Cultural Heritage Landscape Study & Inventory
of the Township of Centre Wellington - Volume 3

Appendix K: Inventory of Significant Cultural Heritage Landscapes

Prepared for the Township of Centre Wellington   June 2021

ASI

THE landplan STUDIO INC

FOTENN Planning + Design

Cultural Heritage Landscape Study
Centre Wellington

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Address/Location:
From East-West Garafraxa Townline to Township Road 60

Associated Historical Themes:
Nature, Settlement, Urban Development, Industry, Transportation, Community Development

Spatial Pattern Type:
Linear Corridors, Pathways, Waterways, Streets

U.N.E.S.C.O. / O.H.T. Category:
Evolved - Continuing, Associative

Description of Place

The Grand River flows south through Southwestern Ontario from its source near Dundalk to its mouth at Lake Erie. The Grand River is one of the oldest and largest rivers in Ontario and was designated as a Canadian Heritage River in 1994 because of its cultural history and outstanding recreational opportunities (Canadian Heritage Rivers System 2017). It has been sustaining people, flora and fauna for thousands of years.

The Grand River is the heart of Centre Wellington, travelling the width of the township from East-West Garafraxa Townline in the east to Township Road 60 in the west. A section of the Irvine River between Salem and the Junction with the Grand River at Elora is included in the Grand River Corridor C.H.L. The Irvine River is a tributary of the Grand River and the Irvine Gorge meets the Elora Gorge at Victoria Park in Elora (this juncture of the gorges is known as the Junction or the Cove).

The Grand River is a spectacular feature of Ontario and many of the landmark features of the river are located in Centre Wellington. One such feature is the Elora Gorge, located downstream from and just west of Elora. The Grand River and its glacial predecessors slowly dissolved the soluble limestone bedrock here over thousands of years to form a gorge as deep as 28 metres in places (Dahms 2008:15). The Grand River Corridor C.H.L. also includes the Elora-Fergus Buried Valley, a buried gorge which is twice as deep as the exposed gorge. It crosses the valley between Elora and Fergus and stretches from Belwood Lake to near Inverhaugh (Greenhouse 1991). The construction of the Shand Dam and subsequent creation of Belwood Lake is also a landmark feature.

The multi-faceted relationship between the river and its human inhabitants can be seen in a history that includes the river's use as an Indigenous transportation route, the establishment of industrial sites and villages on its banks, the construction of bridges and dams, the deforestation of the river valley, the river's use for fishing and recreation, and the initiation of and ongoing natural conservation efforts. Settlement in Centre Wellington has been oriented along the Grand River, particularly along its north bank and at spots where the waterpower was strong enough to establish mill sites, as at Fergus, Elora and Salem.
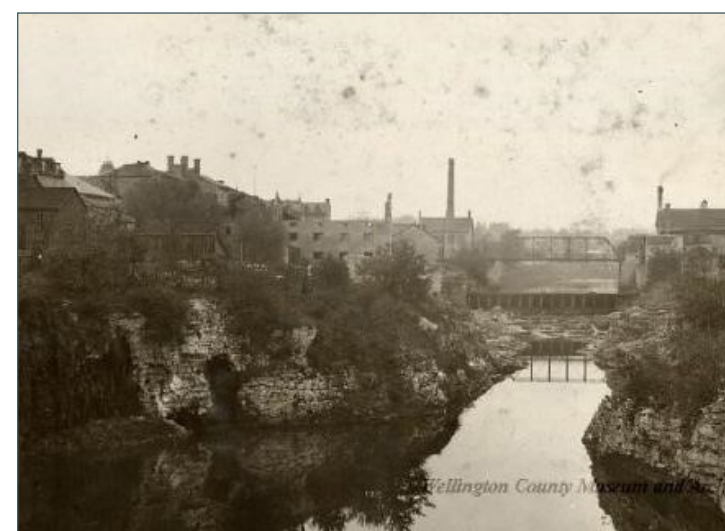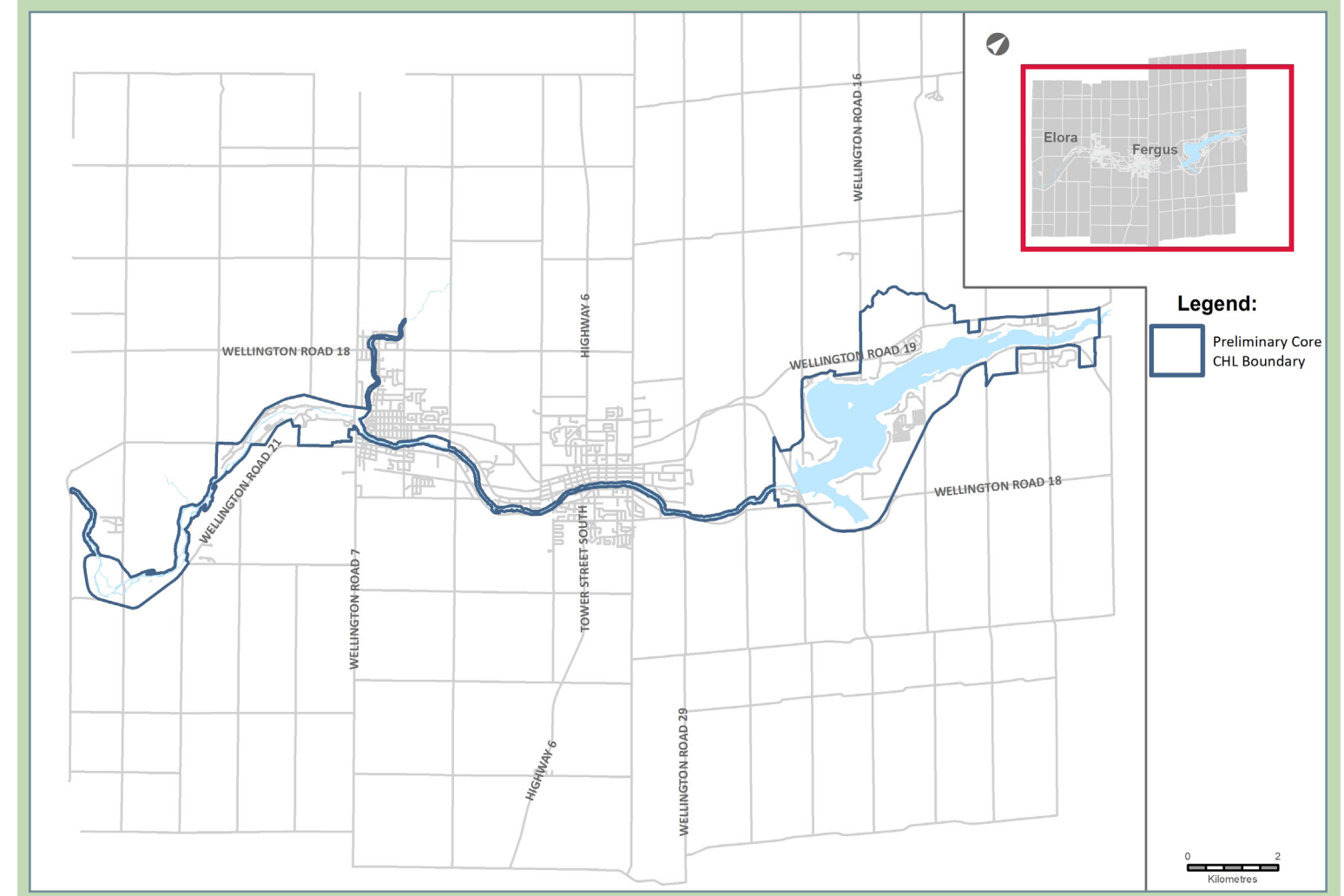
Looking east up Grand River at low gorge in Fergus, 1930 (W.C.M.A. Ph5931).
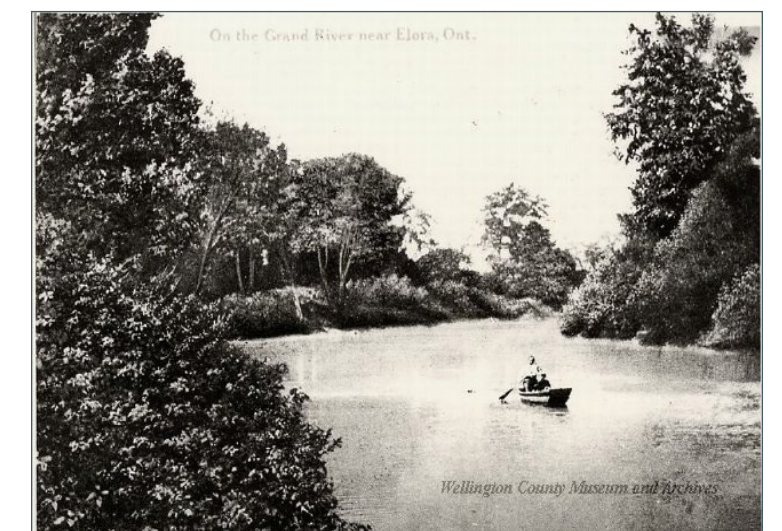
Canoeist on the Grand River near Elora, 1910 (W.C.M.A. Ph5073).

Cultural Heritage Value

The Grand River Corridor has physical and design value for its aesthetic and scenic qualities. These include natural features such as the winding, low banks of Wilson's Flats and the steep cliffs and river rapids of the Elora Gorge, as well as the built heritage found along the river's banks as it winds through downtown Fergus and Elora. The Grand River's rare geological features including the Elora Gorge and the Elora-Fergus Buried Valley lend it a high degree of scientific interest. The Shand Dam represents a high degree of technical interest as the first conservation dam constructed in Canada.

The Grand River valley has been occupied by human populations since the retreat of the Laurentide glacier approximately 13,000 years ago (Ferris 2013). Furthermore, the Grand River valley holds particular importance as the locus of the earliest horticultural villages in the Province, appearing approximately 1,000 years ago in the lower reaches of the Grand River (Crawford et al. 1998; Walker et al. 1997; Williamson 1990). Historically-associated Indigenous communities include the Michi-Saagiig (Mississauga), the Attiwandaron (Neutral), and the Haudenosaunee (the Six Nations of the Grand River). The Grand River Corridor C.H.L. includes the Portage Trailway, which traces part of an Indigenous portage route along the northern edge of the Elora Gorge that connected into a larger Indigenous transportation route along the Grand River (Township of Centre Wellington n.d.).

The Grand River is also the defining element of the Haldimand Tract, which was granted to the Six Nations people following the American Revolution in recognition of their loyalty to Britain. On October 25, 1784, Governor Sir Frederick Haldimand signed a proclamation that allotted land six miles (10 km) on either side of the Grand River from its mouth at Lake Erie to its headwaters to be used solely by the Six Nations people. This land was originally ceded by the Mississaugas of the Credit as part of the Between the Lakes Purchase / Treaty #3 (Filice

2016). However, upon re-evaluation of the Between the Lakes Purchase, it was discovered that the upper reaches of the Haldimand Tract were not within the lands that were ceded under the terms of the treaty and therefore the British government were not in a position to grant these lands to the Six Nations people in 1784. In order to clarify the boundaries, the Crown appointed surveyor Augustus Jones to complete a survey of the Haldimand Tract in 1791. In so doing, Jones redefined the borders of the Six Nations' land parcel, including establishing the northern limit of the Haldimand Tract as Jones Baseline near the Town of Fergus. While the lands north and east of Jones Baseline were subsequently negotiated as part of the Ajetance Purchase (1818) with the Mississaugas of the Credit First Nation, the treaty did not address those lands along the Grand River northeast of Jones Baseline and continues to be a source of dispute between Six Nations and the Crown (Crown-Indigenous Relations and Northern Affairs 2016). Immediately following Jones' survey of the Haldimand Tract, Chief Joseph Brant of the Six Nations of the Grand River began negotiating the sale of blocks of land to white settlers, including those lands that would become Nichol and Pilkington Townships (Filice 2016).

As European settlers arrived in the area that would become Centre Wellington, the Grand River Corridor was a key driver of settlement patterns and land use in the nineteenth century. Settlements within Nichol, Pilkington and West Garafraxa Townships were oriented along the Grand River watershed, which provided transportation and waterpower for mill sites, including at Fergus, Elora, Aboyne, Belwood and Salem (on the Irvine River). Water-powered grist mills and sawmills were important early infrastructure that enabled further growth. Other industries sited on the Grand River included water and steam-powered foundries. The river valley's limestone bedrock also led to the development of a quarrying industry in Fergus and Elora. This industrial activity was not without ecological consequences, and in the 1930s flooding and poor water quality led to the construction of the

first conservation reservoir in Canada, the Shand Dam, located on the Grand River southwest of Belwood. The dam is named for a local pioneer, W.W. Shand, who settled near the eastern edge of Fergus on the west half of Lot 5, Concession 3, Garafraxa prior to 1843. The small settlement may have been known as Shand's Area and a stone school built on Shand's farmland was called the Shand School (Hutchinson 1998:270-271).

The Grand River Corridor has a long history as a destination for recreation and tourism in Centre Wellington. The Elora Gorge in particular has been a tourist destination since the early nineteenth century (Dahms 2008:15) and this has expanded into an important industry throughout the Township, anchored by the Grand River. The area offers a variety of recreational activities including boating, fishing and hiking.

As a significant natural feature which stretches the length of the Township, the Grand River Corridor helps to define the character of Centre Wellington, known for its villages set on the Grand River and for the scenic quality of its rural areas. It is physically, visually and historically linked to the surrounding settlements in the Township. The Grand is an important landmark used for orientation within the Township.

Historical Integrity

The Grand River Corridor has historical integrity. As a defining natural feature in the Township, it has had continuity of use as a natural waterbody relied upon by local inhabitants for centuries. Despite ongoing development since the mid-nineteenth century, the area's original natural features remain largely intact, including the river's alignment, steep banks and major geological features. While human settlement has led to a significant loss of wildlife habitat, conservation efforts are ongoing to protect what remains and restore what has been lost. While not all built

Wilson's Flats. looking north from 8th Line West (A.S.I. 2019).

Grand River looking southwest from the St. David Street bridge in Fergus, with former Beatty Foundry/ Fergus Market on the left (A.S.I. 2019).

elements that historically developed along the corridor have survived, the towns and villages along the Grand in Centre Wellington retain a concentration of built heritage with a strong relationship to the Grand River. This includes mill buildings, dams, mill ponds, bridge crossings, parks, quarries and buildings sited on the river. Views from the banks to the river and from bridge crossings to the river are comparable to nineteenth-century views.

Community Value

The Grand River Corridor has significant community value. It is central to the identity of local communities and to the Township as a whole. The Grand is a widely known landmark used for orientation within the Township. The entire Grand River was designated as a Canadian Heritage River in 1994 and is celebrated for its significant cultural history and recreational opportunities. The ecosystem, recreational uses and heritage features of the Grand River are stewarded by the Grand River Conservation Authority. Pride and stewardship are also demonstrated by the inclusion of built heritage related to the Grand River Corridor on the Township's Heritage Register, and in the numerous plaques interpreting the natural and historical significance of features along the corridor. Several preliminary heritage attributes are named to celebrate or commemorate someone or something that has been identified as significant to the development of the Township (such as Pierpoint Park and Bissell Park). The Grand River is valued for its publicly accessible amenities and for the contribution its many recreational offerings make to quality of life. The river's importance is underscored in local histories and it is the subject of many local legends and stories. People often refer to the corridor's scenic combination of natural and cultural features as a remarkably beautiful place to experience. The Grand River Corridor is very widely photographed and depicted in visual works of art. The Grand is used as a visual representation of Centre Wellington as the key image in the Township's logo. It is also prominently featured as a tourist destination within the Township.

Preliminary Heritage Attributes

- River with steep banks, waterfalls and gorges.
- River valley with significant vegetation and wildlife habitat.
- Natural features including, but not limited to:
  - Wilson's Flats;
  - Elora Gorge and other geological features including caves;
  - Elora Gorge Falls and Islet Rock (Tooth of Time);
  - The section of the Irvine River from the Junction at the Elora Gorge north to Salem and including the Irvine Gorge;
  - Fergus Cascade; and
  - Elora-Fergus Buried Valley, including ridge south of South River Road between Fergus and Elora.
- Elora Portage Trailway.
- Shand Dam and Belwood Lake.
- Mill sites including, but not limited to:
  - St. Andrew Mill (Wilson's Mill) (470 St. Andrew Street East, Fergus) and Wilson's Dam;
  - Elora Mill Inn (Drimmie's Mill) (77 West Mill Street, Elora) and Drimmie Dam;
  - Bissell Park and Bissell Dam;
  - General Steel Wares Dam;
  - Wissler and Erb's Mill (16 Woolwich Street, Salem) and Salem Dam.
- Industrial sites including, but not limited to:
  - Elora Quarry;
  - 105 Queen Street West, Fergus (Former Beatty Brothers Factory); and
  - 170 St. David Street South, Fergus (site of first hydro-electric power in the area).
- Templin Gardens (209 Menzies Lane, Fergus).
- Confederation Park and Trail System, Fergus.
- Pierpoint Park, Fergus.
- River access points including, but not limited to:
  - Belwood Lake;
  - Confederation Park, Fergus;
  - Pierpoint Park, Fergus;
  - Elora Quarry;
  - Bissell Park, Elora;
  - Victoria Park, Elora;
  - Elora Gorge Conservation Area; and
  - Wilson's Flats.
- Crossings and bridges over the Grand River including, but not limited to:
  - Bridge crossing at Victoria Street in Elora (Victoria St Bridge).
  - Bridge crossing at Metcalfe Street (Wellington Road 21), 0.2 km south of Wellington Road 18 in Elora (Metcalfe Street Bridge).
  - Iron railway bridge across the Grand River at Aboyne (Trestle Bridge).
  - Steel bridge at Wellington Road 43 (Gartshore Street), 0.7 km north of Wellington Road 18 in Fergus (Caldwell Bridge).
  - Bridge crossing at North Broadway Street in Belwood (Belwood Bridge).

- Crossings and bridges over the Irvine River including, but not limited to:
  - Concrete bridge at Washington Street, 0.3 km north of Wellington Road 18.
  - Concrete and stone bridge at David Street, 0.3 km east of Wellington Road 7, over the Elora Gorge in Elora (David St Bridge/Irvine River Bridge).
  - Bridge crossing at Woolwich Street West, 0.1 km east of Wellington Road 7 (Salem Bridge/Woolwich St. Bridge).
  - Concrete bridge at Irvine Street north of Salem.
- Views and vistas of the Grand River and Irvine River including from the following places, but not limited to:
  - Wilson's Flats;
  - Pilkington Overlook;
  - Within the Elora Gorge Conservation Area;
  - Victoria Park, Elora;
  - Trails along the Irvine River;
  - David Street Bridge, Elora;
  - Victoria Street Bridge, Elora;
  - Metcalfe Street Bridge, Elora;
  - Trestle Bridge, Aboyne;
  - Caldwell Bridge, Fergus;
  - Shand Dam; and
  - Belwood Bridge, Belwood.

- Potential location of Indigenous archaeological sites, including but not limited to the potential site of an Indigenous village on the north side of the Grand River west of Canrobert Street.

Address/Location:
20 km corridor running generally east-west between Elora and Belwood, through Fergus, 47 km in total length

Associated Historical Themes:
Transportation, Nature

Spatial Pattern Type:
Linear Corridors, Pathways, Waterways, Streets

U.N.E.S.C.O. / O.H.T. Category:
Evolved – Continuing

Description of Place

The Elora Cataract Trailway is a recreational trail that runs in a generally east-west direction between Elora and Belwood, through Fergus, following the railbed of the former Credit Valley/Canadian Pacific Railway. It then continues outside of the Township of Centre Wellington to the Forks of the Credit Provincial Park at Cataract. The gravel multi-use trail runs through the countryside east of Elora, through the streets of Fergus, crosses the Grand River at the Shand Dam and Belwood Lake Park and then passes through the village of Belwood.

Formal access points to the trail are located on Gerrie Road near County Road 18 in Elora, on Beatty Line opposite Hill Street in Fergus, and at Belwood Lake Conservation Area. Informal access points are located at most road intersections. It is used by the community for walking, cycling, cross-country skiing and horseback riding.

The main branch of the Credit Valley Railway ran from Toronto to Orangeville, with branches from Cataract to Elora and Streetsville to St. Thomas. The Cataract-Elora branch opened in 1880 (Thorning 1991:19). In 1884 it was leased to the Canadian Pacific Railway and operated until 1988, when it was abandoned. The construction of the Shand Dam in 1939 rerouted the railway over the dam as portions of the railway were flooded (Beaumont 1977:80). The rail corridor was acquired by the Grand River and Credit Valley Conservation Authorities in 1993 and was developed as a trailway. The acquisition and development of the rail corridor as a trailway was made possible in part by the financial support of local citizens and service groups. A community group, the Elora Cataract Trailway Association, has been working with the two conservation authorities to bring the project to fruition (Elora Cataract Trailway Association 2019).

Legend:
Preliminary CHL Boundary
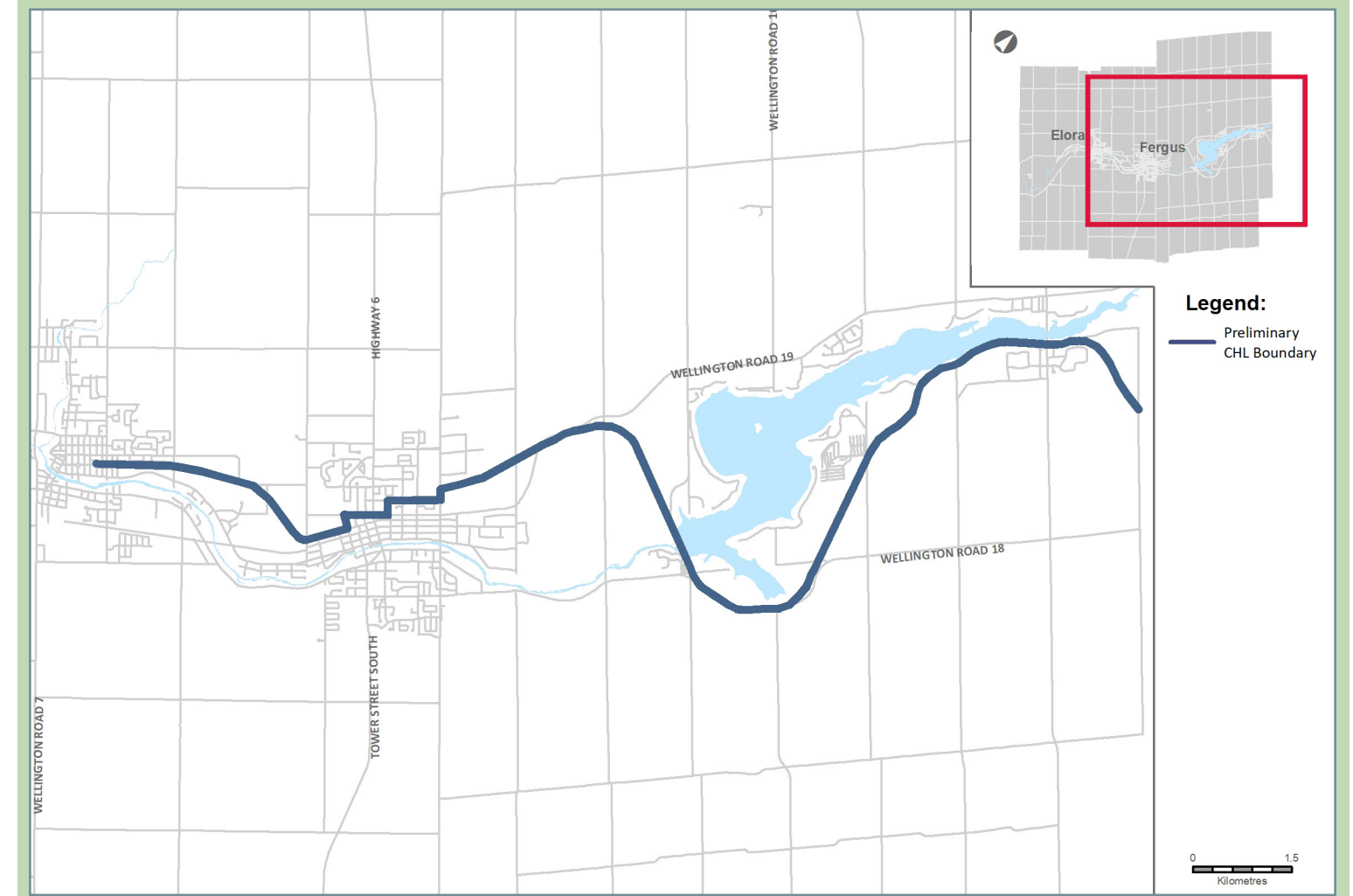
Group at Elora C.P.R. Station, 1915 (W.C.M.A. Ph12225).

C.P.R. train wreck near Belwood, 1969 (W.C.M.A. Ph49413).
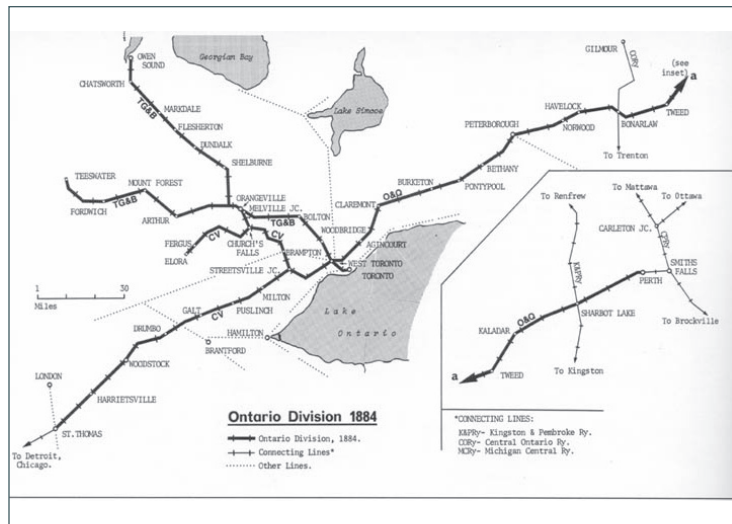
Map showing lines of the Credit Valley Railway (CV), 1884 (Old Time Trains).

View of trail near Elora access point at Gerrie Road near County Road 18 (A.S.I. 2019).

Trail as it crosses the Shand Dam, looking west with the Grand River to the south (A.S.I. 2019).

Cultural Heritage Value

The Elora Cataract Trailway has design/physical value for its scenic qualities, as it passes through different landscapes including fields, forests, and the Grand River.

The Elora Cataract Trailway has historical value for its association with the Credit Valley Railway (later the Canadian Pacific Railway), starting in 1880 when the Cataract-Elora branch of the railway opened. The alignment of the railway route contributes to an understanding of the historical development of the rail corridor and the railway's historical relationship to industry, settlement and growth in Centre Wellington. The trailway has direct associations with the growth and development of Beatty Brothers Ltd., the T.E. Bissell Company, the Mundell furniture factory, the export of agricultural produce and other early industries significant to the community. These industries relied on freight connections provided by the rail line for the transport of raw materials and finished goods to and from the broader region. The trailway also contributes to an understanding of civic involvement in Centre Wellington. The acquisition and development of the rail corridor as a trailway, starting in the 1990s, was made possible in part by

the financial support of local citizens and service groups. A community group, the Elora Cataract Trailway Association, was formed to help guide the ongoing development of the trailway alongside local conservation authorities.

The Elora Cataract Trailway has contextual value for the physical links it creates between the communities of Elora, Fergus and Belwood, reflecting the function of the former railway.

Historical Integrity

The trail has historical integrity. The development of the Credit Valley railbed into a trailway has continued its use as a transportation route. Though the tracks have been removed, the alignment and narrow linear form of the railbed have been maintained. Natural elements including wild vegetation along the railbed and the railbed's relationship to natural features such as the Grand River have also been maintained.

