 2 bays wide, front gable roof, decorative vergeboard. Barn: older barn to north on hill	 View west to farm complex.
73	137	CHL	Farm Complex	5210 5 th Line (Lot 8, Concession 5 Erin Twp.) Town of Erin	FH: 1 ½ storey stone building, front gable roof. Barn; silo Farm Complex set way back from road, well treed on N. and S. sides	 View west from 5 th Line.
75	138	CHL	Farm Complex	4950 5 th Line (Lot 2, Concession 5 Erin Twp.) Town of Erin	FH: c1900, brick building. Barn: 2 silos Rolling terrain & tree lines. Complex hidden by trees	No photograph
75	139	CHL	Farm Complex	4928 5 th Line (Lot 1, Concession 5 Erin Twp.) Town of Erin	FH: c19 th construction date. Barns	No photograph

**HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (TOWN OF ERIN, WELLINGTON COUNTY):
 IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)**




Plate No.	Site #	Category:	Type:	Location	Description	Photograph
76	140	CHL	Roadscape	Erin Halton Hills Townline (Lot 1, Concession 5 Erin Twp. and Lot 32, Concession 5 Esquesing Twp.) Town of Erin/Town of Halton Hills	2 lane paved, no centre line, no shoulders, well treed at crossing.	No photograph

**HALTON REGION:
TOWN OF HALTON HILLS**




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (WEST SIDE OF STUDY CORRIDOR: TOWN OF HALTON HILLS, HALTON REGION): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
77	159	CHL	Farm Complex	10365 Hwy. 7 north side (Lot 28, Concession 5 Esquesing Twp.) Town of Halton Hills	No FH Barns (2) on west side of line.	 View north to barns.
77	160	CHL	Farm Complex	10214 Hwy 7, south side (Lot 27, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: c1910, 2 storey, brick building, hip roof. Barn: gambrel roof, set close to road; outbuildings. Tree line on west.	 View south to farm complex.
78	161	CHL	Farm Complex	1312? 4 th Line (13121) next house to north (Lot 26, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: c1860, 1½ storey stone building, rectangular transom and sidelights main entrance. Gable barn to SE. Complex set back from road	 View east to farm complex.




HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (WEST SIDE OF STUDY CORRIDOR: TOWN OF HALTON HILLS, HALTON REGION): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
79	162	CHL	Farm Complex	12549 4 th Line east side (W½ Lot 23, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: 19 th C. construction. Barn: Red, gambrel roof; silo. To south of tracks, sits in valley/trees behind	 View east to farm complex.
80	163	CHL	Farm Complex	11889 4 th Line (W½ Lot 20, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: possibly late 19 th century construction, much altered. Barn: gable roof located NW of FH Set way back from road.	 View northeast to farm complex.
80	164	CHL	Farm Complex	11737 4 th Line, east side (W½ Lot 20, Concession 5 Esquesing Twp.) Town of Halton Hills	FH 19 th C., 1 ½ storeys, much altered. Barn: gambrel roof; 2 silos; outbuilding	 View southeast to farm complex.



HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (WEST SIDE OF STUDY CORRIDOR: TOWN OF HALTON HILLS, HALTON REGION): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
81	165	CHL	Farm Complex	10319 Regional Road 15, north side (S pt, W½ Lot 16, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: 19 th C., brick building, gable roof, decorative vergeboard. Barn: jerkinhead detail; silo Stone buildings (older FH?) located to rear of FH. Well screened by trees.	 View northeast to farm complex.
82	166	CHL	Farm Complex	10491 4 th Line (Lot 13, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: c1890, brick building with gable roof. Barn, silo	 View to farm complex.
82	167	CHL	Farm Complex	10293 4 th Line (W½ Lot 12, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: c1900, 2 storey brick building, hidden in trees. Barn: gambrel roof; outbuildings “Locust Grove”	 View southeast to barns.

HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (WEST SIDE OF STUDY CORRIDOR: TOWN OF HALTON HILLS, HALTON REGION): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
82	168	BHF	Residence	10295 10 th Sideroad, north side (S. pt, W ^{1/2} Lot 11, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: c1850, 5 bay, brick residence with hip roof, end chimneys, new windows; historically a Scotch Block House. Oesch Family	 View north to farmhouse.
83	169	CHL	Farm Complex	9667 4 th Line (W ^{1/2} Lot 9, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: older, possibly 19 th C., view obstructed]. Barn	 View to farm complex.
84	170	CHL	Farm Complex	9117 4 th Line (W ^{1/2} Lot 6, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: c1900, large brick house with hip roof. Barn: 2 dormers/gable door; large barn complex. 2 associated worker houses at bottom of lane.	 View east to farm complex.

HYDRO ONE TRANSMISSION CORRIDOR BRUCE TO MILTON (WEST SIDE OF STUDY CORRIDOR: TOWN OF HALTON HILLS, HALTON REGION): IDENTIFIED CULTURAL HERITAGE RESOURCES (CHL AND BHR) (continued)

Plate No.	Site #	Category:	Type:	Location	Description	Photograph
84	171	CHL	Farm Complex	8671 4 th Line (W½ Lot 5, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: 2 storey brick building, centre gable roof [hidden in trees]. Barn: Prominent bank barn set on ridge; silo.	 View northeast to barns.
84	172	CHL	Farm Complex	8501 4 th Line (W½ Lot 4, Concession 5 Esquesing Twp.) Town of Halton Hills	FH: c1850-60, 5 bay, brick building, with side gable roof and end chimneys, 6/6 windows. FH sits on a rise of land with modern barn to SE. R "Green"	 View east to farmhouse.