



Samsung Renewable Energy Inc. and
Pattern Energy

Heritage Assessment
For
South Kent Wind Project



South Kent Wind Project:



HERITAGE ASSESSMENT, Revised



Prepared for

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The many homeowners and tenants who shared stories of their homes during the course of the built heritage survey.

PROJECT SUMMARY

1. Introduction

A Heritage Assessment has been prepared for the South Kent Wind Project, as required by Ontario Regulation 359/09 Renewable Energy Approvals and subject to the *Information Bulletin for Applicants Addressing the Cultural Heritage Component of Projects Subject to Ontario Regulation 359/09* released by the Ministry of Tourism and Culture (MTC) in 2011. The following provides an Executive Summary of the completed report.

There are three interrelated purposes of the assessment: to determine existing built heritage resources and cultural landscape resources within the study area, to evaluate the impact of the proposed Project on these resources, and to determine mitigation measures. This report is based on an examination of historic context, a roadside property survey, and historic research. Impacts were evaluated based on the MTCS guidelines related to heritage impact assessments and conservation plans.

2. Heritage Resources

2.1 Built Heritage

A list of built heritage resources was compiled to include both those having already achieved recognition as significant heritage properties (protected properties) and those properties identified as important during the surveys of the area undertaken during the assessment. Approximately 125 built heritage structures have been identified within one kilometer of the proposed project infrastructure.,

They include the Buxton Settlement, a National Historic Site lying partially within the study area. Buxton is also recognized by the Ontario Heritage Trust, which has mounted plaques in honor of the Buxton Settlement on the Museum and School house site in North Buxton and in honor of founder William King in South Buxton. The museum site, containing the school house, interpretation building, Colbert-Henderson log house, and a park, has been designated under the Ontario Heritage Act. Beyond Buxton, there is one other property within the study area that is designated under the OHA, and there are ten buildings within the study area which are listed in the Municipality of Chatham-Kent's Heritage Register. Approximately half of the identified built heritage sites may potentially be impacted by the Project,

Cemeteries contain elements of built heritage and also qualify as cultural landscape sites. Twenty cemeteries with historical components are located within the study area. Most of the cemeteries will not be seriously impacted by the Project, but mitigation has been recommended in relation to the Rosedale Cemetery.

2.2 Natural Features of Cultural Importance

The history of settlement within much of the study area is also a history of drainage practices, still a major issue throughout the region. The cultural landscape reflects efforts to wrest agricultural land from swamps and marshes, the gradual formation of farms and villages, and ongoing changes in the character of crops and cultivation methods. Views over the cleared countryside as seen from historic roads such as the Talbot Trail and Ridge Road indicate much about the underlying shape of the area as well as its cultural history. Direct impacts have been identified in connection with five cultural natural landscapes.

3. Conclusions and Recommendations

3.1 Protected Sites Negatively Impacted by the Project

The group of buildings in North Buxton that is designated under the Ontario Heritage Act is part of a cultural heritage landscape designated as the Buxton Settlement National Historic Site. Both the proposed turbine P065 and the 230 kV transmission line will impact these sites. The railway tracks are noted to be an important feature of the area, as are the scale of the settlement and the flatness of the landscape. Guidelines prepared by Parks Canada to promote the preservation of Settlement features discourage large-scale intrusions, such as transmission lines.

Accordingly, the following recommendations are made:

1. Between Dillon and Drake Roads, the 230 kV transmission line should be rerouted to the north in order to avoid intruding on the landscape of North Buxton and the northern segment of the Buxton Community National Historic Site. Alternate options, in the event that such a rerouting should not prove possible, are listed in order of preference: that the transmission line be rerouted to go north of North Buxton, though still within the Buxton Community National Historic Site; that the transmission line be buried as it passes between Dillon Road and Drake Road; that the present state of the track and its immediate surroundings be recorded and efforts made in any subsequent building activity to retain as much as possible of the existing buffer strip now lining the railway track.
2. As a preferred option, turbine P065 should be deleted from the Project plan, for reasons stated in Section 6.1.2.1; a less desirable option, because it would still place another turbine within the settlement area, would be to move the turbine north on the lot where it is presently located so that it will be less visible from the designated museum site in North Buxton. Should neither of these forms of mitigation prove achievable, a documentary filming should record the landscape east of North Buxton before a turbine is installed in the position now proposed.

3.2 Sites Negatively Impacted by the 230 kV Transmission Line

The 230 kV transmission line follows the former Canada Southern Railway, and thus passes through the old railway town of Mull. It also passes close to the important Georgian house at 8946 Cundle Line.

The following mitigation measures are proposed:

3. As the 230 kV transmission line passes through Mull, the potentially divisive character of the transmission line should be minimized by placing the posts be as far as possible from Mull Road, which forms the main street of the community.
4. With the owner's permission, a screen of trees should be placed northwest of the Georgian house at 8946 Cundle Line in order to minimize the impact of the 230 kV transmission line on the view shed from that building.

3.3 Sites Negatively Impacted by Proposed Turbines

The direct or indirect obstruction of significant views or vistas within, from, or of built and natural features is likely, given that there are one or more proposed Wind Turbine Generators within 1 km (or the view shed) of most sites identified as cultural heritage resources. The report has considered these views of turbines significant and requiring some form of mitigation when at least two of the following conditions apply:

- a. a built heritage feature is of particular importance because of its architecture and/or context;
- b. a turbine affects the view shed of one looking at the building from a public thoroughfare, thus creating an historical context for the building; and/or
- c. a built heritage site is positioned in a context where it could potentially be considered as part of a larger Heritage Conservation District or Cultural Heritage Landscape because of natural, historical, and/or architectural features within that landscape.

The following recommendations present mitigation measures:

5. If necessary and with the owner's consent, the structures listed below should be screened from the nearby turbines with appropriate plantings of trees:
 - a. 8244 Ninth Line (turbines P163, P097)
 - b. 7821 Ninth Line (turbine P148)
 - c. 2684 Bloomfield Road (turbine P111)
 - d. 20378 Kent Bridge Road (turbine P092)
 - e. 19175 Communication Road (turbine P140)
 - f. 18935-18937 Communication Road (turbine P140)
 - g. 11856 Talbot Trail (turbine P118)
 - h. 21500 Charing Cross Road (turbine P100)

6. Turbine P139 should be moved further away from the houses and outbuildings at 11049 and 11014 New Scotland Line. If this is not possible, this report recommends that, with the consent of relevant property owners, trees screening these properties from the turbine be placed to the rear of the house at 11049 New Scotland Line and along the north side of the line to the west of this house and, if necessary, also to the east.

7. To be less prominent within the viewshed of historic homes along Burk Line, Base Road, and Kent Bridge Road, Turbine P091 should be moved south of the woodlot situated south of the position currently proposed for the turbine. investigated. Because most buildings already possess a degree of screening from the windmill site and because a photographic recording of the area would be of very limited value, no other mitigation strategy is recommended should such a move not prove feasible.

8. With the owner's consent, gaps in the tree plantings along the southeast and southwest sides of the Rosedale Cemetery, on the corner of Rosedale Line and Coatsworth Road, should be filled in to provide further screening from turbine P081.

3.4 Negative Impacts by Access Roads and Cable and Collector Lines

The following recommendations apply to both the construction and the placement of electrical facilities connected with the turbines:

9. All access roads and collector lines should be a minimum distance of 2.0 (?) meters beyond the drip-line of all hedgerows in the vicinities of turbines P071, P072, P 148, and P064, and along roadside plantings on 7th Line and Morris Line

10. All access roads and collector lines connecting turbines P075 and P077 through the intervening historic woodland must be a minimum distance of 2.0 meters beyond the dripline of climax forest tree species with DBH of 500 mm or greater. Should single heritage trees need to be removed, required planting of new trees of appropriate size and species within an open area of the woodland will be necessary to compensate for the net loss.

11. New ditch or water course crossings should be constructed with designs, materials, and construction techniques reflecting those of the formerly existing crossing or of crossings in the immediate area. The variety of materials and construction techniques used on culverts in the study area range from railway ties (treated wood) through rubblestone, hardened cement bags, cement blocks, reinforced cement, and corrugated metal.

12. Any changes to the ditches or water courses themselves should allow for banks that retain the degree of natural vegetation possessed by other swales or water courses in the immediate area.

3.5 More General Recommendations

13. Should any properties that have not been addressed in this study be added to the proposed design layout, a qualified heritage consultant should assess potential impacts on the added properties prior to any project construction.
14. This report must be approved by the Ministry of Tourism, Culture, and Sport.

HERITAGE ASSESSMENT South Kent Wind Project Municipality of Chatham-Kent, Ontario

1. Purpose

Hatch Ltd. retained a team assembled by Nancy Z. Tausky, Heritage Consultant, to prepare the Heritage Assessment required by *Ontario Regulation 359/09 Renewable Energy Approvals*. In keeping with the stipulations of the *Information Bulletin for Applicants Addressing the Cultural Heritage Component of Projects Subject to Ontario Regulation 359/09* (Ministry of Tourism and Culture 2011), this Heritage Assessment serves three interrelated purposes: to determine what built heritage resources and cultural landscape resources are found within a defined study area proximate to the proposed project facilities; to evaluate the impact of the proposed wind project on these resources; and to recommend measures that will avoid, eliminate or mitigate impacts on heritage resources. The extensive study area (Figure 1) spreads through parts of four geographical townships in the Municipality of Chatham-Kent: East Tilbury, Raleigh, Harwich, and Howard Townships.

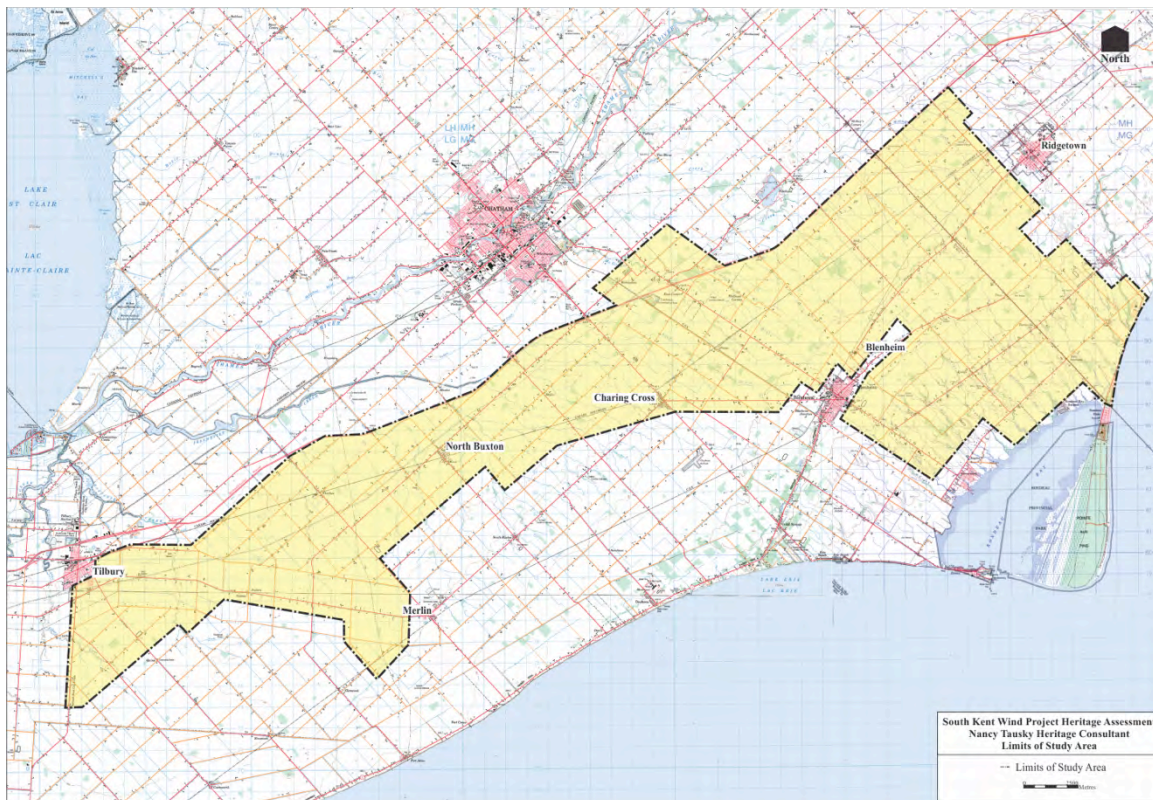


Figure 1: Map delineating the study area for the Heritage Assessment

This initial draft report is based on an examination of the historical context of the study area, a roadside survey of properties within the study area, and preliminary research to determine the histories of those properties. Because an archaeological study has already been done in relation to this project, this report does not deal with pre-historic history or landscape. The report includes a listing of identified historic heritage properties, based on a policy context determined mainly by the *Provincial Policy Statement* and the *Ontario Heritage Act*, and a consideration of potential impacts on heritage resources. These impacts are evaluated within the context of the material facilities proposed as part of the South Kent Wind Project and based on Ministry of Tourism and Culture guidelines related to *Heritage Impact Assessments and Conservation Plans* (2006).

2. Project Description

The South Kent Wind Project is being jointly developed by Samsung Renewable Energy and Pattern Energy. It will use approximately 130 operational wind turbines to produce 270 MW of wind energy. The wind turbines will be supported by an infrastructure of access roads, underground collector lines, a 34 km transmission line and two substations that will increase the voltage from 34.5 kV to 230 kV in order to enable a connection to the Chatham Switching Station. The blades of Siemens 101 turbines, each 49.2 m long, will be mounted on a tower 99.5 m in height, so that the height of the windmill when a blade is entirely vertical is 150 m. At the base of each turbine will be a concrete pad, on which the turbine will be set, and a nacelle housing a transformer, gear box, and lightning rod. A yawing mechanism will allow the turbine to face the wind. The eastern substation will be located southeast of the intersection of Mull Road and Knights Line in the geographical Township of Harwich; the western substation will be north of the 7th Line in Raleigh Township, between Merlin and Drake Roads. The 23 kV transmission line running between the two substations will follow the route of the former Canada Southern Railroad Line. Granular-based access roads leading to each turbine will be built in compliance with Ontario regulations. Site drainage will be controlled, where necessary, by the construction of new ditches and culverts (Hatch 2011: 1-4; see figures 2-9).

The project is designed to be as reversible as is plausible. If the property owner permits, top soil removed to create the access roads will be stored adjacent to the roads. The *Project Description Report* notes that the project will have “a 20-year power purchase contract with the Ontario Power Authority” and that “the useful economic life of the turbines is expected to be 20 to 25 years.” Should a decision be made at that time to “cease operation of the wind farm,” the above-ground features of the wind farm will be “decommissioned or refurbished, depending on market conditions and/or technological changes available at the time.” Were they decommissioned, the materials comprising the turbine complex would be removed and the site returned to its original contours (4).

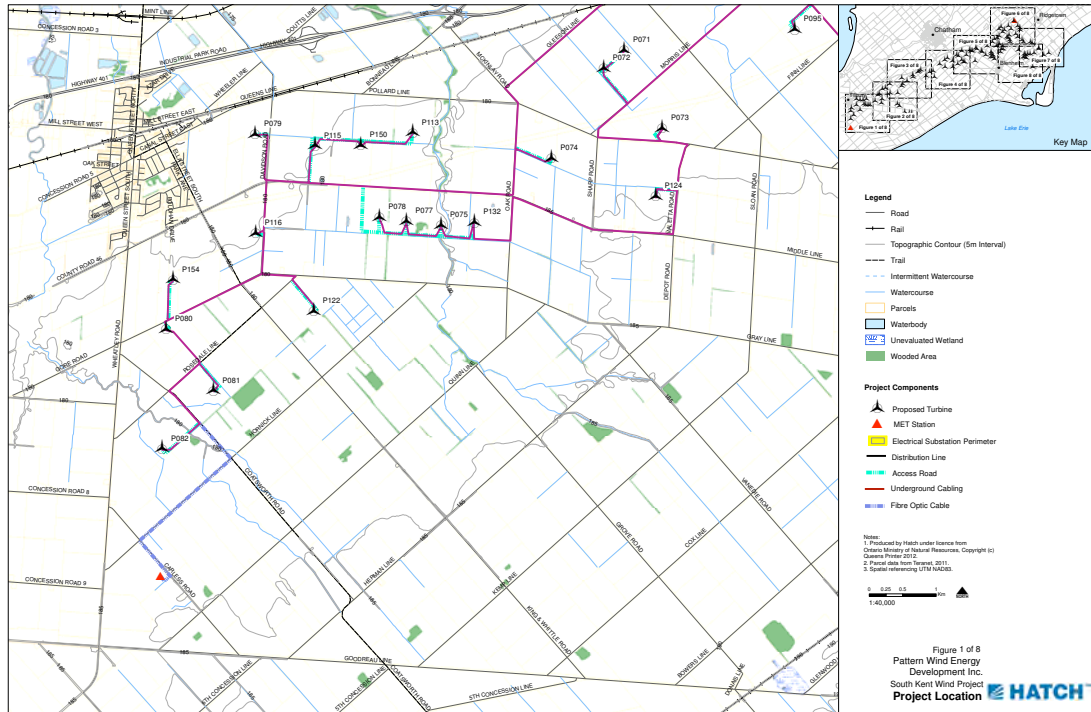
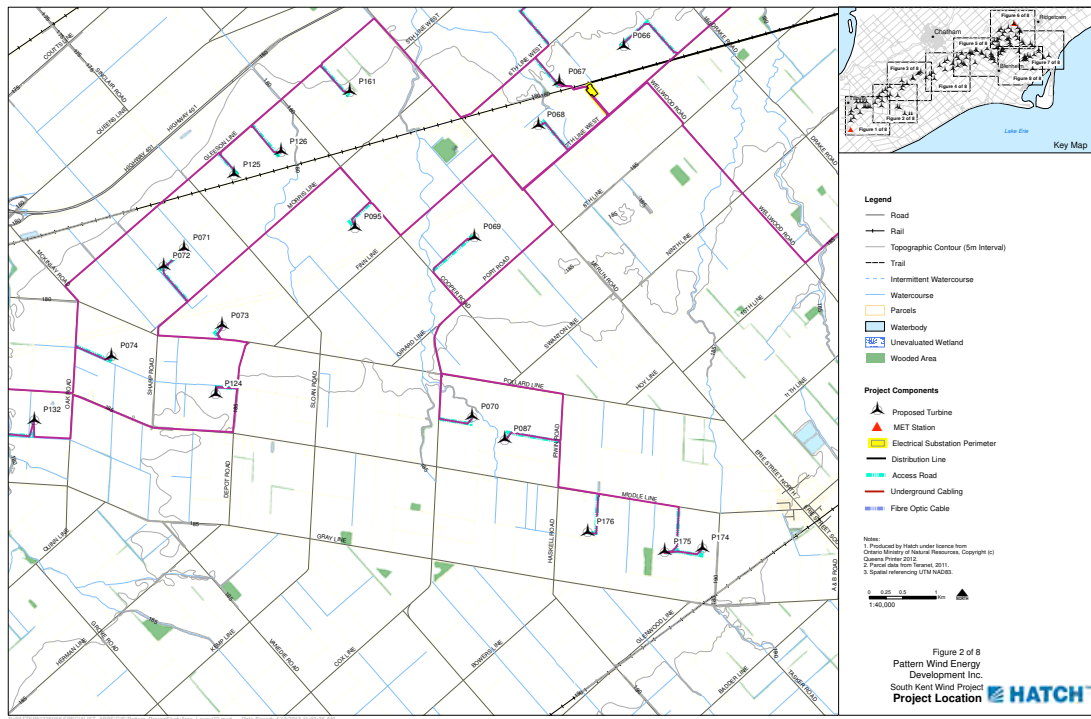


Figure 2: Map showing project infrastructure, South Kent Wind Project (first of eight maps)