Community Value

The Elora Cataract Trailway has community value. A local community group known as the Elora Cataract Trailway Association played an important role in developing the abandoned railbed into a trailway and it continues to demonstrate pride and stewardship in the trailway by operating a membership and donation program to ensure the ongoing upkeep of the trailway in cooperation with local conservation authorities. The Association also maintains a website with information and updates about the trailway. The trailway is also valued for its contribution to quality of life in Centre Wellington. The trailway was identified by members of the public as a valuable recreational amenity during public engagement for this project. The Cataract-Elora branch of the Credit Valley Railway is written about in local histories as its construction represented a major change to transportation through the area and affected industry, settlement and growth in the Townships of Nichol and West Garafraxa. The trailway is also promoted as a tourist destination in a variety of materials for Centre Wellington and Wellington County.

Preliminary Heritage Attributes

- Historical alignment following the former Credit Valley/Canadian Pacific Railway railbed.
- Vegetation, signage and surface materials that enhance its use and value as a trail.
- Connection between Elora and Belwood, through Fergus.
- Formal access points located along the trail, including, but not limited to:
  - Gerrie Road near County Road 18 in Elora;
  - Beatty Line opposite Hill Street in Fergus; and
  - Belwood Lake Conservation Area.
- Informal access points located along the trail, including, but not limited to:
  - Kertland Street at Church Street East in Elora;
  - Gzowski Street north of Forfar Street East in Fergus;
  - Gartshore Road north of Forfar Street East in Fergus;
  - 1st Line;
  - Wellington Road 19;
  - 2nd Line;
  - 9th Street near Belwood;
  - 5th Line near Belwood;
  - 6th Line near Belwood;
  - Highway 26, Belwood; and
  - East West Garafraxa Townline.
- Views of the Grand River between Fergus and Elora, and at the Shand Dam.

Address/Location:
Bounded by Wellington Road 7 and the Irvine River to the west, William and Wissler Streets to the north, James Street to the east and Avruskin and Queen Streets to the south

Associated Historical Themes:
Settlement

Spatial Pattern Type:
Areas, Districts, Neighbourhoods

U.N.E.S.C.O. / O.H.T. Category:
Evolved - Continuing

Description of Place

The village of Salem is located a short distance north of Elora, on both sides of the Irvine River. It was founded in 1845 by Sem Wissler (1819-1865) on Lot 15, Concession 11, Upper Nichol.

In 1845 Wissler built a dam across the Irvine River and by 1846 a flume, sawmill and tannery were completed south of the Irvine River and east of Washington Street. All were managed by Wissler. The first Salem bridge at Woolwich Street was likely constructed soon after (Unterman McPhail Associates 2018:9). In 1848 Wissler was elected to District Council and secured passage of a by-law to open the road between Elora and Salem, bringing more traffic through Salem (Hutchinson 1998:164). Wissler and his brother-in-law Levi Erb were business partners and controlled most of the business enterprises in Salem for nearly two decades. Wissler and Erb built a dam and grist mill (16 Woolwich Street West) on the Irvine River in 1853 on the southeast corner of the current Salem bridge. The following year Wissler built a large stone store east of the mill which housed the Salem post office until 1923. While Salem was known initially as a leather and flour milling village, it also became

known for lager beer brewing. Tamblyn's brewery was built in 1855 (no longer extant) south of Wissler and Erb's original grist mill. A plan of subdivision was produced in 1856 by Edwin H. Kertland with village streets and 425 lots, accommodating the existing structures. The plan covered parts of Lots 15 and 16, Concession 11 Upper Nichol on both sides of the Irvine River and Lot 17 on the east side of the river, however it does not appear that this plan was ever fully developed. In 1856 Wissler also built a second flour mill further downstream on the Irvine River (Koop 2004a:111-112). Salem thrived until Wissler's sudden death in 1865. Because he died without a will, his estate could not be settled or sold until 1887, after his youngest child reached the age of majority. This paralyzed business and development in the village. Further hardships came when the Wellington, Grey and Bruce Railway by-passed the village in the 1870s (Hutchinson 1998:164–165).

Today, evidence of the nineteenth-century settlement is centred around Washington Street, Geddes Street, James Street and George Street, with mid- and late-nineteenth century buildings also extending west to Highway 7 and south to Queen Street, following the
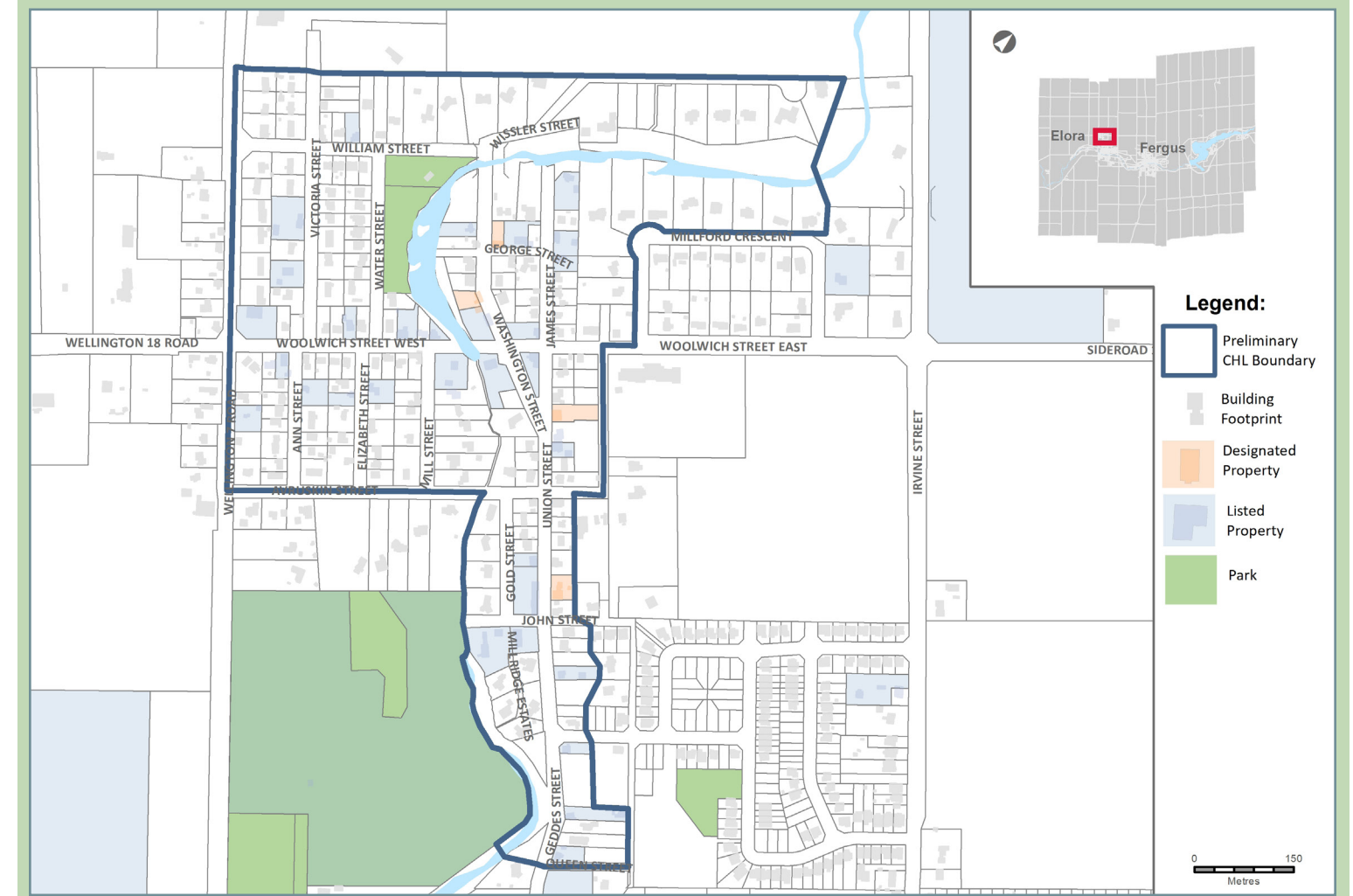
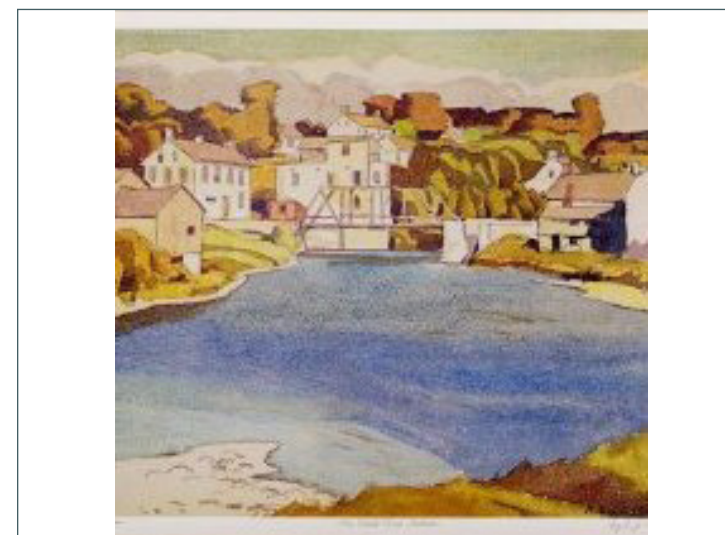Painting of Salem by Thomas Connon, 1856 (W.C.M.A. Ph13318).

Woolwich Street, showing Allan's Mill, Salem School and truss bridge, 1890 (W.C.M.A. Ph6570).

View of Woolwich Street bridge, Irvine River and buildings in Salem, 1973 (W.C.M.A. Ph13362).

Washington Street Bridge and Irvine River, 1969 (W.C.M.A. Ph13348).

Painting by A.J. Casson of Salem Mill Pond, c. 1929 (W.C.M.A. art882).

Irvine River downstream. The area has a semi-rural quality, with numerous unpaved roads without curbs or sidewalks and relatively large lots. The mature tree canopy is a prominent visual element. The area is now primarily residential, with some of the nineteenth-century industrial and commercial buildings having been converted to residential use. Key elements remaining from the nineteenth-century village include the former first grist mill at 16 Woolwich Street West, the former store and post office at 19 George Street, the former Salem Hotel at 480 Washington Street, the stone schoolhouse at 93 Woolwich Street West, the former mill building at 6 Millridge Estates, the location of the bridge crossing the Irvine River at Woolwich Street, the mill pond and numerous houses associated with the Wissler family. Housing has continued to be added over the course of the twentieth century following the original survey plan.

Cultural Heritage Value

The village of Salem has physical/design value for its high degree of aesthetic appeal deriving from its topography, the rural quality of its unpaved, curbless roads, the unique street configuration which forms a triangle at the core of the village, views of the Irvine River from Geddes Street north of Queen Street, from Veteran's Park and from the Woolwich Street and Washington Street bridges, and abundant trees, vegetation and green space.

Historically, Salem is associated with the nineteenth-century settlement of Nichol Township. It is also valued for its association with Sem Wissler, as its founder and who closely oversaw the development of the village until his death in 1865. Salem is also associated with the theme of water-powered mill industries, which was the foundation of many settlements in Centre Wellington located along the Grand and Irvine Rivers.

The village of Salem supports and maintains the nineteenth-century village character found throughout Centre Wellington. It is historically, physically and visually linked to the Irvine River and the village of Elora. While it has become more integrated with the village of Elora, the community of Salem has remained distinct enough that it functions as a local landmark.

Historical Integrity

While the village of Salem has evolved over the twentieth and twenty-first centuries with the loss of some historical buildings and the addition of twentieth-century housing, the integrity of Salem has been maintained to a sufficient degree that it is legible as a nineteenth-century village. This is illustrated in the retention of historical built elements including commercial, industrial and residential buildings, road configurations, bridge crossings, dam and mill pond. The twentieth-century housing is generally at a scale appropriate to the nineteenth-century buildings. Salem's close relationship to the Irvine River has also been maintained.

Community Value

The village of Salem has community value. It is recognized as a landmark within Centre Wellington. A high degree of pride and stewardship is demonstrated in the high number of properties in Salem that have been included on the Township's Heritage Register. The village of Salem is written about in local histories as a part of the nineteenth-century settlement of Nichol Township. Salem is depicted in a number of Group of Seven painter A.J. Casson. Salem is also included on the Township's tourist map and in the Township's self-guided tour of places featured in A.J. Casson's Elora-Salem paintings. Salem was identified by multiple people during public engagement for this project as significant for its historical and scenic qualities.

Commercial buildings and houses in Salem, 1865 (W.C.M.A. Ph9112).

Preliminary Heritage Attributes

- Location and relationship with Irvine River.

- Views of the Irvine River from the Woolwich Street and Washington Street bridges, from Veteran's Park and from Geddes Street north of Queen Street.

- Bridges over the Irvine River on Washington Street and Woolwich Street West.

- Wissler and Erb's Mill (16 Woolwich Street) and Salem Dam south of the Woolwich Street Bridge.

- Mill pond and its tree-lined banks.

- Veteran's Park including the Nichol Township cenotaph, tree-lined trails and grassed area opening onto the mill pond.

- Geddes Street from Queen Street to Woolwich Street West, as a tree-lined street with its alignment along the Irvine River and gradual slope up and then down towards the village core and including properties with nineteenth-century buildings.

- Core of Woolwich Street West, from Water Street to Washington Street, as a tree-lined connection between the parts of the village east and west of the Irvine River and including properties with nineteenth-century buildings.

- Washington Street, as a tree-lined gravel road without sidewalks following the curve of the Irvine River and including properties with nineteenth-century buildings.

- James Street, as a tree-lined street and including the gravel portion north of Woolwich Street East and including properties with nineteenth-century buildings.

- George Street as a gravel road without sidewalks and including properties with nineteenth-century buildings.

- William Street as tree-lined gravel road without sidewalks and a connection between the parts of the village east and west of the Irvine River.

- Designated and listed properties, including, but not limited to:

  - Store and post office at 19 George Street
  - House built for Wissler's son Ezra, at 482 Washington Street
  - House built by Sem Wissler at 467 Geddes Street
  - Sem and Jane Wissler's House at 17 George Street
  - The former Salem Hotel at 480 Washington Street
  - Stone schoolhouse at 93 Woolwich Street West
  - Former mill building at 6 Millridge Estates

- All other nineteenth-century properties within the C.H.L. boundary.

Address/Location:
365 and Wellington Road 7, Elora

Associated Historical Themes:
Settlement, Community Development

Spatial Pattern Type:
Nodes, Specific Properties

U.N.E.S.C.O. / O.H.T. Category:
Designed

Description of Place

The Elora Municipal Cemetery (previously known as Elora Union Cemetery) and St. Mary's Roman Catholic Cemetery adjoin each other, and are located at 365 Wellington Road 7 and 343 Wellington Road 7, Elora, respectively. Both are active cemeteries located on the former land of Sem Wissler's estate, Con. 11 Lot 17, Nichol Township.

Sem Wissler founded the Village of Salem, and sold eight acres of his land to the Village of Elora in 1862 for use as the Elora Municipal Cemetery, which opened in 1864. Wissler died in 1865 and was one of the first burials in the cemetery (Hutchinson 1998:204). The Wissler family gravestone is located in the north-east corner of the cemetery, which at the time would have had a panoramic view of the Irvine Gorge and the village of Salem. It contains some re-interments from the Saint John the Evangelist Anglican Cemetery (also known as the Old Anglican Cemetery) following its closure in 1883. This cemetery was located at the southwest corner of Wellington Road 21 and Wellington Road 7 and now contains a cairn incorporating the remaining gravestones of early settlers buried at the Anglican cemetery. (Wellington Branch, Ontario Genealogical Society 2014b; Find A Grave n.d.). Stone gate posts were added in 1931 in honour of early settlers and a stone chapel was erected in 1936.

St. Mary's Roman Catholic Cemetery (also known as the Saint Mary and Saint Joseph Catholic Cemetery) was established in 1873. It was sited next to the Elora Municipal Cemetery and in proximity to St. Mary's Immaculate Roman Catholic Church, built 1871, at 267 Geddes Street which is across the Irvine River. This church building replaced an earlier Roman Catholic church built in 1860 on McNab Street. St. Mary's Cemetery also served the St. Joseph's Catholic Parish in Fergus. When the small St. Joseph's churchyard had reached capacity by 1872, interments were made at St. Mary's. Some re-internments from St. Joseph were also made at St. Mary's as land around St. Joseph's church was reclaimed for parking (Wellington Branch, Ontario Genealogical Society 2014c; Find A Grave n.d.).

The northeastern edge of Elora Municipal Cemetery is formed by a mature forested area along the bank of the Irvine River. This forest contains some white pine, spruce and hemlock which are estimated to be over 140 years old and planted by early settlers. They are visible in the 1905 photo (at right) as a straight row of trees to the left of the cemetery and may have marked the original eastern boundary of the eight acre cemetery plot sold by Wissler. One hemlock is 1.7 metres in diameter at the base, making it one of Elora's oldest trees. The forest also contains cedars, poplars and other early succession trees which likely began to fill in the sloped area along the gorge c. 1930 - 1950.

The boundary between the two cemeteries is demarcated by South Street, which runs through the cemetery lands. St. Mary's Cemetery is located south-east of South Street, while Elora Municpal Cemetery is located north of South Street. The topography is generally flat but has some gentle slopes which reflect the natural topography which has not been levelled or graded. The layout of St. Mary's Cemetery consists of one large grassed rectangular block intersected by a U-shaped pathway to access the grave markers arranged in rows. Several groupings of trees and shrubs are located amongst the grave markers. The layout of Elora Municipal Cemetery
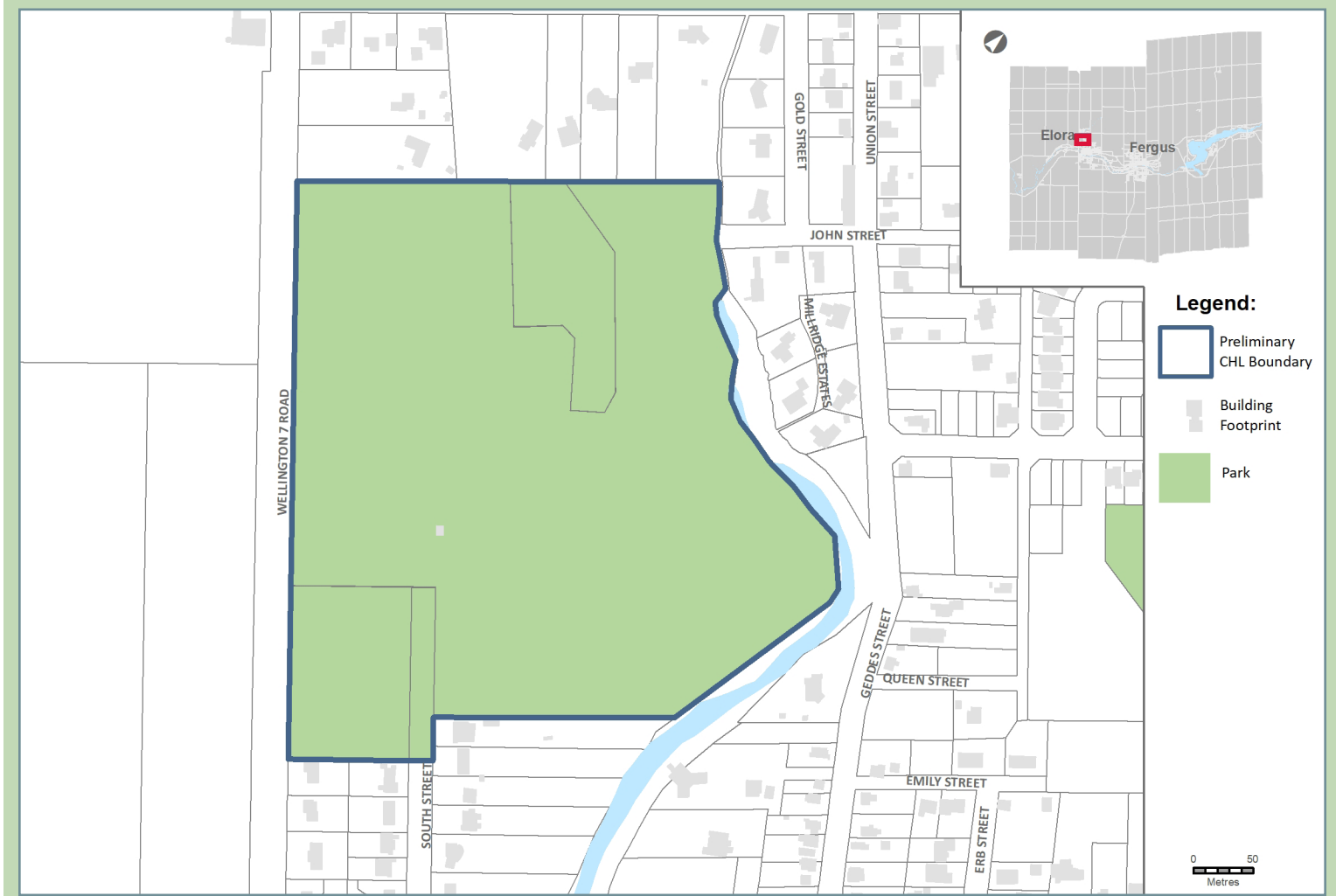
View of Salem, likely taken from east side of Irvine Gorge with Elora Union Cemetery on west side of gorge in top right of photo, 1905 (W.C.M.A. Ph8439).

Chapel construction in Elora Union Cemetery, 1950 (W.C.M.A. Ph3655).

View of Elora Cemetery with stone chapel and memorial gates, looking west from South Street (A.S.I. 2019).

View of St. Mary's Cemetery, looking south from South Street (A.S.I. 2019).

consists of multiple blocks and features a more extensive pathway system, including several large circular pathways. It is considerably larger than St. Mary's Cemetery. The grave markers are arranged in rows. The memorial gate posts and stone chapel mark the main entrance to the cemetery off of South Street. Several large unused blocks of the cemetery are located at the northwest end. Mature trees and an iron fence line the edges of the cemeteries, as well as South Street within the cemeteries. The iron fence running alongside St. Mary's Catholic Cemetery on Wellington Road 7 has stone fenceposts topped with crosses.

The property is a modest example of the "rural" (or "garden") cemetery type, popularized in the mid-nineteenth century. This type has a park-like setting and was often established on the outskirts of towns. Typical features of this type include entrance gates, winding pathways giving access to graves and the use of rolling topography and planned plantings of trees, bushes and flowers to create a naturalistic or Picturesque effect.

Cultural Heritage Value

The C.H.L. has physical value for the nineteenth-century evergreen trees contained in the woodlot which backs onto the Irvine Gorge. These trees, which are mixed in with younger trees but identifiable by their size and species (white pine, spruce and hemlock), were likely planted by early settlers. With an estimated age of over 140 years old, they are some of the oldest trees in Elora. They may have been planted to demarcate the eastern boundary of the cemetery plot sold by Sem Wissler in 1862.

The C.H.L. has historical value. It is associated with Sem Wissler (1819-1865), founder of Salem. The cemeteries are located on land purchased from Sem Wissler's estate and Wissler is buried in the Elora Muncipal Cemetery. St. Mary's Cemetery is associated with St. Mary's Immaculate Roman Catholic Church, erected at 267 Geddes Street in 1871. St. Mary's Catholic Cemetery is also associated with St. Joseph Parish, Fergus, as it served the Parish starting in the 1870s after the St. Joseph churchyard reached capacity. It also contains some re-interments from the St. Joseph churchyard. Elora Municipal Cemetery is associated with the Saint John the Evangelist Anglican Cemetery. Re-interments from the Anglican Cemetery were made following its

closure in 1883. These cemeteries are valued together by the community members and parishioners of the area and by family member of the deceased who may live locally or away. The stone gateposts at the entrance to Elora Municipal Cemetery are dedicated to the memory of early settlers. Further, the tombstones in the cemeteries provide information important to genealogical research about the history of the area through the names, dates and messages inscribed. These cemeteries are also associated with some of the earliest settlers to the area through the reinterments that have occurred.

The C.H.L. has contextual value as it helps to maintain the semi-rural character of Wellington Road 7 between the entrance to Elora's core at Wellington Road 21 and the former village of Salem at Woolwich Street.

Historical Integrity

The C.H.L. has historical integrity. Its land use and ownership have been maintained over time. The key built elements including tombstones, chapel and stone gateposts are intact and unaltered. The mature woodlot along the Irvine River which contains some of the oldest trees in Elora has been maintained.

Community Value

The C.H.L. has community value. The cemeteries are used by local people to express their funerary traditions. The cemeteries are also written about in local histories. The area was identified as significant by multiple people during public engagement for this project.

Preliminary Heritage Attributes

- Location along Wellington Road 7 and Irvine River.

- Cemetery layout and circulation network of roads and pathways, including the alignment of South Street through the cemetery land.

- Location of the Wissler family gravestone in the north-east corner of the cemetery.

- Mature tree plantings lining the edges of the cemeteries, as well as South Street within the cemeteries.

- Woodlot between northern edge of cemetery and the Irvine River, including white pine, spruce and hemlock trees estimated to be over 140 years old.

- Set of four stone gate posts (1931) with plaque dedicated to early settlers at the main entrance to Elora Municipal Cemetery on South Street.

- Stone Chapel (1936) in Elora Municipal Cemetery and its location set back from the main entrance to the cemetery as demarcated by the stone gate posts.

- Iron fencing along the Wellington Road 7 and along South Street within the cemetery lands.

- Stone fenceposts topped with crosses in St. Mary's Cemetery along Wellington Road 7.

- Mix of mature trees planted along Wellington Road 7 and lining South Street within the cemetery lands.

Address/Location:
Along the Grand River, from downtown Elora west to near Middlebrook Road and 3rd Line West

Associated Historical Themes:
Nature, Community Development

Spatial Pattern Type:
Nodes, Specific Properties

U.N.E.S.C.O. / O.H.T. Category:
Evolved – continuing

Description of Place

The Elora Gorge is a section of the Grand River located downstream from and just west of Elora. The Grand River and its glacial predecessors slowly dissolved the soluble limestone bedrock here over thousands of years to form a gorge as deep as 28 metres in places (Dahms 2008:13). The Gorge is nearly three kilometres long and includes the Elora Gorge Falls and Islet Rock, a juncture with the Irvine Gorge, and the Elora Gorge Conservation Area.

The Elora Gorge Falls are located near downtown Elora and mark the point where the Grand River drops into the Elora Gorge. Islet Rock is a rock formation in the middle of the falls whose shape has earned it the name "The Tooth of Time." East of the Wellington Road 7 bridge, the spot where the Elora Gorge meets the Irvine Gorge is known as "the Junction" or "the Cove" and can be accessed from Victoria Park. The David Street bridge carries vehicular traffic over the Irvine Gorge. The Wellington Road 7 bridge is west of the Junction and carries vehicular traffic over the Gorge. The Elora Gorge Conservation Area is located at the western end of the Gorge and is a wooded park which offers recreation activities along and within the Gorge. Located within the conservation area is The Hole in the Rock, a rock formation which creates an opening in the limestone walls of the Gorge, where

stairs have been built to descend to the river.

The Gorge's steep cliffs create high points over the river rapids which provide the best-known scenic views in the Township. It has been a tourist attraction since the early nineteenth century (Dahms 2008:15) and has been historically featured in postcards and early travel guides such as Picturesque Canada (1882). In the mid-1800s, the Gorge was logged for timber and became a dumping ground for household and industrial waste. When garbage in the Gorge caught fire in 1868 and burned for ten days, this led to local efforts to clean up the Gorge, plant new trees and build stairs and bridges to recapture the beauty of the Gorge (Township of Centre Wellington 2011). This also involved the creation of Victoria Park along the rim of the Gorge in the 1870s. These efforts were critical to maintaining the tourist economy in Elora which had developed around the Gorge. The Gorge can be accessed from many points around it. In addition to fishing, hiking, tubing and kayaking, the Gorge is used for rock and ice climbing. The Elora Gorge Conservation Area located west of the Junction is currently owned and managed by the Grand River Conservation Authority and is a tourist and recreation destination and offers camping facilities.

Legend:
☐ Preliminary CHL Boundary
▨ Park
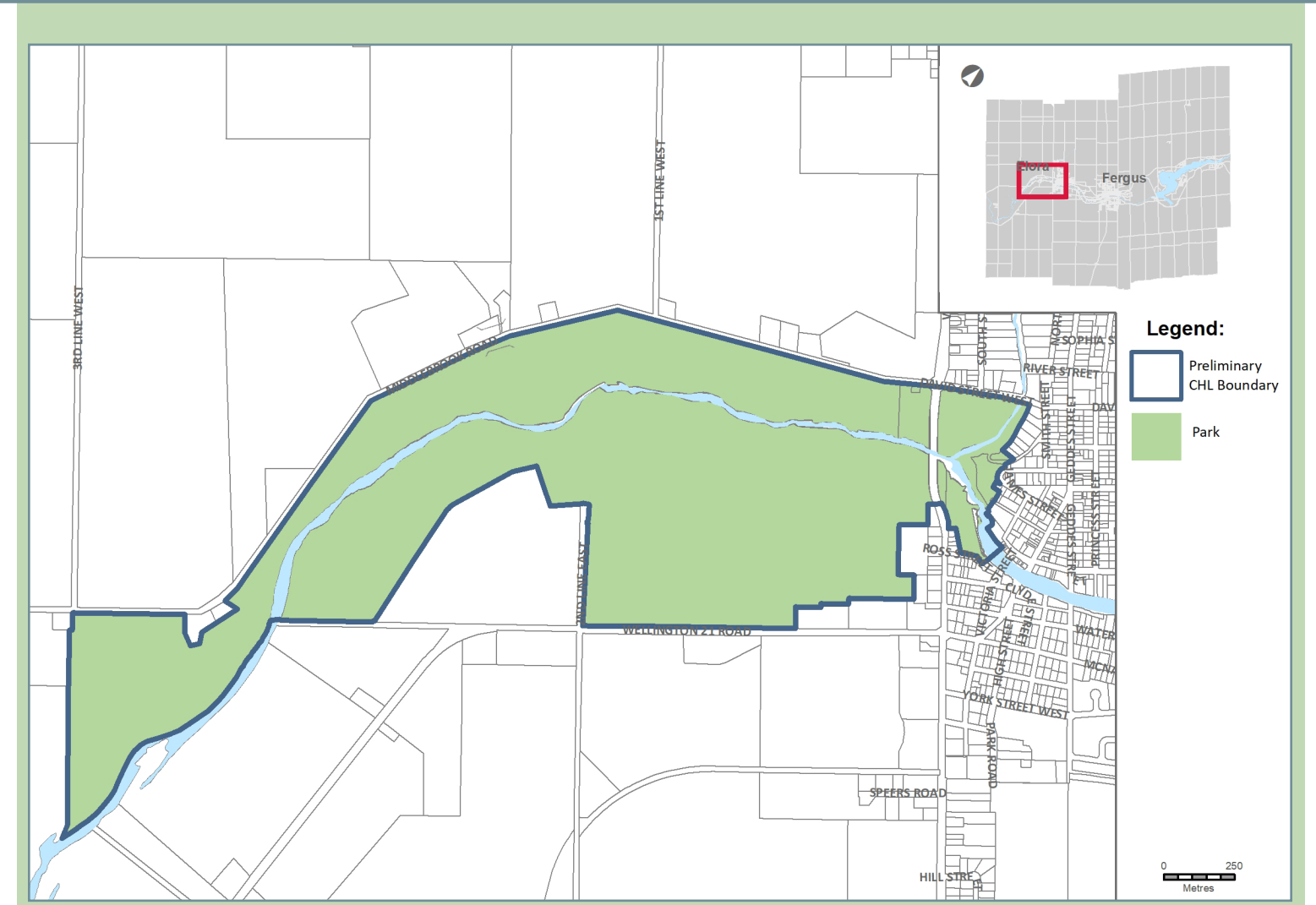
Elora Gorge, 1900 (W.C.M.A. Ph497).

The Falls and the Tooth of Time at Elora with Drimmie's Mill on the left, 1930 (W.C.M.A. Ph7112).

Detail of postcard showing the "Devil's Punch Bowl", Elora Gorge, 1907 (W.C.M.A. Ph7348).

Looking north up the Irvine Gorge towards the David Street bridge (A.S.I. 2019).

Irvine River Gorge Staircase in Victoria Park (A.S.I. 2019).

Cultural Heritage Value

The Elora Gorge has physical value as a unique and exceptional geological feature within Centre Wellington. It is also unique within Centre Wellington as an example of a conservation area and public park established around a gorge. The Gorge has high aesthetic appeal due to its steep cliffs and river rapids, which create the best-known scenic views in the Township. The Gorge also has a high degree of scientific value as a geological feature.

The Elora Gorge is associated with the geological history of Centre Wellington. The Grand River and its glacial predecessors slowly dissolved the soluble limestone bedrock over thousands of years to form a gorge as deep as 28 metres in places (Dahms 2008:15). The Gorge is also associated with the history of the village of Elora. The waterpower and scenery offered by the Elora Gorge Falls were defining factors in William Gilkison's decision to establish

Elora at this site in 1832 (Lloyd 1906:9). The village of Elora subsequently developed in the area around the Falls, which provided excellent siting for mills. The Elora Gorge is also associated with the history of environmental conservation efforts in Centre Wellington. By 1868, the Gorge had been deforested and become a garbage dump. A garbage fire in the Gorge spurred local efforts to restore the natural beauty of the Gorge (Township of Centre Wellington 2011). These efforts were critical to maintaining the tourist economy in Elora which had developed around the Gorge. The scenic beauty of the Gorge formed the basis of a tourism trade in mid-nineteenth century Elora which has continued into the present.

The Elora Gorge has contextual value for its role in helping to define the picturesque character of Elora and Centre Wellington. It is physically, visually and historically linked to the Grand River and Irvine River. It is also physically, visually and historically linked to the village of Elora. It is a landmark within the Township.

Historical Integrity

The Elora Gorge has historical integrity. It has continuity of use as a tourist and recreation destination dating back to the early nineteenth century. The prominent natural features of the Gorge have been maintained. While the Gorge was deforested in the nineteenth century, it was reforested as result of restoration efforts. The Gorge has had a number of bridge crossings over time. Not all of them remain, however the location of the bridge crossing the Irvine River at David Street has been maintained since the first bridge was built there in 1848 (Hutchinson 1998:194). Victoria Park has been maintained as an access point to the Gorge and the location of lookouts, viewing platforms and the Irvine River Gorge Staircase have been maintained. Present-day views of the Elora Gorge, Irvine Gorge, Elora Gorge Falls and Islet Rock closely reflect historical views.

Community Value

The C.H.L. has community value. The Gorge is central to Elora's identity and is used to tell the story of the village, as well as the story of Centre Wellington. It is one of the best-known landmarks within the Township of Centre Wellington and Wellington County. The Gorge is heavily used by local residents and tourists for a wide range of recreational activities and is valued for its positive impact on quality of life. It is written about in local histories and is also the subject of local legends and oral histories. The Gorge is widely photographed by professional and amateur photographers and has been depicted in many works of visual art. The Gorge is well-promoted as a tourist destination within Wellington County. The Gorge was identified frequently during public engagement for many of the values stated above.

View of Elora Gorge Falls, Tooth of Time and Drimmie Dam from Victoria Park (A.S.I. 2019).

Preliminary Heritage Attributes

- Location within the Elora Gorge Conservation Area and Victoria Park.

- Elora Gorge Falls and Islet Rock.

- Scenic views of the Elora Gorge Falls and Islet Rock from the Portage Trailway, and from opposite the Elora Mill on the south side of the Grand River.

- The 1867 stone pier of the David Street bridge and the location of the David Street bridge crossing.

- The location of the Wellington Road 7 bridge crossing.

- Scenic views of the Elora Gorge and the Junction/Cove from the Wellington Road 7 Bridge.

- Scenic views of the Irvine Gorge from the David Street Bridge.

- Victoria Park, including parkland along the top edge of the Elora and Irvine Gorges and the steep banks of the gorges down to the Grand River.

- Trails, lookouts and viewing platforms within Victoria Park, including Lover's Leap and its stone and concrete walls and stairs.

- Access to the Lover's Leap lookout within Victoria Park.

- Access to the river within the Irvine Gorge and Elora Gorge via the Irvine River Gorge Staircase.

- The location of the Irvine River Gorge Staircase.

- Irvine Promenade within Victoria Park.

- Scenic views of the Elora and Irvine Gorges and the Junction/Cove from Victoria Park.

- Scenic views from Victoria Park of the Irvine Gorge, Elora Gorge, the Junction/Cove, the Elora Gorge Falls, Islet Rock, David Street Bridge, the Wellington Road 7 bridge and the forested cliff on the north side of the river.

- Trails and lookouts within the Elora Gorge Conservation Area.

- Scenic views of the Elora Gorge from within the Elora Gorge Conservation Area.

- The location of bridge crossings within the Elora Gorge Conservation Area.

- Rock features including, but not limited to, the Hole in the Rock.

Address/Location:
Where Irvine Creek joins with Grand River (known as the Junction), Victoria Crescent, Henderson Street, Smith Street and James Crescent, Elora

Associated Historical Themes:
Nature, Urban Development, Community Development

Spatial Pattern Type:
Areas, Districts, Neighbourhoods

U.N.E.S.C.O. / O.H.T. Category:
Evolved – Continuing

Description of Place

This area consists of a park and residential neighbourhood and the cliffs of the Elora Gorge and Irvine Gorge, at the point where the Irvine River meets the Grand River (known as the Junction). The residential neighbourhood and the park have distinct and separate characters, however the two are closely connected physically, visually and historically.

The neighbourhood of Victoria Crescent was laid out by Charles Allan and partner James Mathieson of Hamilton when they purchased Lot 19, Concession 11 of Nichol Township in 1857 as a part of the New Survey which would expand Elora north of Colborne Street (Township of Centre Wellington n.d.). The layout of the neighbourhood deviated from the standard lot grid in Elora, with Victoria Crescent following the curved edge of the Irvine Gorge and resulting in a triangular block formed by Victoria Crescent, Smith Street and Henderson Street. The plan included a number of irregular park lots, six of which front onto Victoria Crescent and now back on to the Irvine Promenade trailway. Some of these properties have since been subdivided. The neighbourhood gradually filled in with houses between the 1850s and 1910s, resulting in a mix of architectural periods and styles.

It also contains three church buildings (Baptist Church, 1863; Parish of St. John the Evangelist, 1875; and Chalmers Church, 1877), the Chalmers Church Manse and a schoolhouse. The neighbourhood has a distinctive rural quality to it. The streets are generally characterized as paved but having no curb or gutter and a sidewalk on one side of the street only. A tree canopy is formed in the neighbourhood by a combination of trees on individual properties and trees on the public right-of-way. The trees are a mix of ages and species.

The Victoria Crescent neighbourhood is connected to Victoria Park via Victoria Crescent and James Crescent. Victoria Park is situated on the rim of the Elora Gorge and Irvine Gorge and acts as a gateway to a trailway system providing access to the gorges, the Grand River and the Irvine River. It includes a lookout with a viewing platform and stairs leading down into the Irvine Gorge.

Victoria Park was created in the late 1870s and was originally called Indian Cliff Park (Township of Centre Wellington n.d.). The parkland incorporated portions of park lots from the New Survey. The park's creation is associated with an effort to restore the ecology of the gorges, which had been logged for timber and became a dumping ground for waste in the mid-1800s. A crisis was reached in 1868 when the garbage in the gorges caught fire and burned for 10 days. This spurred local citizens to clean up the gorges, plant trees and build steps and bridges to recapture the beauty of the gorges (Township of Centre Wellington 2011).

Cultural Heritage Value

The area has design/physical value as a unique example of a nineteenth-century residential neighbourhood and park laid out in response to the distinctive natural features of the Elora and Irvine Gorges. The initial layout of the neighbourhood by Allan and Mathieson in 1857 deviated from Elora's standard lot grid by following the curved edge of the Irvine Gorge. The neighbourhood's buildings are

Legend:
— Preliminary CHL Boundary
▢ Building Footprint
▢ Designated Property
▢ Listed Property
▢ Park

Looking northwest from steeple of Chalmer's Church towards David St, with 190 Victoria Crescent in the foreground, c. 1880 (Connon, W.C.M.A. Ph7169).

Photographer atop the lookout at Lover's Leap in Victoria Park, 1960 (W.C.M.A. Ph5435).

a mix of architectural periods and styles, reflecting the gradual development of the area from the 1850s to the 1910s. The land comprising Victoria Park was initially surveyed into park lots and were incorporated into Victoria Park when it was created in the late 1870s (originally known as Indian Cliff Park). The area has a highly scenic quality, owing to the curving streets, large lots, generous tree canopy, well-crafted nineteenth century houses and churches, as well as the natural, treed setting of Victoria Park and the dramatic views of the gorges.

The area has historical value for its association with the mid-nineteenth century expansion of Elora north of Colborne Street as part of Allan and Mathieson's 1857 New Survey, named for Charles Allan, who along with his partner James Mathieson of Hamilton purchased Lot 19, Concession 11 of Nichol Township in 1857. Allan is a valued figure in Elora and Fergus' history with roles as a Scottish builder, businessman and politician. He is also responsible for the establishment of Aboyne which neighboured his home property between Elora and Fergus.

Victoria Park is associated with the beginnings of the local natural conservation movement. The park's creation was part of an effort to restore the ecology of the gorges which had been logged and became a dumping ground in the mid-1800s. The area is also valued for its associations with the early and ongoing local tourism industry, in particular as a viewing and access point for the gorges. The area is represented in the work of prominent local photographers Thomas and John Connon, who photographed the area extensively (Elora Victoria Crescent Neighbourhood Heritage Conservation District Study Subcommittee 2010:18).

The area has contextual value for its importance in defining and maintaining the picturesque character of Elora and the Elora and Irvine Gorges. The area is physically, visually and historically linked to the Grand River and the Irvine River. Victoria Park, the Elora Gorge and the Irvine Gorge are local landmarks.

Historical Integrity

The area has historical integrity. It has continuity of use as both a residential neighbourhood and as parkland. The historical relationship between the residential neighbourhood, the park, and the gorges has been maintained. The original street configuration has largely been maintained, including the triangular block formed by Victoria Crescent, Henderson Street and Smith Street. The original park lots on the north side of Victoria Crescent have been subdivided. Many nineteenth-century buildings including houses and churches are still extant and many mature trees remain on the residential streets and within the park. Important elements of Victoria Park including forested areas, the Irvine Promenade, the viewing platform at Lover's Leap and the location of the Irvine River Gorge Staircase have been retained. Views to the St. David Street bridge from the park have been preserved.

Community Value

The C.H.L. has community value. The area contributes to Elora's identity as a picturesque nineteenth-century village and is used to tell the story of the community, in particular the story of the community's early tourism and early efforts to conserve the Elora Gorge in the creation of Victoria Park in the 1870s. Victoria Park and the Elora and Irvine Gorges are well-known as local landmarks. A high degree of pride and stewardship in the area is demonstrated by the numerous properties within the area that are included on the Township's Heritage Register. Victoria Park and the gorges are valued as public spaces which enhance quality of life and are well-used for a variety of recreational activities. The C.H.L. is written about in local histories and the Elora and Irvine Gorges are also the subject of local oral histories and lore. The Elora and Irvine Gorges are widely photographed and are two of the most recognizable places within Centre Wellington. Both the Victoria Crescent neighbourhood

Preliminary Heritage Attributes

- Location and relationship of the residential neighbourhood and Victoria Park with the Elora and Irvine Gorges.

- Layout of streets in Victoria Crescent neighbourhood, including the triangular block formed by Victoria Crescent, Henderson Street and Smith Street.

- Irregular lot sizes and configuration on Victoria Crescent.

- James Crescent, which together with Victoria Crescent forms the juncture between the residential streets and Victoria Park.

- Victoria Crescent as a narrow, curving, tree-lined residential street which follows the Irvine Gorge and including properties with nineteenth and early twentieth-century buildings.

- Smith Street as a tree-lined residential street and including properties with nineteenth and early twentieth-century buildings.

- Henderson Street, as a tree-lined street including properties with nineteenth and early twentieth-century buildings.

- Church buildings at 24 Henderson Street (former Chalmers Church), 36 Henderson Street (St. John's Anglican Church), and 33 Henderson Street (Former Baptist Church).

- Mature trees throughout park and neighbourhood.

- Listed and designated properties within the C.H.L. boundary.

- Views of Victoria Park from Henderson Street and Victoria Crescent.

- Victoria Park, including parkland along the top edge of the gorge and the steep banks of the gorges down to the Grand River.

- Trails, lookouts and viewing platforms within Victoria Park, including Lover's Leap.

- Access to the Irvine Gorge via Irvine River Gorge Staircase.

- Irvine Promenade.

- Scenic views from Victoria Park of Irvine Gorge, Elora Gorge, the Falls, Islet Rock, the Cove, the Junction, David Street Bridge, the Wellington Road 7 bridge and the forested cliff on the north side of the river.

and Victoria Park were described by numerous people during the public engagement for this project as having a distinctive sense of place. The area is also heavily promoted as a tourist destination.

Looking southwest along Victoria Crescent from 190 Victoria Crescent, towards Victoria Park (A.S.I. 2019).

Address/Location:
See Description of Place

Associated Historical Themes:
Settlement, Urban Development, Transportation, Industry, Community Development, Arts and Culture

Spatial Pattern Type:
Areas, Districts, Neighbourhoods

U.N.E.S.C.O. / O.H.T. Category:
Evolved - Continuing

Description of Place

The Elora Historical Village Core C.H.L. comprises the historical downtown business and industrial district of Elora and the residential areas which developed around it through the nineteenth and early twentieth century. Elora is the second-largest urban centre within Centre Wellington.

On the south side of the river, the C.H.L. is generally bounded by Wellington Road 7 to the west, York Steet to the south and Waterloo Street to the east. The area north of the river is generally bounded by Geddes Street and Victoria Park to the west, David Street to the north and Kertland Street to the east. The preliminary boundary for the Elora Historical Village Core C.H.L. is based on a review of nineteenth and twentieth century mapping, aerial photographs and dates of construction.

Elora was founded at the Grand River Falls in 1832 by William Gilkison, a Scotsman who purchased the southwest half of Nichol Township, 13,816 acres, on the advice of his cousin John Galt (Lloyd 1906:9). Gilkison had planned the original settlement south of the Grand River and intended to build a sawmill there. The north side of the river, however, offered an easier location and the first sawmill was built there in 1833 (Centre Wellington Heritage Register). The mill was built in the location of what is now the Elora Mill Inn (77 West Mill Street). Gilkison died the same year and progress in Elora was slow for the first nine years after his death (Hutchinson 1998:186). In the 1840s the partnership of Ross and Co. began the construction of a new mill at the site of Gilkison's sawmill and developed an industrial strip on the south side of the river, along Carlton Place and Victoria Street (Centre Wellington Heritage Register; Hutchinson 1998:186). In 1851 John C. Mundell's furniture factory was established in this area on the south side of the river. The first Victoria Street bridge across the Grand River was built in 1842. This contributed to the development of a business section on the north side of the river. While some of the earliest structures in Elora were industrial, the village's growth was primarily driven by its development as a regional commerce centre and it grew rapidly from the 1840s to the 1860s (Thorning 1986:7). Starting in 1852, a regional cattle market was held at the village commons which included present-day MacDonald Square and Hoffer Park (Koop 2004:36). The market
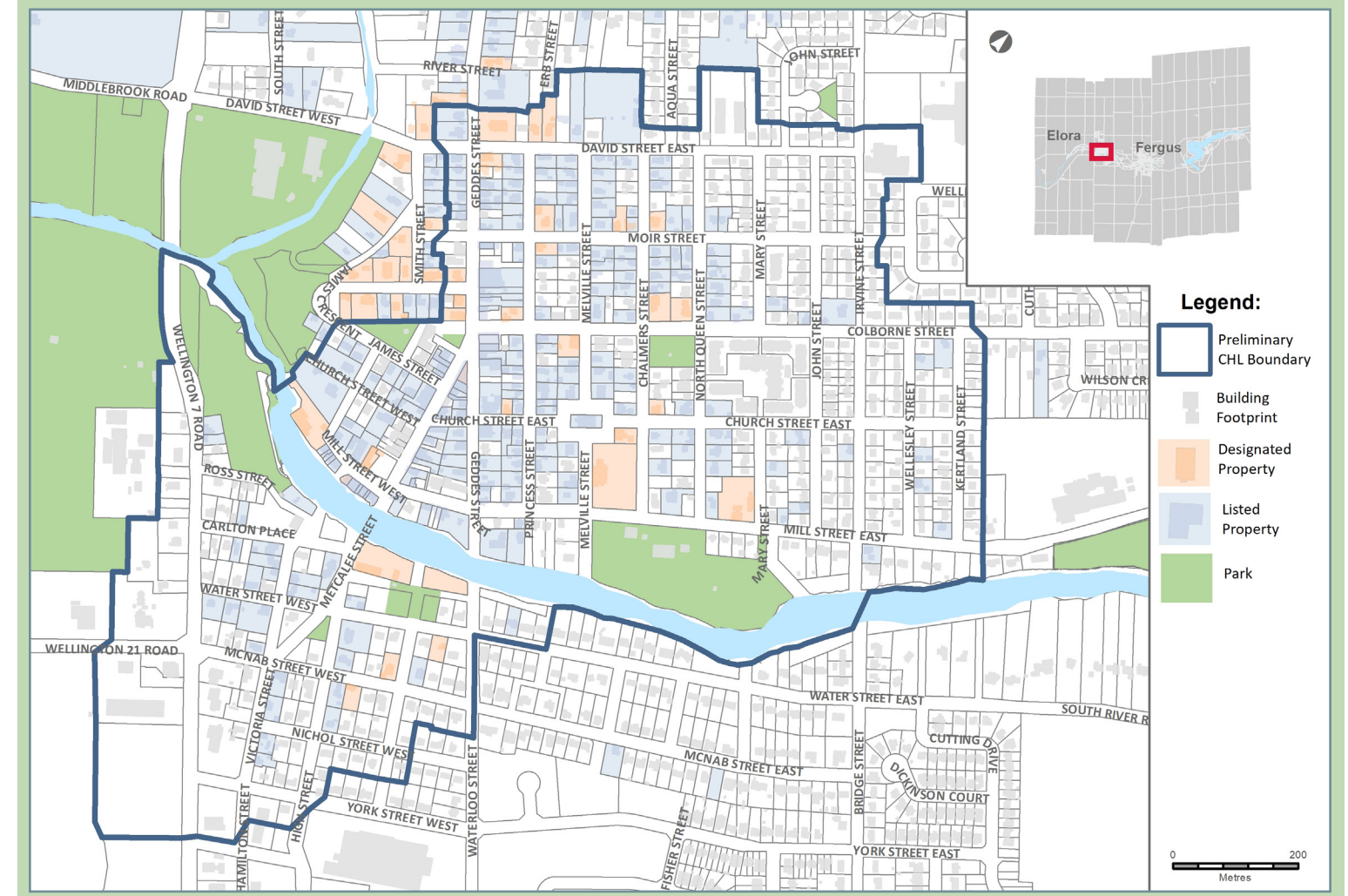
South side of West Mill Street, at corner of Metcalfe Street, 1866. Buildings look much the same today (W.C.M.A. Ph2806).

Members of the 1st Elora Rifle Company at corner of Metcalfe and Mill Streets with Metcalfe Street in background, ca. 1864 (Connon, W.C.M.A. Ph 2623).

Painting by A.J. Casson "Mill at Elora", 1930 (W.C.M.A. A1992.195).

South side of West Mill Street with Elora Mill in the background (A.S.I. 2019).

Looking north up Metcalfe Street from James Street, with the Dalby Block on the right (A.S.I. 2019).

Corner of Colborne and Melville Streets, looking south with Knox Presbyterian Church in the background (A.S.I. 2019).

was biannual at first but was held monthly starting in 1859. The Elora market was considered one of the best in the province and was important to the village's development as a centre for agricultural commerce (Allan 1982:14). By the 1860s shops were built along Mill Street and the business section of the village crept up the hill on Metcalfe Street north of the river (Hutchinson 1998:186; Allan 1982:V). Residential neighbourhoods developed primarily on the north side of the river, east of Metcalfe Street and expanding north of Colborne Street following the 1857 New Survey. Elora experienced a period of decline from the 1870s to the 1890s. The completion of the Wellington, Grey and Bruce Railway through Elora in 1870 had the effect of dispersing its regional market function among a number of other towns (Thorning 1986:8). Two manufacturers important to reviving Elora's economy in the early-twentieth century were the Mundell Furniture Company and the T.E. Bissell Company. The T.E. Bissell Company established a farm machinery factory in 1901 at the site of a former carpet factory (now commemorated as Bissell Park) (Hutchinson 1998:198). Additional buildings and a dam on the Grand River were built in 1910. Following the company's closure in 1954, the factory buildings were demolished and the land was given to the G.R.C.A.

for use as parkland (Hutchinson 1998:198; Thorning 1986:53).

The historical core of Elora today retains a high number of nineteenth and early-twentieth-century commercial, industrial, civic, institutional and residential buildings, many of them stone. The village is a tourist destination, known for its nineteenth-century character, picturesque views, and for its thriving arts community. The downtown area with many commercial and former industrial properties is formed by Mill and Metcalfe Streets. West Mill Street follows the curvature of the Grand River in a generally east-west direction while Metcalfe Street crosses the Grand River over the Metcalfe Street bridge and and is oriented in a north-south direction. This sets the downtown at an angle to the surrounding residential streets which are laid out on a grid and feature an abundant tree canopy. The south side of the river features a small network of early streets, anchored by Victoria and Metcalfe Streets. The neighbourhoods east of Waterloo Steet generally developed after 1950.

Cultural Heritage Value

The area has physical and design value as an outstanding example of a nineteenth-century village

which is sited on the Grand River. The street layout and concentration of nineteenth-century buildings within the village core, including industrial and commercial buildings along Mill and Metcalfe and Victoria Streets as well as homes and churches to the east, north and south, clearly express Elora's development throughout the nineteenth century following its founding on the Grand River in 1832.

The area has aesthetic value for its nineteenth-century streetscapes with many stone and brick buildings and bridges and an abundant tree canopy in the residential areas. Its siting on the Grand River lends the village a hilly topography and picturesque views from hilltops, riverbanks and bridge crossings.

The area has historical value for its association with the establishment and development of the village of Elora through the nineteenth and early twentieth centuries. It is also associated with Elora's identity as an agricultural service centre and market town. The properties of numerous prominent merchants, business owners and residents are located within the area. The area is also associated with the community development of Elora, as expressed in institutional buildings such as churches, post office, libraries and schools.

The area has contextual value for its role in defining the nineteenth-century, picturesque village character for which Centre Wellington is known. It is historically, physcially, functionally and visually linked to the Grand River. The village of Elora functions as a landmark used for orientation within Centre Wellington.

Historical Integrity

The area has historical integrity. There is continuity of land use in the commercial and residential areas. A high proportion of built elements including streets and buildings have survived in their historical form and the relationships between these are intact. The village core's relationship to the Grand River has been maintained. Numerous views within the area can be closely compared to historical views, including along the Grand River and along West Mill Street. Industrial ruins within the area still convey a clear message about the site's history.