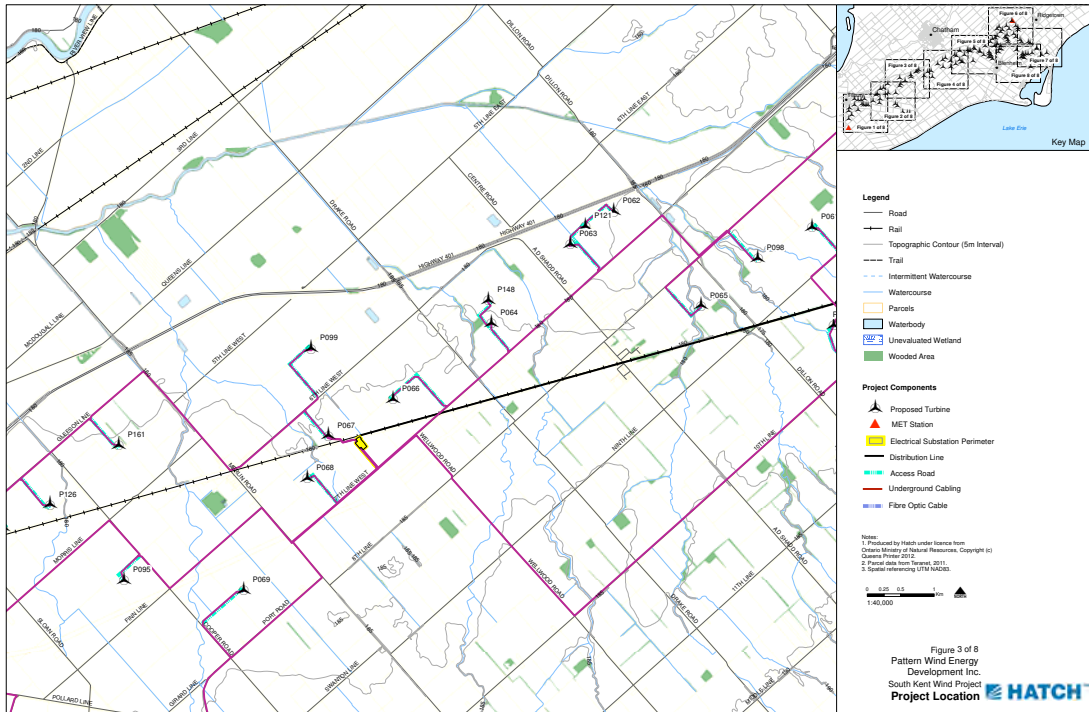


Figure 4: Map showing project infrastructure, South Kent Wind Project (third of eight maps)

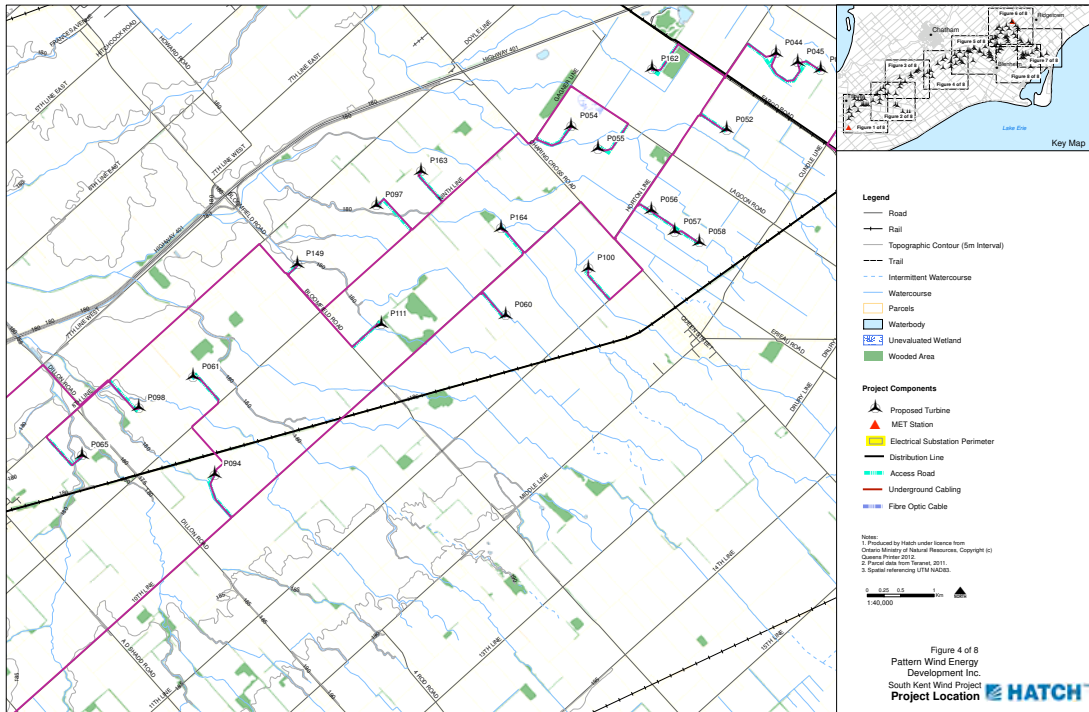


Figure 5: Map showing project infrastructure, South Kent Wind Project (fourth of eight maps)

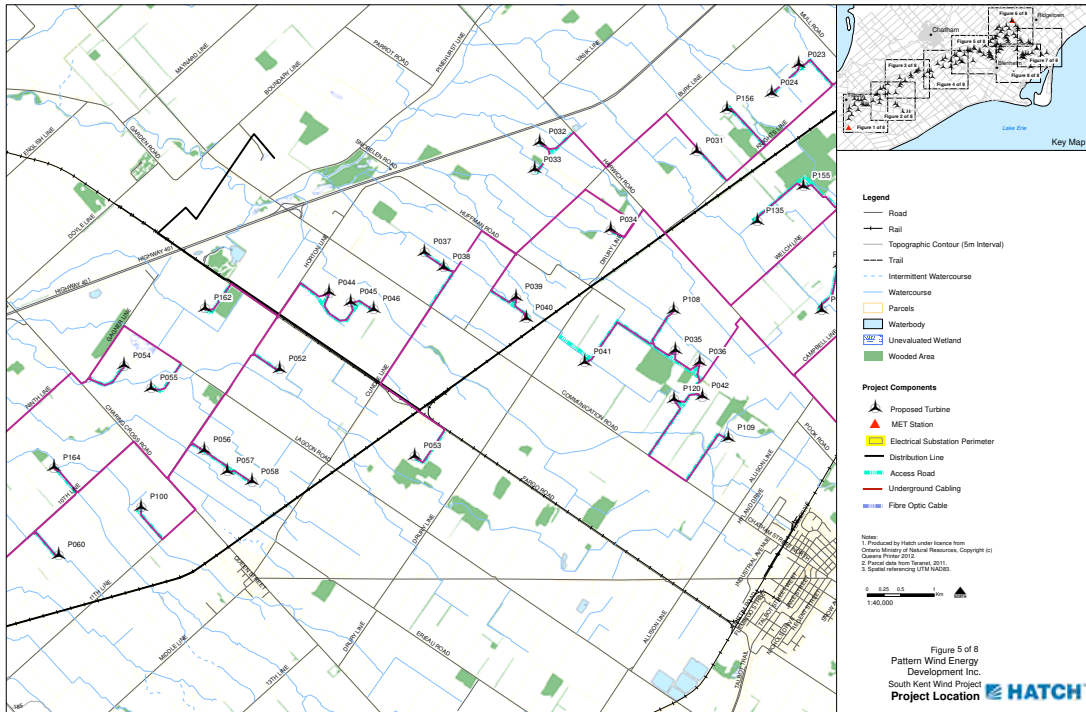


Figure 6: Map showing project infrastructure, South Kent Wind Project (fifth of eight maps)

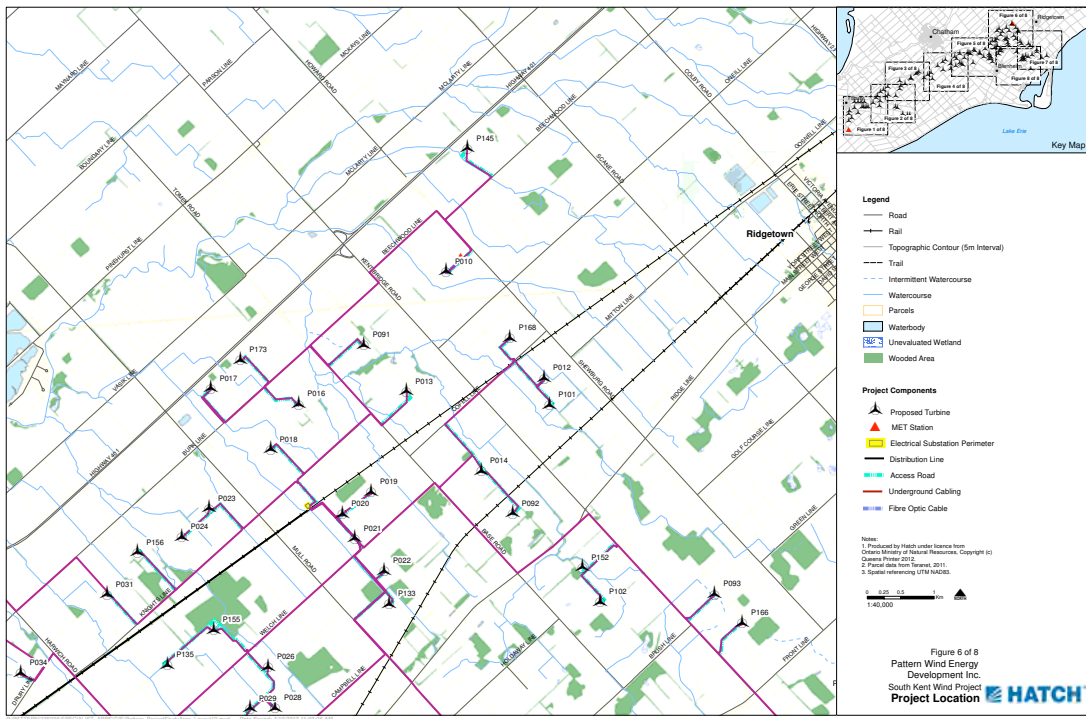


Figure 7: Map showing project infrastructure, South Kent Wind Project (sixth of eight maps)xxx



3. Relevant Conservation Policies

3.1 Policy Context

The Provincial Policy Statement (2005) provides the theoretical underpinnings of heritage conservation in the province. Section 2.6.1 of the Provincial Policy Statement (PPS) requires that “Significant built heritage resources and significant cultural heritage landscapes shall be conserved.” Section 2.6.3 of the PPS specifies the circumstances under which development / site alteration may be permitted and discusses mitigative measures. Development and site alteration may be permitted on adjacent lands to protected heritage property where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved. Mitigative measures and/or alternative development approaches may be required in order to conserve the heritage attributes of the protected heritage property affected by the adjacent development or site alteration. “Significant” resources are those “that are valued for the important contribution they make to our understanding of the history of a place, an event, or a people.”

The PPS defines “conserved” as “the identification, protection, use and/or management of cultural heritage and archaeological resources in such a way that their heritage values, attributes and integrity are retained. This may be addressed through a conservation plan or heritage impact assessment.” In Ontario, properties may be officially protected, in varying degrees, through designation under Part IV or Part V of the Ontario Heritage Act (OHA), through a heritage easement held in part by the Ontario Heritage Trust, or through listing in a municipal heritage record. They may also be recognized as a National Heritage Site by Parks Canada or by the National Historic Sites and Monuments Board. Plaques recognizing the importance of a site may be erected by the National Historic Sites and Monuments Board, the Ontario Heritage Trust, the Ontario Historical Society, or any of several other municipal, provincial or federal agencies or non-profit organizations.

The Official Plan of the Municipality of Chatham-Kent “provides for the implementation of the built and cultural heritage policies of the Provincial Policy Statement at the municipal level and the application of the Heritage Act for buildings and districts.” It notes that “cultural heritage is important because it provides communities with links to their past. In addition to built heritage, Chatham-Kent also has a rich history that needs to be recognized, including the area’s unique history related to American slavery and the Underground Railroad” (5-2).

Section 6.0 of the PPS defines critical terms. “Built heritage resources” are “one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic or military history and identified as being important to a community.” *Standards & Guidelines for Conservation of Provincial Heritage Properties*, produced in 2010 by the Ontario Ministry of Tourism and Culture, clarifies and expands the

definition by adding “fixtures or equipment located in or forming part of a building” to the concept of “buildings” (3).

A “cultural heritage landscape” is described in the PPS as “a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. It involves grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, main streets and neighborhoods’, cemeteries, trail ways and industrial complexes of cultural heritage value” (Section 6.0). In 1992 the United Nations Educational, Scientific, and Cultural Organization (UNESCO) isolated three types of cultural landscapes, a categorization that is now generally accepted:

- **Designed landscapes:** those which have been intentionally designed e.g., a planned garden or in a more urban setting, a downtown square.
- **Evolved landscapes:** those which have evolved through the use by people and whose activities have directly shaped the landscape or area. This can include a ‘continuing’ landscape where human activities and uses are still on-going or evolving (e.g., residential neighborhood or main street); a ‘relict’ landscape, where even though an evolutionary process may have come to an end, the landscape remains historically significant e.g., an abandoned mine site or settlement area.
- **Associative landscapes:** those with powerful religious, artistic or cultural associations of the natural element, as well as with material cultural evidence e.g., a sacred site within a natural environment or a historic battlefield. (Ministry of Culture, *Heritage Resources*, Info. Sheet #2, 2006: 1 2).

The *Standards and Guidelines for the Conservation of Historic Places in Canada* explain that the “*heritage value* of a *historic place* is embodied in its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meaning” (5).

Heritage Property Evaluation (2006), part of the Ontario Heritage Tool Kit produced by the Ministry of Culture, lists several kinds of entities under “cultural heritage properties” (a term bridging the distinction between built heritage and cultural landscapes), including

- Residential, commercial, institutional, agricultural, or industrial buildings
- Monuments, such as a cenotaph, public art or a statue
- Structures, such as a water tower, culvert, fence or bridge
- Natural features that have cultural heritage value or interest

- Cemeteries, gravestones or cemetery markers
- Cultural heritage landscapes
- Spiritual sites
- Building interiors
- Ruins
- Built/immovable fixture or chattel attached to real property. (6)

3.2 Assessment Criteria

As is evident from the definitions of built heritage and cultural heritage landscapes given above, the terms are highly inclusive, and the very comprehensiveness of the term requires wide-ranging evaluative criteria. Ontario Regulation 9/06, made under the Ontario Heritage Act, stipulates “Criteria for Determining Cultural Heritage Value or Interest” (see section 6.1.3). These criteria are reflected in the conditions listed in the Chatham-Kent Official Plan for establishing Heritage Conservation Districts.

To determine whether a built heritage structure meets the criteria of Ontario Regulation 9/06, it is necessary to conduct extensive research into the history of the site and to make as thorough an investigation of its physical qualities as possible. Once the background information has been gathered, the process of determining the degree of significance to be attached to a particular heritage structure involves the consideration and balancing of numerous factors: the age of the resource, the quality of its design, its mode of construction, the importance of architects or contractors responsible for its erection, the importance of its owners or inhabitants, its role in relation to significant events or movements in the area where it is situated, its state of preservation (i.e., the extent to which its original features and character have been maintained), its condition, its uniqueness or its value as a representative of a distinctive local type, its landmark status, and its visual and/or thematic role within its immediate topological and geographic context.

The identification, evaluation and conservation of cultural landscapes can be extremely complex; compounded by the fact that cultural landscapes can stretch across multiple properties or even multiple municipalities, and they can combine several different kinds of heritage resources. Defining their extents requires careful consideration of the components of the landscape and an understanding of the historical processes that led to its creation. The cultural landscape within the study area is an evolved one that displays a number of distinct temporal and cultural layers. Its evaluation involves research into many different facets of its historical (and sometimes its pre-historical) pasts, comprehensive field surveys to identify relationships between the human occupation of the land and its present form, and interviews to determine facets of the landscape with important associations for its present occupants and the wider communities of which it forms a part. Sections 5.10 and 6.2 of this report provide that essential background.

With renewable energy impact assessments, the process of assessing

heritage resources is only the means to determining whether and how they are impacted by the proposed project. Info Sheet #5 in the fourth volume of the Ontario Tool Kit notes that sources of “negative impact on a cultural heritage resource include, but are not limited to” destruction of a significant heritage attribute or feature of the resource; an unsympathetic or incompatible alteration to the historic fabric and appearance of the resource; shadows that alter the appearance of a heritage resource or its natural surroundings; isolation of a heritage attribute from its surrounding context; a change in land use that allows infill in formerly open spaces; and direct or indirect obstruction “of significant views or vistas within, from, or of built and natural features. Parks Canada defines a **viewscape** as a line-of-sight from a specific location to a landscape or portion of it and a **viewshed** as a sequence of views or panorama from a given vantage point (Waterloo 2004: 9). The heritage resources identified in this report are evaluated mainly in terms of the kinds of impact mentioned in this list.

4. Study Procedures

In collaboration with Hatch Ltd., the project team defined a study area for the heritage assessment that, in general, included both sides of the roads and lines bordering historic railways and each aspect of the project infrastructure, including “any part of land and all or part of any building or structure in, on or over which a person is engaging in or proposes to engage in the project and any air space in which a person is engaging in or proposes to engage in the project” (REA). This report assesses the impact only of identified heritage sites within approximately one kilometer of each turbine, other aspects of the project infrastructure, and historic railways; these sites are discussed within the immediate context of a series of sub-areas that collectively contain all such identified heritage sites (figure 10). While not directly impacted by the project components, however, analyses of the heritage sites within the broader study area have proven useful in establishing a larger context for the understanding of cultural landscapes and in expanding the local architectural context for the assessment of structures closer to the turbines (see section 6.1.1).

Because of the large extent of the study area and the unpredictability of weather during the period when the assessment was in progress, the study team undertook field investigations during roughly the same period that research into the historic background of the area and the histories of individual properties were undertaken. The field investigations and photography were accomplished in a succession of trips during the period between the first week in November and the first week in January; required historical research has been ongoing since the middle of November. The first weeks of November were also spent in document review and in ascertaining what properties in the study area had achieved a level of protection through municipal, provincial, or national levels of government or through recognition by other organizations.