Community Value

The area has community value. The village core of Elora contributes to the identity of Centre Wellington and is used to tell the story of its development. The

area is widely recognized as a landmark within Centre Wellington. The local community has demonstrated a high degree of pride and stewardship in the area, as reflected by the high number of listed and designated properties placed on the Township's Heritage Register. Preliminary heritage attributes are named to celebrate or commemorate someone or something that has been identified as significant to the development of the Township (such as Bissell Park). Numerous sites within the area are used as public gathering spaces, including Hoffer Park and Bissell Park. The area's picturesque character and small village feel are valued for their contribution to quality of life. Elora is written about extensively in local histories. It is widely photographed and is also depicted in paintings by Group of Seven painter A.J. Casson. People often refer to Elora as having a distinctive sense of place. Images of the area are used in promotional material and the area is well-promoted as a tourist destination. Many people identified the village core of Elora as significant during public engagement.

Elora Falls and Tooth of Time with Elora Mill at left, 1899 (W.C.M.A. Ph486).

Preliminary Heritage Attributes

- Location along and relationship with the Grand River nestled down in the Grand River valley.

- Elora Gorge Falls and Islet Rock (Tooth of Time).

- Bridge crossings, including:
  - Location of first bridge crossing at Victoria Street; and
  - Location of bridge crossing at Metcalfe Street (Wellington Road 21).

- Street patterns and circulation routes.

- The topography and curvature of West Mill Street as it follows the Grand River, expressing the use of the river for industry, and its high concentration of mid-to-late nineteenth-century buildings.

- Metcalfe Street as a route through town which crosses the Grand River, its topography as it climbs the hill north of the river, and its concentration of nineteenth and early-twentieth century buildings.

- Nineteenth and early-twentieth century civic and institutional properties including, but not limited to:
  - Knox United Church (55 Church Square);
  - Elora Public School (now the Elora Centre for the Arts) (75 Melville Street);
  - Elora Public Library (144 Geddes Street);
  - Elora Post Office (128 Geddes Street);
  - Former Elora Girls School (75 Melville Street); and
  - Armoury Hall (23 Metcalfe Street).

- Industrial properties, including, but not limited to:
  - Elora Mill Inn (77 West Mill Street) and dam; and
  - Mundell Furniture Company and Little Folks Ltd.

- Nineteenth and early-twentieth century commercial properties including, but not limited to:
  - Row of commercial buildings at 8-48 West Mill Street, including Robert Mitchell's store (48 West Mill Street);
  - The former Commercial Hotel (43 West Mill Street);
  - The Dalby Block (143 Metcalfe Street);
  - The American Hotel (102 Metcalfe Street);
  - The Royal Hotel (110 Metcalfe Street);
  - Walker's Carriage Shop (55 Victoria Street); and
  - Mitchell's Harness Shop (53 Victoria Street);

- Nineteenth and early-twentieth century residential properties.

- Hoffer Park and McDonald Square.

- Bissell Park and Bissell Dam.

- Mature trees.

- Last remaining David Boyle Sugar Maple adjacent to Church Square.

- Views, including but not limited to the following:
  - Along West Mill Street looking east from the Elora Mill and looking west from Metcalfe Street;
  - Along Metcalfe Street looking south from points north of the Grand River and looking north from points south of the River;
  - Along the Grand River from the Metcalfe Street Bridge;
  - Of the Elora Gorge Falls and Islet Rock from opposite the Elora Mill on the south side of the Grand River.
  - Along the Grand River and of Bissell Dam from Bissell Park;
  - East along Church Street East from Metcalfe Street of Knox Presbyterian Church; and
  - View east along Church Street from Metcalfe Street.

Address/Location:
North bank of the Grand River, eastern edge of Elora

Associated Historical Themes:
Industry, Community Development

Spatial Pattern Type:
Nodes, Specific Properties

U.N.E.S.C.O. / O.H.T. Category:
Evolved – Continuing

Description of Place

The Elora Quarry is a former limestone quarry now used as a swimming hole, located on the north bank of the Grand River, on the eastern edge of Elora. The quarry is over 30 metres deep, encircled by rock faces of up to 12 metres high. It includes a beach area between the quarry swimming hole and the Grand River. The Elora Quarry Conservation Area includes a hiking trail around the quarry and surrounding woodlands.

Elora has had several small quarries, to extract the limestone bedrock that lies beneath the village of Elora. This material became a popular local building material after 1850. Limestone was also used to produce lime for use in mortar, as well as in steel and paper production and in agriculture. A quarry and lime kiln were first established sometime after 1900 at the site of the Elora Quarry. The site was purchased by the Elora White Lime Co. in 1914 and the company constructed two large lime kilns for production. In 1916 the business was sold to the Alabastine Co. of Paris. New equipment including a stone crusher was added, and the stone was used primarily for lime production. Lime was shipped to builders and contractors across the province. A tramway was installed to hoist small cars of limestone from the floor of the pit to a hopper over the crusher. By 1928 the quarry had acquired its

current proportions, with walls over 30 metres (100 feet) high. The floor of the quarry was far below the level of the river and water table, and electric pumps were used to keep the floor relatively dry.

Possibly as a result of the creation of the Grand River Conservation Authority (G.R.C.A.), the plant ceased production during the depression in 1932, the same year the conservation authority was created with the mandate to protect the watershed. The only quarrying to take place following this period was when the rock adjacent to the river was blasted out and trucked to Peel Township for the facing on the Conestogo Dam constructed by the G.R.C.A. in 1956 (Thorning 2019). This created a flat area that became used as a sandy beach for bathers.

The quarry filled with water as soon as the pumps were turned off in 1932 and it soon became a favourite local spot for swimmers. In 1935 the quarry owners gave permission for the Village of Elora to build dressing rooms for swimmers (Dahms 2008:15). The quarry is currently owned and managed by the G.R.C.A. and is a tourist and recreation destination. All remnants of industrial structures on the site have been removed.

Legend:
- Preliminary CHL Boundary
- Building Footprint
- Park
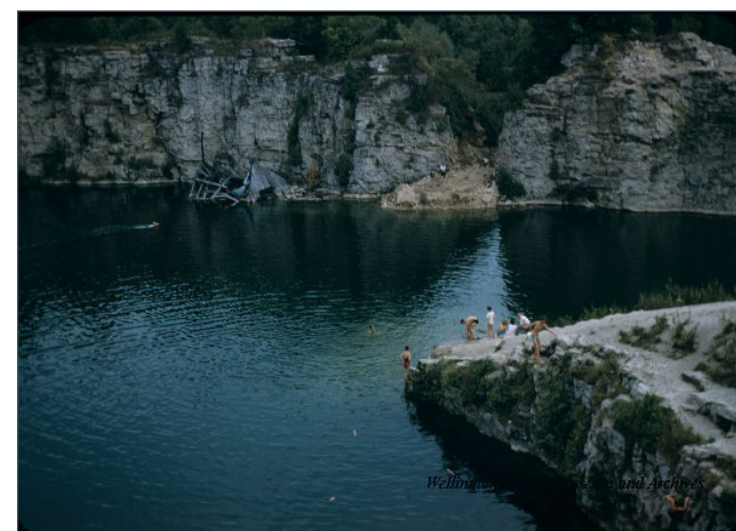
Elora Quarry, 1957 (W.C.M.A. Ph32303).

Elora Quarry, 1974 (W.C.M.A. slide 13628).

Present-day view of bathers at Elora Quarry (G.R.C.A., undated).

- Location within the Elora Quarry Conservation Area.

- Scale and shape of the former quarry with its 30-metre pit and sheer limestone cliffs up to 12 metres high.

- Beach area located between the swimming area and the Grand River which provides:

  - Access to Grand River from the Elora Quarry Conservation Area.

  - Recreational areas for swimmers.

- Surrounding woodlands with hiking trail within the Elora Quarry Conservation Area.

Cultural Heritage Value

The Elora Quarry has physical value as a unique example within Centre Wellington of an industrial quarry site converted to a public swimming area. The quarry was formed as a result of the extraction of limestone at the site from c. 1900 to 1932. After quarrying ceased in 1932, it became a popular local swimming spot and public amenities such as dressing rooms were added by the Village of Elora.

The Quarry is associated with the geological history of the Grand River. The limestone bedrock which was quarried at the site was deposited thousands of years ago. The Grand River valley was formed by the subsequent erosion of this bedrock. It is associated with Elora's industrial history and is the single largest artifact that expresses this history. The limestone extracted from the quarry was primarily used to produce lime, an ingredient used in mortar, as well as in steel and paper production and in agriculture. The Quarry is also associated with the development of Centre Wellington's tourism industry in the twentieth century. After it became a local swimming spot in the 1930s, it became known as a tourist destination

over the course of the twentieth century. The Quarry is currently owned and managed by the Grand River Conservation Authority and is operated as a tourist and recreation destination.

It has contextual value for its proximity to the Grand River. It is also a local landmark.

Historical Integrity

As a continuously evolving landscape, the Elora Quarry has historical integrity. It has been continuously used as a swimming hole since quarrying operations ceased in the 1930s. The general shape and size of the Quarry, which was formed by limestone extraction in the early twentieth century, have been largely maintained. The limestone cliffs which form the swimming hole are still legible as a former quarry site. A significant change occurred when the rock adjacent to the river was blasted out for use in the Conestogo Dam in 1956. This has supported the swimming use of the Quarry by creating space to be used as a beach. It has also created direct access to the Grand River from the

Quarry. Views within the Quarry of the limestone cliffs and swimming hole closely reflect historical views.

Community Value

The Elora Quarry has community value. The Quarry reflects the industrial history of Centre Wellington and is used to convey the importance of local limestone to the community's identity. It is recognized as a landmark within Centre Wellington. The Quarry is a well-used public recreational space which is valued for its contribution to the quality of life of residents of Centre Wellington and Ontarians. It is written about in local histories and is widely photographed. The Quarry is understood as a unique place with a distinctive atmosphere and is widely promoted as a tourist destination. The industrial history and recreational value of the Quarry were identified by multiple people during public engagement for this project.

Address/Location:
From east of Wellington Road 7 in Elora to Beatty Line in Fergus

Associated Historical Themes:
Transportation, Nature

Spatial Pattern Type:
Linear Corridors, Pathways, Waterways, Streets

U.N.E.S.C.O. / O.H.T. Category:
Evolved – Continuing

Legend:

☐ Preliminary CHL Boundary

Description of Place

The Trestle Bridge Trail is a 3.5 km trail connecting Fergus and Elora. The trail follows a portion of the railbed of the former Wellington Grey and Bruce Railway (later the Grand Trunk Railway and then the Canadian National Railway). This was the first railway opened in Nichol Township. Prior to its construction there was no railway north of Guelph. The main line of the Wellington, Grey and Bruce Railway ran from Guelph to Southampton. Construction began in 1867 and in 1870 the line was opened from Guelph to Elora to Fergus. This main line from Guelph was extended to Southampton by 1872, with another branch running from Palmerston west to Kincardine. This railway offered freight and passenger service and connected communities which were not served by large railways (Thorning 1991). The line became part of the Grand Trunk Railway in 1882. The Grand Trunk Railway was placed under the management of the Canadian National Railways in 1923. The line was abandoned between Fergus and Palmerston in 1983 and Guelph to Fergus in 1988 (Hughes 1997). During its operation principal stations were located in both Elora and Fergus as well as other communities along the line. The railway tracks were removed in 1989 and neither of these stations are extant. The trail was opened in 1997.

Following the abandonment of the railway line,

a public trail was created. The trail runs from an access point 500 metres east of Wellington Road 7 in Elora to Beatty Line in Fergus, with an access point at Beatty Line North, near the western edge of the Beatty Brothers Factory and Residential Areas C.H.L. The stone building located adjacent to the trail access point, (the listed building at 197 Beatty Line North, known locally as the Sharpe Feed building) is associated with the former railway. It was built in 1902 as meat-processing and cold storage plant called the Wellington Dressed Meat and Storage Company. It was strategically located between the tracks of the Grand Trunk and Canadian Pacific Railways, Sidings from both railways were extended to service both sides of the building, allowing for the delivery of livestock and the shipment of dressed meat in refrigerated train cars. The building operated as a meat plant until 1913 and became a manufacturing plant for Superior Barn Equipment Company in 1916 (Thorning 2020a 2020b). The trail crosses the Grand River via a former railway bridge. This is the third railway bridge to be built at this crossing. The first bridge was built in 1869 as part of the construction of the railway. The superstructure of this bridge was replaced in the 1880s. The present bridge was constructed in 1909. The concrete bridge piers rest on two of the original four cut stone piers from the
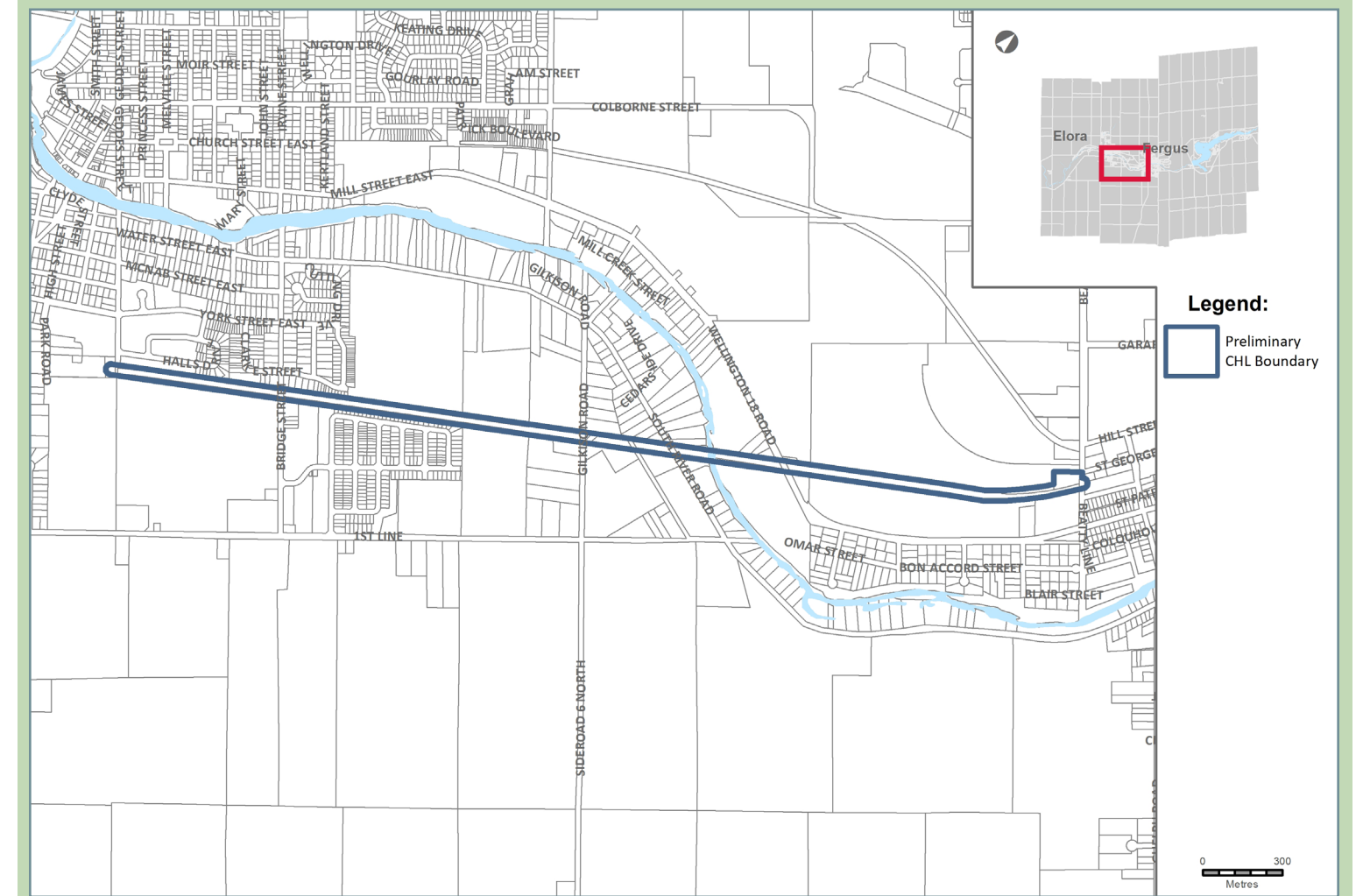
Second Grand Trunk Railway bridge over the Grand River with House of Industry in background c. 1900 (W.C.M.A. Ph13402).
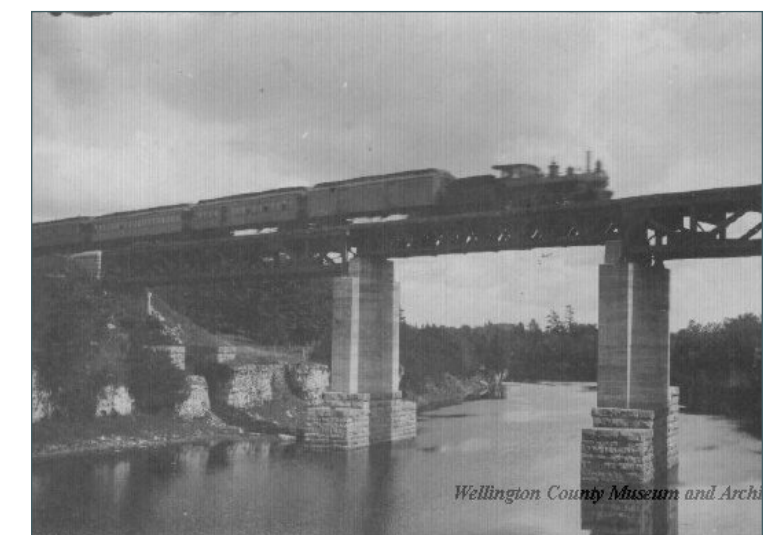
Present railway bridge over the Grand River at Aboyne, c. 1913 (W.C.M.A. Ph11646).

Present-day view of bridge and trail from Grand River (Wellington.ca, undated).

View along the trail near the railway bridge (A.S.I. 2019).

1869 bridge. These have been extended vertically using poured concrete. The original abutments were dismantled and rebuilt closer to the river. The superstructure of the 1909 bridge is a three-span steel Warren truss structure (Thorning 2002:57). Protective guardrails have been added for pedestrian safety. The trail crosses Wellington County Road 18 via a former railway overpass bridge, where another access point is located. This is a single-span steel through-plate girder bridge with concrete abutments built in 1951. A protective guardrail has also been added to this bridge. The trail has a gravel surface and is mostly tree-lined. It passes through fields, forests and over the Grand River, with views of the river and the Wellington County Museum and Archives.

Cultural Heritage Value

The trail has physical value as a part of the first railway route built through Centre Wellington. The Wellington, Grey and Bruce Railway line connecting Guelph to Fergus via Elora opened in 1870. It was built along the southern edge of Elora, crossed the Grand River near Aboyne and passed by what would have been the western outskirts of Fergus before turning north towards Drayton and terminating in Southampton. It also has scenic qualities, as it passes

through different landscapes including fields, forests, and the Grand River.

The Trestle Bridge Trail has historical value for its association with the Wellington, Grey and Bruce Railway (later the Grand Trunk Railway and then the Canadian National Railway), starting in 1867 when construction on the Guelph to Fergus route began. The alignment of the railway route contributes to an understanding of the historical development of the rail corridor and the railway's historical relationship to industry, settlement and growth in Centre Wellington. The former Wellington Dressed Meat and Cold Storage Company building adjacent to the railway at 197 Beatty Line North is an expression of the response of a local agricultural industry to the construction of the railway. The trail has direct associations with the growth and development of Beatty Brothers Ltd. (with their Hill Street plant in close proximity to the rail line) and the export of agricultural products and other early industries significant to the community. These industries relied on freight connections provided by the rail line for the transport of raw materials and finished goods to and from the broader region.

The trail has contextual value for the physical links it creates between the communities of Elora and

Fergus, reflecting the function of the former railway. It is visually linked to the Grand River, which it crosses, and to the Wellington County Museum and Archives via views from the bridge crossing the Grand River and from the bridge over Wellington Road 18. It is also connected to a network of other local trails, including the Aboyne Trail, Museum Trail and the Elora Cataract Trailway. The building at 197 Beatty Line North is a local landmark which functions as a gateway to the trail.

Historical Integrity

The trail has historical integrity. The development of the Wellington Grey and Bruce railbed into a trail has maintained its continued use as a transportation route. Though the tracks have been removed, the original alignment and narrow linear form of the railbed have been maintained. Natural features including wild vegetation along the railbed and the railbed's relationship to natural features such as the Grand River have also been maintained. Views of the Wellington County Museum and Archives from the rail bridge crossing the Grand River and from the rail bridge over Wellington Road 18 have been maintained.

Community Value

The Trestle Bridge Trail has community value. The trail is valued for its contribution to quality of life in Centre Wellington. The trail was identified by members of the public as a valuable recreational amenity. The Wellington, Grey and Bruce Railway is written about in local histories as its construction represented a major change to transportation through the area and affected industry, settlement and growth in Nichol Township and Wellington County. The trail is also promoted as a tourist destination in a variety of materials for Centre Wellington and Wellington County.

Preliminary Heritage Attributes

- Historical alignment following a portion of the former Wellington, Grey and Bruce railbed.
- Vegetation, signage and surface materials that enhance its use and value as a trail.
- Connection between Elora and Fergus.
- Steel railway bridge across the Grand River:
  - Original 1869 cut stone bridge piers extended with poured concrete.
  - Original stone bridge abutments which were dismantled and rebuilt closer to the river.
  - 1909 steel three-span Warren truss superstructure with protective guardrails added.
- 1951 railway overpass bridge over Wellington Road 18.
  - Poured concrete abutments.
  - Steel through-plate girder superstructure with protective guardrails added.
- Forested, natural setting of the trail.
- Views to the Wellington County Museum and Archives.
- Views of the Grand River.
- Access points located along the trail, including at, but not limited to:
  - 500 m east of Wellington Road 7 in Elora;
  - Bridge Street in Elora;
  - Gilkison Street;
  - South River Road;
  - Wellington Road 18; and
  - Beatty Line north of Kitchener Avenue in Fergus.
- Former Wellington Dressed Meat and Cold Storage Company building at 197 Beatty Line North

Address/Location:
378 Wellington Road 18

Associated Historical Themes:
Settlement, Agriculture, Transportation, Nature

Spatial Pattern Type:
Nodes, specific properties

U.N.E.S.C.O. / O.H.T. Category:
Designed

Description of Place

The Allan Farmstead C.H.L. is a nineteenth-century farmstead located between Fergus and Elora along Wellington Road 18. The property is listed on Centre Wellington's Heritage Register. The farmstead is part of a larger plot of land owned by Charles Allan which included the former village of Aboyne south of the farmstead. Charles Allan was a Scottish builder, businessman and politician who founded the village of Aboyne and was also an important figure in the development of Fergus and Elora.

The village of Aboyne was located on Lots 6 and 7, Broken Front Concessions North and South of the Grand River. The present-day boundaries of Aboyne would be formed by Gilkinson Street and Chapel Street to the west and 1st Line to the south. The eastern edge is formed by Wellington Road 18 and the Wellington County Museum and Archives. The northern and eastern boundary of Aboyne is formed by Wellington Road 18 and abuts Charles Allan's farmstead.

Aboyne was founded by Charles Allan in 1855. Allan named it for his birthplace in Scotland and had hoped it would help to join Fergus and Elora into one village (Hutchinson 1998:153). Allan acquired the land and then offered village lots for sale on December 3rd,

1855. This was during a land-speculation boom in the Guelph-Fergus-Elora area. There were 197 village lots and 42 park lots (Hutchinson 1998:153). Most of the lots were sold the same day, however it appears that many of the lots were never built on. Instead, a rural character has been maintained which, in opposition to Allan's desire, aids in the understanding of Elora and Fergus's distinct identities.

In 1858, a dam and an oatmeal mill on the north side of the Grand River were built by David Foote, who also built a bridge to connect the southern and northern parts of the community. A flax mill was built in 1861 on the south side of the river, opposite the oatmeal mill and a tannery opened beside it. By 1871 the population was 80 and the village included the Aboyne Hotel, a post office and a tavern. In 1872, the Wellington Grey and Bruce Railway opened, cutting through Aboyne in the location of what is now the Trestle Bridge Trail. The trail is named for the railway bridge crossing the Grand River at Aboyne.

Aboyne had a brief existence. This is attributed partially to a lack of traffic along South River Road which travelled through the southern portion of Aboyne. The favoured road was what is now Wellington Road 18 on the north side of the river, which passed by but did not go through Aboyne. A series of fires in the 1870s and 1880s destroyed a number of buildings and further contributed to Aboyne's decline. In 1912 or 1913, a flood destroyed the bridge and dam (Hutchinson 1998:152–4). The street layout and three intact nineteenth-century houses are all that remain of the village.

In 1854, around the time that Allan founded Aboyne, he also acquired farmland abutting the village, north of the river. The Allan Farmstead property includes an intact stone house, stone barn and surrounding farmland to the east and west. A conifer windbreak is located at the rear of the house. The property's topoography slopes gently towards the Grand River to the south and the farmstead is sited to face the river. The farmhouse and barn were built c. 1854-1857 by local Scottish stone masons. The barn is believed
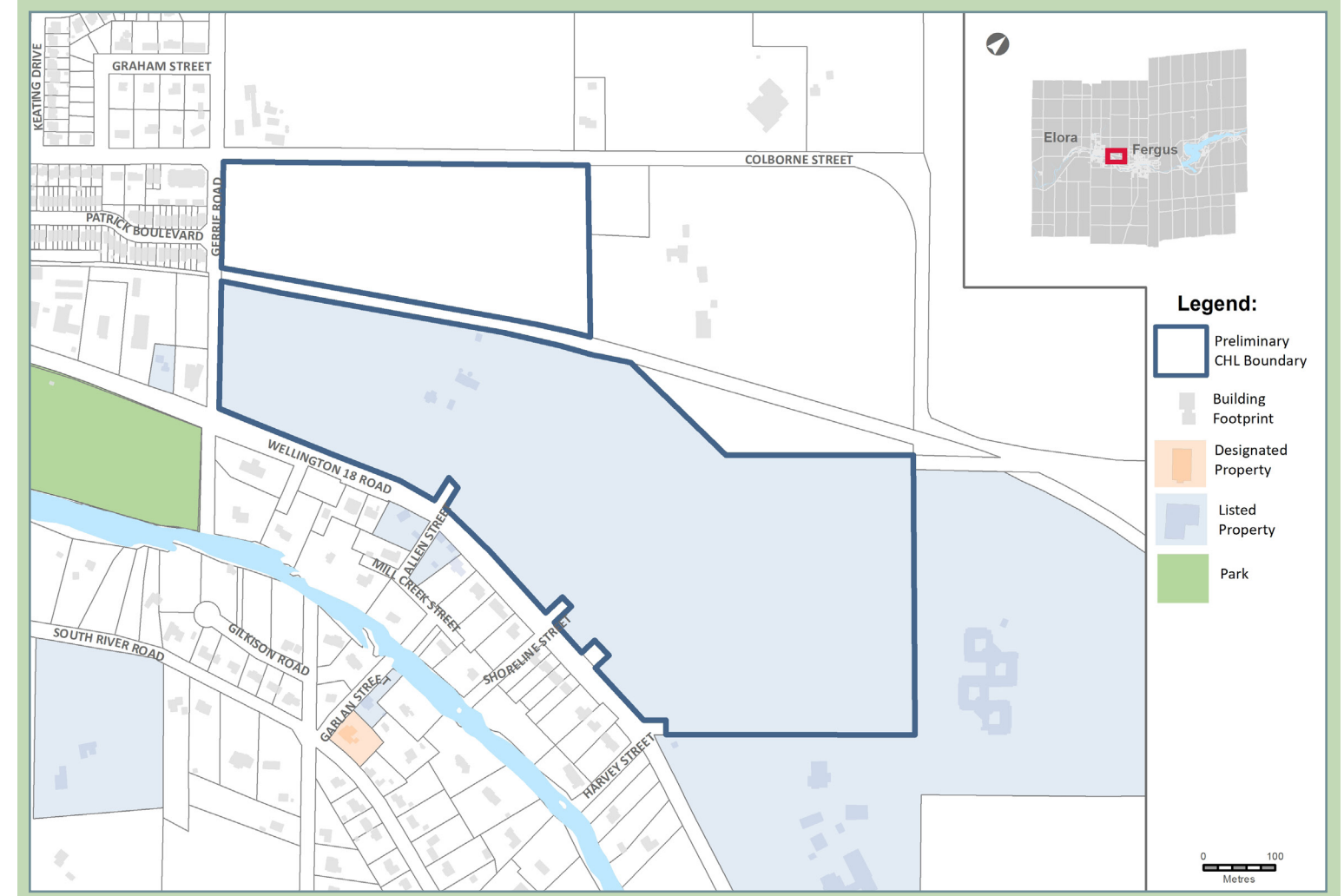
Allan Farmstead, house, 1900 (W.C.M.A. Ph7071).
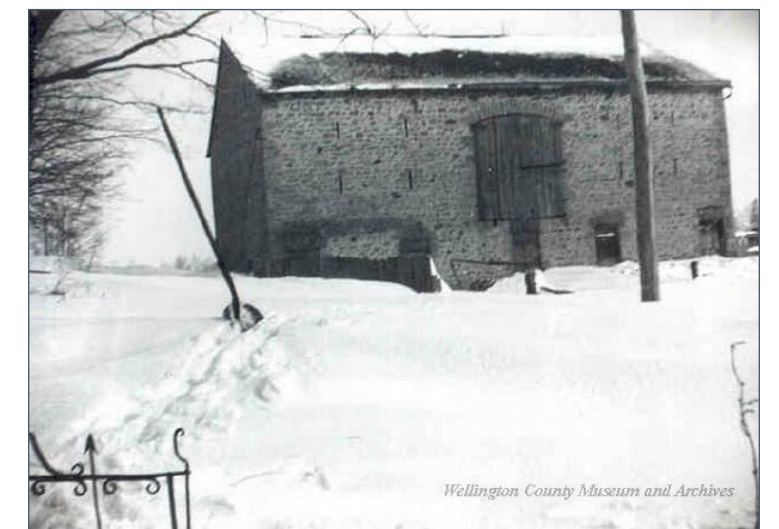
Allan Farmstead, stone barn c. 1900 (W.C.M.A. Ph7070).