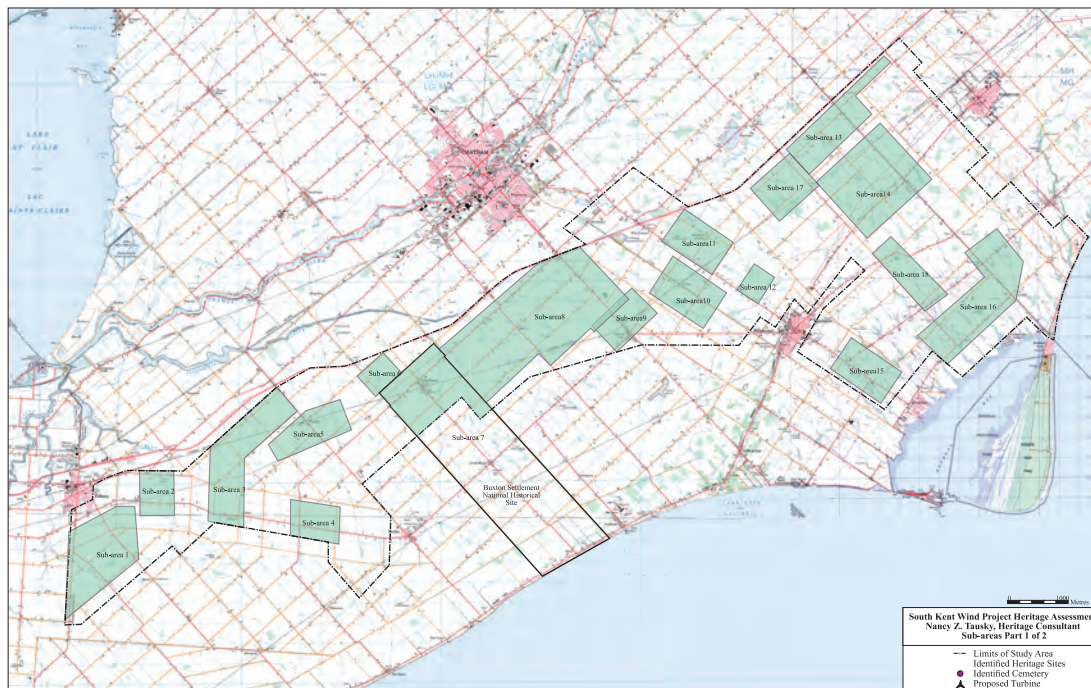


Figure 10: Map showing sub-areas within the broader study area

Research was conducted at the tax and assessment office in the Municipality of Chatham-Kent, the Kent County Registry Office, the Chatham Records Office, the McKeough Local History Room in the Chatham Public Library, the Chatham-Kent Branch of the Ontario Genealogical Society, the Ivey Family London Room in the London Public Library, the D.B. Weldon Library and the Map and Data Centre at the University of Western Ontario, the Mills Library at McMaster University, and numerous web sites. Interviews with the heritage coordinator and the planner dealing with heritage in the Municipality of Chatham-Kent led to a further understanding of heritage issues within the study area, and discussions with members of the Drainage Assets and Waste Management Division provided valuable insights into the methods and impact of drainage within the study area. Contacts with staff members of the Ontario Heritage Trust and Parks Canada provided current information about easements and nationally designated sites in the area. Research at the Buxton National Historic Site and Museum and conversations with the curators revealed a wealth of information about the Buxton Community

5. Historical Context

5.1 Land Surveys of Kent County

Surveying began in the area that would become Kent County after the government of Upper Canada completed purchase of lands from the First Nations peoples living there. A treaty was negotiated by Alexander McKee, Deputy Indian Agent, and signed on 19 May 1790: it transferred over a million acres of land in the western part of the province in exchange for goods valued at

£1,200. (Jacobs 1983: 64) The Land Board for the District of Hesse (in which the future counties of Essex and Kent were located) then appointed deputy surveyor Patrick McNiff, to survey townships along the Lake Erie shore. When he reported, in June 1790, that high cliffs made much of this land inaccessible from the lake, thus making water communication difficult if not impossible, the Land Board changed its mind about how townships should be fronted in the area, and advised McNiff to lay them out on the River Thames instead. (Hamil 1951: 16-17) McNiff's work was complicated by ill health, by difficulties in applying the standard plan of survey to the meanderings of the Thames, and by his sense that the checkerboard arrangement of lots for settlers and lots reserved for clergy and Crown was impractical. By that arrangement, most lots fronting on the river were reserved; yet settlers were already squatting and making improvements on them in expectation of eventual ownership.

In July 1792, Upper Canada was divided into districts and counties for administrative purposes. Kent County was part of the new Western District, and by 1800 was composed of ten townships, parts of four of which comprise the study area for the South Kent Wind Project: Tilbury East, Raleigh, Harwich, and Howard. After this administrative reorganization, the Land Board for the Western District was authorized to grant lots in the first two concessions of townships north and south of the Thames, except for a block of lots reserved at the "Lower Forks" (as opposed to the "Upper Forks" where the town site of London would be established) for the eventual town plot of Chatham. Patrick McNiff continued to survey concessions of townships fronting on the Thames in order to provide lots for prospective settlers, without completing surveys of the entire townships.

The first real settlers in this area (as opposed to absentee land speculators) were a diverse mixture. Some were French from the Detroit area who had served with the British in the American War of Independence or in the Indian Department. Some were former soldiers in that war of British or German background, or North American-born loyalists from the thirteen colonies. A few blacks had come as slaves or free men after the war, predating the great wave of their fellows who came via the "Underground Railroad" following the signing of the Fugitive Slave Act in 1850 (Hamil 1951: 21-22).

After questions arose in the Land Board and among officials in York about the accuracy of Patrick McNiff's surveys and his general competence, he was not engaged to carry out additional work in the area. Instead, Abraham Iredell was hired as deputy surveyor for the Western District (DCB online).

In many parts of Upper Canada, whole townships were surveyed in one challenging exercise, but in the Western District the surveying was often done piece-meal. This might have been due to slower rates of settlement, or it might be explained by the nature of the very swampy terrain. McNiff had surveyed the concessions just to the south of the Thames River. Iredell tackled the concessions below these in Raleigh and Harwich in 1797, beginning with the 3rd concessions of both. The sketch accompanying his survey showed the line of what would become the Communication Road to Chatham. (Ontario. Department of Lands & Forests. Survey Office. Field Book #443, 1797. Hereafter,

L&F.) That year he also laid out the boundaries of those townships. In 1798 he tackled the line between Tilbury and Raleigh, beginning at the 6th Concession and ending at Lake Erie. In his diary he recorded: “The land on this line a continued swamp except the ridges as noted above, and great quantity of heavy fallen timber which made it very difficult passing through it” (L&F, Field Book #444, 1798). He duly noted tree cover and the nature of the creeks. In 1799, Iredell worked on concession lines in Harwich and Howard Townships, but was forced to stop “from the 23rd of March to the 20th of May, the County being too much overflowed with water and men not to be found, being engaged with the farms and with their spring work” (L&F, Field Book #447, 1799).

Mahlon Burwell was engaged a couple of decades later to complete surveys of several of these townships. In 1821, the Surveyor General directed him to Tilbury East, the survey of which he had finished by 1823. The layout of concessions and lots in Tilbury was complicated by the path of the Middle Road through its southern half and that of the Talbot Road along the Lake Erie shore, with the lots lining those highways oriented to the roads rather than to the adjoining concessions (L&F, Field Book #664, 1824; Figure 11).



Figure 11: Map of East Tilbury, from the Illustrated Historical Atlas of the Counties of Essex and Kent, 1881.

Lots on either side of these roads were almost as desirable in later decades of settlement as those along the Thames had been in the first decades of land granting. But it was necessary that careful surveying established the lines for concessions, lots, and sidelines, as posts marking such intersections from earlier surveys had often rotted away (or been moved by grantees), and disputes regarding boundaries complicated the life of both settlers and commissioners appointed to arbitrate them. (For some examples of these disputes, see Hamil's chapter, *The Land Boards and The Surveyors*, 1951.)

In 1821, Burwell was also directed to complete the survey of Raleigh Township, which he finished in 1823 (see Figure 12).

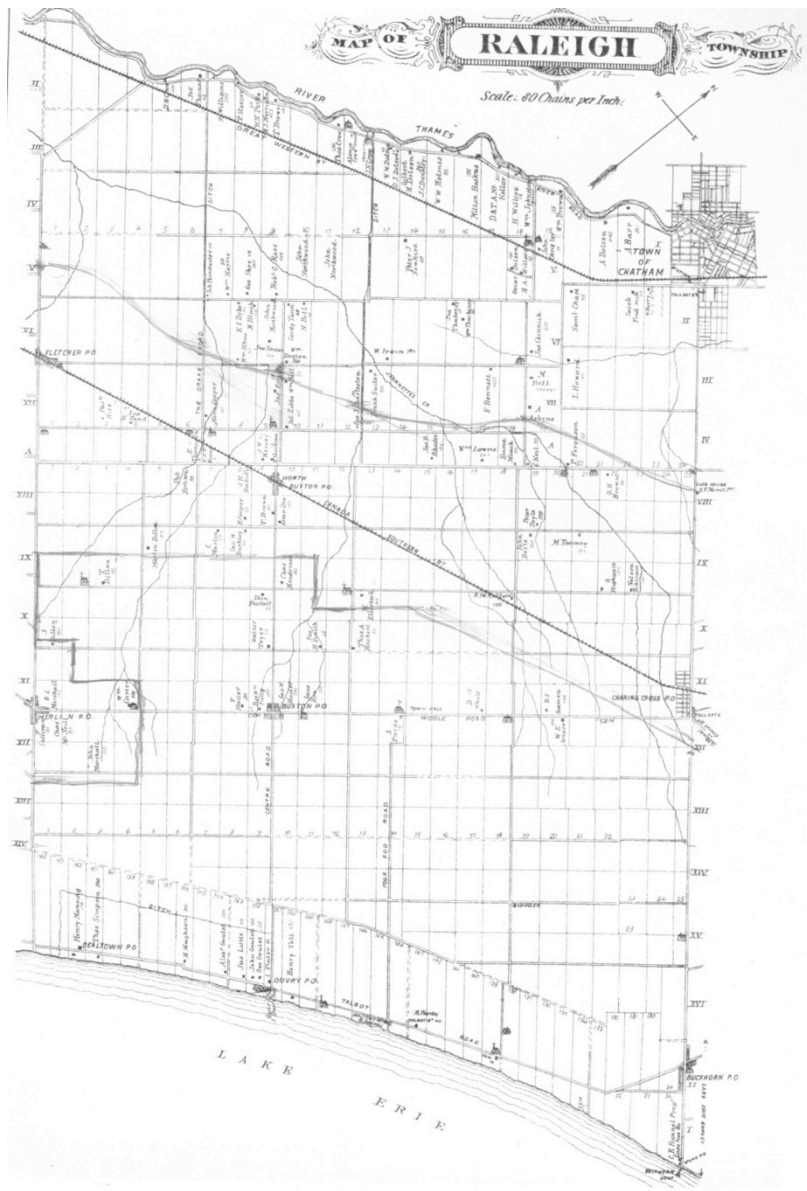


Figure 12: Map of the Township of Raleigh, form the Illustrated Atlas of the Counties of Essex and Kent, 1881

The layout of Raleigh was less complicated than that of its neighbor to the east, as the Middle Road through it followed the road allowance between the 11th and 12th concessions. The main superimpositions were thus lots lining the Talbot Road skirting the shore of Lake Erie, and the reservation for the town plot of Chatham. The major watercourse in Raleigh is Jeannette's Creek, which Burwell described as follows in his completed survey: "This large creek, which as well as the rills and drains whose waters it carries off, loses itself in this large open marsh, is the outlet of all the waters of Raleigh, excepting a few small springs along the bank of Lake Erie." Burwell was paid for much of his surveying work

with grants of land. On his map of Raleigh, which accompanied this survey, he identified many lots he desired as payment. None of them were located in the “large open marsh” (L&F, Township Surveys F-S).

The layout of Harwich Township was complicated by several factors (see Figure 13). The town plot of Chatham and the original concessions below the Thames dated from the first surveys of McNiff and Iredell. Iredell had laid out the

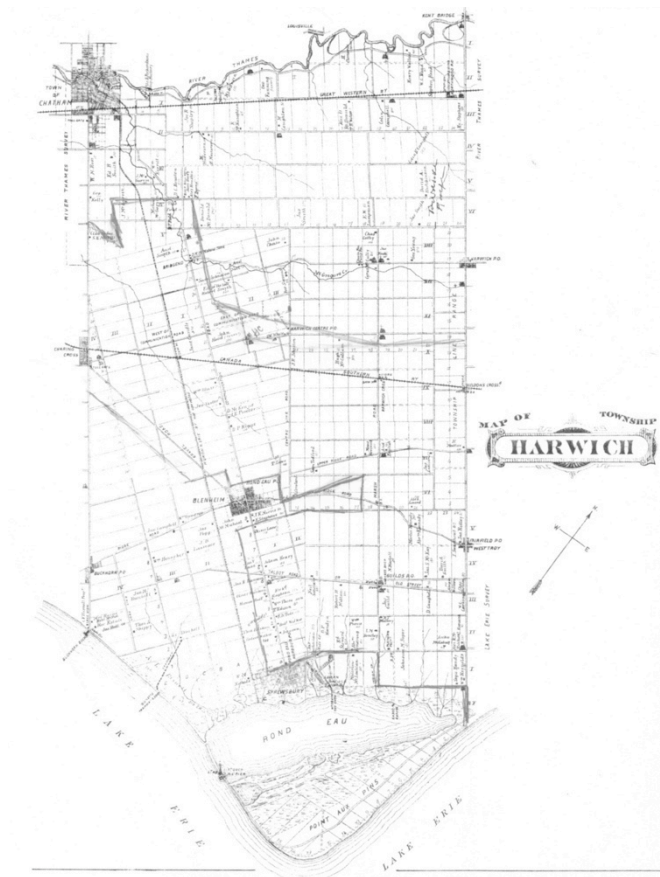


Figure 13: Map of the Township of Harwich from the Illustrated Historical Atlas of the Counties of Essex and Kent, 1881

Communication Road (with 100-acre lots on either side) leading from Chatham to Lake Rondeau on the Erie shore, where a plot for the future Shrewsbury was reserved (Hamil 1951: 26). Concessions to the west of Communication Road ran parallel to it until they reached the Harwich/Raleigh town line. Concessions to the east of the road ended at a large clergy and Crown reserve. This reserve was bounded on the north by the 6th Concession south of the Thames, and ran parallel to the Harwich/Howard town line, but was separated from it on the east by a “Township Line Range.” Between that reserve, the range, and Lake Rondeau, concessions ran parallel to a marshy Broken Front on the lake. This hodge-podge of surveyed plots made for many gores and irregularly shaped lots. Mahlon Burwell surveyed much of Harwich not already covered by Iredell, in 1823, including the Harwich/Howard town line road, and the Middle Road (L&F,

Field Book #448).

Next to Harwich, the surveys of Howard Township were a model of regularity (see Figure 14). As with the other three townships in the study area, the first surveys were carried out on the concessions below the Thames River by McNiff and Iredell. Again it was Mahlon Burwell who completed the survey in 1822. (L&F, Township Surveys, H-O) This was ordered by the Surveyor General on 17 April 1821, and the completed survey dated by Burwell on March 13, 1822. The Talbot Road ran across the bottom of the township, lined on either side by 100-acre lots. On Burwell's map submitted to the Surveyor General, all of these lots contained the names of settlers located there by Thomas Talbot. (Mahlon's brother, Lewis Burwell had surveyed the Talbot Road through parts of the townships of Howard, Dunwich, Aldborough and Orford in 1811, and through parts of Howard, Harwich, Raleigh and Tilbury East in 1816.) Above the road, concessions marched in regular order to the Thames River. As in Harwich, Howard had a "Township Line Range," in this case on the east side of the Harwich/Howard town line; its lots and lines were slightly offset from those of the concessions to the east. Burwell's map accompanying his survey recorded some useful information about settlement in Howard. As well as noting the names of settlers on lots near the Thames, he also drew a path in use leading from Lake Erie through the township, and labeled it: "Path travelled to Arnold's Mills on the Thames."

5.2 Early Settlement Growth

In the first decades after the creation of the Western District, settlement spread along waterways. Thus, the most desirable lots in the four townships being considered here were first taken up along the Thames River, and secondly along the Talbot Road, which was laid out in reasonable proximity to Lake Erie. Settlement grew inland slowly, complicated by the presence of unoccupied lots held by speculators, lands reserved for clergy and Crown, and the swampy and badly drained nature of much land, which, among other things, made it difficult to create passable roads. When Robert Gourlay was preparing his *Statistical Account of Upper Canada* in 1817, his queries were addressed by a delegation of householders from Raleigh Township. In answer to his question regarding the state of roads and water communication, their answer in part read:

The face of the township, generally speaking, is low, particularly that part joining Tilbury, it being overflowed part of the year; but from pretty correct information, a wide ditch, half a mile in length, leading into lake Erie, would drain great part of the wet lands, the banks of the lake being at least 80 feet high, and the descent in the rear not exceeding 10 to 12 feet. The lands adjoining Harwich are nearly all dry, and fit for cultivation. On the whole, about one half of the township, in its present state, is fit for cultivation. (Gourlay 1974: 136-7)

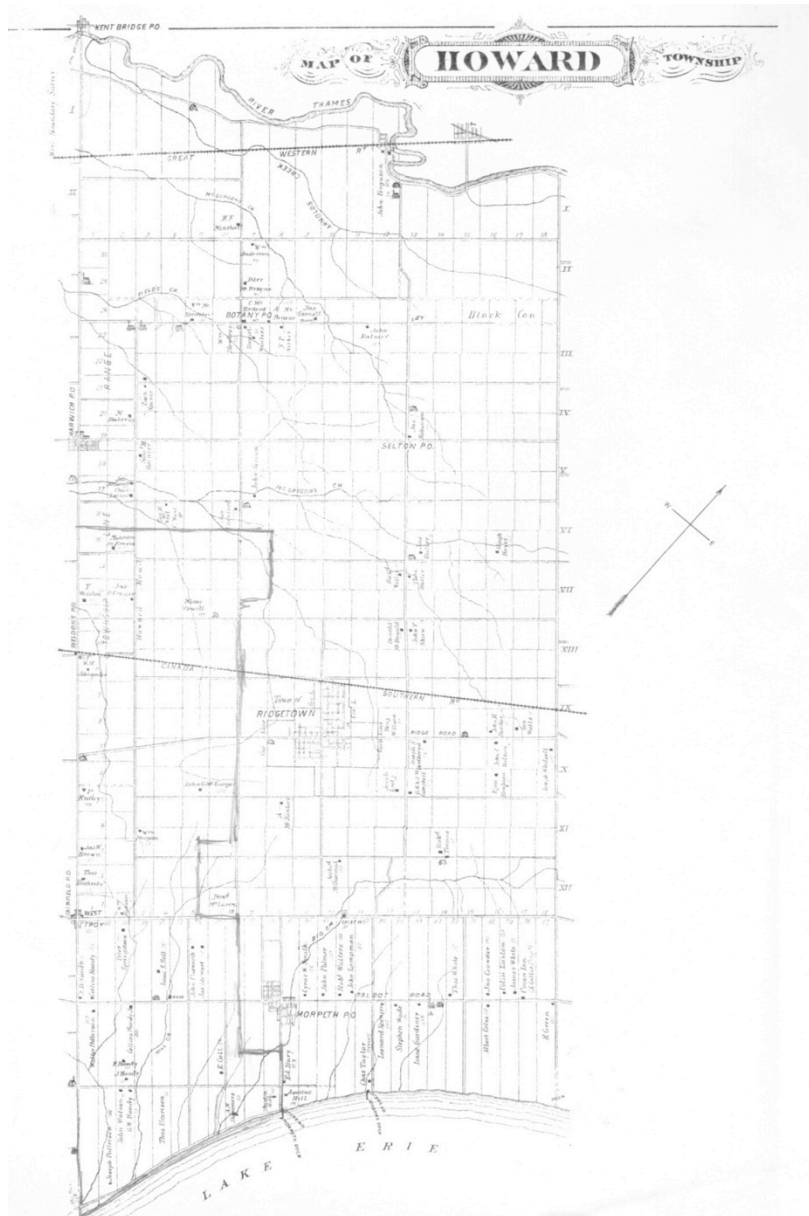


Figure 14: Map of the Township of Howard from the Illustrated Historical Atlas of the Counties of Essex and Kent, 1881

Raleigh's early settlers were obviously contemplating solutions to the soggy nature of their otherwise desirable township.

A comparison of population and acres of land patented in the four townships under study shows that the area grew slowly in the first half of the nineteenth century, particularly in comparison with other parts of Upper Canada. The historian Leo Johnson credits this slow growth to the British departure from Detroit, the decline of the Indian trade in the area, and the disruption caused by the War of 1812 (Johnson 1974: 26). He compiled maps and tables of the growth of population, the rate of lands patented, and percentage of lands under cultivation, for the townships in the Western District. (Johnson 1974 and 1983,

various tables)

Tilbury East was the slowest of the four townships to develop. In 1800, no patents had been taken out on land there; by 1820, less than 10% of land available had been patented; by 1835, less than 10% of land occupied was being cultivated; and by 1850, only between 30-40% of lands available had been patented. The following year, 1851 (a census year), Tilbury East's population was 0-10 per square mile. Another measurement of settlement was the presence of mills: the 1851 census recorded none in Tilbury East. Nor were there any shops, inns, schools or churches. Of the 176 dwellings recorded, 160 were built of logs, 13 were frame, three were brick and there was one shanty. (Census 1851: Vol. 2, 412-13)

Raleigh Township had the eventual advantage of the future town plot of Chatham being a draw to settlers. In 1800, fewer than 10% of lands available had been patented; by 1820, this figure had risen to 10-20%; by 1835, 10-20% of lands occupied were under cultivation; and by 1850, 70-80% of lands available had been patented. The following year, the population of Raleigh was 2,460, or 30-40 people per square mile. The 1851 census recorded two gristmills in Raleigh, one inn, one school, and two churches. Of the 404 dwellings enumerated, 351 were of logs, 47 frame, and 3 brick. Raleigh also boasted a tannery, and a foundry employing six hands. (Census 1851: Vol. 2, 200-5, 412-13)

Harwich Township shared with Raleigh the draw of Chatham. In 1800, fewer than 10% of its lands had been patented; by 1820, this figure had risen to 30-40%; by 1835, though, 10% or less of its land occupied was being cultivated; and by 1850, 60-70% of lands available had been patented. The following year, the population of Harwich was 2,627 people, or 30-40 people per square mile. One gristmill and four sawmills were recorded in the 1851 census, as well as eight stores, three inns or taverns, four schools, and one church. Of the 387 dwellings in Harwich, 267 were log, 69 were frame, 9 were brick, and there were 42 shanties.