Allan Farmhouse with stone barn in background, 1974 (W.C.M.A. Ph5093).

Allan Farmstead from Wellington Rd. 18 (A.S.I. 2019).

Allan Farmhouse, 2009 (Centre Wellington Heritage Register).

to be one of the largest stone barns still standing in Ontario. In 1877 Allan sold part of the farmstead to the County of Wellington for the construction of the House of Industry and Refuge (now the Wellington County Museum and Archives) (Anon 2019). The farmstead property was purchased by Charles Allan, Sr. for his son Charles Allan, Jr. It has since been owned by at least five successive generations of the Allan family, including Charles Allan, Sr.'s grandson David Allan, who was treasurer of Nichol Township from 1914-1927 and became Superintendent of the neighbouring House of Industry. The subsequent owners were David Allan's son Charles M. Allan and his wife Roberta Allan, a local historian and author of A History of Elora (Hutchinson 1998:152). The property remains in the ownership of the Allan family (Anon 2019). The Credit Valley Railway, completed in 1880, cut through the property, north of the farmstead. The former railway is now the Elora Cataract Trailway C.H.L.

Cultural Heritage Value

The Allan Farmstead has design/physical for its stone barn believed to be one of the largest stone barns still standing in Ontario. The barn was built c. 1854-1857

by local Scottish stone masons. The barn also lends aesthetic value to the property.

The property has historical value for its associations with Charles Allan, a Scottish builder, businessman and politician who founded the village of Aboyne and was also an important figure in the development of Fergus and Elora. Allan acquired the property which would become the Allan Farmstead in 1854. The property is also associated with Roberta Allan, a local historian active from the 1950s to the 1980s who compiled local Tweedsmuir Histories and wrote The History of Elora. She and her husband Charles M. Allan (grandson of Charles Allan) owned the property from 1938-1952.

The property has contextual value for the way it supports and maintains the rural character of the area between Fergus and Elora. The C.H.L. is physically and historically linked to the Elora Cataract Trailway (the former Credit Valley Railway, later the Canadian Pacific Railway) and the Wellington County Museum and Archives (formerly the House of Industry) The Allan Farmstead also functions as a local landmark.

Historical Integrity

The Allan Farmstead has historical integrity. It has remained in the ownership of the Allan family since Charles Allan purchased the property in 1854. The original farmhouse and stone barn c. 1854-1857 have been maintained, with many original features intact. Minor changes have been made to the house and a silo was added to the farm at an unknown date. The agricultural fields on the property have also been maintained for ongoing use as farmland.

Community Value

The Allan Farmstead has community value. Pride and stewardship is demonstrated by the properties in Aboyne which are included on the Township's Heritage Register, including the Allan Farmstead, which is a listed property. The Allan Farmstead is also recognized as a local landmark along Wellington County Road 18. The property is written about in local histories. Multiple people identified the property as significant during public engagement for this project.

Preliminary Heritage Attributes

- Long tree-lined driveway from Wellington County Road 18.

- Central working and living area of farm.

- Stone house and barn.

- Views of the house and barn from Wellington County Road 18.

- Agricultural fields.

Address/Location:
Bounded by Beatty Line, St. Andrew Street West, Breadalbane Street, Maiden Lane and Garafraxa Street West

Associated Historical Themes:
Urban Development, Community Development, Industry

Spatial Pattern Type:
Areas, Districts, Neighbourhoods

U.N.E.S.C.O. / O.H.T. Category:
Designed

Description of Place

The Beatty Brothers Factory and Residential Areas is an area at the western edge of Fergus, north of the Grand River, which encompasses the historical Beatty Brothers Hill Street Plant as well as surrounding streets which were developed to house their employees. It also includes the area known as the "acid pond" north of St. Patrick Lane between Johnston Street North and Breadalbane Street, which was a historically swampy area the company used to dispose of industrial waste (Mestern 2020a). The factory is located on Hill Street, and the key residential streets are Kitchener Avenue, St. Andrew Street West, and Brock Avenue. The area is intersected by the Elora Cataract Trailway along Hill Street (the route of the former Credit Valley/Canadian Pacific Railway). An entrance to the trailway is located on Beatty Line opposite Hill Street West. The eastern end of the Trestle Bridge Trail terminates at Beatty Line north of Kitchener Avenue.

Beatty Brothers Limited was founded in Fergus in 1874 by brothers George and Matthew Beatty. George's son's Matthew and Milton Beatty joined the company's management in 1901 (Hutchinson 1998:237). The company began as a manufacturer of farm equipment and would expand to become a major employer in the area and a major international manufacturer of agricultural machinery, barn and stable equipment and household appliances. It was considered the "backbone of industrial life in Fergus" (Byerly 1932:226) and in 1925 was considered the largest producer and exporter of barn and stable equipment in the British Empire (Mestern 2004a). The company's success helped to lift Fergus out of an industrial decline in the latter half of the nineteenth century. The first factory was rented in the former Temperance Hall (400 St. Andrew Street West, a listed building within the Fergus Historical Village Core C.H.L.). A second factory was at 105 Queen Street West (now the Fergus Market building, a designated property within the Downtown Fergus C.H.L.) (Hutchinson 237). In 1911, a third factory was built on Hill Street, on what was then the outskirts of town. It was built in close proximity to the Canadian National and Canadian Pacific rail lines and served by rail spurs. The factory included a 12,000 sq. ft. stone office building and a 28,750 sq. ft. factory and boiler room. The plant was planned to accommodate expansions from the outset, with one exterior wall left as a temporary wood wall to permit for an addition.
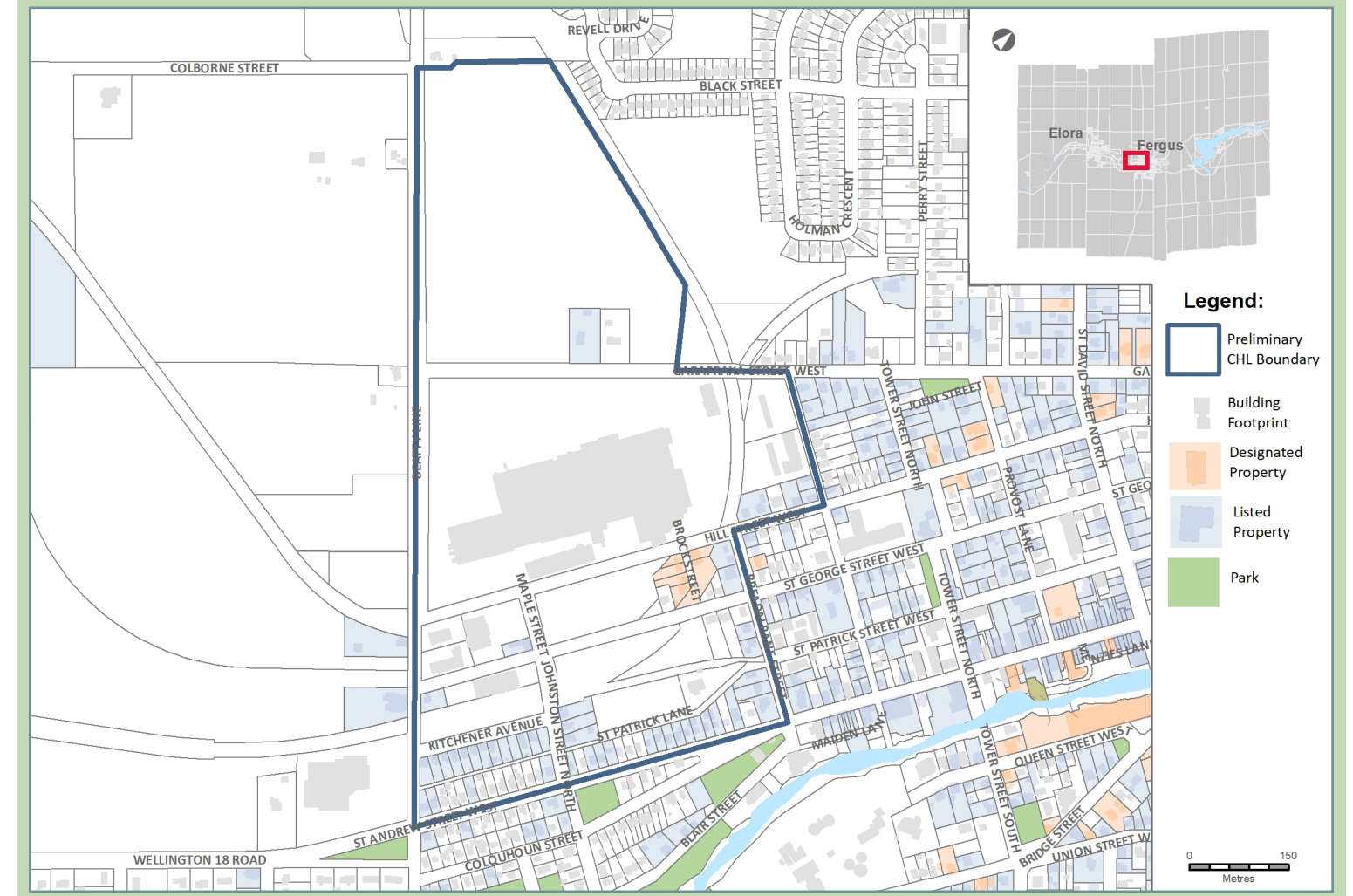
Workers leaving Hill Street plant, with train tracks in the foreground, undated (W.C.M.A. Ph24819).

Aerial view looking north, showing Hill Street Plant, former model farm to the north and Brock Avenue on far right, 1950 (W.C.M.A. Ph4833).

"Beatty Train" bearing sign listing appliances being shipped, 1928 (W.C.M.A. Ph4832).

South side of Kitchener Avenue (A.S.I. 2019).

Looking south along Brock Avenue from Hill Street (A.S.I. 2019).

View of portion of Hill Street Plant, looking north from St. George Street (A.S.I. 2019).

Additions were added in 1917 and 1920, and annual additions were added from 1925-1929 until the square footage reached 341,412 sq. ft. in 1932. (Byerly 1932:226-229, Thorning n.d.). In 1929 the company established a model farm on Garafraxa Street West, north of the Hill Street Plant. It served as a showcase to demonstrate the latest Beatty barn equipment to potential customers. It included a barn with a herd of Jersey cows, a two-storey dairy building and a silo, all featuring innovative equipment. In 1938 the farm property was sold to Fergus Fur Farms. The Beatty Brothers also had a second farm property on the northern edge of town on Highway 6 (Thorning 2018a). In 1964 Beatty Bros. Ltd sold its production facilities, including the Hill Street factory to General Steel Wares Ltd. (G.S.W.) of Toronto. G.S.W. continued to operate the Hill Street plant. In 2006 G.S.W. was purchased by A.O. Smith, a manufacturer of hot water heaters. In 2013, A.O. Smith announced that manufacturing at the Hill Street Plant would cease and the facility would be used only as a distribution centre (Wellington County Museum and Archives 2014).

The 27 houses located south of the Hill Street Plant on Kitchener Avenue and on the north side of St. Andrew Street West between Beatty Line and Johnston Street North were built to accommodate the growing number of Beatty Brothers employees during First World War. The company had several war contracts, but nowhere for their rapidly growing workforce to live. The Beatty company had threatened to move some or all of its operations to London if new housing was not built at once (Thorning 2018b). The Village of Fergus had acquired most of the land on the north side of St. Andrew Street and on Kitchener Avenue and in 1916 Fergus council decided it would be a good place to build a group of new houses due to its proximity to the new Hill Street Beatty plant. Lots were sold by the Village for $25 each (Thorning 2018b). Beatty Brothers created the Fergus Housing Company to build residences for its workers. Employees who bought the houses could pay off the mortgage with weekly payroll deductions. The houses were built to designs by Beatty's staff architect and designer W.H. Matthews (Thorning n.d.). The houses on Kitchener Avenue are built primarily in the Dutch Colonial Revival style. City councillors called for a 10-foot rear laneway south of Kitchener Avenue that garages and outbuildings would face, rather than the street. This allowed cars to park in backyard garages and utility poles to be relocated off the street (Thorning 2018b). The laneway remains in use today.

The housing developments on Kitchener Avenue and St. Andrew Street were subject to one of the first zoning provisions in Fergus, requiring any new houses on St. Andrew Street to have a 25-foot setback and a 15-foot setback on Kitchener Avenue (Thorning 2018b).

Brock Avenue is a small cul-de-sac adjacent to the Hill Street plant. It contains six stone houses which were built c. 1935 by the company as residences for supervisory personnel who might be needed in the factory at irregular hours, or during emergencies. These were also designed by Beatty engineer W.H. Matthews. Brock Avenue was designated as a Heritage Conservation District in 1998 (Designation By-law 97-076, Town of Fergus).

Cultural Heritage Value

The C.H.L. is unique within Centre Wellington as a landscape wherein workers' houses were supplied by their employer in close proximity to their factory. Following the establishment of the Hill Street Plant, the Beatty Brothers had a rapidly growing workforce due to increased production during the First World War, but nowhere for the workers to live. In 1916, land owned by the Village of Fergus on Kitchener Avenue and St. Andrew Street West was selected as the site of new houses for Beatty Brothers employees due to its proximity to the Hill Street Plant. Beatty Brothers created the Fergus Housing Company to build the residences for its workers. The houses were built to designs by Beatty's staff architect and designer W.H. Matthews.

St. Patrick Lane south of Kitchener Avenue is a rare example of a rear laneway in Wellington County, affording space for garages and utility poles behind the houses rather than on the street. The housing lots on Kitchener Avenue and St. Andrew Street West also reflect an early instance of zoning provisions in Fergus, dictating required setbacks for houses on the streets.

The area is strongly associated with Beatty Brothers Ltd., a major employer in Fergus and the surrounding area for almost a century and with considerable influence in the town. The ongoing growth of the company in the early twentieth century spurred the construction of their new factory on Hill Street in 1911 and the establishment of the employee housing in close proximity in 1916. The siting of the Hill Street plant on what was then the outskirts of town provided space for the growing company to expand the factory

with numerous additions throughout the 1920s. The model farm established north of the Hill Street factory demonstrates the scale of company's production and distribution operations as a major international manufacturer of barn equipment. The area is also associated with Fergus's history as an industrial town. The configuration of the Hill Street factory, the employee housing and the former rail lines reflect the importance of the Beatty Brothers' manufacturing operations to the economic and social development of the town.

The area is physically and historically linked to the Canadian National and Canadian Pacific rail lines (now the Trestle Bridge Trailway and the Elora Cataract Trailway) which would have been an important means of shipping out Beatty Brothers products and receiving materials and parts, and provided a strategic location for the establishment of the Hill Street factory in 1911. The Hill Street factory is also a local landmark.

Historical Integrity

The C.H.L. has historical integrity. The various elements which make up the C.H.L., including the factory, the farm property, the employee housing on Kitchener Avenue and St. Andrew Street West, and the supervisors' housing on Brock Avenue have all survived with continuity of use and few alterations. The buildings original to the Beatty Brothers model farm are no longer extant, but the property is still in use as a farm and its relationship to the Hill Street factory has been maintained. The area known as the "acid pond" is no longer used for dumping industrial waste but remains vacant land. While the tracks and railbed of the Canadian Pacific and Canadian National railways have been removed in the area south of Hill Street, the location of entrances to both the Elora Cataract Trailway and the Trestle Bridge Trailway on Beatty Line serve to mark the railways' historical proximity to the Hill Street Factory.

Community Value

The area has community value. The legacy of Beatty Brothers Ltd. contributes to the identity of Fergus. Members of the public identified this area as valuable for helping to tell the story of the Beatty Brother's significant impact on Fergus. The designation of the Brock Avenue Heritage Conservation District under the O.H.A. indicates a high degree of community pride and stewardship of this component of the C.H.L. The Beatty Brothers Hill Street Plant and the employee housing on Brock Avenue, Kitchener Avenue and St. Andrew Street West are written about in local histories as part of the twentieth-century development of Fergus. The C.H.L. is considered a local landmark.
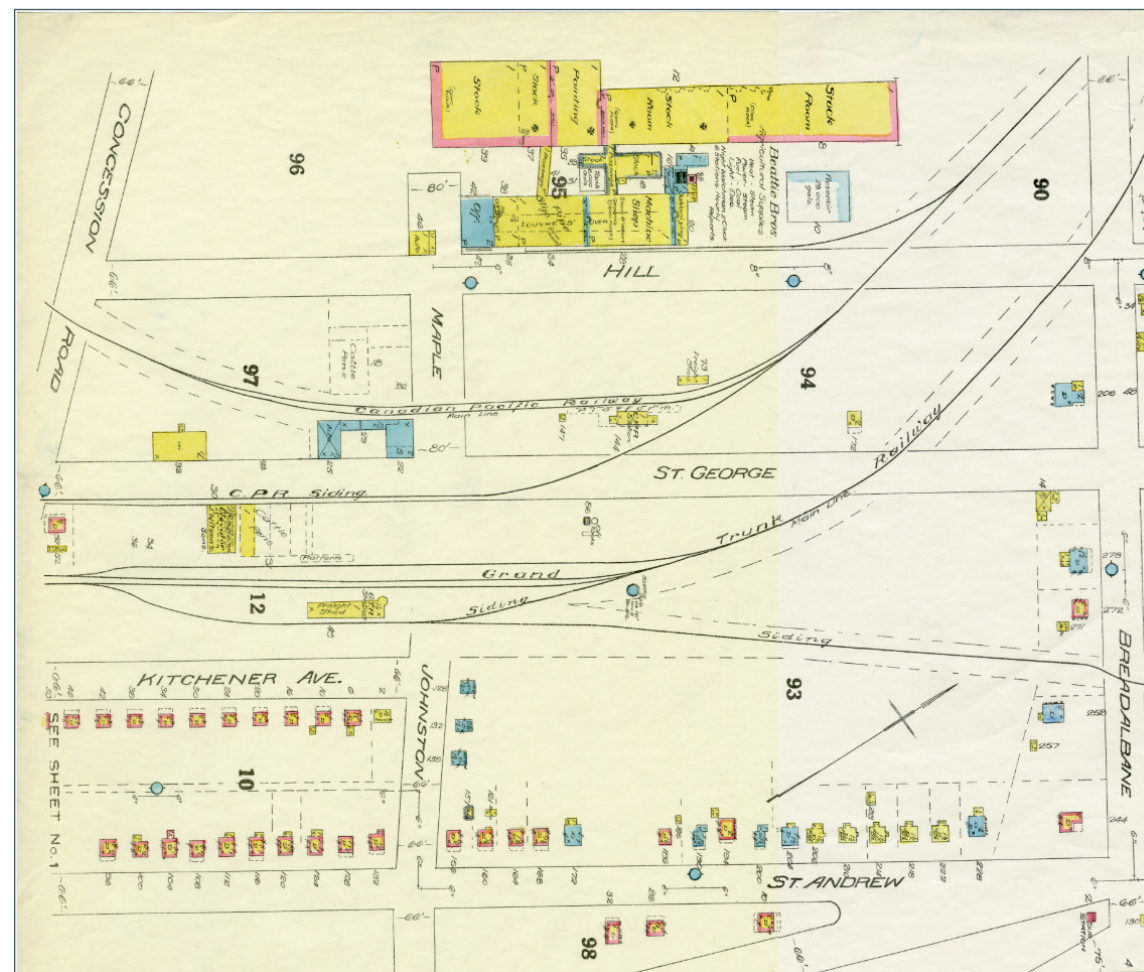
Fire insurance plan showing Hill Street Plant, railway lines and spurs serving the plant, and houses on Kitchener Avenue, 1921. (Underwriter's Survey Bureau Limited).

Preliminary Heritage Attributes

◆ Kitchener Avenue, with the primarily Dutch Colonial Revival style houses and a mature tree canopy.

◆ St. Patrick Lane which provides access to the rear of the Kitchener Avenue properties and subdivided the original street survey by George Fergusson.

◆ The north side of St. Andrew Street West from Beatty Line to Johnston Street North, with houses in varied architectural styles.

◆ The design of the properties within the Brock Avenue Heritage Conservation District as well as their close proximity to the Hill Street Plant.

◆ The former Beatty Brothers Hill Street Plant, a building complex which clearly expresses its manufacturing and head office functions, even with numerous additions.

◆ The former model farm property located north of the factory, on the northeast corner of Beatty Line North and Garafraxa Street West.

◆ Remnants of rail spurs serving the factory between Hill Street and Kitchener Avenue, particularly those east of Maple Street and south of St. George Street West.

◆ The area north of St. Patrick Lane between Johnston Street North and Breadalbane Street, which was a historically swampy area the company used to dispose of industrial waste.

◆ Johnston Street and Maple Street as a connection between the factory and the associated residences.

◆ Norway spruce planted throughout.

◆ Hydro lines through the rear yards which is unique in the Town of Fergus.

Address/Location:
See Description of Place

Associated Historical Themes:
Settlement, Urban Development, Transportation, Industry, Community Development

Spatial Pattern Type:
Areas, Districts, Neighbourhoods

U.N.E.S.C.O. / O.H.T. Category:
Evolved - Continuing

Description of Place

The Fergus Historical Village Core C.H.L. comprises the historical downtown business and industrial district of Fergus and the residential areas which developed around it through the nineteenth and early-twentieth century. Fergus is the largest urban centre within Centre Wellington.

On the north side of the river, the C.H.L. is generally bounded by Garafraxa Street to the north, Breadalbane Street to the west and Cameron Street to the east. On the south side of the river, the C.H.L. is generally bounded by Belsyde Avenue to the south, Perth Street to the west, and the eastern boundary extends east of Gowrie Street. The preliminary boundary for the Fergus Historical Village Core C.H.L. is based on a review of nineteenth and twentieth century mapping, aerial photographs and dates of construction. The Ferrier Estate and Union Street East C.H.L. is closely connected both physically and historically to the Fergus Historical Village Core C.H.L. and some properties have been included in both C.H.L.s as transition areas.

Fergus was founded in 1833-34 by Scotsmans Adam Fergusson and James Webster. It was originally known as "Little Falls" after the small waterfalls along the Grand River before being renamed after Fergusson, and in comparison to Elora which was known as "Big Falls". The river at Fergus includes a cascade of small waterfalls and a small gorge feature which forms an area known as the "Whirlpool" or "Mirror Basin". The early street layout consisted of St. Andrew, St. David, St. Patrick, St. George, Tower and Provost Streets. Tower Street was planned with a site for a future church (St. Andrews Presbyterian Church, first built in 1835, present church built 1862) and to connect south to a future bridge (first Tower Street bridge built 1834). South of the church site was a square named James Square after James Webster, which was intended for a future marketplace (Templin 1933:56). It has since been bisected by Tower Street. A square called Union Square was also planned south of the river at Tower Street and Union Street (today known as Norman Craig Square). Fergusson did not reside in Fergus aside from spending one summer there while Webster was the active developer of the settlement, erecting mills, selling lots and directing the clearing of land in consultation with Fergusson (Byerly 1932:45). By 1835 Webster
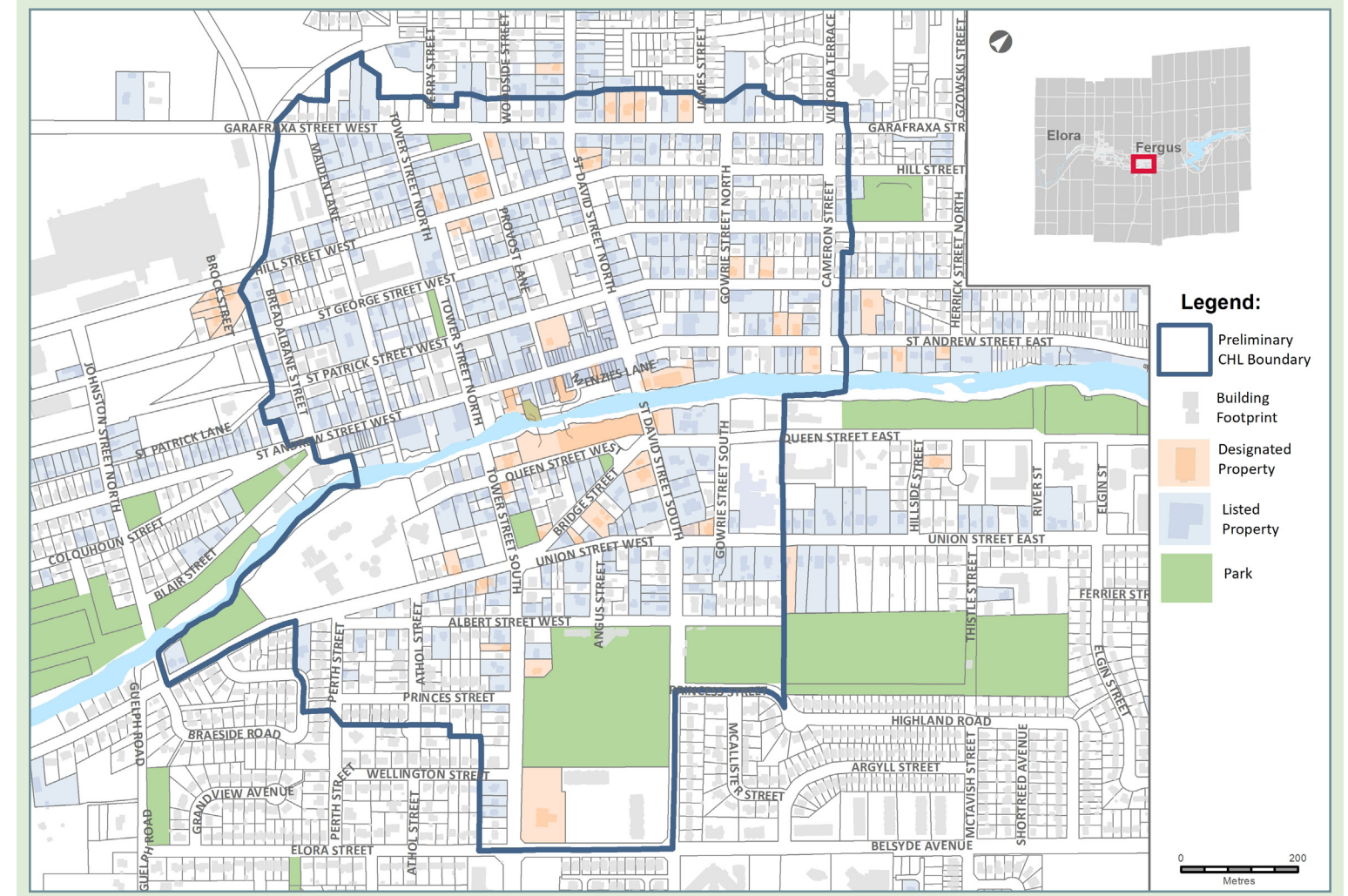
Parade along St. Andrew Street, looking southeast c. 1890 (W.C.M.A. Ph10177).