Howard Township was a slow starter, but grew more quickly than Tilbury East. In 1800, fewer than 10% of its lands had been patented; by 1820, this figure had risen to 10-20%; by 1835, 10-20% of its lands occupied were being cultivated; and by 1850, 60-70% of lands available had been patented. In 1851, the population of Howard was 2,798, or 30-40 people per square mile. Data on dwellings, and public and commercial buildings was combined with that of the township of Orford. The 1851 census recorded no carding and fulling mills or woolen factories in these four townships, and the only distilleries recorded were in the town of Chatham.

As a comparison with lands in the Home District, figures from Johnson's tables show that in 1815, the percentage of total acres occupied in the Western and Home districts were 7.3 and 9.0, respectively, while in 1835 these percentages were now Western District 18.3% and Home District 33.9%. In 1851, these numbers were 31% and 50.3%, respectively, showing a much slower rate of growth in the Western District. Similarly, figures regarding improved lands

show that, in 1815, the percentage of occupied lands under cultivation was 11.3 in the Western District and 10.1 in the Home District. In 1835, these figures had risen to only 12.3% for the Western District, but to 20.4% for the Home District. In 1851, the gap between these two parts of the province was even wider, 26.8% for the Western District and 46% for the Home District. Another point of comparison with a township closer than those in the Home District is the population of the township of London, which was 1,606 in 1820, while Raleigh had 395 people; their comparative totals in 1835 were 3,533 and 1,077, respectively. London Township had not been surveyed until 1810, while the first survey of Raleigh was that of Patrick McNiff along the Thames in 1790.

Clearly, the Western District was lagging behind other parts of Upper Canada in both economic and social development. Leo Johnson attributes this slower settlement and economic growth to three factors: “distance from the main markets and difficult transportation to them; a lack of high value crops and a proper agricultural technology to grow them; and the new land policies which tended to concentrate new settlement in more central areas.” (Johnson 1974: 32)

Distance to markets would be partially overcome by the building of the Erie and Welland Canals, enabling grain and other crops from the Western District to more easily move eastward. The gradual draining of swampy land in the townships in question opened up land for wheat and the development of other crops suitable to Kent’s clay soils. Although absentee-owned lands were a barrier to population growth in many parts of Kent County, immigration in the 1840s and 1850s, largely from Britain, began to reduce that impediment to development. The four townships began to experience the kind of steady growth leading to the development of civic structures: schools, churches, post offices, and societies, all signs of permanency.

5.3 The Buxton Settlement

5.3.1 *The Elgin Association and the Beginnings of the Buxton Settlement*

While most settlers found their way into Kent County singly or in small family groups, one larger settlement was planned by a Presbyterian clergyman from truly altruistic motives. The Reverend William King came to Upper Canada in 1848 from Louisiana with 15 slaves whom he had inherited from his wife. His intention was to establish a community where those and other Blacks could be educated, own land, and become active citizens of a country free of slavery. In search of land for his planned community, King travelled to Raleigh Township in Kent County and examined part of the Clergy Reserves in its centre. Back in Toronto he organized a non-sectarian body to negotiate the purchase of land from the government. The purpose of the Elgin Association (as it was named to honor the Governor General of the time) was “for the settlement and moral improvement of the colored population of Canada, for the purpose of purchasing crown or clergy reserve lands in the Township of Raleigh and settling the same with colored families resident in Canada of approved moral character” (Frost 2009: Buxton, p. 100).

King was pleased by the land he examined in Raleigh, but sufficiently

canny about the possible price his Association might have to pay for it to have an independent evaluation made by Richard Parr, a Public Land Surveyor based in Chatham. Parr's assessment is particularly instructive to students of land settlement in the study area covered by this report. He prepared a sketch of the Clergy Reserve lands assessed, and reported to King on 5 October 1848:

The Block on the North of the Middle Road is composed of good land generally & has a fair quantity of hard wood upon it, but its present value is much depreciated for want of roads and a thorough drainage of the plain on the North. The water flowing into those plains for want of a proper channel to carry it off is backed upon these lands, keeping them under water a long time during the year, forming a material obstacle to the construction of roads and Bridges across the Creeks or swales which are numerous and renders it impossible to reach a market from thence without following a circuitous route of several miles.

The Block on the south of the Middle Road is generally very wet, timbered chiefly with swamp elm and Black ash, and but little of this land could be made available unless an expensive and systematic system of drainage was resorted to. The soil is good and if properly drained would make excellent farms.

Parr concluded his valuation of the lands in question by asserting their average value "to be six shillings and three pence per acre and no more" (Upper Canada Land Petitions 1849: Elgin Association petition. Hereafter UCLP).

On receipt of Parr's valuation, King wrote the Commissioner of Crown Lands requesting that the lands be sold to the Elgin Association for the price of 6s/3d acre, and asked for a speedy answer, "as the season is now far advanced, and the Committee wishes to purchase the lands as soon as possible with the view of commencing the settlement before winter." The following September, the Commissioner received a report from P. McMullen, the department's Deputy Land Surveyor in Sandwich, who had just visited the block in Raleigh with Richard Parr, and given his judgment on the value of the land. He considered the land above the Middle Road might be sold at "8s/6d or at most 8s/9d per acre." He also commented upon land below the Middle Road: "this section appears to be nearly all swamp, unfit for Cultivation, and as nothing can be derived from it in its present state I cannot [. . .] to set a value on it. . . . If this land was properly drained, no doubt it would become good and until that shall be done, little or no benefit can be derived from it."

An internal department memo by the Commissioner of Crown Lands, J.F. Price, referred to a petition, received from some inhabitants of Raleigh adjoining the lands that the Elgin Association wished to purchase, regarding draining an adjacent marsh. It also referred to "certain resolutions adopted at a public meeting held in Chatham the particulars of which have been forwarded by Edwin Larwill, Esq. objecting to the Scheme of the Elgin Association." Larwill was a local tinsmith, the representative for Raleigh on the Western District Council, and a vociferous opponent of the establishment of the Elgin Association in Raleigh. He had marshaled local sentiment against King's plans, petitioned the Governor

General against selling land to the Association, and organized a meeting in Chatham for 18 August 1849 intended to drive King out of town and township. But King's powers of oratory and persuasion overcame the hostile mob. He had just purchased land for himself on the Middle Road and spoke to the crowd not only as a ratepayer, but also as someone who shared with them the same ethnic ancestry and the same hopes for a country in which all could live in freedom and earn their living honestly. King's words influenced many, and although his efforts were still opposed by Larwill and his faction, another party of calmer citizens balanced local opinion. If the government in Toronto had earlier feared violent local opposition to the Elgin Association settlement in Raleigh, they must have reconsidered, and decided to trust Rev. William King's goals instead.

The Elgin Association received patents for the installment of its first 4600 acres, at \$2.50 per acre (Walton 1979: 40) - from the clergy reserves of Raleigh Township on 22 October 1849 (Concession A - Lot 10; Concession 8 - Lots 8-11; Concession 9 - Lots 6-11; Concession 10 - Lots 6-12; Concession 11 - N1/2 Lot 6-11). Subsequently, it received patents again on 3 January 1851 (Concession A - Lots 6,11; Concession 8 - Lots, 6,7; Concession 12 - S1/2 Lot 6, and Lots 8,11,12) and on 13 January 1851 (Concession 13 - Lots 6-9, S1/2 10,11,12). (Ontario Archives Land Record Index) (Subsequently the settlement increased to 9000 acres through additional purchases.) King moved his black household to the 100-acre lot he had already purchased from William White on the Middle Road. Under the rules of the Elgin Association, only blacks could purchase land, and King and his "family" needed a home until the new lands could be cleared and houses built there. Already waiting for them was a fugitive black family who had moved from St. Catharine's on hearing of King's plans for a black settlement. (Ullman 1969: 108) With the agreement of the Elgin Association, King named the settlement after Thomas Fowell Buxton, the English abolitionist who had shepherded anti-slavery legislation through the House of Commons in 1833.

5.3.2 *Buxton: Early Community Formation*

In the first decade of its existence, Buxton developed from "an undrained forested area into an agricultural community with several schools, churches, stores, two mills and two hotels." The Presbyterian Synod in Toronto sponsored and subsidized a Mission Church (Figure 14) and free common school (e.g., Figure 15) in the Buxton Settlement, the latter being so successful that many white families sent their own children there. The Association gave priority to both the moral standards of those it accepted and the physical design of the community. King interviewed all blacks who came seeking membership in Buxton, and the spiritual leadership of the Mission Church was his personal mission. Land was surveyed into 50-acre lots (Figure 17), and specifications for houses were immediately laid down: they were to be set back from the road by at least 33 feet, be at least 24 feet wide by 18 feet deep, be at least 12 feet in height, and be surrounded by a picket fence and a garden *with flowers* planted therein. A settler had up to 10 years to pay the \$125 for his lot, and was required to build a home and clear 6 acres of land within a year. King's planned community was intended to be as different from the slave quarters from which many blacks had come as possible. The outward signs of respectability,

responsibility, and order were as important to him as the spiritual, moral, and social lives of his black neighbors (Walton 1979: 89-91).



Figure 15: The Buxton Community Church, 1858, now St. Andrew's United Church, Southern Buxton, Ontario



Figure 16: Raleigh School Section # 13, North Buxton, built in 1861

Economic prosperity came gradually to Buxton. When King made his first report to the Elgin Association, he could boast of 45 families, having built 30 houses, with school attendance of 56 children. A Post Office was established in the new community in 1851, and its first postmaster was A. McLachlan (Post Offices and Postmasters). By 1855, the population had grown to over 800 (200 families); and 204 acres of crops – wheat, corn, tobacco, hemp, potatoes, oats, buckwheat, turnips, and hay – were growing on 350 acres of cleared land (Walton 1979: 92-94). Gradually, the economic life of the community based on subsistence agriculture was augmented by the establishment of a brickyard, pearl-ash factory, and steam-powered grist and saw mill. When the Great Western Railway line was under construction between London and Windsor, south of the Thames River (it opened in January 1854), many young men from Buxton earned wages as laborers (Walton 1979: 100; Ullman 1969: 133). And the success of the Elgin Settlement not only drew blacks to take up land within

the Association's territory, but also attracted them to the neighboring parts of Raleigh. Abraham Shadd, a successful shoemaker, had brought his family to Upper Canada from Delaware, with the means to pay for his land outright (Walton 1979: 94). The depression, which struck the province in 1857, also affected life in Buxton, but the Elgin Association protected its settlers from the worst of economic hardship by ensuring that those who were behind in land payments did not face eviction. Still, King had to actively find new black settlers for vacant lands. By 1861, Buxton could boast new enterprises – a shoe shop, blacksmith shop, wagon shop, and cooperage (Walton 1979: 145-6).



Figure 17: Plaque on the site of the Buxton Settlement Museum, showing the original plan of the settlement

5.3.3 *Drainage of Buxton Lands*

Reverend William King's first examination of the lots that the Elgin Association would purchase for the Buxton settlement introduced him to the marshy nature of some of that land. In 1861, the Association requested the Crown Lands Department that the interest it owed on the lands it had purchased in Raleigh could be profitably spent on drainage. It argued that:

A considerable portion of the 6,600 acres purchased from the Crown is low and wet and unfit for settlement and that until it is drained, the object of the Association cannot be fully accomplished. Their inability to effect the extensive improvements necessary to reclaim these wet lands, has not only prevented settlement, but has deprived them at the same time of the power of paying the balance of the purchase money due the Crown. (UCLP 1862, Elgin Association petition)

The Crown Lands Department must have considered this unusual proposal to have sufficient merit, for it recommended that the Executive Council approve the measure, and that the Commissioner of Public Works assist in the direction of the scheme. An internal Crown Lands memo noted that the Elgin Association lands in question "do not form a part of the great Marsh, other drainage of which was [undertaken] previously to Agriculture being practicable." In the event, F.C. Livingston, a Civil Engineer based in Chatham, was directed on 26 May 1863 to "proceed to make the requisite survey and leveling and submit a Report, Plan and Estimate of the cost. . . . The drainage is to be completed within two years." The cost was to be covered by the Elgin Association (L&F Book 7, Reel 126).

This incident in the history of Raleigh showed many things. It highlighted King's ability to husband various kinds of support for his settlement from officials in York. It demonstrated the difficulty early settlers of Raleigh had to contend with in order to make their new lands suitable for growing crops. And it showed that various local groups were pressuring the provincial government to assist with necessary schemes for drainage. The experiences of the black settlers of Buxton often mirrored those of their fellows on neighboring concessions and townships.

5.3.4 *Buxton and the American Civil War*

The outbreak of the Civil War on 12 April 1861 affected everyone at Buxton deeply. Many intimately knew the areas where the first battles were fought, and worried about family members still there; everyone wondered what Abraham would do to make slavery permanently outlawed in America. In 1863 two steps were taken which proved to Buxton's blacks that they might influence events south of the border. First, in March, Lincoln established the Freedmen's Inquiry Commission to plan measures in aid of the freed slaves of the United States; secondly in August the President called for blacks to join the Union Army. Samuel Gridley Howe came to Buxton that summer as part of the Freedmen's Inquiry Commission, and his observations of its accomplishments were widely published. Rev. King also wrote a description of the settlement, which was published in the Inquiry's final Report:

At the present time (1863), two thousand acres are deeded in fee simple, one-third of which has been paid for, principal and interest. The whole block contains nine thousand acres. The population of the settlement is about one thousand – men, women and children. I have made them self-supporting in all material matters and they are more than half supporting in their schools at the present moment. They have established two schools in the northern part of the settlement, of which they pay all the expenses, and as soon as I can get them to pay for the land, I shall make this school (the central) self-supporting. . . . I expect to settle the whole thing up in eighteen months. I have no doubt in regard to their paying every cent on their land. (Ullman 1969: 280)

On hearing that a recruiting office had been opened in Detroit for the First Michigan Colored Infantry, King called a meeting of the Buxton settlers and urged men who could arrange care for their wives and families to join up. Between 1863 and 1865, 70 Buxton men, or two-thirds of the adult male population, went to fight in the Union Army, including some who had been King's original "slaves" (Walton 1979: 158; Ullman 1969: 273).

When the Civil War ended in 1865, Buxton considered selling its assets and replicating itself in the American South. That idea turned out to be impractical; instead King urged his settlers to consider moving there as individuals to aid their freed brethren in building new lives (Ullman 1969: 286). With 65% of Buxton's black population - and 74% of Raleigh Township's - American born, it is no wonder that many left to rejoin family they had left behind or to make new lives south of the border (Ullman 1969: 161). This gradual exodus occurred as Buxton and area were gradually becoming more racially diverse. The original land holding regulations of the Elgin Association prevented land being sold to whites within ten years of its first purchase by a black landowner. But by 1866, these regulations governed less of the grant, and white families had purchased lots within the original settlement. Other whites rented properties of blacks who had gone to the United States without having made the final decision to emigrate. These white families became a distinct minority in an integrated community. Between 1861 and 1871, the black population of Buxton declined by 11%, from 752 to 667, and that of the whole township of Raleigh by 8%, while the proportion of whites increased until that group made up two-thirds of the population of Raleigh by 1871 (Walton 1979: 221).

While this gradual demographic change was underway, Buxton was still home to many blacks who had decided to stay in Canada. In 1868, the community laid the cornerstone to a new church. That year the Erie & Niagara Extension Railway incorporated to build a line from Fort Erie through St. Thomas to Windsor. It was renamed the Canadian Southern Railway in 1869, and a station established at North Buxton. The Post Office was established in North Buxton in 1875, with Elbet S. Dyke as its first postmaster (Post Offices and Postmasters). A sawmill and stave mill were established in the community. The character of King's original settlement had evolved beyond its intended haven for blacks fleeing slavery, becoming a small rural community like many others in

Kent County. The Elgin Association dissolved as a corporation in 1873, and the Presbyterian Church closed its Buxton Mission Fund in 1880. Reverend William King retired to Chatham in ill health in 1888, and died in there 1895. But Buxton remained an abiding presence in Raleigh Township. Like many other villages and crossroads, it survived because a sufficient number of families owned land there, had become reasonably self-sufficient, and had established viable community institutions and civic habits. Buxtonites no longer expected their settlement would be all black, and white families who chose to move there were comfortable with their black neighbors. Writing in 1894, Anderson R. Abbott, who grew up in Buxton, studied medicine, and had an illustrious career on both sides of the 49th parallel, described the community in these terms:

A large number of white settlers now occupy the land, but that makes no difference. The two classes work together on each other's farms, go to the same churches, their children attend the same schools, the teachers are white and colored, and the pupils fraternize without any friction whatever. The teacher of the North Buxton School, Alfred Shadd, is an Afro-Canadian. . . . The various offices of the municipality, such as councilors, school trustees, path masters, constables and justices of the peace are fairly distributed among both classes. (Ullman 1969: 326)

If this particular lens is removed from Dr. Anderson's words, he could have been describing any number of southwestern Ontario communities formed by small waves of diverse migration.

5.4 Township Settlement and Roads

Thomas Talbot perfected the practice of locating families on lots fronting road allowances, and ensured that clearing those road allowances was a settlement duty to be carried out before ownership of the land was finalized. He first practiced this in the eastern townships of the Talbot Tract, and later persuaded the government to allow him to do the same for major roads in the townships of Kent fronting on Lake Erie (Hamil 1955: 99). This practice facilitated opening up of new townships in the area, for as roads became passable they enabled exploration, communication, and access to markets; ultimately, they became the backbone of community development.

As noted earlier, Lewis Burwell had surveyed the Talbot Road through parts of the townships of Howard, Dunwich, Aldborough, and Orford in 1811, and through parts of Howard, Harwich, Raleigh, and Tilbury East in 1816. When his brother Mahlon Burwell completed the survey of Howard Township in 1822, the map he sent to the Crown Lands Department to accompany his field book showed that almost all of the lots on either side of the road contained names of men already located there. The proportion of lots taken up demonstrated the preference settlers had for lands fronting on roads that had a strong chance of being opened. The Talbot Road, however primitive at the time, was very useful for militia movements during the War of 1812. At one point the Loyal Essex Militia discovered some American ammunition wagons en route to the Battle of Longwoods, on Lot 177, Talbot Road (just south of the study area). The wagons were burnt and their remains deposited in a local swamp (Soutar 1884: 4).

In 1821, Thomas Talbot also recommended to officials in York that another road be established mid-way between the Thames River and the Talbot Road, and that roads be laid out on new town lines to afford north-south communication. Mahlon Burwell's surveys of the townships in the study area, included specifications for these important roads – the Middle Road running from the Aldborough/Orford town line to Sandwich, and the roads along the townlines between the townships of Howard, Harwich, Raleigh, and Tilbury East. Even before Burwell had completed his work, Talbot claimed he was being harassed by prospective settlers seeking locations along the Middle Road (Hamil 1955: 126-127). By the end of 1829, Talbot reported to the Lieutenant-Governor, Sir John Colborne, that he had successfully located settlers along the Middle Road in Howard and Raleigh. Settlement along the Middle Road in Harwich was complicated by its route through Crown and clergy reserves, some of which lands had been granted to non-residents. This practice was a grievance frequently raised by settlers, who found that improvements to their townships were retarded by lands held by speculators. The first pioneer along the Middle Road in Raleigh arrived in 1828, and settlement proceeded slowly (Belden 1881: 60). Three villages grew along this stretch of road in Raleigh: Merlin on the Tilbury town line, Charing Cross on the Harwich town line, and South Buxton at the crossing of the Middle and Centre roads. Settlement along the Middle Road in Tilbury East did not begin until 1832, and progressed slowly, as both reserved lands and poor drainage were obstacles to many (Belden 1881: 62; see figure Figure 18). The road along the town line between Howard and Harwich Townships was settled between 1820 and 1835 (Young 1821; 31); but the townline road between Harwich and Raleigh not until 1840. (Lauriston 1952: 268)

The Communication Road seems to have been suggested by Governor Simcoe (Whebell 1983: 172), and was laid out by Abraham Iredell as part of his survey of the townships between the Thames and Lake Erie in 1795. His instructions from D.W. Smith, the Acting Surveyor General, included the following:

A road must be run as straight as possible between Chatham and the point Aux Pins (on Lake Erie) to be hereafter called Land Guard, where a situation for a town is to be reserved by you; on each side of this road 200 acre lots are to be laid out from the reserve at Land Guard to the surveys near Chatham – the usual reservation to be made on this communication which is to be granted in single lots only to bonafide settlers. (McGeorge 1924: 16-17)

Clearing and maintaining road allowances, particularly in the early years of settlement, were the responsibility of landowners located along the lines of roads. Because of the low-lying nature of much land, particularly in Tilbury East and Harwich, road construction also meant the digging of ditches parallel to road allowances for drainage purposes. Settlers were required to keep these ditches free of obstacles so that water could flow freely away from fields and roadways. These many road-related duties were supervised by path-masters appointed by local councils. Settlers were required to perform two days of roadwork per year,

but this task could be commuted by paying fees to the local council (on the theory that such sums would be expended on roads). The system did not work well at all, attested by frequent complaining letters to Chatham newspapers.

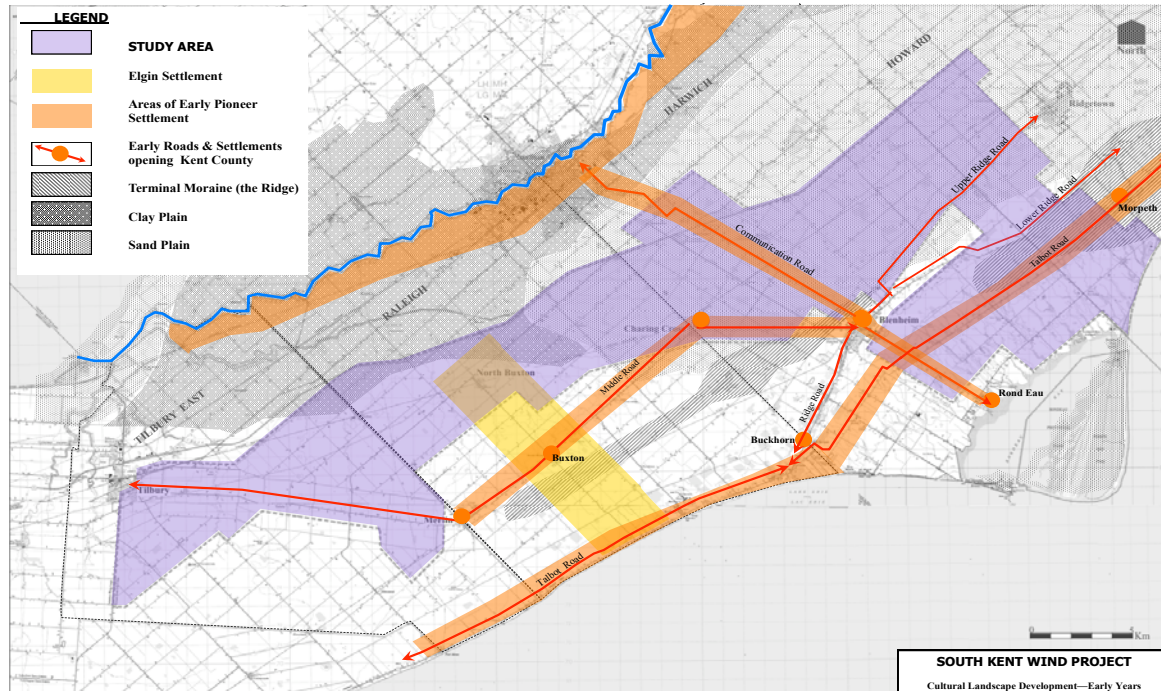


Figure 18: Map showing the early years of Cultural Landscape Development in the Study Area. (Provided by Sylvia Behr, Landscape Heritage Consultant)

With the great supply of local lumber, plank roads became the model for road surfacing in the 1850s, followed by gravel, and, ultimately, by hard-surfaced highways. In the early years, when road allowances had to be cut through the wilderness, local township councils established by-laws requiring that timber be removed from both sides of roads passing through forests; Raleigh and Harwich township councils did this in 1850, and Tilbury East in 1876 – yet another example of how settlement advanced more quickly in the eastern townships of the study area (*Kent Advertiser* 28 March 1850; 4 July 1850; *Chatham Tri-Weekly Planet* 19 April 1876). This practice was in stark contrast to the by-law enacted by the Harwich Township council in 1878 for the “preservation and planting of trees on highways” (*Chatham Tri-Weekly Planet* 29 November 1878). Until funds were available for large-scale drainage schemes, the side roads in parts of Tilbury East could not be opened as reliable roads. The 1881 county atlas illustrated this situation by showing such road allowances as dotted lines. (Belden 1881: 756) Yet by 1882 some roads in the study area were sufficiently reliable to carry stages between Chatham and Morpeth, Morpeth and Blenheim, Chatham and Blenheim, Blenheim and Leamington, and Chatham and Charing Cross (Soutar 1882: 70).

Like so many other elements of public infrastructure, roads were in better hands when public funds were employed by civic bodies to administer their

creation and maintenance. Gradually both the County and the Province took over greater responsibility for more miles of roads in the study area. Under the Highway Improvement Act of 1917, Kent set up a county road system, and took over the maintenance of 250 miles of roads that had previously been under township responsibility (Lauriston 1952: 705). Thomas Talbot would have been very gratified to know that the Talbot Road became a provincial highway in 1920 (*Chatham Daily Planet* 3 March 1920).

Between 1925 and 1935, all of Kent County's townships subscribed to the Good Roads System, leading to better engineered and surfaced roads under the supervision of a qualified superintendent (Fletcher 1948: 18). The advent of the automobile hastened the paving of roads; the Raleigh/Harwich townline was paved to Charing Cross in 1925, and the Middle Road from the Tilbury East/Raleigh townline to Merlin in 1940 (*Chatham Daily News* 24 October 1925; 22 April 1940). Great was the celebration in Merlin when the Middle Road became a provincial highway the following year (*Chatham Daily News* 11 June 1941). By 1948, Kent could boast that around half of its roads were paved, and the other half surfaced with gravel or stone (Fletcher 1948: 18). The evolution of roads in the study area from blazed trails through virgin forest to twenty-first century multi-lane highways eventually led to the planning of a route through Harwich and Raleigh townships for Highway 401 (*Chatham Weekly Planet* 27 April 1951).

Adam Hood Burwell's poem, *The Talbot Road* (1818), reflected the importance of roads to settlement with its idyllic view of the road's future (at the time this particular right-of-way was little more than a blazed and partially cleared trail through the wilderness of Howard, Harwich, Raleigh, and Tilbury East):

Now Talbot Road itself, enratur'd, see,
Rising transcendent in prosperity.
Far as the sight of mortal eye extends,
Where Phoebus rises, or where Sol descends,
A constant chain of cultivated farms,
Possessing each a thousand rural charms,
Succeed in view – broad, waving fields of corn,
And meadows, breathing all the sweets of morn,
And orchards, bowing graceful to the breeze
That rustles thro' the foliage of the trees;
The well stored gardens that, with care, produce
Enough for fancy and enough for use.
On every farm a stately mansion stands,
That the surrounding fields at once commands,
Where, oft, the farmer contemplates alone,

The little Eden that he calls his own. (Burwell 1818: 23)

5.5 Township Settlement and Mills

Thomas Talbot's words to Governor Simcoe about the importance of mills have often been quoted. Settlers who went to him for land frequently inquired "when they could depend upon having the convenience of Mills." According to Talbot it was "a matter of great moment to the farmer, to have the means of converting his produce into a merchantable state contiguous to the place of his residence" (Hamil 1955: 51). For the early settlers of the townships within the study area, mills were very seldom found contiguous to their homes. This can be explained partly by the lack of sufficient waterpower in some of the creeks feeding into the Thames River, though mills were established on the Thames itself in the early years of settlement. The first of these was built by Thomas Clarke at the Lower Forks (now Chatham) between 1788 and the late 1790s -- his work complicated by spring floods, disputes over rights to the mill-site, and finances. John McGregor eventually took this enterprise over; after the mill was burned down during the War of 1812, he rebuilt it (Hamil 1951: 58-9).

Another early mill on the Thames was built by Frederick and Christopher Arnold, father and son, on Lot 4, River Range, Howard Township. It is said that Tecumseh breakfasted with the Arnolds while retreating up the Thames in advance of American troops during the War of 1812, his presence preventing those mills from being set on fire by the contending troops (Lauriston 1939: 62). A map which Mahlon Burwell supplied the Crown Lands Department in 1822 with his survey of Howard Township showed a path from the shore of Lake Erie to Arnold's Mills -- an indication that settlers on the Talbot Road had a long and arduous walk through the wilderness in order to have their grist ground into flour. The lack of easily available waterpower in many parts of the interior of these four townships also meant that other sources of power had to be utilized for grinding grain, chopping feed, and sawing logs into lumber. Oxen and horse-drawn devices and steam power were resorted to by many early millers in the area. The Census of 1851 recorded no grist or saw mills in Tilbury East. Two gristmills were recorded in Raleigh - one run by waterpower and one by steam - but no sawmills. One water-powered gristmill was recorded in Harwich along with four sawmills (three run by water and one by steam). Three water-powered gristmills were recorded in Howard and Orford townships (which were combined in that census), along with thirteen sawmills (nine run by waterpower and four by steam). There were no carding or fulling mills, and no woolen factories recorded in those townships. All of the distilleries recorded were located in Chatham (Canada Census 1851: 200-205).

McKay's Corners on the Harwich/Howard townline, just outside of the study area, had a milling history very like that of many pioneer settlements. McGregor Creek flows through the community with enough fall of water to power mills. Joseph Ake built a sawmill on the west side of the townline in 1852, then sold it to Alexander McKay the eponymous founder of the settlement. In 1853, Jabes Holmes bought land west of Ake, and constructed both a grist and a saw mill. Both he and his son were killed in mill-related accidents -- unfortunate, but

not uncommon, occurrences. The mills were destroyed by fire and replaced by only a sawmill, which also burned in 1869. Dimetrius Ake then moved across the townline and build a sawmill on the Howard side, which his brother Samuel operated until the good trees were all gone (Young 1921: 32-33). A steam sawmill in Troy, built by Isaac Swarthout, was producing 1,500,000 feet of lumber in 1874 (Charlton 1874: 81).

The Buxton settlement desired to be as self-reliant as possible, and for Reverend William King that meant his black settlers must be able to grind their own wheat and saw logs into lumber for local use and marketing abroad. Without waterpower nearby, it was clear that the community would have to employ steam power. The community purchased a 15-horsepower engine in Detroit to power a sawmill. King then found a portable corn mill in Cincinnati, which he shipped to Buxton and added to the sawmill, whereupon the Buxton settlement was self-sufficient in milling (Ullman 1969: 136).

Tilbury East was settled comparatively later than the townships to its east in the study area. But the Smiths were one family who located there early, arriving in 1832, and taking Lot 10, Middle Road North. In order to grind their first crop of wheat into flour, Robert Smith made a hand gristmill, and later constructed larger machinery run first by ox-power, and then by horsepower. A sawmill was also added (Lauriston 1952: 302, 308).

These few anecdotes illustrate the importance of mills particularly to settlers in the early years of township development. Once roads were passable and general stores established at cross-roads, families and farmers no longer had to depend upon local mills “contiguous to their place of residence” in order to acquire flour for domestic consumption, or to market wheat beyond their immediate communities. And, of course, the coming of the railway opened up many new possibilities in this regard.

5.6 Development of Individual Communities

5.6.1 Kent County

Kent County (1792–1998), in Ontario’s south-western peninsula, has long had a reputation for the “richest and finest farm lands” in Canada” (Chatham Daily News 1948). This resource spawned agricultural industries such as food processing and machinery manufacturing plants. Kent’s constituent municipalities amalgamated into the single-tier municipality of Chatham-Kent in 1998, now containing six wards. Original communities maintain their unique identities.

Many of the following towns, villages and hamlets mentioned below owe their origins and/or early growth to their location at a crossroads, or the establishment of a post office; others saw their fortunes rise and fall with the comings and goings of four railway lines: the Canada Southern Railway (1869); the Erie & Huron Railway (1873); the Lake Erie & Detroit River Railway (1894); the Sarnia Branch of the Pere Marquette Railway (1904); and the Chatham, Wallaceburg & Lake Erie Railway (1905).

5.6.2 **Howard Township**

Howard Township was named in honor of Thomas Howard, Earl of Effingham (and father-in-law of Sir Guy Carleton, Governor-General of all the Canada's), best known for his public protest against England's treatment of its colonists. The township is distinguished geographically by "The Ridge", a remnant of the Ice Age approximately 13,000 years old. Howard soil tends to be light and porous (Beldon 1881: 61), thus it has the best natural drainage system of the four townships in the study area. These soils support mixed farming. The Upper Ridge Road (now County Road 19) enters the township at Rushton's Corners, and the Lower Ridge Road -- the Talbot Road, now Talbot Trail -- at Troy.

After the American War of Independence, several United Empire Loyalists settled along the Thames River. In 1809, John Crawford (sometimes spelled Craford) of Mississippi became the first settler in the south of Howard, in the general vicinity of Eatonville (Belden 1881: 61). The first known pioneer of the Ridge Road was William "Daddy" Marsh (Lot 9, Concession 10) in 1824. Marsh also owned the first hand mill in the township (Watson 1939: 66).

At one time, **Morpeth** was the undisputed "metropolis of South Howard" (Lauriston 1952: 238). Located where the Talbot Trail crosses Big Creek, and first named after that stream, its first settlers were Joseph, Robert, and James Woods in 1816. Morpeth soon boasted both a sawmill and a gristmill. For a brief time, the community was also called Jamestown (in honor of settler James Coll), but by popular vote was renamed Morpeth after Colonel Talbot's cousin, George Howard, Lord Morpeth, who visited the settlement and made a generous donation toward the building of Trinity Anglican Church. When the route of the Canada Southern Railway was planned north of the Ridge, rather than close to the Lake Erie shoreline, Morpeth took second-place to Ridgetown in development. **Ridgetown** was first settled in 1824 (Lauriston 1952: 250, and was incorporated as a village in 1877 and as a town in 1881.

Troy, located at the crossroads of the Howard/Harwich town line and the Front Line, began its existence as Troy Mills. One of its earliest settlers, Isaac Swarthout, chose its new name to honor his hometown of Troy, New York (Thoonan 2000: 64). Swarthout built a sawmill there (Armstrong 1991: 31), and the village once had two general stores (Lauriston 1952: 271). Around 1854, when the post office was established, the community was renamed West Troy. The office closed in 1856; reopened in Fairfield in 1863; moved to Ridley in 1885; closed again in 1892; reopened in Ridley in 1894; then closed for good in 1914 (Library and Archives Canada). Today, Troy is a dispersed rural community, having dropped the "West" in 1962.

Eatonville is located where the Talbot Trail crosses Kent Bridge Road. When John Crawford took up a location on the Talbot Road, his former property at the crossroads was granted to Walter Patterson. Eatonville's most notable

building, the Dance Hall, was originally built by the man for whom the hamlet was named, Alvin “Pops” Eaton, who arrived from the U.S. in 1825 (Chatham Daily News 1961). The hall has suffered in stature in recent decades (Figure 19): in 2000, it was used to house farm workers (Thoonen 2000: 46). It remains, however, a striking reminder of Eatonville’s former liveliness. Eatonville is a dispersed rural community today.



Figure 19: 11658 Talbot Trail. Former hotel and dance hall in Eatonville.

New Scotland grew as a settlement in the 1850s, where the New Scotland line crosses the Howard/Harwich town line. On the Howard side, land was taken up by Walter Patterson’s brother, Joseph, and George Moody. On the Harwich side, the first settlers were Archie McKishnie, William Reynolds, Allan Rose, and William Stirling (Thoonen 2000: 56). Some of the first white beans in Canada were grown in this area. Most of the early populace worked in the Lake Erie fishery, and also owned small farms (Chatham Daily News 1973). The New Scotland post office operated from 1906 to 1912 (Library and Archives Canada). New Scotland was also the birthplace of well-known Kent writers Archibald McKishnie and his sister Jean Blewett (Clendenning 1997: 226). The village now has the character is now a dispersed rural community.

5.6.3 Harwich Township

This township was named for the port of Harwich at the mouth of the Thames River in England. Its first settler, Thomas Clark, came in 1792 (Lot 2, R.T., later known as the McGregor Farm), followed by other United Empire Loyalists displaced by the American War of Independence. In 1804, Phillip Toll (Lot 6, Concession 6) became one of the first residents in the vicinity of the Ridge, having moved from his location on the Thames River in Raleigh Township (Belden 1881: 53).

The swampy terrain near the Erie shoreline discouraged early settlement. Once drained, the primarily clay soils of this area were suited to the growing of cereals, hay, root vegetables, and eventually, sugar beets. In other parts of the township, a sandy loam enabled fruit orchards to flourish. The population of Harwich grew more slowly than that of Howard. By 1885, south Harwich had an estimated population of around 4,000 people, with Blenheim accounting for almost half of that number (Armstrong 1985: 109).

Located at the junction of the Middle Line and Communication Road, **Blenheim**, like Ridgetown, was given an economic boost by the coming of the Canada Southern Railway in 1872. Until 1912 it was one of the most important railway junctions in south-western Ontario (Chatham Daily News 1938). In addition to the Canada Southern, Blenheim was the southern terminus of the Erie & Huron Railway, and a stop on both the Lake Erie & Detroit River Railway and the Sarnia branch of the Pere Marquette Railway (Railways of Chatham-Kent). For its first 30 years, Blenheim was also a lumbering centre, due to its proximity to a forested area known as the Ten Mile Bush, which was largely composed of oak, elm, and walnut. In 1864, the community boasted two sawmills and one gristmill, though by 1926, only the latter was in operation. Blenheim was incorporated as a village in 1874 and as a town in 1884.

Fargo, on Fargo Road, was likely named after William Fargo of Wells-Fargo fame, a director of the New York Central and Northern Pacific railways. The Fargo station was a stop on the Canada Southern Railway, the Erie & Huron Railway, and the Sarnia Branch of the Pere Marquette Railway. (Railways of Chatham-Kent) The historic railway station was moved to Charing Cross, and now serves as a private residence (Hughes 2010). Fargo once boasted a sawmill, general store, hotel (destroyed by fire), and a Methodist -- later United -- church. A post office served the settlement from 1884 to 1914 (Library and Archives Canada). Fargo is but a dispersed rural community today.

Weldon or Weldon's Cross, located on the Howard/Harwich town line, was once a stop on the Canada Southern Railway (Belden 1881: 77). It consisted of a railway station, and a combination hotel/post office/general store run by a family of the same name (Armstrong 1985: 137). A post office had been established there in 1877, but was closed when fire destroyed its quarters in 1891 (Library and Archives Canada). The community no longer exists.