Looking north up Tower Street towards St. Andrew's Church, 1894 (W.C.M.A. Ph2618).

Looking north on St. David Street south towards St. David Street bridge with Beatty Brothers foundry on left and Beatty Pool on right, c. 1930 (W.C.M.A. Ph2813).

had erected a dam and a gristmill at the "Little Falls" (Templin 1933:56).

St. Andrew Street between Tower Street and St. David Street began to emerge as a main street starting in the 1830s. In 1839, the principle buildings along this stretch included Black's Tavern, several houses including James Webster's dwelling, Webster's store and two others, a mill, saw mill and distillery (Mestern 1995:42). The 1850s and 1860s brought an influx of new residents to Fergus which spurred activity and the construction of sturdy stone buildings on the main business block. Fergus began to take on the appearance of a prosperous village (Mestern 1995:42). New industries were opening, including Grindley's foundry, McMahon's Stave factory and Wilson's oatmeal mill. By the 1870s, a lively business district was emerging in Fergus on St. Andrew Street West, from around Tower Street east to St. David Street South (Koop 2004:70). Residential areas developed primarily north of the river to the east of St. David Street and in the area around St. Andrew's Church. The lots backing onto the north side of the river between Tower Street and St. David Street were historically a site of industrial enterprises. The Fergus Market (105 Queen Street West) is one of the few

Looking west down St. Andrew Street West from St. David Street South, with the Argo block on the left and the Marshall Block on the right (A.S.I. 2019).

remaining industrial buildings along the river. The earliest part of the Fergus Market was Grindley's foundry built in 1850. It was bought by Beatty Brothers Ltd. in 1874 and expanded to house their farm equipment foundry powered by the Grand River. The company's success helped to lift Fergus out of an industrial decline in the latter half of the nineteenth century. Its first factory was located in the Old Temperance Hall on St. Andrew's Street on the north side of the river. (Byerly 1932-226).

The downtown area is composed primarily of two to three-storey cut stone mixed-use buildings and commercial blocks, many erected between the late 1850s and the 1880s. Architectural styles represented include Georgian, Second Empire and Italianate. The concentration of skilled Scottish masons and abundance of limestone in Fergus led to a proliferation of sturdy and handsome limestone buildings. Use of stone masonry in Wellington County declined rapidly after 1890 when railways brought pressed brick into the area at affordable prices. Some stone houses were still built in Fergus as late as the 1930s (Couling 2002:29). Vehicular bridge crossings are located at Tower Street and St. David Street, with the Milligan footbridge located between these two streets.
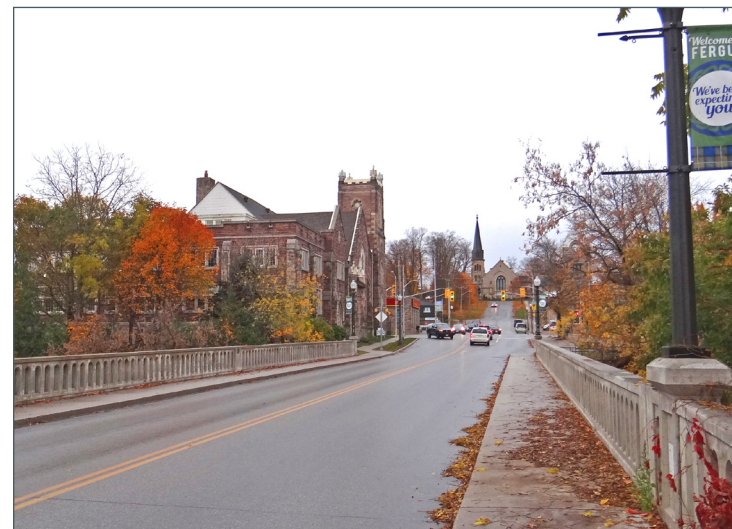
Looking north across the Tower Street Bridge with St. Andrew's Church at the top of the hill (A.S.I. 2019).

The core of Fergus today retains a high number of nineteenth and early-twentieth-century commercial, industrial, civic, institutional and residential buildings, many of them stone. The grid of the original street layout north of the river has expanded with the village's growth. The village of Fergus was incorporated as a town in 1953.

Cultural Heritage Value

The area has physical and design value as an outstanding example of a late nineteenth-century Ontario village sited on the Grand River, with its high concentration of cut stone buildings expressing the rich natural resource of the area. The built form aslo expresses the Scottish ancestry of many of its early residents who understood and had the skills to make use of the resource in constructing the homes, places of work, and places of worship.

The area has aesthetic value for its nineteenth-century streetscapes, particularly along St. Andrew Street West, with many stone and brick buildings and bridges and an abundant tree canopy in the residential areas. Its siting on the Grand River lends the area a hilly topography and picturesque views from hilltops, riverbanks and bridge crossings.

Looking east from the Tower Street Bridge at the Whirlpool with the St. David Street Bridge in the distance (A.S.I. 2019).

The area reflects the development of Fergus from a fledgling pioneer village into an established, thriving urban centre, driven by agricultural trade and water-powered industry. It is also associated with Fergus's identity as an industrial town and numerous builders and businesspeople who constructed and occupied the buildings, many of them of Scottish origin or descent. This includes Beatty Brothers Ltd., a major employer in Fergus and the surrounding area for almost a century and with considerable influence in the town. The area is also associated with the community development of Fergus, as expressed in institutional buildings such as churches, post offices, libraries and schools.

The area has contextual value for its role in defining the nineteenth-century, picturesque village character for which Centre Wellington is known. It is historically, physically, functionally and visually linked to the Grand River and its potential for waterpower. The town of Fergus functions as a landmark used for orientation within Centre Wellington.

Historical Integrity

The area has historical integrity. There is continuity of land use in the commercial and residential areas.

A high proportion of built elements including streets and buildings have survived in their historical form and the relationships between these are intact. The village core's relationship to the Grand River has been maintained. Numerous views within the area can be closely compared to historical views, including along the Grand River and along St. Andrew Street West.

Community Value

The area has community value. The village core of Fergus contributes to the identity of Centre Wellington and is used to tell the story of its development. The area is widely recognized as a landmark within Centre Wellington. The local community has demonstrated a high degree of pride and stewardship in the area, as reflected by the high number of listed and designated properties placed on the Township's Heritage Register. Preliminary heritage attributes are named to celebrate or commemorate someone or something that has been identified as significant to the development of the Township (such as Webster Park). Victoria Park is used as a public gathering space. The area's nineteenth-century village character and small-town feel are valued for their contribution to quality of life. Fergus is written about extensively in local histories. Its architecture is widely photographed. People often refer to Fergus as having a distinctive sense of place. Images of the area are used in promotional material and the area is well-promoted as a tourist destination. Many people identified the village core of Fergus as significant during public engagement.

Preliminary Heritage Attributes

- Location along and relationship with the Grand River nestled down in the Grand River valley.

- River features including the Whirlpool/Mirror Basin east of Tower Street Bridge

- Bridge crossings, including:

- Location of bridge crossing at St. David Street (Highway 6);

- Tower Street bridge; and

- Location of the Milligan Footbridge between Tower Street and St. David Street.

- Street patterns and circulation routes.

- The topography of streets perpendicular to the Grand River, including Tower Street, St. David Street and Provost Lane, which climb the steep hill north of the river.

- St. Andrew Street and its alignment parallel to the Grand River, expressing the use of the river for industry, and its high concentration of nineteenth and early-twentieth century buildings, many of them cut stone.

- Nineteenth and early-twentieth century civic and institutional properties including, but not limited to:

  - Fergus Post Office (299 St. Andrew Street West);

  - St. Andrew's Church and Cemetery (325 St. George Street West) and its highly visible location atop a hill facing south at the T-intersection on Tower Street;

  - Melville United Church (300 St. Andrew Street West);

  - St. Joseph's Catholic Church (415 St. Patrick Street West);

  - Former Fergus High School (680 Tower Street South);

  - Fergus Public Library (190 St. Andrew Street West); and

  - Former Fire Hall, Council Chamber and Engine House (299 St. Patrick Street West).

- Nineteenth and early-twentieth century commercial properties including, but not limited to:

  - Former Weigh Scale Building (160 Provost Lane)

  - Breadalbane Inn (487 St. Andrew Street West)

  - Former Temperance Hall (400 St. Andrew Street West)

  - Former Commercial Hotel (245 St. Andrew Street West)

  - Marshall Block (101 St. Andrew Street West)

  - Argo Block (108 St. Andrew Street West)

- Industrial sites, including, but not limited to:

  - Beatty Brothers Foundry (Fergus Market) (105 Queen Street West); and

  - Watson's Tannery/Groves Grist Mill and Electric Light Plant (170 David Street South)

  - Webster's Dam (west of St. David Street).

  - Former Gow Quarry, now the site of the Ontario Sewage Treatment Plant.

- Beatty Pool (190 St. David Street South).

- Nineteenth and early-twentieth century residential properties.

- Coachway at 157 St. Andrew Street West.

- James Square and the Kissing Stane.

- Norman J. Craig Square and Fergus Cenotaph.

- Templin Gardens (209 Menzies Lane).

- Victoria Park.

- Highland Park.

- Gow Park.

- Historical trees.

- Views, including but not limited to the following:

  - Along St. Andrew Street west looking west from St. David Street and looking east from Tower Street.

  - Along St. David Street looking south from points north of the Grand River and looking north from points south of the River;

  - Along Tower Street looking north and terminating at St. Andrew's Church, and looking south from St. Andrew's Church;

  - Of the Whirlpool/Mirror Basin looking east from the Tower Street Bridge and west from the Milligan Footbridge;

  - Of Webster's Dam and Little Falls looking west from the David Street bridge and east from the Milligan Footbridge; and

  - Along the Grand River from the St. David Street Bridge and the Tower Street Bridge.

Address/Location:
Edinburgh Avenue, Churchill Crescent, James Street between Churchill Crescent and Forfar Street East, and Forfar Street East between St. David Street North and James Street, Fergus

Associated Historical Themes:
Urban Development, Community Development

Spatial Pattern Type:
Areas, Districts, Neighbourhoods

U.N.E.S.C.O. / O.H.T. Category:
Designed

Looking southeast along Edinburgh Avenue (A.S.I. 2019).

Description of Place

The Churchill Crescent Neighbourhood is a residential area constructed prior to 1954 in the Victory housing style, a type of wartime housing constructed during and after the Second World War. The neighbourhood was constructed to the north of the Canadian Pacific Railway line, which was still in operation at the time. It was the largest residential neighbourhood north of the railway line at the time of its construction. This neighbourhood only connected to downtown Fergus at Forfar Street and St. David Street North, which crossed the railway line.

Churchill Crescent is a U-shaped street and together with Edinburgh Avenue forms a square around Webster Park. Two rows of houses are located within the square, backing on to the north and south ends of the park. Webster Park is an open grassed park with a small playground. The houses around and within this square are built in the Victory housing style. James Street and Forfar Street also include homes which are of the same style and period as those immediately around Webster Park. The houses were built as part of a program by the federal government to provide workers involved in the war effort and returning veterans with affordable homes. Victory houses were

prefabricated and assembled on site. Their compact, simple and consistent designs kept costs low. The houses in this neighbourhood are typically one-and-a-half storey, clad in horizontal siding with a steep gable roof, shallow eaves, no dormers and may have a small porch. Victory housing neighbourhoods were often designed with crescents or cul-de-sacs (Blumenson 1990:219).
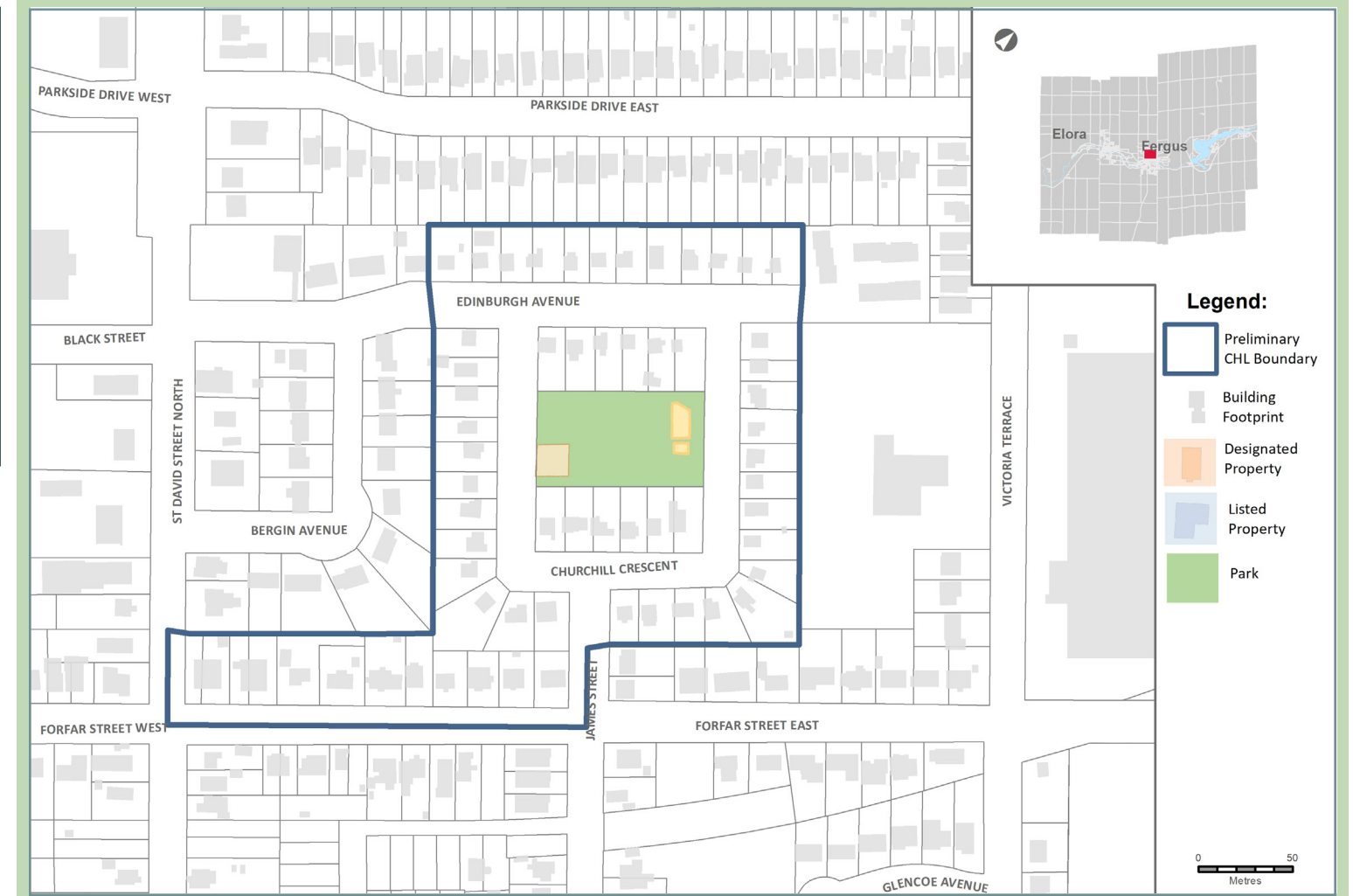
Aerial photograph showing the neighbourhood in the top left quadrant of the image, 1954 (Ontario Dept. Of Lands and Forests).

Members of the Fergus Pipe Band in Webster Park, c. 1954 (W.C.M.A. Ph44343).

Looking east through Webster Park with Churchill Crescent East in the background (A.S.I. 2019)

Looking northwest to Churchill Crescent from James Street (A.S.I. 2019)

Looking west at Churchill Crescent West from Webster Park (A.S.I. 2019)

Cultural Heritage Value

The area is a unique example of a Victory housing neighbourhood in Centre Wellington. The consistency of the prefabricated houses and their evenly spaced lots and setbacks creates a distinctive and cohesive neighbourhood. Victory houses utilized compact, simple and consistent designs to keep costs low. The houses in this neighbourhood have typical features of the Victory housing style, including a small one-and-a-half storey form with a square footprint, clad in horizontal siding with a steep gable roof, shallow eaves, no dormers and a small porch. The crescent shape of Churchill Crescent is typical of a Victory housing neighbourhood. The neighbourhood contributes to an understanding of the growth and development of Fergus in the mid-twentieth century, a period during which Fergus was incorporated as a town (in 1953). It is directly associated with the war effort and with War Time Housing Ltd., the crown corporation that administered the Victory housing program. Churchill Crescent is named for Winston Churchill, who led Britain during World War II as Prime Minister and helped guide the Allies to victory. Webster Park may be named for James Webster, one of the founders of Fergus. Historically, Forfar Street

functioned as the only link to downtown Fergus from the neighbourhood by connecting to St. David Street North, which crossed the railway line.

Historical Integrity

The area has historical integrity, with nearly all of the original houses remaining and largely unaltered. The original layout of the square around Webster Park has been maintained as well as many original tree plantings in the park and on the streets. Edinburgh Avenue and Forfar Street have been extended to the west and east to connect with St. David Street North and Victoria Terrace, which was built at a later date.

Community Value

The Churchill Crescent Neighbourhood has community value. During public engagement, the area was identified for the quality of life afforded by such a cohesive neighbourhood with a central park, lending itself to a closely connected community. Preliminary heritage attribute(s) of the C.H.L. are named to celebrate or commemorate someone or

something that has been identified as significant to the development of the Township (such as Webster Park). Members of the public also identified the area's value as a reminder of the sacrifice made by war veterans and an indicator of hope for the future, during and after World War II.

Preliminary Heritage Attributes

- Post-Second World War housing in Victory housing architectural style found on Churchill Crescent, Edinburgh Avenue, Forfar Street and James Street (two houses). The Victory houses feature a compact one-and-a-half storey form with a square footprint, clad in horizontal siding with a steep gable roof, shallow eaves, no dormers and may have a small porch.

- Square around Webster Park formed by Churchill Crescent and Edinburgh Avenue, with crescents being common features of Victory housing neighbourhoods.

- Consistency of the Victory Housing type, setbacks and lot spacing on these streets.

- Webster Park as an open greenspace lined with trees and with houses backing onto the north and south ends of the park.

- Mature tree plantings in the park and on the streets.

Address/Location:
Area south of the Grand River to the south side of Belsyde Cemetery

Associated Historical Themes:
Settlement, Urban Development, Community Development

Spatial Pattern Type:
Areas, Districts, Neighbourhoods

U.N.E.S.C.O. / O.H.T. Category:
Evolved - continuing

Description of Place

The Ferrier Estate and Union Street East C.H.L. encompasses the former property of settler A.D. Ferrier, as well as areas adajacent to the Ferrier Estate, including Union Street East as far west as St. David Street South; the former site of the Royal Alexandra Hospital at 235 Union Street East and 205 Queen Street East; and the block on Union Street East between River and Elgin Streets. A.D. Ferrier was one of the earliest settlers in Fergus. He purchased 100 acres south of the Grand River in 1834 (Hutchinson 1998:214). Today the land of his former estate includes Confederation Park, Ferrier's home at 230 Hillside Drive, the residential area on Union Street East and Belsyde Cemetery. The Highland Road area between Belsyde Cemetery and Belsyde Avenue, while part of Ferrier's original acreage, has been excluded from the C.H.L. as it now consists of mid-to-late-twentieth century subdivisions. The Ferrier Estate and Union Street East C.H.L. is closely connected both physically and historically to the Fergus Historical Village Core C.H.L. and some properties have been included in both C.H.L.s as transition areas.

Alexander David Ferrier was born in Edinburgh, Scotland in 1813 (Byerly 1932:55). He was educated at the Edinburgh Academy and University before coming to Quebec City in 1830, where he worked in a merchant's office. After meeting with his friend from Scotland, Adam Fergusson, who was establishing his new settlement of Fergus, Ferrier decided to visit Fergus in 1834. That same year he purchased 100 acres of land in Fergus south of the Grand River and called it Belsyde after his Scottish home. The A.D. Ferrier farm extended south from the Grand River to Belsyde Avenue and included parts of Lots 13 and 14, Broken Front Concessions South of the River and parts of Lots 13 and 14, Concession 1, Nichol. Ferrier became a leading citizen of the early settlement. He served in the 1837-38 Rebellion and was Lieutenant-colonel in the 4th Wellington Militia. He was made Justice of the Peace in 1843 and was secretary for two road companies until the County assumed that responsibility. He was a member of District Council from 1845 to 1849 and then served as Clerk of Wellington District Council from 1849-1871. In 1867 he was elected M.P.P. for Centre Wellington Riding. Ferrier was also active on the School Board and was a member of St. Andrew's Presbyterian Church in Fergus. He was a member of the Fergus curling club from its beginning. Ferrier moved to Elora in 1846 and to Guelph in 1849. In 1850 he married Magdalene Dingwall Fordyce. He returned to his old
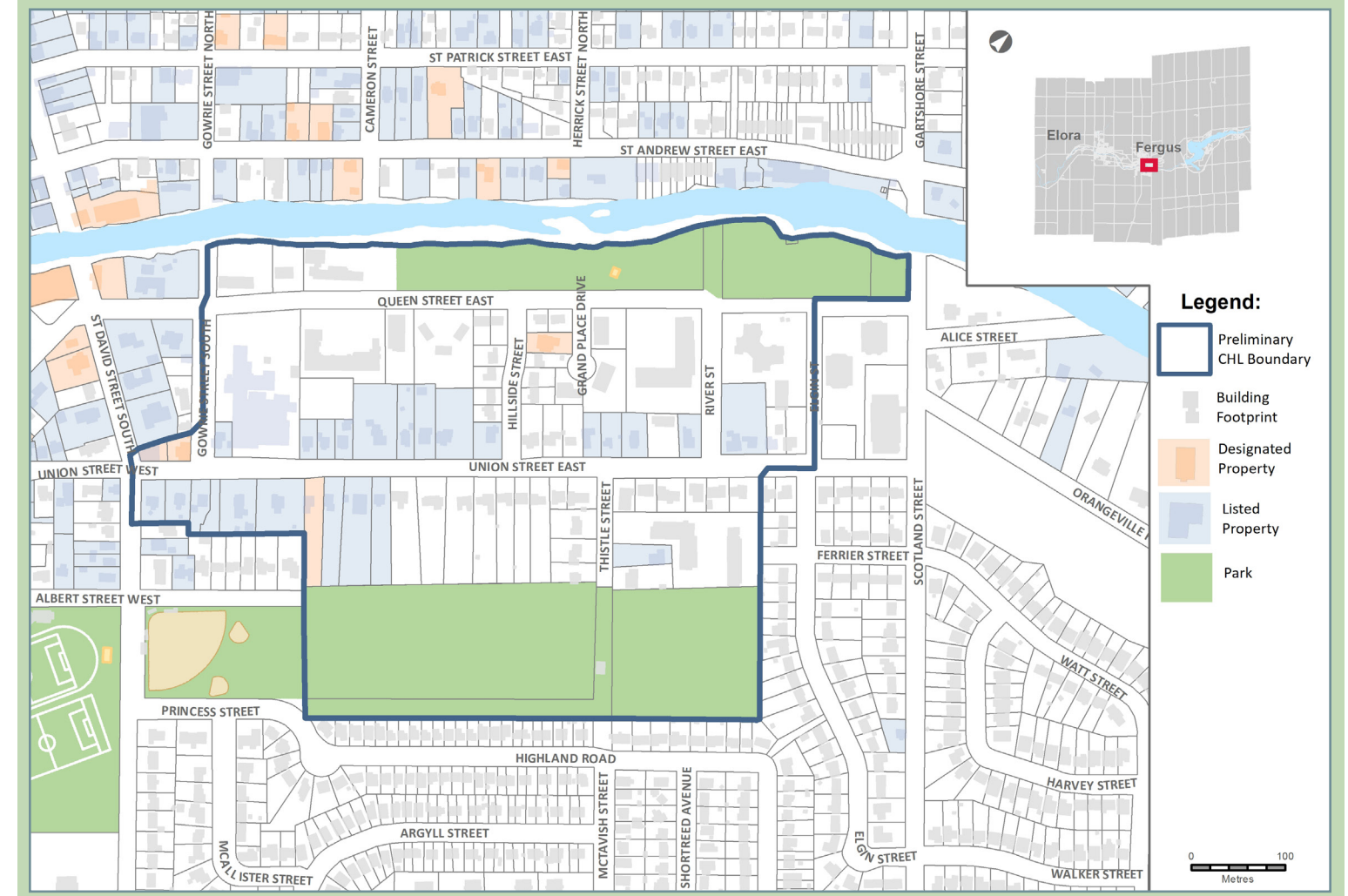
Postcard showing the view down Union Street East, 1910 (W.C.M.A. Ph7696).

Belleside house, south elevation, c. 1890 (W.C.M.A. Ph29303).

Belsyde Cemetery, looking southwest along one of the main pathways (A.S.I. 2019).

Trees along the south bank of the Grand River, Confederation Park (A.S.I. 2019).

Looking east along the north side of Union Street East from the entrance driveway to Groves Memorial Community Hospital (A.S.I. 2019).

home in Fergus in 1854 to work as an accountant and conveyancer. He returned to Scotland in 1875 but came back to Fergus in 1878. Ferrier died and was buried in Scotland in 1890 at age 76 (Hutchinson 1998:214-215).

Ferrier recorded the early history of Fergus in three lectures he gave at the Fergus Farmers' and Mechanics' Institute in 1864 and 1865. The history was published in 1866 in pamphlet form and became a collector's item (Hutchinson 1998:214). Ferrier's lectures included a description of a Mississauga encampment on his lands:

... in the winter of 1841 or 1842 a large encampment of Indians was made in my woodland, and of course I went up to see them. They were very respectable people from the river Credit, and Wesleyan Methodists. We used to hear them in the evenings singing hymns, and they had testaments in their wigwams, and many of them could read. They were well behaved and honest, and the squaws made quantities of baskets and sold them in the village. Some of the men were fine, big, handsome fellows, and some of the women very fair and comely looking. They had one long shaped wigwam, and two or three small round ones, and were quite pleased when lady

visitors, especially, called upon them. I paid them a visit once with a lady visitor, and we sat and cracked away as well as we could for some time. One merry old lady was a great snuffer, and showed us her stock, which she was to take home with her. I remember she had one bladder of Scotch snuff quite full, besides some other parcels of it. I think their minister was a chief called Jones, but he was not with them. They will eat almost anything, and their cookery did not appear very choice. They were very fond of turnips, and got a great many from my farm. I asked one of their hunters one day why he did not kill more wolves, as the bounty was so high. His answer was, " Indians no care to kill wolves; they hunters as well as Indian." They often passed my door, and I had a fine thorough-bred colley, whose house was close to the door, but she would not make friends with the Indians at all. Even when I ordered her into her house she lay and growled and showed her teeth. They killed a great many deer, and stayed almost till spring. (Ferrier 1923:45)

Ferrier built his home in Fergus, Belleside House (also known as Belsyde House), in 1836. It was the first stone house in Fergus and still stands at 230

Hillside Drive. With the possible exception of a log house reputed to date to 1835, it is the oldest standing structure in Fergus. The one-and-a-half storey cottage with a low-pitched roof is reflective of nineteenth-century Scottish farmhouses and was sited to look out over the Grand River. In 1875 Ferrier sold the house to John Beattie, proprietor of Wellington County's first private bank (Township of Centre Wellington 1994).