Bridgend (sometimes spelled Bridge End or Brigend) is located on Communication Road north of the Horton Line (and south of Highway 401). It was settled by John Oakley (Lot 26, E.C.W.) in 1821 (Clendenning 1997: 77). A post office operated there from 1863 to 1867 (Library and Archives Canada). Sometime in the last part of the 19th century, Brigend became known as **Kent Centre** (Clendenning 1997: 77), and the post office reopened from 1903 to 1918, when rural mail delivery took over (Library and Archives Canada). The community boasts a century farm, owned by the Richardson family since 1836,

although the original farmhouse is gone. The last surviving public building is the former Presbyterian Church -- now St Paul's United Church -- built in 1882.

Huffman's Corners, located where Huffman Road crosses Burk Line, was named for Philip Huffman of Ireland, who settled at Side Line and the 10th Concession around 1837. The post office, which had operated in Harwich Centre (just down Burk's Line at Centre Line Road) from 1877 to 1885, reopened at the corners as Huffman in 1885 for only a year (Library and Archives Canada). Huffman's Corners today is a dispersed rural community.

Seven years after the Canada Southern Railway was built through Harwich Township, a post office was established in 1879 in Goff's general store (Figure 20) at Harwich **Crossing**, where the railroad crossed Mull Road near Knight's Line (Chatham Daily News 1970). At some point, Harwich Crossing became known as Mull, presumably in memory of the Scottish isle. The post office operated under that name from 1881 to 1970 (Library and Archives Canada). Mull also had a blacksmith shop, sawmill, grain elevator (destroyed by fire), shipping facility, and a hotel. Today, Mull is largely a dispersed rural community, though a small cluster of buildings still gives the village an identifiable presence.



Figure 20: Former Mull General Store, at 20850 Mull Road

Located where the Talbot Trail and Mull Road cross, **Guilds** was named after Julius Guild, a Scot who settled near Morpeth in 1834. The hamlet developed into a local trading and market centre (Lauriston 1952: 272). A post office was established there in 1867, and the community became known as Bentley, after its postmaster. When Julius Guilds became postmaster in 1872, the crossroads took his name -- although it was briefly known as Guilford in 1878. The office was replaced by rural mail delivery in 1914 (Library and Archives Canada). Julius' son, James, opened a general store in 1891. It was destroyed

by fire in 1917, and a new store and house were built: now only the house remains. Today, Guilds is perceived mainly as a dispersed rural community, though the former Harwich S.S. #11 at its centre now serves as the Guilds Community Hall.



Figure 10: Former Raleigh School Section 13 1/2, at 10549 School Line

Raglan, east of Shrewsbury on Rondeau Bay, was a thriving harbor community in the 1860s, home to a large sawmill and grain elevator (Clendenning 1993: 204). Its schoolhouse, erected, in 1895, is now a private residence (Figure 21). Today, Raglan is a dispersed rural community.

5.6.4 *Raleigh Township*

Raleigh was likely named for Sir Walter Raleigh, because of his success in popularizing the use of tobacco – that plant being one of the area’s first crops. The first European settlers were Thomas McCrae and family, who built the first brick house in the county of Kent (Belden 1881: 60). Raleigh’s soil is light, gravelly, and easy to till, although it becomes marshy close to the Thames.

Charing Cross was first known as Cook’s Corners after its original settler, remembered only as “Englishman Cook.” Located where the Middle Road, Charing Cross Road, and Cundle Line cross, its residents chose a more prestigious name to celebrate its growth into a transportation hub. The community became a stop on the Canada Southern, and later, the Chatham, Wallaceburg & Lake Erie railways (Railways of Chatham-Kent). Both passenger and freight (primarily livestock and fish) were carried. One sign of the town’s importance as a train hub was the large number of inns it once boasted. For a time, an old well “with water tasting like Bromo Seltzer” formed the basis of the Tyhurt Rock Natural Mineral Water business. The station house, built in 1910 was later used to store lumber (Chatham Daily News 1961b) and was eventually moved to Queen Street to serve as a private residence (Hughes 2010). The post

office opened in 1860 and remains in service (Library and Archives Canada), as does the Charing Cross Church -- once Methodist, now United -- built in 1873.

Located at the crossroads of the Bloomfield Road and the 9th Line, the **Doyles** post office was named after its first postmaster, Michael Doyle, and operated from 1866 until replaced by rural mail delivery in 1914 (Library and Archives Canada). Doyles is now a dispersed rural community.

Fletcher is located where the 6th Line West and Merlin Road meet the Canada Southern Railway. It was named for the pioneer, John Fletcher, who donated land for the railway station. Several sawmills operated in the community (Lauriston 1952: 226), and many oil wells were dug nearby. The train station closed around 1953. The post office operated in the general store from 1875 until both closed in 1973. That building now serves as a residence (Library and Archives Canada; Thoonen 2000: 112). Today, Fletcher is a dispersed rural community.

Merlin's prosperity increased as Fletcher's waned (Lauriston 1952: 297). Located south of Fletcher where the Middle Road crosses the Tilbury/Raleigh townline (Erie Street), Merlin was a stop on the Lake Erie & Detroit River Railway. Its post office was established in 1868 and is still in operation (Library and Archives Canada). Merlin is the only police village in Chatham-Kent County, and the largest police village in Ontario.

5.6.5 East Tilbury Township

East Tilbury is named after the port on the Thames River in Essex, England. Its first settlers, John Reaume and his wife Ann Trudell, settled along the Thames in the late 18th century, and were soon joined by other French settlers.

Of the four townships in the study area, East Tilbury was originally by far the marshiest, particularly in the spring. Its surface soil of loam overlaid a subsoil of heavy clay, which proved extremely fertile once proper drainage had taken place (Beldon 1973: 62). Early major crops included wheat, oats, barley, corn, hay, peas, and a variety of roots. With many stands of oak, elm and maple in the township, lumbering was an important early industry.

Like Ridgetown and Blenheim in their respective townships, **Tilbury** became a local population centre. Located on the Tilbury East/Tilbury West townline at Mill Street, it was first called Henderson, after its early settlers, William and David Henderson, who arrived in 1874 and built the store where the post office was established the following year. The hamlet became Tilbury Centre in 1883, a village in 1887, dropped "Centre" from its name in 1895, and became a town in 1910. The post office relocated when William Henderson resigned his position in 1879 (Chatham Daily News 1980). Tilbury was once a stop on both the Canadian Pacific and Canada Southern Railways (Railways of Chatham-

Kent). Subsequently, the former railway station was moved to Lee Street and to be used as a Boy Scout meeting hall (Hughes 2010).

Tilbury East is situated at the cross roads of the Middle Line and Port Road (County Roads 8 and 14). The settlement might first have been known as Smith Mills, for the Smith family, father Thomas and son Robert, had built a steam saw, gristmill, and the largest stave and hoop mill in western Ontario there. But when James Smith became the first postmaster in 1851, the community was called Tilbury East. That name changed in 1885 to Stewart, also the name of the local cemetery. The post office closed in 1912 (Library and Archives Canada). During the oil rush of the first decade of the twentieth century, this area was home to Canada's largest oil field (Chatham Daily News 1950).

Edgeworth is situated around Lot 26 on the Middle Line. In 1863, the settlement was home to a general store, hotel, sawmill, and post office, none of which survive. The post office was established in 1857, and had various homes, always on the Middle Road. Not in service between 1865 and 1869, it closed for good in 1889 (Library and Archives Canada). Edgeworth today is a dispersed rural community.

Quinn is located around Lot 19, Concession 9, and Tilbury East. The small hamlet was named for James Quinn, who generously offered his home for worship services in 1882 until the community's Methodist church was built. (Thoonan 2000: 146). Quinn United Church is now part of the charge of the Darrel S. Moffat United Church, Tilbury. The post office was established in 1883, and operated until rural mail delivery began in 1915 (Library and Archives Canada). "Union Hall" was built in 1896, originally on William McDowell's property. Renovated in 1945, it was moved to an adjoining lot, where it is still in use. Today, Quinn is a dispersed rural community.

Located at the Middle Line and Valetta Road, **Valetta**, named after the historic capital of Malta, was once a centre of modest commercial and cultural importance in the township (Chatham Daily News 1972). John Kerr built the first general store in the township here in 1854. A post office was established in Valetta in 1864, which operated until the beginning of rural mail delivery in 1915 (Library and Archives Canada). The first settlers were largely drawn from Scotland and Northern Ireland. They built a log Presbyterian church in 1846, a second church in 1862, and the present structure in 1904 (Figure 23). Today Valetta is a dispersed rural community.

5.7 Kent County Drainage

The drainage in the study area is largely northward toward McGregor Creek, which lies north of the defined Study Area but is the principal watercourse that receives the flow from the eastern portion of the Study Area. The other principal watercourses affected by drainage from the Study Area are Baptiste Creek and Jeannettes Creek, also lying north of Hwy 401 (Figure). Every

natural stream or creek feeding into these principal creeks, and much of the creeks as well, have been modified by drainage projects (Chatham-Kent Municipality, 2011).



Figure 22: Valetta Presbyterian Church, 4319 Middle Line

As settlement grew from the late 18th century, especially after 1835, the demand for more agricultural land, settlement land, transportation routes and other resources increased the quantity and extent of drainage projects. New technology improved the rate of excavation, the depth and width of excavations and the amount of time required. The result was a need to enlarge existing infrastructure (roads, bridges, culverts, connecting drains or creeks) in order to handle the increase in output of flows from bigger drainage works (Matt, 1979; Todgham & Case 1977:4-5).

The history of drainage works in Kent County, Ontario is a fundamental part of settlement and farming prosperity in the region. Drainage projects were an essential component of any development activity due to the poorly drained, flat land, turning prairie-like areas into marsh (Todgham & Case, 1975; Matt, 1979). Forested sections were also yearly inundated, making settlement, road building and farming impossible and unhealthy without adequate drainage (Lauriston, 1952; Timmins- Martelle, 2006; Chapman & Putnam, 1984).



Figure 23: Drainage works in Kent Count (Municipality of Chatham-Kent 2011). Box shows approximation of study area.

Records of the first drainage works are difficult to find because official surveys were not conducted on the region until 1783, in the wake of British Empire Loyalists having been promised land (Matt, 1979:35-36). The earliest recorded drainage works from historical sources describe accounts of farmers dealing with annual or permanent inundation by digging ditches with simple plowing implements drawn by oxen (Matt, 1979; Hamil, 1951). This basic technique was likely used since the first settlement of the area by the French, from ca. 1760 and progressively by British Empire Loyalists from 1788 (Matt, 1979:27, 36), although there are no specific records of these actions.

It is understood that farm plowing techniques were also drainage methods. Matt (1979:38) describes the method of digging 'dead furrows' to drain into 'flat ditches' that would then carry excess water into a natural stream or neighboring area. Farmers would also engage in the modification of stream embankments or enlarging streams and removing obstructions. These activities became part of the first Acts and statutes governing farming activity in Upper Canada from 1834. Despite the growing number of laws and statutes, the concomitant reports by engineers and greater attention to the effects of drainage works on adjacent lands, disputes were common between land holders due to the frequent inundation of neighboring lots after drainage works were completed, pouring unwanted water onto neighboring properties.

Drainage tiles came into use from about the 1830s (Matt 1979); although a specific date for the first use was not found. Drainage tiles complemented the plowing techniques (dead furrow and flat ditch). Tiles made from clay were buried two feet under the surface with a sixteen foot spacing between rows (Matt, 1979). Modern drainage tiles are manufactured from polyvinyl chloride (PVC) and continue to respect the same depth and spacing arrangement of the historic tiles. These kinds of polymers were not used until after the Second World War.

As the need increased to drain more water more quickly from large acreages, there were several innovative changes in the technology and methods. The most comprehensive study of changing drainage technology can be found in Marion Matt's *The Dipper Stick* (1979). A similar study may be found in Clark's thesis on the Baldoon Settlement Lands (Clark, 1970). While this describes the change from hand drawn ploughs with scoops made for ditch digging to the use of steam-powered machinery, with a major boom in the use of machine 'back-hoes' by the 1890's, they do not describe in detail the concomitant changes in culvert and bridge building required to handle the increased flow of water through the enlarged drains.

Until the first statute governing drainage works (The Ditches and Watercourses Act, 1834) was passed, it is assumed that Kent county farmers managed the problems of inundation and water flow by any means available (Lauriston 1952:703). The 1834 statute required that timbers cut for the construction of culverts conform to a minimum standard:

...to be constructed of good, sound white oak timbers, not less than one foot square, to be placed level with the bottom of the ditches and extend across the full width of the road between the ditches, the covering to be of the same material as the sides, and not less than six inches thick. (Lauriston 1952:702)

Wooden bridges and wood culverts were replaced by cement constructions or used in combination with wood after the mid-nineteenth century. The reinforced cement box culvert appears to have been commonly used by the early twentieth century (Municipaltools.com, 2011; see figures 24, 25). Bridge and culvert rehabilitation became necessary by the middle of the twentieth century and after the Second World War (1945) several projects appear to have been conducted. It is still possible to see the variety of materials used to construct culverts; ranging from railway ties (treated wood), through rubblestone, cut limestone, hardened sandbags, cement blocks and reinforced modern cement (e.g., figures 26, 27, 28, 29).



Figure 24: The old Horne Drain (1945) had a concrete deck supported by conventional steel girders. (This construct replaced an earlier culvert built in 1915. (Municipaltools.com, 2012))



Figure 25: Horne Drain showing the 2009 date of bridge replacement. (Note the new concrete material).



Figure 26: Rail ties and angle irons used for culvert on the south side of 8th Line west of Wellwood.



Figure 27: Looking west at the stone rubble and culvert on the south side of 8th Line



Figure 28: H

st of Merlin



Figure 29: Cement block and cement culvert, crossing Wellwood Road, south side of 8th Line

In a similar manner, bridges were originally constructed of heavy wood, but there is no available source discussing the particular early bridges of Kent County. It is generally known that bridges had to be replaced as drains were deepened and enlarged. The period of heavy activity, starting around 1870,

marks the beginning of the first extensive drainage projects (Lauriston, 1952:310-313).

In 1868, the McDougall Creek was deepened and enlarged under the new Municipal Act, allowing McDougall creek to be used as an outlet for farm drains. In 1873, the Burgess Creek was also deepened and widened and the following year (1874) Hickey Creek was enlarged to be used as a major outlet. Shortly thereafter, the King and Whittle Drain was enhanced and subsequently, several minor drains were improved to combine with the major outlets (Lauriston, 1952:310-313).

The final major improvement in drainage technology was the introduction of pumps. The first 'pump' was apparently designed by a Samuel Thomas Martin in 1878. He had surrounded a fifty acre plot with a four foot high dyke of earth and attempted to pump the water from the land by using a wind-powered 'windmill'. While the basic concept was sound, the windmill did not have the force to remove enough water fast enough. Mr. Martin improved on his design with the 'Martin Scoop Water Wheel' which he put into effect in 1880. It was a sixteen foot diameter wooden wheel with three foot wide 'scoops' and a four foot 'dip' for pulling water out of a drain at six revolutions per minute. This design became the model for the Pike Drainage Scheme in Raleigh Township a few years later, which drained 5,000 acres of marshland.

One of the first major drainage projects under the 1880's Municipal Drainage Act was designed to pump water from a 5,000 acre area into Jeannettes Creek in Tilbury East Township. Due to political disputes, the 1884 design was not implemented until 1887. It involved a steam-powered 'Flash Wheel', which is described as a wooden wheel, twenty eight feet in diameter, six feet wide with a nine foot 'dip' to draw water from a drainage channel at a rate of 3,000 barrels (approx. 200 litres/barrel) per minute. The Flash Wheel was a major pumping improvement coupled with steam-powered dredging machinery (Matt, 1979).

Throughout the 1880s and 1890s several major projects were conducted with great success: The Forbes drainage scheme (Tilbury East Township) pumped 6,000 acres of marsh, The Dauphin Drainage scheme pumped 3,000 acres, also in Tilbury Township (Figure 3 (Todgham & Case, 1975)) The Skinner Drainage works pumped 5,000 acres of land around Chatham Township (Lauriston, 1952).

Steam power was replaced with some natural gas-powered equipment and some pumps converted to electricity by the end of the nineteenth century. Until electrical power plants became more efficient and reliable, natural gas, then gasoline, were used for pumps, and still are used for efficiency and cost. Since the 1960s, hydraulic pumps and 'dragline' excavators have been used -- where

horse drawn excavators were employed a hundred years ago (Lauriston, 1952: 310-313; 535).

The quantity of water discharged through these drainage works into Lake St. Clair has, on occasion caused some concerns with rising water levels along the shorelines. One of the present-day efforts involves an extensive reservoir system and pumping schemes with several kilometers of dykes, to pump water back into reservoirs from the Lake. This water is used for irrigation when summer water levels are low (Dick, 2012). Present drainage schemes involve the collaboration between various levels of government and as many as a dozen different departments before approval is forthcoming.

By the mid 1970s, Federal-Provincial-Municipal funding programs concentrated on the construction of modern dykes and pumps to hold off rising lake levels. Drainage continues to be a major aspect of planning for Chatham-Kent (Gray, 2011; Dick, 2011). No project, agricultural clearance, road work, energy, etcetera, may be realized without the intervention and approval of a drainage project or consideration. Chatham-Kent currently manages 4,200 kilometers of drainage works (about 25% of the provincial total). The municipality continues to press for more culvert crossings for farmlands, and constant attention is given to erosion of roadways and embankments because of poorly constructed historical drains (Dick, 2011).

5.8 Agricultural Development

With a temperate climate, excellent soils, and abundant water, the townships in the study area provided many opportunities for settlers skilled in cultivation and husbandry. As in most other parts of early Upper Canada, the first crops planted when clearing of land permitted were corn, wheat, potatoes, oats, hay, and buckwheat. But other crops were also introduced with success. Tobacco was grown in neighboring Essex during the French regime, and some have speculated that blacks from Kentucky brought skills in cultivating that crop into Kent somewhat later. Tobacco soon became a commercial crop: in 1822, a farm in the region harvested 32,000 pounds from one acre. By 1840, along the temperate Lake Erie shoreline in Essex and Kent, tobacco barns were a common sight. In 1850, Kent produced 313,189 pounds of tobacco (Jones 1946: 40-42; Reaman 1970: 48). Burley black tobacco, used as the outer leaves in cigar manufacture, is still grown in the study area (Nancy Tausky interview with Dave Benson, Heritage Coordinator, Chatham-Kent Museum, 11 January 2012).

Early settlers also planted orchards as soon as cleared land was available. Fruits do extremely well in the lands tempered by Lake Erie. Apples, peaches, and grapes were soon part of the pioneer diet, and when grown in abundance were marketed beyond the county. Fruit continues to be a major crop, and vineyards are expanding along the north shore of Lake Erie.

A crop introduced into Harwich in 1852 by the Ransom and Handys

families was the white bean. Its cultivation was so successful that other varieties were introduced to equal acclaim. The harvesting of both beans and peas was mechanized early, and the crop was marketed to other parts of the country. Kent is today well known for its bean production, including soybeans.

Corn was a staple crop from the beginning of agriculture in the area. In the 1920s, developments in the hybridization of corn led to the production of varieties that matured early, enabling growers to produce seed corn for parts of the province where the climate only permitted ensilage corn to be grown. Although corn is still a major crop, some production is now diverted to the ethanol plant in Chatham.

Extensive marshlands were once a feature of Tilbury East and Raleigh townships. Once drained, the rich soils of these reclaimed lands were ideal for the growing of onions, celery, and spinach. Tomatoes are also a fruit/vegetable that grows well in the region - in pioneer days they were valued for their decorative qualities, but today field tomatoes are grown for the Heinz establishment in Leamington (Lauriston 1952: 753-760; Jones 1946: 79; NT interview with DB, 11 January 2012).

Area farmers were devoted to improving their knowledge and skills. Agricultural societies flourished in the region. Raleigh established its society as early as 1844, and held meetings in the townhall. Harwich's society was formed in 1854, and met at the Blenheim fair grounds. Ridgetown was home to the Howard Township Agricultural Society, founded in 1871. Tilbury East also boasted such an organization (Soutar 1882: 54; 1887: 117). The establishment of the Western Ontario Experimental Farm in Ridgetown influenced local farmers and their agricultural societies. Knowledge of new crops and improved growing techniques highlighted the role of this facility, which also provided educational opportunities to local students once a vocational school was established (Lauriston 1952: 252).