In 1863 Ferrier subdivided a large portion of his property south of Union Street. The 1863 Belsyde Survey laid out by Ferrier shows park lots 1 through 16 laid out in the area between Union Street and Belsyde Avenue, west of Scotland Street. Ferrier donated some of these lots to the Village of Fergus for the creation of Belsyde Cemetery in 1863. A memorial gravestone in Ferrier's memory is located near the Albert Street entrance to the cemetery. The original block contains burials laid out in a Celtic cross design. The cemetery has been expanded several times to the east, within Ferrier's survey.

While a complete chronology of the further subdivision of Ferrier's land is not known at this time, Union Street East gradually developed as a residential street starting in the 1860s, following the 1863 Belsyde Survey. The street has large lots with deep setbacks

and a prominent tree canopy. The houses on the street are a mix of architectural styles, materials and periods, with approximate construction dates ranging from the 1860s to the 1960s. The stone houses at 310 Union Street East, and 370 Thistle Street, built in the 1860s, have similarities in style and material that may indicate a common builder. A high proportion of the houses date from the early twentieth century, including a collection of six stone houses on the north side of the street (275-295 Union Street East and 325-345 Union Street East). These six houses are listed on the Township's Heritage Register with a construction date of 1908. They share elements of the Edwardian Classical style and their similarities in style, material and construction period indicate they also may have been designed by the same builder. A plan registered by John Jackson in 1912 to subdivide this part of Union Street East includes the lots containing these six houses.

Established in 1901 by Dr. Abraham Groves, the Royal Alexandra Hospital was in a large home (no longer extant) at the corner of Gowrie and Queen Streets, previously the home of James Webster. It became a training school for nurses and upon retirement in 1931, Dr. Groves donated the hospital to the Town of Fergus. A larger Groves Memorial Community Hospital was built in 1954, facing Gowrie Street from Queen to Union Streets (Hutchinson 1998:234).

The Confederation Park and Trail System developed along what was the northernmost part of Ferrier's estate. It is located between the Grand River and Queen Street East. The forested park offers river access below the Upper Falls. The 0.7 km long path runs along the south bank of the river through the park's forest. It has been used since the early days of the Fergus settlement (Elora and Fergus Tourism). It is described by the community as a passive greenspace representing what the riverfront would have likely looked like to early settlers. The park is mostly densely treed, but it opens onto a grassed flat on the riverbank at the eastern end of the park, with a view across the Monkland Mill Pond and dam to the former Monkland Mills (now converted into condominiums known as St. Andrew's Mill) and views of the Caldwell Bridge.

Cultural Heritage Value

Union Street East is a representative example of a pre-First World War residential street which was sited in proximity to the Grand River, a cemetery and parkland. The large lots with deep setbacks reflect Ferrier's first subdivision of the area with the 1863 Ferrier Survey. The mix of architectural styles and construction dates reflect the street's development starting in the 1860s and into the twentieth century.

Belleside House is valued as the first stone house built in Fergus and one of the earliest extant structures in Fergus (Township of Centre Wellington 1994). Built by Ferrier in 1836, the cottage is reflective of nineteenth-century Scottish farmhouses and was sited to look out over the Grand River.

The area has historical value for its association with A.D. Ferrier, one of Fergus's earliest settlers and a leader in the community. Ferrier purchased this land south of the Grand River in 1834 and built a stone house on it. He later subdivided areas of it for residential use and donated part of it to the Village of Fergus for the creation of Belsyde Cemetery. The evolution of parts of Ferrier's property into different components of the village including a park, a residential street and a cemetery contribute to an understanding of the urban development of Fergus through the nineteenth and early twentieth century.

The former Groves Memorial Community Hospital property has historical value for its association with the Royal Alexandra Hospital and its founder Dr. Abraham Groves, a pioneering doctor and surgeon and community figure who drew patients from across Ontario to his hospital.

The area has been identified by the Mississaugas of the Credit First Nation as holding significance as an historical place. Ferrier's account of "people from the river Credit" camped on his woodland in the winter of 1841 or 1842 provides a historical marker that the First Nation was still active in the Fergus area at this time.

The area has contextual value in that it supports and maintains the historical character of Fergus. Belsyde House, the woodlands of Confederation Park, properties on Union Street East and the original cemetery block all date to the nineteenth or early twentieth century.

The area is historically and physically linked to the Grand River. The property's proximity to the Grand was likely a factor in its selection by Ferrier and he built Belleside House to overlook the Grand River.

Historical Integrity

The area has historical integrity. While Ferrier's property has been subdivided, the evolution and changing use of the land over time is part of its value as a C.H.L. Though a complete understanding of Ferrier's intentions is unknown, the area that exists today generally reflects Ferrier's intentions in that lots remain large, and the cemetery has been maintained. The spatial relationship between Union Street East and Belsyde Cemetery has been maintained. The lots on the south side of Union Street East back onto the cemetery and the tree plantings along the northern edge of the cemetery which form a tree canopy at the rear of the Union Street East lots have been retained. Belleside House may maintain views to the Grand River.

Community Value

The Ferrier Estate and Union Street East C.H.L. has community value. Various indicators of community value are evident within the components of the C.H.L. The Township has demonstrated a high degree of pride and stewardship in Belleside House through its designation under the O.H.A. This pride and stewardship are also evident on Union Street East through the inclusion of many properties on the Township's Heritage Register. Belsyde Cemetery is used by local people to express their funerary traditions. Confederation Park is valued for its impact on quality of life, as a green space used for hiking and which provides fishing access on the Grand River. The park is also featured in a tourist map of Downtown Fergus. The area and its components have been written about in local histories. The area was identified as significant by multiple people during public engagement for this project.

Preliminary Heritage Attributes

- Confederation Park, including its mature forest, trail along the south bank of the Grand River, and views of the Monkland Mill Pond, dam, Monkland's Mill (Now St. Andrew's Mill) and Caldwell Bridge.

- Belleside House, as the first stone house built in Fergus and its design, materials and location.

- Union Street East from St. David Street South to 525 Union Street East, as a residential street with large lots, deep setbacks and a mature tree canopy and including a collection of stately late nineteenth and early twentieth century homes.

- Collection of six stone houses on Union Street East built in 1908 which may share a common builder (275, 285, 295, 325, 335, and 345 Union Street East).

- Two stone houses at 310 Union Street East and 370 Thistle Street which may share a common builder.

- Belsyde Cemetery, including the original block at the west end of the cemetery which is laid out in a Celtic cross design and includes a monument to A.D. Ferrier.

- Tree plantings within Belsyde Cemetery, including around the perimeter.

Detail of plan of Fergus showing Ferrier's Survey and surrounding area south of the Grand River, 1871 (W.C.M.A.

#15   Belsyde Cemetery

Description of Place

Belsyde Cemetery (also known as Belleside Cemetery) is located at 250 Albert Street East, Fergus, and within the Ferrier Survey C.H.L.

A.D. Ferrier, one of the earliest settlers of Fergus, gifted five acres of his farmland to the Village of Fergus in 1863 to create the cemetery. A new cemetery was necessitated by a shortage of space for further burials in St. Andrew's Presbyterian Church Cemetery. Belleside was the name of Ferrier's farm and refers to his home in Scotland.

The oldest part of the cemetery is at the southwest end (Block OA and Block OB). It was originally laid out in family plots. The pathways, plantings and burials in this area were designed to form a Celtic cross and the alignment is still partially visible today (Wellington Branch, Ontario Genealogical Society 2014a). Block OE was added east of Block OB in 1872. Blocks A through D were added in 1956, west of Thistle Street (Plaque in cemetery). Block C contains a cremation garden and columbarium. Ferrier died and was buried in Scotland in 1890, but a memorial gravestone for Ferrier was placed near the original entrance to the cemetery on Albert Street. The stone chapel was constructed from funds received from the estate of Mrs. Abraham Groves in 1965 (Wellington Branch, Ontario Genealogical Society 2014a). Trees which date to the twentieth-century line the perimeter of the park and the main pathways.
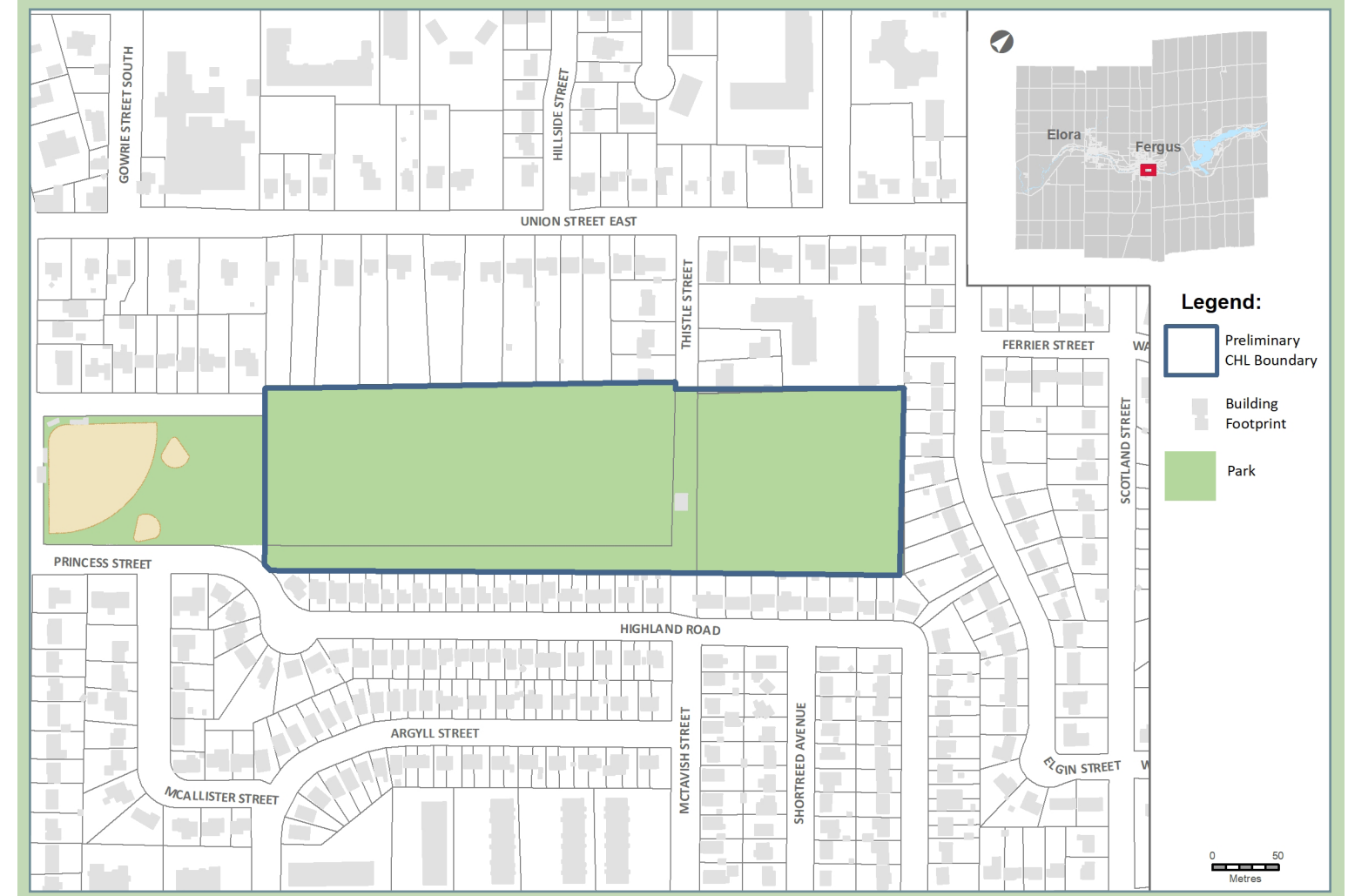
Aerial photograph of cemetery showing earliest blocks OA and OB with trees forming circular centre of Celtic Cross. Block OE has trees planted in cross formation, 1930.
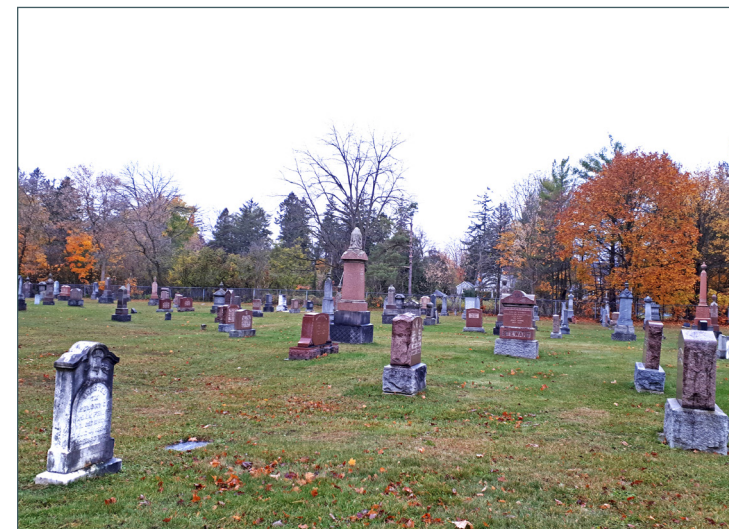
Chapel c. 1987 (Bill Geiger, W.C.M.A. Ph11894).

Chapel and information plaque (A.S.I. 2019).

Looking southwest along one of the main pathways (A.S.I. 2019).

Gravestones in Block OE, west of Thistle Street (A.S.I. 2019).

Preliminary Heritage Attributes

- The cemetery layout and circulation network of roads and pathways, including what remains of the original Celtic cross design.

- Burials, gravestones and their arrangement within the cemetery.

- Memorial stone for A.D. Ferrier near the original entrance on Albert Street.

- Stone gateposts marking entrance on Thistle Street.

- Stone chapel, built c. 1965.

- Tree plantings around the perimeter of the cemetery and along the main pathways.

- Relationship with Highland Park and Victoria Park, creating a parkland character in the area.

Cultural Heritage Value

The cemetery has design/physical value for the layout of the burials and pathways in the oldest part of the cemetery, which forms a Celtic cross. The Celtic cross reflects the Scottish heritage of many settlers in Fergus. This cemetery layout is unique in Centre Wellington.

The cemetery has historical value for its associations with A.D. Ferrier, an early settler in Fergus who gifted five acres of his farmland to the Village of Fergus in 1863 to create the cemetery. The cemetery contains a memorial stone for him. The tombstones in the cemeteries also have the potential to yield information about the history of the community and for genealogical research.

The cemetery has contextual value for the park-like qualities of the cemetery which help to define the parkland character of the area which extends westward through Highland Park and Victoria Park.

Historical Integrity

The cemetery has historical integrity. It has continuity of use and ownership since it was first donated to the Village of Fergus for use as a cemetery in 1863. While the legibility of the design has been somewhat diminished, the burials in the original block have retained their alignment within a Celtic cross design. Though the extent of the original pathways and plantings is not known at this time, the following factors detract from the potential legibility of the Celtic cross design: the tree plantings in the central circular area are irregular; the pathway forming the north-south crosspiece has not been maintained; and the edges of the cross design are not well-defined by pathways or plantings. These elements, however, do have potential for restoration. The cemetery has been expanded significantly to the east and a new entrance has developed at the south end of Thistle Street. The original entrance on Albert Street still functions as an access point into the cemetery. Twentieth-century tree plantings around the perimeter of the cemetery and along the main pathways have been maintained.

Community Value

Belsyde Cemetery has community value. The cemetery is used by local people to express their funerary traditions. The cemetery is also written about in local histories. The cemetery was identified during public engagement as a historical record of the community.

#16   Victoria Park, Fergus

Address/Location:
South of Albert Street West between Tower Street South and St. David Street South, Fergus

Associated Historical Themes:
Settlement, Community Development

Spatial Pattern Type:
Nodes, Specific Properties

U.N.E.S.C.O. / O.H.T. Category:
Designed

Description of Place

Victoria Park is located between Tower Street South and St. David Street South, south of Albert Street in Fergus. It is a large, open park with a gravel track and sports fields. It is noted by the community as historically being the premiere park for town events including Beatty Brothers Ltd. Company picnics, the Fergus Fall Fair and the Highland Games (now the Fergus Scottish Festival) from 1946 to 1997 (Fergus Scottish Festival n.d.). The park also contains the former Fergus Agricultural Hall (now the Victoria Park Field House),the Victoria Park Seniors Centre and a washroom/visitor's centre.

Prior to 1883, Victoria Park was a privately-owned racetrack used by those who could afford riding horses. This included some early settler families – the Fergusson, Webster, Ferrier, Fordyce, Wilson, Scott and Black families. In 1883, the land was acquired by the village of Fergus as a public racetrack. The area was officially named "Victoria Park" c. 1900. Prior to that it was known as "The Raceway", "Fergus Public Park", "Queen Victoria Park" and "Victoria Park". It became the place to hold significant gatherings in Fergus and the home of the Centre Wellington Fair (now the Fergus Fall Fair). At that time the park was larger than it is today, extending south to Belsyde Avenue. The southern end of the park near Belsyde

Avenue was farmed as a corn field by one of the members of the park's racetrack committee. A large depression was located near the south end of the park, along Tower Street. This was used as a cattle-holding area. When Tower Street was raised to its current height, a high stone retaining wall was built along the west side of the park. When the depression was subsequently filled in, the wall was buried and the racetrack was expanded. In 1897, 430 trees were planted on the high ground on the south and east sides of the park and around the entire perimeter. A grandstand was erected which held 340 people and had five refreshment booths underneath it. A bandstand was also erected which was used by the Fergus Brass Band. These were demolished c. 1960. A curling building was constructed c. 1903 at the north end of the park where the washroom/visitor's centre is now located. During the summer/fall months, the curling building was also used for storage and fall fair displays (Mestern 2003; Mestern 2004b; Mestern 2020b).

The former Fergus High School at 680 Tower Street South has a close historical relationship to Victoria Park. It was built in 1927 on what was previously the south end of the park which was used as a corn field and then subsequently planted with trees. Some of the park's trees were removed with the construction of the high school. The High School used the park for outdoor and athletic events. The graduating classes of 1928 and 1929 planted new trees to reforest the area between the school and the park (Mestern 2003). The striking three-storey stone school building was designed in the Collegiate Gothic style by architects S.B. Coon and Son. It immediately became a local landmark, prominently located at the intersection of Tower Street and Belsyde Avenue, on a slight rise overlooking Highway 6. An addition to the north end was added in 1957, with two other additions made in 1964 and 1967. The public school closed in 2004 but the building is currently home to Emmanuel Christian High School. The 1927 stone building was designated under Part IV of the Ontario Heritage Act in 2006 (By-Law 2006-072) (Canada's Historic Places).

Legend:
- Preliminary CHL Boundary
- Building Footprint
- Park
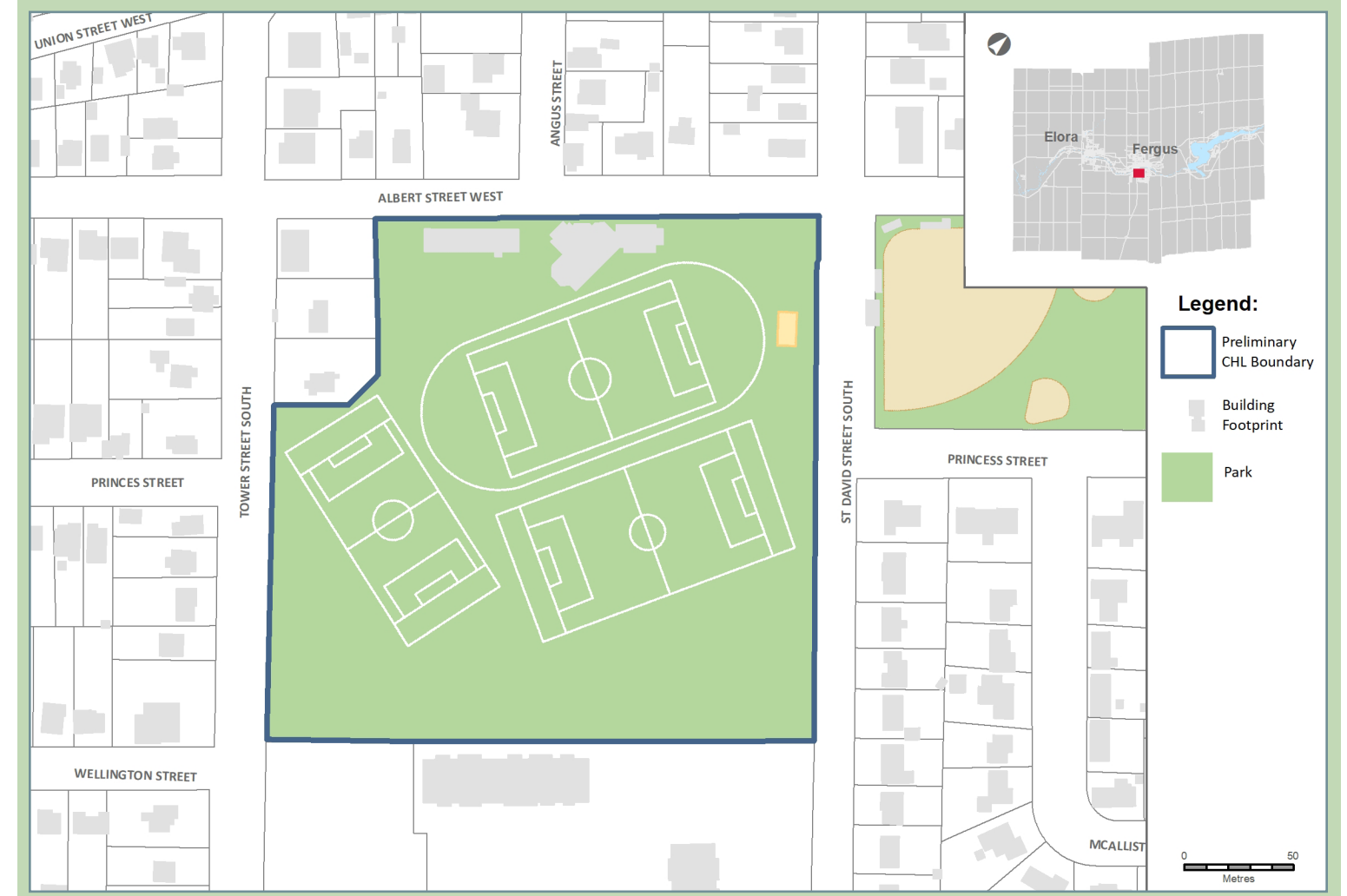
Car passing judging stand in Victoria Park, c. 1910 (Templin, W.C.M.A. Ph21035).

Pipe band competing at Highland Games in Victoria Park, c. 1940s (W.C.M.A. Ph3970).

Horse jumping at Fergus Fall Fair in Victoria Park, 1980 (W.C.M.A. Ph36756).

Looking south into the park from Albert Street (A.S.I. 2019).

Looking south at the Victoria Park Seniors Centre and memorial gates from Albert Street (A.S.I. 2019).

Cultural Heritage Value

The park has historical value for its associations with the Fergus Highland Games (now the Fergus Scottish Festival) which were held annually at Victoria Park from 1946 to 1997. This event has been and continues to be an important celebration of Scottish culture, reflecting the historically high proportion of Fergus residents with Scottish ancestry. The park is also associated with the Fergus Fall Fair and the Fergus Agricultural Society, which have their roots in the 1834 agricultural show in Fergus organized by the Gore District Agriculture Society. Early fairs were held in James Square until the village acquired the land comprising Victoria Park in 1883, and this became the fair's permanent home until moving to the Centre Wellington Community Sportsplex in recent years (Mestern 2003). The stone gateposts at the north end of the park were presented by the Ontario Department of Agriculture in 1937 to mark 100 years of service by the Fergus Agricultural Society and to honour pioneers and all those who had served the cause of agriculture. The park also reflects the late nineteenth and early twentieth century development of the community of Fergus, as a large park amenity that was created to serve the activities of a growing population. The park helps to define the parkland character of the area which also includes Highland Park and Belsyde Cemetery. Victoria Park has long been known as a local landmark. It is historically and physically linked to Ontario Highway 6 (Tower Street) which was an important early route connecting Fergus to areas such as Guelph and Owen Sound (Hutchinson 1998:11).

Historical Integrity

Despite some changes, the park is considered to have historical integrity. Victoria Park has continuity of use and continuity of ownership as a municipally-owned park since 1883. Changes to Victoria Park include a reduction in size when the high school was built on the south end in 1927, changes to the topography of the area along Tower Street and a reduction in track size. The bandstand and grandstand which stood in the park for approximately 50 years were demolished c. 1960. The former Agricultural Hall (now the Victoria Park Field House) has been retained, as have the 1937 stone gate posts. The curling building constructed c. 1903 has been replaced by a washroom/visitor's centre and the Victoria Park Seniors Centre has been added to the site.

Community Value

Victoria Park has community value. It is recognized as a local landmark. It is valued as a public space as evidenced by its frequent and longstanding use for public events, including community and inter-community sports matches, fundraisers and informal gatherings. The park was identified during public engagement as a valued green space which enhances quality of life for local residents. The park is written about in local histories. Victoria Park is also identified on tourist maps for Centre Wellington.

Preliminary Heritage Attributes

- General layout of park and current location of gravel track.
- Trees around the perimeter of the park and woodlot at the south end, including Norway spruce, Scots pine and possibly Elm as well as other species.
- The shape of the woodlot at the south end which reflects the prior racetrack.
- Bleachers on the south side of the park in an amphitheater style.
- Victoria Park Field House (formerly the Fergus Agricultural Hall).
- Stone gateposts at north end of park.