5.9 Natural Resources

Kent was well endowed with forests of fine hardwood timber. Oak, maple, and hickory were logged from the beginning of settlement, and once sawmills were established settlers had abundant supplies of lumber with which to build frame houses, barns, stores, and furniture, and eventually an export market was developed. A substantial number of felled trees were burnt to produce black salts, or pot and pearl ash, used as fertilizer and in the making of soap. This practice was particularly common where settlers could not move logs to mill or market, but could produce quantities of marketable ash for sale. A few communities produced pearl and potash at a higher level of production: the 1851 census recorded three asheries in Kent County. Shortly thereafter, Buxton had also established one.

The forest resource was supplemented by underground supplies of oil and gas. Geologic beds which produced so much oil and gas in Lambton County also had tentacles under Essex and Kent. The first productive oil well in Raleigh Township was dug by A.T. Gurd in November 1902 to 320 feet. That month it

produced 1,000 barrels of oil per day, but by 1905 the bed had seemingly been exhausted; it was never revived.

Tilbury East's first well was dug on the Kerr farm, Lot 10, North Middle Road, by the Acme Oil Company, which struck oil on 5 December 1905. This find started a drilling spree spawning syndicates, companies, and consortia. Farmers let leases to these concerns in the hope of profiting from the local oil boom. The Halliday well #1 was dug just north of Fletcher in September 1906. By March of 1907, 150 wells had produced 411,587 barrels of oil, surpassing the production of Lambton County that year. But the oil petered out quickly. Attention then moved to natural gas, which at first had been considered a nuisance by-product of oil extraction, but was soon valued for its own sake. The first gas well was established by the Maple City Oil and Gas Company on the Middle Road near Valetta in 1906. A gas pipeline was then laid to Chatham, with the first commercial gas coming on stream in March 1907. Soon Tilbury, Wallaceburg, Ridgely, Blenheim, and other municipalities and hamlets in Essex, Kent, and Lambton were connected to the Tilbury field. Various commercial players emerged trying to corner the market for natural gas storage and distribution throughout southwestern Ontario. Eventually, the Union Gas Company prevailed as the major corporate distributor. Between the digging of the Halliday well in 1906, and the year 1949, 1,016 wells were drilled by the predecessors and affiliates of Union Gas, of which 588 were profitable producers. In 1949, 142 of 306 wells still in operation were in the Tilbury Field (Lauriston 1952: 660-673).

While small wells in the study area continue to pump marketable quantities of oil and gas, a newly discovered resource might next be utilized in Chatham-Kent. Shale-gas deposits in the Kettle Point Formation that underlie much of the county are of interest to an Alberta company for potential drilling. Newer extraction techniques, which could replace controversial fracking, might release substantial deposits of this resource (thestar.com).

The study area of the South Kent Wind Project was endowed by nature with ample resources. For well over two hundred years, the people who settled here have been enriched by those resources, and have used them in ways the original settlers could not have imagined. The four elements combine in a narrative of development still being written.

5.10 Cultural Effects on the Natural Landscape

The landscape of the study area is unified by the 'flatness' of the topography characterized by the tills of the St. Clair Clay Plain, and only broken in the south by the Blenheim and Charing Cross moraines. The soils are a Gleysolic clay loam, which developed under a swamp forest of elm, ash, silver maple, and other moisture-loving trees. It is nutrient rich, poorly drained, and remains saturated through part or most of the year (LTVCA).

When the area was settled in the early 19th century, the landscape's natural cover of forest was, as described by Anna Jamison in 1837, "interminable," "multitudinous," and "boundless" (Lambert and Pross 1967; Greater Rondeau IBA). She was describing the Carolinian Forest Region

characterized by a large diversity of broad-leaved deciduous trees such as sugar maple, American beech, red oak, basswood, and white ash. Because of the moderate temperatures in Kent County, the forest also had less common species such as black walnut, butternut, sassafras, sycamore, hackberry, tulip tree and black oak (LTVCA).

The settlement duties of early patentees in the area included clearing the land of trees, which uncovered some of Canada's richest agricultural land. It is estimated that between 1800 and 1970, 93% of the forest cover in Kent County was lost, and in the same period, over 70% of wetland areas were also converted to mainly agricultural land (Snell 1982; Nelson 2001). Most remaining forest and woodlots are either on floodplain or in swamps and cannot easily be converted into farmland.

The clearing of trees was only the first step in developing farming in the area, followed by the construction of drainage works. Tiling, ditches, canals, and modified creeks have altered the drainage so significantly that it is difficult to recognize the once natural watercourses (Timmins & Martelle). These drainage works have allowed for roads to be built and crops to be planted. The study area is almost entirely in active agriculture, consisting of a variety of rotational crops including corn, soy, hayfields, tobacco, and occasional pasture with some rural residential, commercial, industrial, institutional, and government uses. Numerous eras of 19th and early 20th century farm complexes dot the agricultural landscape. The patterns of agricultural fields are often similar to 19th century layouts. They are delineated in the landscape by ditches, creeks, tree lines, and hedgerows. There are two dominant styles of hedgerows between fields in the study area. The oldest, most commonly found along property boundaries is comprised of a variety of native, deciduous trees, shrubs, grasses, and forbs, irregularly spaced. This style is likely an evolutionary landscape resulting from individual farmers' field and property boundary management. The second style of hedgerow, a landscape improvement promoted by the Ministry of Agriculture and local Conservation Authorities in the 1950s, and in particular after Hurricane Hazel in 1954, is evergreen (either cedar or spruce), planted at regular intervals to modify soil erosion (Carolinian Canada).

By farmhouses, trees planted along the driveway or across the front of older farm complexes announced their presence in the landscape. Trees (commonly coniferous species) planted along the windward side(s) of the buildings provided shelter. Now, the density of the mature trees around houses and farm buildings at times hides them from roadside observation. In north Raleigh and Tilbury East townships, orchards of pear and apple are found in association with farmhouses.

The grid pattern of concessions and sidelines established by early 19th century township surveys crisscross the agricultural lands throughout the county. Some primary roads are two-lane, paved with wide graveled shoulders. Most

roads, however, are rural in character; that is, they are narrow, gravel-surfaced, with little to no shoulders, lined by deep, grassy ditches which are interrupted by culvert-bridges reinforced with concrete and grass-covered to permit agricultural equipment access to fields.

In most of the study area, the views are open vistas across agricultural fields, occasionally interrupted by remnant woodlots. In the north of the county, transmission lines and associated towers are silhouetted.

6. Heritage Resources

6.1 Built Heritage

6.1.1 *Characteristics of Historical Architecture in the Study Area*

The dominant nineteenth- and early twentieth-century stylistic influences within the study area were Classical architecture (as represented by the Classical Revival, the Greek revival, and more generic Georgian styles), the Gothic Revival, and Edwardian Classicism. Probably the most impressive of those revealing **Classical influence** is the impressive, sophisticated Hill House (figure 30) built *circa* 1855 by Hiram Hill, owner of the Morpeth Dockyard, then a centre for shipping grains and produce across Lake Erie. The influence of the Classical Revival is seen in its elegant front entranceway, with its elliptical transom and sidelights; in the symmetry of its façade and the placement of the four chimneys; in its proportions, its 6/6 windows, its hipped roof; and in the belvedere that would have allowed Hill a view of the port that has now disappeared.

A second brick house, at 8946 Cundle Road, probably also dates from the mid-1850s (see Anderson: 37) and shares with the Hill House fine proportions, early 6/6 windows, a shallow roof line (here in a gable roof), and a symmetrical façade. It is unfortunate that the base of the original front door has been filled in to create a window, but the position of the sidelights and the rectangular transom still attest to the building's Greek Revival heritage. Its position where Cundle Road curves to the north makes it the focus of the vista for anyone driving east on the road out of Charing Cross (Figure 32).

Almost all of the inhabited frame houses within the study area have been covered with aluminum or vinyl siding – modern cladding that usually has the disadvantages of obscuring the original exterior fabric of the house, the original architectural details that allow for displays of workmanship and stylistic allusions, and signs of additions and alterations over time. This is true of the house at 11934 Talbot Trail, which has also been altered through the enlargement of ground floor windows and the addition of a two-storey portico (figure 33).



Figure 30: The Hill House, at 18633 Hill Road

The property also features a barn with a rare gable-roofed silo:



Figure 31: Barn at 18633 Hill Road



Figure 32: House at 8946 Cundle Road



Figure 33: House at 11934 Talbot Trail

Nevertheless, the unusually substantial house built by the prosperous Trudgen family *circa* 1830 retains the shallow gable roof and the five-bay façade characteristic of its construction date. Similarly, the house at 11625 Front Line in Troy has lost some of its original texture through the addition of a modern siding and, very recently, the replacement of its original 6/6 windows, but the owners have wisely retained two of its impressive Greek Revival characteristics: the deep freeze of the entablature below the eaves and the finely molded architrave and entablature surrounding the front door (figures 34, 35).



Figure 34: 11625 Front Line

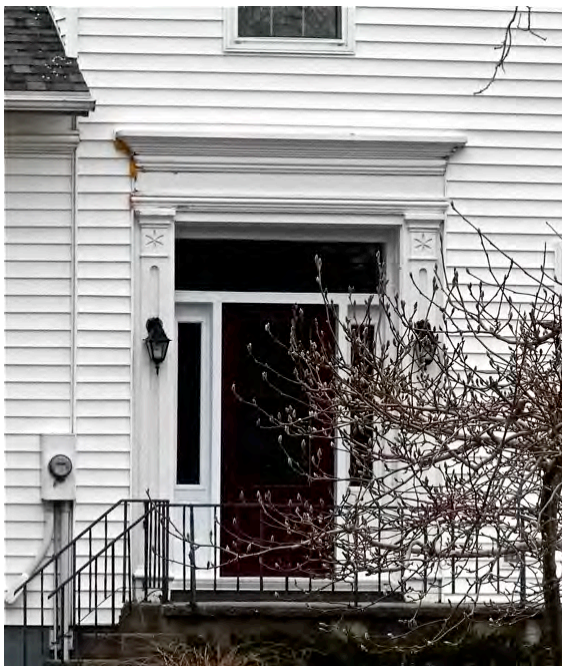


Figure 35: Entranceway with architrave comprising Greek Revival pilasters and entablature.

In vinyl- or aluminum-clad houses within the study area such architectural refinements have usually been lost, but in those where the original fenestration patterns have been largely retained, some of the oldest houses in the study area reveal their classical ancestry through their silhouettes, proportions, and symmetrical fenestration patterns alone. The house at 20290 Kent Bridge Road was probably built for the Mills family around 1850 (Anderson: 42; figure 36), for example, and the house at 19106 Communication Road (figure 37) was likely the 1½-storey house shown as the home of the Enoch Stevens family in the Census report of 1861.



Figure 36: 20290 Kent Bridge Road



Figure 37: 19106 Communication Road

One of the oldest houses in the study area is at 11483 Front Line (figure 38). What is now the lower, recessed wing was built around 1840 (Municipality of Chatham-Kent Heritage Register: 133), and while it shows considerable classical influence (e.g., in its symmetrical fenestration on the gable end of the house and in the shallow roof with returned eaves), a more vernacular approach to house design is seen in the asymmetry of the front façade. The higher, protruding wing was added around 1890. Separately and together the two wings exemplify the

two most popular farmhouse types in the study area (and throughout Ontario). One type is the simple rectangular, gable-roofed house, with either a symmetrical or asymmetrical façade along the long side of the house; as the nineteenth century progressed roofs tended to become steeper and a gable frequently appeared over the front door. The other type is represented here by the two gable-roofed wings viewed together: the resulting T-shaped pattern, comprising two intersecting gable-roofed, rectangular wings, was popular either as the result, as here, of an addition to an older house, or as a single structure with the two wings initially designed to form a single dwelling.



Figure 38: 11483 Front Line

In the study area, as throughout Ontario, the **Gothic Revival** style generally influenced domestic architecture through the addition of gables, their decoration with elaborate verge-boards, and, sometimes found in small front gables, the insertion of pointed windows. Most of these gables are simple triangular wall dormers placed above the front door and providing additional light to upper storeys (e.g., figures 39, 40), but, especially in the western part of the study area, a narrower straight-walled dormer frequently rises above the eaves to terminate in a smaller gable roof (figure 41).

Throughout most of Ontario, gable bargeboards take simple or elaborate carved forms in the 1860s and early 1870s, but during the 1880s they sport intricate patterns more likely to be cut from jigsaws, and with the advent of the elaborate Queen Anne Revival style, box verge-boards with more restrained decoration come to play second-place to intricately designed gable facades with shaped shingles, brackets, and beads or dentils (figure 42). What is striking about the houses of the study area is the longevity of the ornamental verge-boards and the imaginative craftsmanship they display. The Gothic Revival style continued to dominate the landscape of domestic architecture until the end of the



Figure 39: 11979 Ridge Road. Rare in the study area in being built of stone, the house at 11979 Ridge Road probably featured a verge-board. The house is also unusual in having ornamental metal sheets covering its lintels. This unusual early use of metal protective trim is found in several buildings within the study area: e.g., over the window sills in the now-deserted schoolhouse at 10197 Mink Line and over the window lintels at the deteriorating house near the northeast corner of 8th Line and Dillon Road.



Figure 40: 19152 Communication Road. The porch and gable door are later additions, but the shapes of the gable and the verge-board are original.



Figure 41: The house at 7821 9th Line features the narrow wall dormer with a gable roof frequently found in the western part of the study area.



Figure 42: 5738 Fifth Line West. A rare occupied frame house that displays its original wood siding. The Queen Anne house has ornamental shingles in the gables. The impression of an extended gable is created by the row of large beads at the second-storey floor level and the flared plane of the wall just above ornamental trim.

nineteenth-century. While one does find some fine Italianate homes, even the most substantial and elaborate homes of the late part of the century tend to be dominated by their finely crafted verge-boards and, in many cases, by their allusions to the T-shaped farmhouse style (see, e.g., figures 43-46).



Figure 43: House and Gable at 18935-18937 Communication Road



Figure 44: House and gable at 11049 New Scotland Line



Figure 45: House and gable at 11319 Talbot Trail



Figure 46: House and gable at 19087 Communication Road

Possibly because they are less likely to be clad with modern sidings, most houses of architectural importance within the study area, especially within its eastern portion, are of brick. While most Ontario clay produces buff- or yellow-tinged brick, the iron-rich clay of the study area produces either a deep red variegated brick or a lighter brick with an orange tone. The brickwork shows the same interest in craftsmanship and intricacy as that found in the woodwork of nineteenth-century homes. Voussoirs over many windows, for example, often adopt the form of a Tudor drip mould, with a projecting upper ridge and with protruding bricks extending several inches down the sides of a window. In other cases, bricks molded with a rough, undulating surface are used to create a

sunburst effect over prominent windows (figures 47, 48). Arched, round, oval, and diamond-shaped brick cartouches are popular throughout the area (figures 46, 48, 49, 50).



Figure 47: Distinctive regional voussoirs and matching cartouche on house at 8412 8th Line



Figure 48: Sunburst effect at 8093 8th Line



Figure 49: The contrasting brick cartouche in the front wall becomes the dominant decorative feature in this rather daring Queen Anne Revival design.



Figure 50: The red brick farmhouse at 9090 Drury Line features a diamond-shaped cartouche in its gable.

Around the turn of the twentieth century rural Kent County appears to have adopted more enthusiastically than some other places the attitude of greater simplicity associated with **Edwardian Classicism**. The greater popularity of hipped roofs often eliminates the possibility of gable decoration, and simple

rectangular or square footprints again came to dominate the field of domestic architecture. Classical motifs, such as Doric columns or Palladian windows again became popular forms of decoration (figure 51). Within the study area, however, the classical columns and balusters frequently gave way to porch posts and walls formed of cement blocks. Another regional characteristic is the use of quoins formed of cement blocks molded to look like rock-faced stone blocks (figure 52).



Figure 51: Typically, the house at 11216 New Scotland Line features a stylized Palladian window in its gable, but cement block posts rather than classical columns as porch supports.



Figure 52: The cement blocks used for the porch posts match the quoins outlining the corners of this house at 9903 Talbot Trail.

Later twentieth-century homes tend to be more generic and to feature fewer strictly regional characteristics. Among the more popular styles were the bungalow of the 1920s to the 1940s and the ranch style of the mid-twentieth

century and beyond. One modern house that is worth mention because of its architectural originality and coherence is the house at 20544 Base Road, designed by Blenheim architect Wally Stewart (Nooyen 2012). Built in 1969, the stone-faced house is built around intersecting circular forms (figure 53). In spirit, both its exterior and interior design reflect many of the ideas promoted in Fowler's influential nineteenth-century promotion of the octagonal house.



Figure 53: House at 20544 Base Road, designed by Blenheim architect Wally Stewart in 1969

Some mention should be made of three other architectural types that have a strong impact on the area's cultural landscape. Two features give **barns** a distinctly regional quality. One is the prevalence of gantries (e.g., figure 54). The other is a characteristic of the smoke barns used to smoke cigar tobacco : the ridgeline of these long barns is dominated by a row of ventilators.



Figure54: Barn with gantry on Hill Road

Harwich Township built **schools** that were especially inventive and appealing in architectural terms – particularly during the latter part of the nineteenth century. The belfry of the building that once served School Section #6 is perched at the peak of a highly varied roofline; its other most dominant features are the round headed windows with transoms comprised of tiny small-paned windows (figure 55). School section #13½, built in 1896, is similarly picturesque, also featuring a pyramidal roof and, in this case, a corner tower with an open belvedere (figure 56).



Figure 55: The former Harwich S.S. #6 at 20227 Mull Road



Figure 56: S.S. 13½ at 10549 School Line

Finally, some mention should be made of the many **bridges** needed to cross the plethora of drains and creeks in the region. The bridges take nearly as

many forms as the culverts discussed in section 5.7, though most are now of concrete. One especially striking bridge is that by the marina at the west end of Rondeau Bay and the south end of Kent Bridge Road (figure 57). Supported by steel girders, the bridge is given architectural interest by the play of vertical forms in the metal rails and the concrete abutments. The concrete itself reflects its lakeside origins in the reliance on lime from embedded seashells.



Figure 57: Bridge at the marina, south end of Kent Bridge Road



Figure 58: Cap of concrete abutment forming part of the marina bridge

Predictably, perhaps, one exception to the general use of concrete is the railway bridge over the drain at the corner of Fargo Road and Horton Line, which rests on railway ties (figure 59).



Figure 59: Railway Bridge over drain at the corner of Fargo Road and Horton Line

The following two sections list built heritage structures, mainly houses, judged on evidence so far available to have heritage significance according to the stipulations of Regulation 9/06; descriptions of the properties make it clear whether their prime importance is architectural, historical, and/or contextual. Those in the first section, 6.1.2, have already achieved recognition as significant heritage properties. The tables in section 6.1.3 list these protected properties as well as additional properties identified as important during the surveys of the area undertaken by the consulting team.

6.1.2 *Recognized and Protected Properties*

As noted in section 3.1, there are a number of ways in which properties may be legally protected and/or given the degree of protection inherit in public recognition of their importance. In Ontario, properties may be given substantial legal protection through designation under Part IV or Part V of the Ontario Heritage Act (OHA) or through a heritage easement held in part by the Ontario Heritage Trust. Listing in a municipal heritage registry defers any proposed demolition for sixty days while the municipality negotiates with the owner regarding mitigation options. Designation as a National Heritage Site by Parks Canada or by the National Historic Sites and Monuments Board or designation as a World Heritage Site by UNESCO carries a good deal of prestige, but no legal protection beyond the moral suasion implicit in the designation and whatever laws or policies a local government agency may establish. Similarly, plaques

recognizing the importance of a site, erected by the National Historic Sites and Monuments Board, the Ontario Heritage Trust, the Ontario Historical Society, or any of several other municipal, provincial or federal agencies or non-profit organizations, protect a property only to the degree that a public statement of its importance will deter negative impacts on the property.