Address/Location:
On the Grand River, 3 km east of Fergus

Associated Historical Themes:
Settlement

Spatial Pattern Type:
Areas, Districts, Neighbourhoods

U.N.E.S.C.O. / O.H.T. Category:
Designed and Evolved

Description of Place

The village of Belwood is the core of the C.H.L. It was shaped by the Shand Dam and Belwood Lake, which form an area of influence around the C.H.L. core. The Village of Belwood was established on the Grand River in the mid-nineteenth century. In 1942, it was partially flooded to create Belwood Lake and the Shand Dam, which together form a water reservoir and recreational lake. The Elora Cataract Trailway intersects with this C.H.L., running across the top of the Shand Dam.
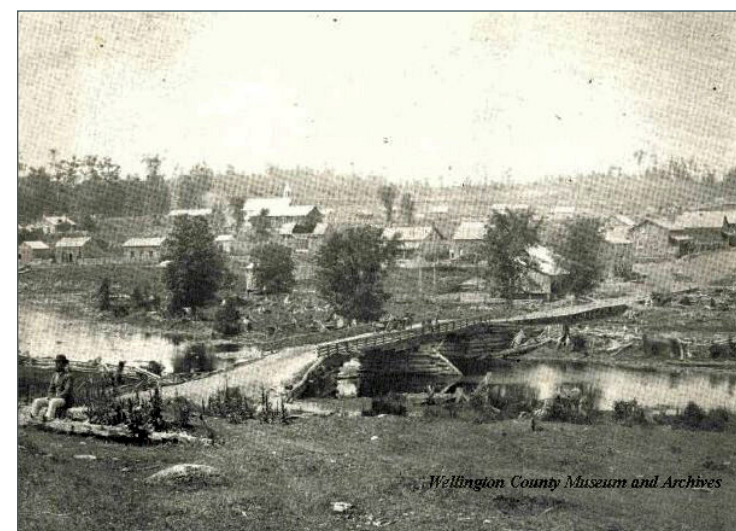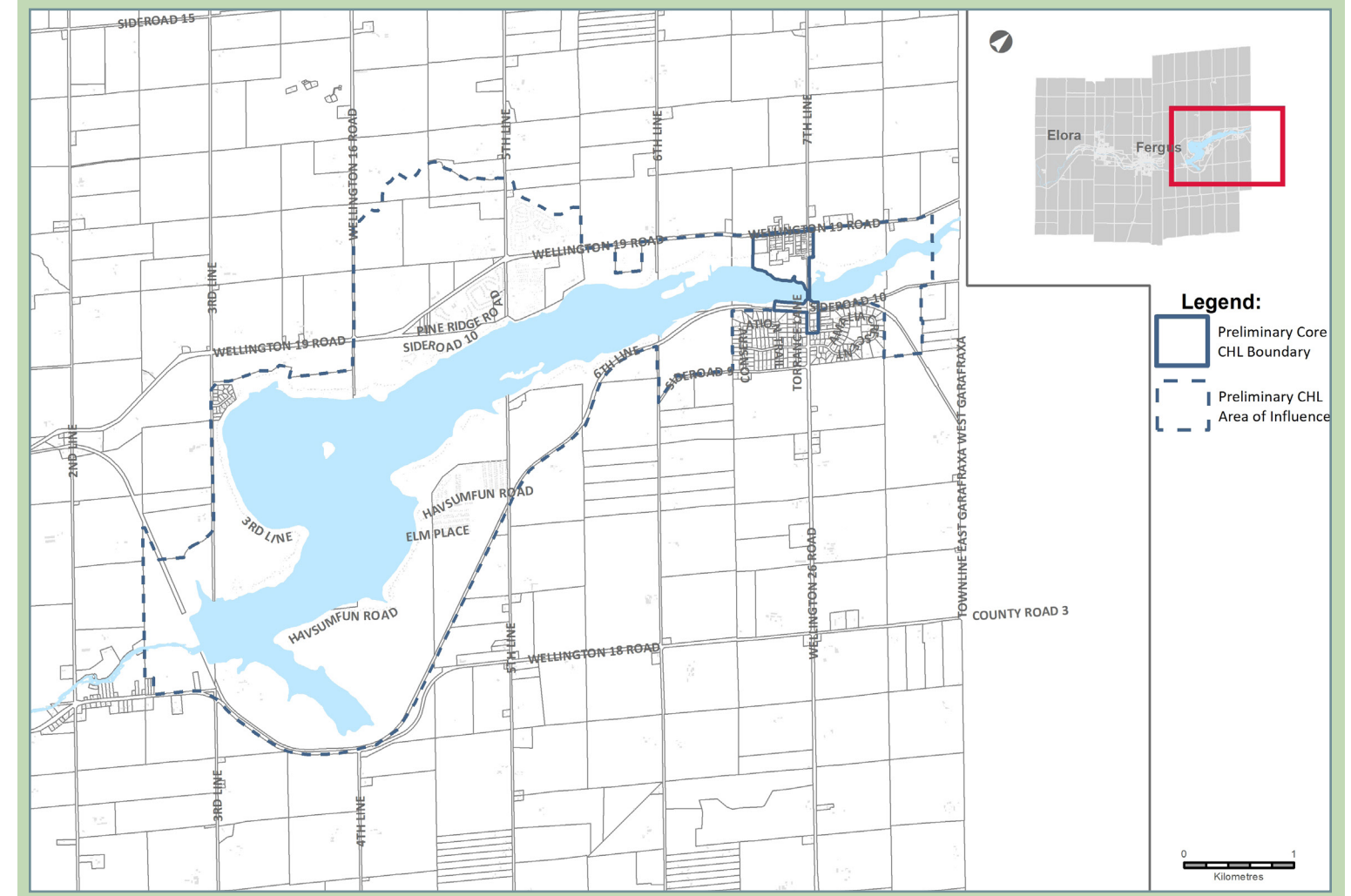
Village

Belwood (formerly Douglas) is a village located approximately 10 km north of Fergus on the Grand River, in the former township of West Garafraxa. The village began to form around 1850, with a few log cabins near the Grand River on 7th Line. By 1854, several businesses were in operation. The village was surveyed into lots in 1856 by John Watt and George Douglas Fergusson, son of Adam Fergusson, co-founder of Fergus. The village was named Douglas after the younger Fergusson. A main street (Broadway Street) developed within the village along 7th Line, which had a bridge crossing the river. An 1866 map shows the village laid out on both sides of the Grand River with a store, saw mill and grist mall on the north

side of the Grand River. In 1885 the village name was changed to Belwood (Hutchinson 1998:255). At that time the population was 400 and Belwood had three churches and 24 businesses. An Agricultural Society was established and held an annual fall fair from c. 1872 to c. 1914. When the Credit Valley Railway came to Belwood in 1879, many village businesses suffered, but the shipping business developed rapidly, with livestock being shipped from Belwood to Toronto (Hutchinson 1998:255-264).

The village was partially flooded when the Shand Dam was completed in 1942 and Belwood Lake was created. Approximately half the village's buildings, primarily located south of George Street, were either relocated or demolished prior to its construction and flooding of the dam's water reservoir (Hutchinson 1998:267).

Today Belwood retains a rural village feeling on the north side of the Grand River, with a small network of streets containing nineteenth-century houses, several commercial properties, and institutions including a church, schoolhouse, town hall and post office. It is a popular destination for fishing and supports nearby cottages and campgrounds which have been constructed along the lake since its creation. Newer

Village of Belwood, (likely looking west across the Grand River), 1870 (W.C.M.A. Ph2426).

Shand Dam under construction, 1939 (W.C.M.A. Ph10785).

Aerial view of the completed Shand Dam and Belwood Lake, 1947 (Templin, W.C.M.A. Ph24597).

Village of Belwood, looking east along North Broadway Street (A.S.I. 2019).

View of the Shand Dam, looking east from downstream within the Shand Dam Conservation Area (A.S.I. 2019).

Northeast view of Belwood Lake from the Shand Dam (A.S.I. 2019).

subdivisions are located south of the river though a few nineteenth-century roads persist. To the west of Broadway Street, Amalia Crescent pre-dates 1994 and to the east of Broadway Street the area was constructed between 1994 and 2000.

Shand Dam and Belwood Lake

The Shand Dam and Belwood Lake are located on the Grand River, north of Fergus in the former Township of West Garafraxa. The dam and the reservoir known as Belwood Lake were completed in 1942 to control flooding of the Grand River and improve its water quality. Water is held back to prevent flooding and then let out during the dry summer to supply fresh water to communities downstream. The dam is now also used to generate hydroelectricity. Belwood Lake Conservation Area surrounds the majority of the lake.

The flooding of the Grand River was becoming increasingly frequent and severe in the early 1900s, attributed partially to the deforestation of the river valley (Grand River Conservation Authority 1995). The pollution of the river from industrial and household waste was also becoming a severe problem (Thorning 1992:19). To address these problems, construction of the Shand Dam and Belwood Lake was begun in

1939, following years of political discussion. The Grand River Conservation Commission (formed in 1934) hired engineer H.G. Acres & Co. of Niagara Falls in 1938 to design and supervise the construction of the dam (Baine 2009:1). The creation of Belwood Lake necessitated the flooding of approximately half of the village of Belwood, upstream from the dam, as well as farmland in West Garafraxa. The dam also displaced the existing railway line. The Canadian Pacific Railway proposed to close the Elora branch, which was not profitable for the C.P.R., however municipalities along the railway fought the closing and in 1941 the federal Board of Transport Commissioners passed a decision that the railway must continue to operate. Thus the railway was re-routed over the dam, as tests had shown there was no other suitable site for foundations for a railway bridge to cross the lake near Belwood (Templin 1992:33-34). The dam was officially opened to great fanfare on August 7, 1942. It stretches 637 metres across the valley of the Grand River and rises 23 feet metres above the riverbed. The top of the dam carried the Canadian Pacific Railway across the river. Lake Belwood, created as a reservoir, is approximately 11 km long and 3.2 km wide at its widest point. Belwood Lake became a summer resort with four beaches and is lined with about 350 cottages

(Hutchinson 1998:266–268).

Shand Conservation Dam was the first large-scale multi-purpose dam in Canada and the first of a series of dams in the Grand River Watershed. As a first in Canada, the dam garnered national and international attention. The dam and reservoir have greatly reduced the impact of flooding and drought (Baine 2009:2). The dam was initially called the Grand Valley Dam, but tourists searching for it ended up in Grand Valley, 18 km upstream, so it was renamed the Shand Dam after a local pioneer family. A small settlement developed at the eastern edge of Fergus shortly after the first settlers arrived in Fergus in 1833. W.W. Shand was among the early settlers and established a farm on the west half of Lot 5, Concession 3, Garafraxa, prior to 1843. The settlement may have been known as Shand's Area. The first school for the settlement was built between 1851 and 1856 on Lot 5, Concession 1. In 1856 a small stone school was built on the west corner of the Shand farm. Known as Shand's School, it was replaced by a larger stone school in 1887 in the same location (Hutchinson 1998:270-271).

Cultural Heritage Value

The Shand Dam and Belwood Lake have design value as an early example of a conservation reservoir built to address flooding and pollution of the Grand River. It is the first large-scale multi-purpose dam in Canada and the first of a series of dams in the Grand River Watershed. The dam and reservoir have greatly reduced the impact of flooding and drought (Baine 2009:2). The construction of the dam and flooding of the reservoir in 1942 created dramatic changes in the landscape, including the partial flooding of the village of Belwood, the flooding of a large portion of the agricultural lands between Fergus and Belwood and the rerouting of the Canadian Pacific Railway. The creation of Belwood Lake led to its use as a summer resort, with beaches and cottages built along its banks.

As the first conservation dam in Canada, the Shand Dam garnered national and international attention upon its construction and opening and represents a high degree of technical interest.

The area has historical value for its association with the settlement of West Garafraxa Township in the nineteenth century. The village of Belwood (formerly Douglas) was established in the 1850s and continued to develop into the early twentieth century. The area is also associated with the construction of the Shand Dam, which is named after a local pioneer family, and creation of Belwood Lake and valued for its association the movement to conserve the Grand River watershed. The creation of the dam and reservoir was a major infrastructure construction project within Centre Wellington from 1939 to 1942 in response to severe flooding and pollution. The area is also associated with the tourism and summer resort industry that arose at Belwood Lake following

its creation in 1942. Since that time, campgrounds and several hundred cottages have arisen around the Lake. The shops and amenities in the village of Belwood support this industry.

The re-routing of the railway over the Shand Dam contributes to an understanding of the importance of the C.P.R. railway to local communities, who fought to maintain the line and in particular to Beatty Brothers Ltd., who were the largest users of the line at the time (Templin 1992:33).

The area is also associated with the work of engineering firm H.G. Acres & Co. of Niagara Falls who was the chief engineer in the construction of the Shand Dam. The firm was led by Henry Girdleston Acres, who pioneered hydroelectric power in Canada. Early notable projects include the Adam Beck Generating Station No. 1 (1921) in Niagara Falls and the Shipshaw Power Station (1943) on the Saguenay River, Arvida, Quebec. Now known as Acres International, the company is active today internationally and is mostly known for its work in hydro-electric power generation (Ledger 2000).

The area has contextual value for its relationship to the Grand River, which is intertwined both physically and historically with this C.H.L. Belwood Lake helps to support and maintain the character of Centre Wellington, known for its recreational opportunities along the Grand River. The relationship between the village of Belwood and the Shand Dam is strengthened through the naming of Belwood Lake for the village.

Historical Integrity

As an evolved landscape with designed elements, the area has historical integrity. The village, dam and lake have continuity of use since the creation of the Shand Dam and Belwood Lake in the 1940s. The key built elements including the Shand Dam, Belwood Lake and the unflooded portion of the village of Belwood have largely survived in their historical form and the relationships between these elements are intact. The Grand River continues to flow through the C.H.L. as intended, regulated by the reservoir and dam.

Community Value

The Belwood Historical Village Core C.H.L. has community value. Various indicators of community value are evident within the components of the C.H.L. Belwood Lake and the village of Belwood are known as landmarks within Centre Wellington. A high degree of pride and stewardship in the village of Belwood is demonstrated by the properties in Belwood which are included on the Township's Heritage Register. Belwood Lake is valued as a public space, where annual events such as Take a Kid Fishing Day are held. Belwood Lake is also valued for its impact on quality of life, as a recreational lake used for fishing, boating, camping and cottaging. The village of Belwood is written about in local histories as part of the nineteenth-century settlement of West Garafraxa Township. The construction of the Shand Dam, flooding of Belwood and creation of Belwood Lake are also written about as part of the twentieth-century history of the area. Belwood Lake Conservation Area is promoted as a tourist destination.

Preliminary Heritage Attributes

- Village of Belwood:
  - Location on the Grand River and bridge crossing.
  - Steep hill north of the Grand River marking entry into the village and creating an incline which the whole village is built on.
  - Network of original streets including: Queen Street, George Street, Nelson Street, Broadway Street (Highway 26) and St. Patrick Street (Wellington Road 19).
  - Village features including: a country market, post office, church and former school, Belwood Hall, 1856 market square and 1919 cenotaph, 1860 hotel.
  - Nineteenth- and early twentieth-century houses located north of the Grand River.
  - Tree plantings throughout the village.
- Shand Dam.
- Views from the Shand Dam of the Grand River and Belwood Lake.
- Belwood Lake, including Belwood Lake Conservation Area.
- Cottage community surrounding the lake and the associated narrow, unpaved roadways.

#18   Oustic

Address/Location:
The hamlet of Oustic is the crossroads of Eramosa 5th Line and County Road 22 and is at the centre of a 19th century rural agricultural settlement in the northern half of the former Eramosa Township. This C.H.L. crosses the Centre Wellington municipal boundary into the Township of Guelph/Eramosa.

Associated Historical Themes:
Settlement, Agriculture

Spatial Pattern Type:
Areas, Districts, Neighbourhoods

U.N.E.S.C.O. / O.H.T. Category:
Evolved – Continuing

Legend:
☐ Preliminary CHL Boundary
▨ Listed Property

Description of Place

The hamlet of Oustic is located at the crossroads of Eramosa 5th Line and County Road 22 and is the centre of a nineteenth-century rural agricultural settlement in the northern half of the former Eramosa Township. The former Eramosa Township has since been divided between Centre Wellington Township and Guelph-Eramosa Township along County Road 22. The Eramosa 5th Line is an extension of the Guelph Line that travels from Burlington to the Fergus/Orangeville Road.

The Eramosa Township survey was completed by the Deputy Surveyor Samuel Ryckman in 1819 and had an area of 45,127 acres. The first patent was issued to Ryckman himself for Lot 26 on the second concession (Historical Atlas Publishing Co. 1906:5). Scottish and Irish settlers first began to arrive in the early 1820s. As an example, the Armstrong family consisting of three brothers arrived from Scotland in 1822 via Ovid, New York, and settled along the second line where they cleared land and started farming (Danyleyko 2007). By the mid-1840s the community

had grown and was successful enough to warrant the construction of a permanent church. In 1845, George Armstrong and his son John helped with the formation and construction of the Speedside Church, a Congregational Church that joined with the United Church in 1925. John, who also sat on the building committee, donated an acre of cleared land on the corner of Lot 26 for the church, the pastor's house, and a barn. The handsome limestone building was opened around 1850, with Rev. R. J. Williams serving as the first pastor. Later improvements included a new chapel in 1859, a church shed in 1869 and a new parsonage in 1873. The construction debts were completely settled in 1868 from a legacy left by Mrs. William Armstrong (Danyleyko 2007). Three more limestone churches were constructed in the Oustic area. The first was a Presbyterian church, later known as the First United Church and now known as the Barrie Hill United Church, built in 1860 on Lot 21. The second was St. Peters Catholic Church in the hamlet of Oustic, constructed in 1882. It replaced a small frame log structure that had served the area since
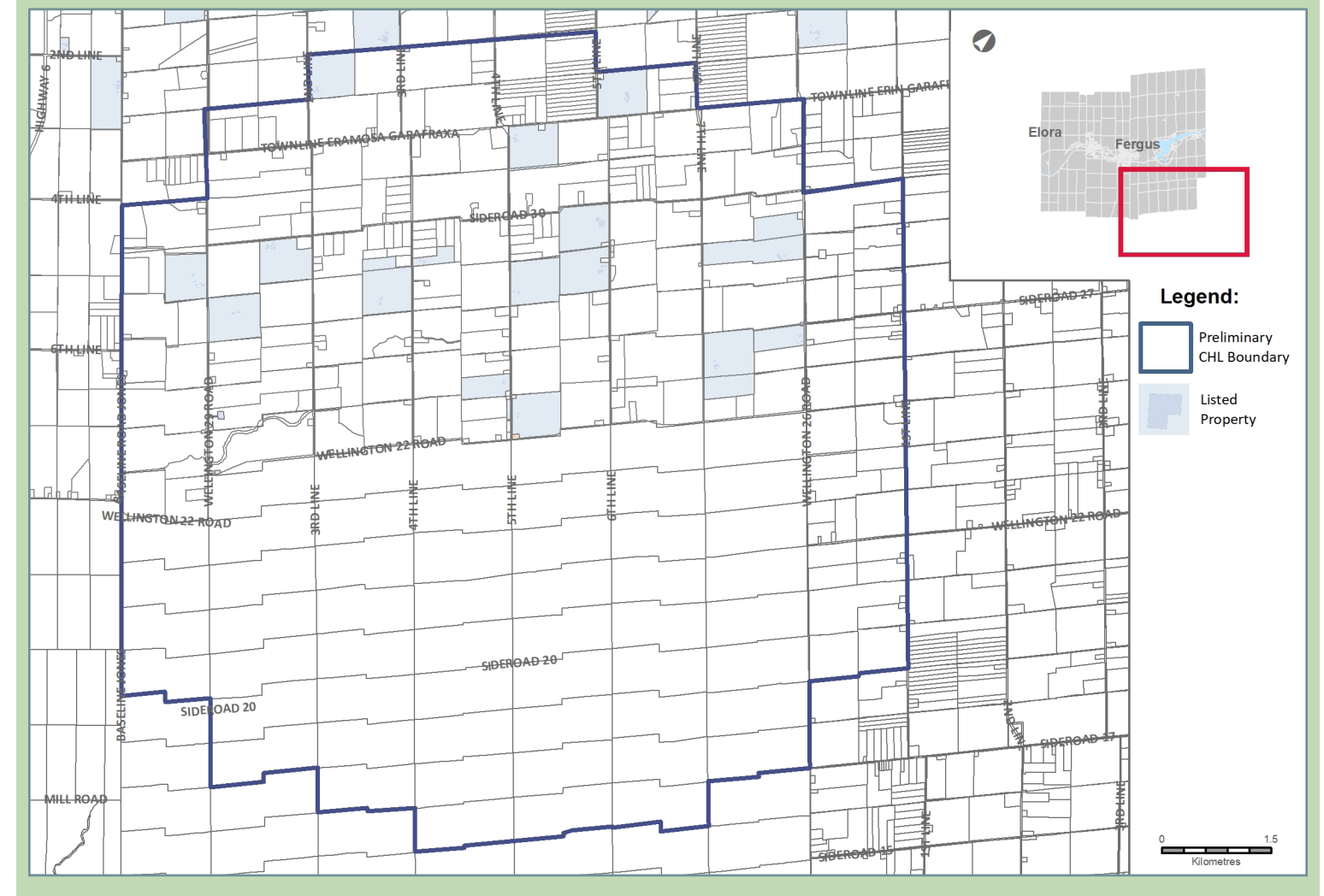
Property at Concession 5, Lot 26, 1974 (W.C.M.A. Ph03793).

Example of agricultural property (Landplan 2019).

Example of Aberdeen Bond stone work (Landplan 2019).

Mimosa United Church (Landplan 2019).

Example of type of stone home and farm layout in Oustic (Landplan 2019).

General character of the spillway in the middle ground and drumlinized till plain in the background (Landplan 2019).

1865. The third was Mimosa United Church, built on the Townline in 1884.

By 1870 Oustic had a population of about 25 people, including William Allan, blacksmith; Joseph Lynas, weaver; James McKelvin, shoemaker; James Oakes, hotel-keeper; Robert Scott, postmaster and merchant; and George Williams, pumpmaker (Anon 1871:142). The surrounding countryside was gradually cleared into mostly square hundred-acre parcels, with some long 200-acre parcels (notably between County Road 29 and the 4th Line) and a number of 50-acre parcels randomly scattered throughout the settlement area. By the early 1870s, there were settlers on almost all lands within a five-kilometre radius of Oustic (Walker and Miles 1877).

The physiography of the area made agriculture extremely challenging. The area is somewhat unique in that it is made up of a latticework of glacial spillways, undrumlinized till plain and drumlinized till plain created by the receding glaciers. Although the till plains were fertile, relatively well-drained and good for agriculture, the unusual pattern of glacial spillways contained very wet soils, subject to seasonal flooding. Many of the farms straddled these spillways reducing their viable crop lands to much smaller acreages

than the 100-acre parcels that had originally been purchased and cleared. At some point, these lands would have provided only a subsistence living and were either abandoned or sold to neighbours who were on more viable farms. The result is that many of the original 100-acre parcels never had permanent homesteads and most remnants of settlement on these lands have since disappeared. Many of these properties have evolved back to wooded areas but have remained the source waters for the tributaries of the Speed River watershed. Despite this very challenging agricultural landscape, three separate grist mills were constructed to take advantage of the Speed River's hydraulic potential.

In 1856, John Armstrong and his wife Mary Scott started the construction of a stone mill and dam. Although just beyond the five-kilometre radius of the Oustic settlement, the mill was regarded as a first-class operation and became an instant success. A tiny community known as Unionville grew up around the mill. An inn was built across the road from the mill so farmers would have a place to stay while awaiting milling of their flour or feed. In 1876, 20 years after the mill was opened, John's son, Robert, established a post office and renamed the small hamlet Armstrong Mills, in honour of his father whose memory was

still highly regarded in the region. In the late 1960s, the derelict mill was purchased by a young and relatively unknown artist named Ken Danby. Later Danby became renowned for his iconic realistic paintings of landscapes and sports figures, and almost certainly saved the mill from the impending crash of the wrecker's ball. He then embarked on a lifelong project of restoring the mill, featuring the building and landscape in many of his paintings and illustrations (Danyleyko 2007). A second mill which was first owned by James Huxtable and later operated by Nicholas Lynett in the mid 1860s was constructed in the hamlet of Shiloh. A third mill, Birge Mills, was constructed on the 3rd Line where it crosses the Speed River. This four-storey mill and remnants of the mill pond dam survive to this day.

Today the area around Oustic retains much of its nineteenth-century features and character. Within a five-kilometre radius of the former hamlet is a collection of 55 limestone and granite stone residences, 30 early brick homes and 10 frame structures as well as at least one log residence. The collection of stone houses includes five unique granite homes that share a similar architecture and ground floor layout. These homes were constructed in a remarkable masonry style known as "Aberdeen

Bond". "This masonry style began to evolve at the end of the eighteenth century around Aberdeen, Scotland. Small stones called "pinnings" or "cherry chalk" were used to fill the gaps between large blocks of granite" (Armstrong K.E., 2018). Three equal-sized granite stones, also known as "snecks", were stacked vertically in mortar between large rectangular blocks of granite that were "rock-faced" on their exposed side, creating this unique masonry style. In her article, "The Late Nineteenth-century Stone Farmhouses of John Thompson Crellin", Karen Elizabeth Armstrong documents the history of 25 farmhouses in Oxford County, Ontario, all constructed between 1870 and 1891 in the Aberdeen Bond. Although it is unlikely that there is any connection between Crellin's work in Oxford and the houses around Oustic, it is probable that a singular local mason, with the same masonry skills as Crellin, constructed all five houses in the former Eramosa Township, now Centre Wellington. It should be noted that the mason who built these houses had a particular colour sense and selected and blended red granite with gray and black markers in a remarkable variation of the Aberdeen Bond. This unknown mason and his clients also demonstrated a keen interest in site plan layout, orienting the houses to take special advantage of natural conditions on

their individual properties.

This special collection of houses and a variety of associated barns and outbuildings document typical nineteenth-century farmstead construction and layout. The unique physiographic combination of spillways and drumlins has meant that many of the farmsteads have retained their nineteenth-century character with original layout, authentic field patterns, hedgerows, shelter-belts and remnant rail fences. This combination of built and natural features has created a remarkable rural cultural heritage landscape.

Cultural Heritage Value

The Oustic area which includes the settlements of Oustic, Speedside, Birge Mills, Shiloh and Armstrong Mills, expresses an early and rare landscape where a wonderful pattern of physiographic obstacles - the glacial spillways - created an unusual agricultural settlement pattern in a very challenging natural landscape. Although subject to potential failure, the agricultural community has adapted and survives to this day, abeit in a much different configuration than the original 100 and 200-acre pioneer farmsteads.

Many of the properties within the area exhibit the authentic physical characteristics of nineteenth-century farms, including: residences at the end of long, often tree-lined, lanes; barns; silos; agricultural outbuildings; field patterns illustrating both six and eight field configurations; fences and hedgerows; windrows; and small woodlots. Over a period of 50 to 60 years a wide variety of architectural styles, construction techniques, materials and capital investment created an important ensemble of stone houses which includes three-bay, five-bay, single-storey, one-and-a-half storey, and two-storey homes. In addition to the collection of stone homes, residences constructed of brick, frame and log contribute to the physical value of the area.

The area has historical value for its associations with the settlement of Wellington County and Eramosa Township commencing in the early 1820s. It is also valued for its relationships to the Speed River and the Grand River Watersheds.

Historical Integrity

The area has historical integrity. The quality of the agricultural landscape is distinguished from other areas in Centre Wellington by the high integrity of the farmsteads and the design of the homes. The built elements, natural features and the relationships between these elements are all intact and exhibit their nineteenth-century origins.

Community Value

The area has community value. The area of Oustic and the surrounding settlements in the north part of the former Eramosa Township play a role in the telling of the history of Eramosa Township and by extension Centre Wellington. The high number of early building and the care with which they are maintained demonstrates the pride and stewardship of the property owners and creates a unique sense of place with the vast agricultural areas of Centre Wellington.

Preliminary Heritage Attributes

- The pattern and layout of the roadways, lots and fields and their relationship with the physiography.

- A scenic glacial landscape of till plains, spillways and drumlins.

- The pattern of north-south oriented concessions with lots divided into 50, 100 and 200 acre parcels as dictated by the natural environment.

- The set-back of the buildings which is commonly mid-farm and oriented square to the lot lines.

- A collection of nineteenth-century houses of various styles and materials, included but not limited to:
  - A very interesting collection of fifty-five stone houses, which includes those with an Aberdeen Bond pattern
  - A collection of thirty early brick homes in a range of styles.
  - A collection of ten frame homes of similar styles.
  - At least one log home.

- Several farmsteads with a combination of nineteenth-century barns, outbuildings, and field patterns, windrows and shelterbelts, street trees, laneway trees, dedicated woodlots and/or remnant rail fences.

- Properties with buildings with support or historically supported the agricultural properties including but not limited to:
  - Four stone churches ranging in age from 135 years old to 170 years old. The Mimosa church retains its original drive shed and carriage barn.
  - Three cemeteries.
  - Several stone schoolhouses converted to residences.
  - One nineteenth-century stone grist mill.

- Bridge connections including one early twentieth century bowstring bridge and several early concrete bridges.

- Any remaining nineteenth-century farm features such as wind turbines, wind mills, silos, rail lines, drives or roadways which divide farms.

- The strong relationships between the agricultural properties and the natural environment.

- Vista westward from St. Peter's Mission Church, Oustic over the agricultural area.

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