There are no World Heritage Sites within the study area, no properties designated under Part V of the Ontario Heritage Act, or any properties subject to a heritage easement. The following table indicates the kinds of protection or recognition to which identified properties within the study are subject. Sites marked with an asterisk (*) in the table below are located directly on a project location; sites marked with a double asterisk (**) are on properties that abut a project location. Two of the plaques, that on the grounds of St. Andrew's Church and that commemorating the Wilkins Expedition, are not within the study area, although parts of the sites they commemorate are within its boundaries.

Table 1: Protected and Recognized Properties within the Study Area

Properties Designated under Part IV of the Ontario Heritage Act	Properties Listed in the Chatham-Kent Heritage Register	Property Designated as a National Historic Site	Properties/Events Honoured with a Plaque: a. Name/ address of property b. Location of plaque c. Supporting agency or agencies
21975 A.D. Shadd Road, Geographic Township of Raleigh Buxton National Historic Site and Museum	18935-18937 Communication Road, Geographic Township of Harwich	The Buxton Settlement, Geographic Township of Raleigh.* Contains approximately 9,000 acres, bounded by the Lake Erie Shoreline on the south, the 7 th Line on the north, and Dillon and Drake roads to the east and west respectively	The Buxton Settlement* a. See column 3. b. 21975 A.D. Shadd Road, Geographic Township of Raleigh (in front of the museum) c. National Historic Sites and Monuments Board of Canada
7725 8 th Line, Geographic Township of Raleigh	11319 Talbot Trail, Geographic Township of Harwich		Raleigh Schoolhouse S.S.#15, on the event of its re-opening after being restored a. 21975 A.D. Shadd Road, Geographic Township of Raleigh b. 21975 A.D. Shadd Road, next to the schoolhouse, which forms part of the Buxton National Historic Site and Museum complex c. Those bodies which contributed to the schoolhouse restoration: Human Resources and Development Canada, Province of Ontario, Ontario Heritage Foundation, Municipality of Chatham-Kent, Buxton Historic Site and Museum

	11483 Front Line, Geographic Township of Harwich		The Buxton Settlement, 1849* a. See column 3 b. On the northwest corner of A.D. Shadd Road and Middle Road, on the grounds of St. Andrew's Church c. Ontario Heritage Trust
	11625 Front Line, Geographic Township of Harwich		The Wilkins Expedition (1763) and Burial Site a. Burial Site: STR, Lot 100, Rose Beach Line, Geographic Township of Howard b. Corner of Lakeshore Road and Gardiner Avenue, in Rondeau Provincial Park c. The Ontario Archaeological and Historic Sites Board
	10509 Talbot Trail, Geographic Township of Harwich		
	11979 Ridge Road, Geographic Township of Howard		
	11658 Talbot Trail, Geographic Township of Howard		
	11934 Talbot Trail, Geographic Township of Howard**		
	11049 New Scotland Line, Geographic Township of Harwich**		
	11685 Bates Drive, Geographic Township of Howard		

6.1.2.1 *The Buxton Settlement*

Because so many of these properties involve the Buxton Settlement (one of the sites designated under the OHA, the National Historic designation, and three of the four plaques), all forms of protection and recognition concerned with the Buxton Settlement will be discussed first. The other properties listed in Table

1 will be treated in section 6.1.2.2, where the discussion will be organized around the various forms of recognition and protection.

As noted in section 5.3, Buxton was a unique, planned community for blacks fleeing slavery in the United States. Conceived and guided by Reverend William King, supported by the Presbyterian Church, sanctioned by the provincial government, and under the auspices of the Elgin Association, the Buxton settlement began in 1849 with King, a few families of former slaves, and 4,600 acres of land in Raleigh Township.

All aspects of the development of Buxton were planned carefully by King to promote the security, self-sufficiency, moral cohesion, and improvement of his black community. The land purchased by the Elgin Association was divided into 50-acre lots, and an affordable schedule of payments devised for future black landowners. Strict guidelines for the layout of houses, gardens, ditches, and roads in the community were established. Social cohesion was fostered by the early construction of a church and school, by collective building projects, by shared industrial development, and by the practice of community decision-making.

Buxton achieved its goals of providing a self-sustaining home for many members of the Afro-American 19th century Diaspora – from the signing of the Fugitive Slave Act in 1850 to the Civil War of the next decade. By the time of the outbreak of that conflict in 1861, Buxton had enjoyed relative growth and economic success. Its people had established homes, schools, churches, businesses, and factories. Its children were being educated, and its adults had developed new skills. Its presence in the local landscape was distinct and growing. Although some racial prejudice had been present from the beginning of King's civic experiment, the larger populace of Raleigh Township had become, on the whole, accepting of the unique community in its midst. Land around Buxton had been taken up by white settlers - drained and farmed by them in keeping with local practice. These new neighbors often sent their children to Buxton schools, and eventually some purchased land originally held by black settlers. Many Buxton men joined special black units in the Union army, and when the Civil War ended, many blacks returned to the United States to contribute to civil reconstruction there and to reunite with families.

The Elgin Association ceased as a legal entity in 1873, but Buxton survived as an extended community. The unique, planned design of homes and gardens, farm-lots, and civic buildings, remained a distinctive entity in the landscape of Raleigh Township. The map showing the original layout of the community (Figure 17) makes it clear that what is now South Buxton was initially intended as the village centre of the community. The very length of the community encouraged the development of a northern node at North Buxton, however, and the route of the Canada Southern Railroad through North Buxton in 1868 ensured its further growth.

The National Historic Site and the Buxton Museum are increasingly included in school curricula relating to Canada's black experience, in materials relating to heritage tourism, and in publications that study cultural heritage landscapes.

6.1.2.1.1 The Buxton Settlement National Historic Site

Buxton was designated a **National Historic Site** in 1998 for two reasons: "this cultural landscape, through its retention of land-use patterns and built resources, speaks to the successful realization of the block or planned refugee settlement in Canada," and it "continues as a living memorial to its founders and to the courage of every underground railroad refugee who took their life in their hands and chose Canada as their home" (*Commemorative Statement*: 2). The designation was given physical form with the erection in 1999 of an elaborate tripartite **plaque by the Historic Sites And Monuments Board of Canada**. There are in fact three plaques in this commemorative structure. One plaque shows the original map of the Buxton Settlement (figure 17). Another depicts the Liberty Bell sent by black citizens of Pittsburg, which was used to call "children to school [and] families to church" and which "heralded the arrival of each new refugee to this land of liberty." A third plaque explained the history of the Buxton Settlement:

THE BUXTON SETTLEMENT

From the shores of Lake Erie to the seventh concession, from Dillon Road on the east to Drake Road on the west, Buxton's ordered fields are dotted with churches and homes from the epic experience of the Underground Railroad. In 1849, Reverend William King arrived with fifteen former slaves at a 9,000-acre tract of swampy, forested land. More refugees followed, buying and clearing 50-acre homesteads, establishing industries, churches and schools. The settlers created the regular pattern of roads and drainage ditches seen today, transforming the landscape into the prosperous Elgin Settlement, as it was then called, where neat cottages spoke of industry and thrift, and children received a classical education. Buxton lives on today through descendants of these determined immigrants who carved out a free life for themselves and their families on the tranquil plains of southwestern Ontario.

In 2002 Parks Canada, in collaboration with officials from the Municipality of Chatham-Kent, the Ontario Ministry of Culture, Citizenship, and Recreation, and numerous local citizens, produced the *Buxton Settlement Commemorative Integrity Statement*, and in 2003 Parks Canada issued *Historic Landscape Conservation Guidelines* for the Buxton Settlement National Historic Site of Canada. Both defined the geographic bounds of the settlement as those within the boundary of the original Elgin Settlement: the Lake Erie shoreline on the south, 7th Concession on the north, Dillon Road on the east, and the Drake Road on the west, and its area as 9,000 acres, or 3,600 hectares. (Later research by Brian Prince showed, however, that the land owned by Afro-Americans associated with the settlement reached well beyond these boundaries.)

Both documents defined the heritage elements that collectively gave the Buxton landscape its unique heritage value:

- agricultural land-use patterns, as perceived through “open spaces with field plots demarcated by hedgerows (in some cases lilies), tree lines, or differing patterns,” and signs of the original 50-acre plots;
- the grid pattern of roads following the routes established in the township surveys;
- evidence of the original plan of settlement, found “in surviving homesteads scattered throughout the area reflecting standard requirements of four-room Ontario homestead, set 30 feet back from roads, separated from road by picket fence, with front and back gardens”;
- vegetation patterns, including remnant woodlots;
- the system of drainage ditches;
- various natural and built monuments, including the sentinel Pear Tree associated with the annual Buxton Homecoming and the cairn at South Buxton honoring the founder of the settlement, William King;
- archaeological remnants of former buildings;
- railway tracks cutting through North Buxton and the north part of the settlement;
- graveyards and cemeteries;
- the settlement nodes at North and South Buxton, both “characterized by low-density, one, or at the most, two-storey houses set discretely among outbuildings, lawns, and mature trees, without easily definable boundaries between house lots and the surrounding fields”; and
- the “modestly scaled built heritage.”

The documents highlight several particular built structures, as well as commenting on the less prominent vernacular buildings. Among the buildings to which specific attention is drawn are five in North Buxton: these include the E.A. Richardson British Methodist Episcopal Church (Figure 60), the First Baptist Church (Figure 61), the former train station (Figure 62), Raleigh School Section #13 (Figure 16), and the Colbert-Henderson house (Figure 63).



Figure 60: The former E.A. Richardson British Methodist Community Church, now the North Buxton Community Church



Figure 61: First Baptist Church, 1883



Figure 62: Former Railway Station, North Buxton, now a woodworking facility



Figure 63: The Colbert-Henderson Log House

Most other homes in North Buxton are typically small, wood frame (under a modern siding), incremental, and vernacular. In *The Houses of Buxton: A Legacy of African Influences in Architecture* (2003), Patricia Neely argues that the early houses of Buxton provided evidence of an architectural plan with roots in Africa, carried through much experience of building in the Afro-Americans' experience as slaves. Whether convinced by Neely's argument or not, a spectator inevitably finds in the incremental houses of Buxton, featuring a repetition of small additions, evidence of a distinctive mixture of building types.

6.1.2.1.2 Designation of 21975 A.D. Shadd Road under the Ontario Heritage Act

In 2008, the Buxton Museum site at 21975 A.D. Shadd Road, which includes the schoolhouse that served S.S.#13 (figure 16) and the Colbert-Henderson log house (figure 63), as well as the museum building and a recreation park behind the buildings, was designated by the Municipality of Chatham-Kent under Part IV of the Ontario Heritage Act (figure 64). The Statement of Cultural Value stresses the property's historical association with the rest of the Buxton Settlement, its design conducive to forming a "cultural place," and the contextual importance of the site's position next to the BME Church and cemetery, which indicates the important relationship between the spiritual, educational, and recreational aspects of the community (see Appendix 1).

6.1.2.1.3 Plaques Commemorating the Buxton Settlement

Two other **plaques**, beyond the tripartite plaque erected by the Historic Sites and Monuments Board of Canada in honour of the Buxton Settlement National Historic Site (section 6.1.2.1.1), in effect commemorate the Buxton Settlement. One, also on the museum site, memorializes the restoration of the schoolhouse between 2000 and 2002, and acknowledges those who contributed to the project (see Table 1). The other, erected in South Buxton by the Ontario Heritage Trust, also recognizes the importance of the Settlement and its founder Rev. William King:

In 1849 the "Elgin Association", founded by a Presbyterian minister, the Reverend William King (1812-95), purchased 1740 ha of land in this area on which were settled freed and fugitive Negro slaves. Under King's direction the settlement prospered, and in 1851 Buxton post office, named after Sir T.F. Buxton, the British emancipator, was opened. By 1864 the community contained about 1000 persons, a combined saw and grist-mill, a brickyard and other small industries. During the U.S. Civil War seventy Buxton settlers served in the Union forces. Following that conflict a number of the settlers returned to their former homes in the United States, but descendants of those remaining still live in this region.

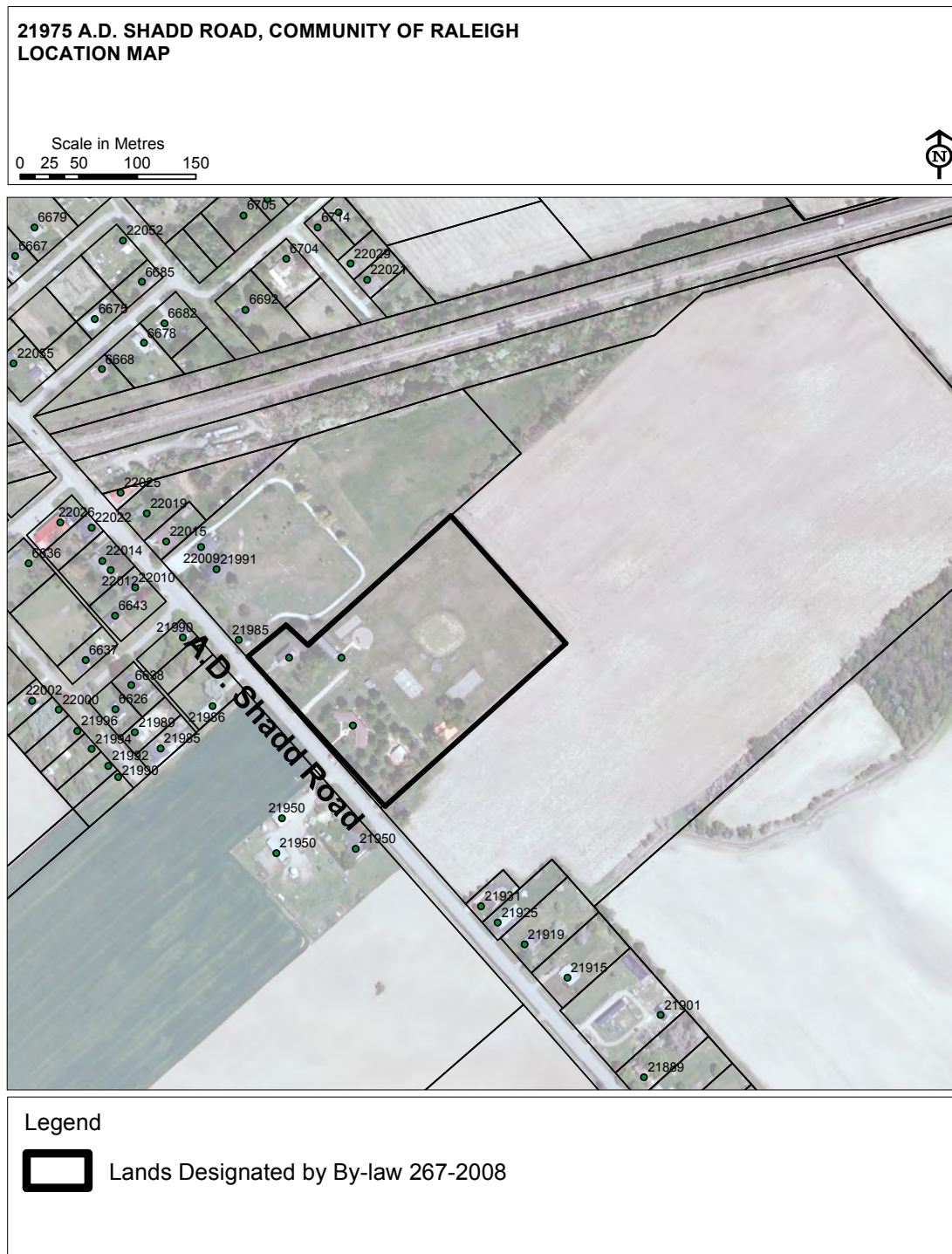


Figure 64: Map showing the Buxton Settlement National Historic Site and Museum complex designated under the Ontario Heritage Act by the Municipality of Chatham-Kent (Map provided by the Municipality of Chatham-Kent)

6.1.2.1.4 Project Impacts to the Buxton Settlement

Two components of the proposed wind project will impact the Buxton Settlement, North Buxton, and the museum complex designated under the OHA. The 230kV transmission line, which is intended to follow the route of the former Canada Southern Railway tracks, will pass through the village of North Buxton and other lands in the northern part of the Buxton Settlement National Historic Site. Secondly, turbine P065 will be sited directly in the viewshed of the museum complex on privately owned Settlement lands to the northeast.

The *Historic Landscape Conservation Guidelines* for the Buxton National Historic Site make it clear that the railway tracks, which “were instrumental in the development of the village, ”are an important feature of North Buxton, and they recommend that were “the C.N.R. line . . . ever to be decommissioned, . . . its location, including rail bed and adjacent vegetation, [should] be retained as a walking trail through the settlement” (47; see also the *Buxton Settlement Commemorative Integrity Statement*, 5). The *Guidelines* put a great deal of emphasis on the scale of the Settlement area and the village of North Buxton. They note that “the flatness of the landscape . . . is a characteristic to be protected during any future development” and advice against even using berms as means of screening landscape elements (51).

Both the *Guidelines* and the *Commemorative Statement* see the “modestly scaled built heritage” as an element to be preserved (*Commemorative Statement* 2003: 5). It is for this reason that utility corridors are discouraged: “The scale of modern . . . utility corridors makes them visually obtrusive and causes them to detract from the overall character of that type of landscape” (*Guidelines*, 52). It is also recommended that, in keeping with the historic character of the landscape, oil and gas extraction be avoided within the Settlement area: “From a heritage conservation perspective, oil and gas extraction would introduce permanent machine installations into a cultural landscape that are without historic precedent” (*Guidelines*, 45). No consideration was given to wind turbines in 2003 because they were not yet anticipated, but the question was addressed by John E. Zvoner, a Conservation Landscape Architect with Heritage Conservation Directorate Public Works and Government Services Canada, in a speech he made in 1910: he linked the introduction of wind turbines to that of “large-scale transportation or utility corridors” within the Buxton Community NHC, which he also saw as inappropriate (125).

The heritage assessment project team is aware that other turbines were positioned in the Settlement Area before Heritage Assessments were required for Renewable Energy projects. Not only is this precedent irrelevant in the face of present requirements, however, but the particular placement of the proposed turbine P065 is now particularly problematical: (a) the proposed turbine is in the view shed of anyone looking towards the properties designated under the OHA from the main street of North Buxton and (b) the eastern viewshed from North Buxton is now the only viewshed free of wind turbines.

The team also recognizes, with the help of a visualization provided by Hatch Ltd., that at the distance proposed for turbine P065 the turbine will appear in two-dimensional terms to be only slightly higher than the trees now along the rail line. On examining other turbines at similar distances, however, the team has become aware that in looking at the turbines within a three-dimensional context the eye makes an adjustment for the distance and is also attracted by the motion of the turbines. Studies in Scotland which take these phenomena into account have determined that, in flat land, a turbine shorter than those proposed here will dominate a flat landscape for up to two kilometers (see, e.g., University of Newcastle [2002] Visual Assessment of Wind farms Best Practice. Scottish Natural Heritage Commissioned Report F01AA303A).

6.1.2.1.5 Proposed Mitigation Measures

This report therefore recommends, regarding the 230kV transmission line that the transmission line be rerouted to the north in order to avoid intruding on the landscape of North Buxton and the northern segment of the Buxton Community National Site. Alternate options, in order of preference, are as follows: that the transmission line be rerouted to pass north of North Buxton, though still within the Buxton Community National Historic Site; that the transmission line be buried as it passes between Dillon Road and Drake Road; that the present state of the track and its immediate surroundings be recorded and efforts made in any subsequent building activity to retain as much as possible of the existing buffer strip now lining the railway track.

Regarding turbine P065, the preferred option is that it be deleted from the Project plan. A less desirable option, because it would still place another turbine within the settlement area, would be to move the turbine north on the lot where it is presently located so that the turbine will be less visible from the designated museum site in North Buxton. If neither of these forms of mitigation were to prove viable, a documentary filming should record the landscape east of North Buxton before a turbine is installed in the position now proposed.

6.1.2.2 *Other Designated and Protected Properties within the Study Area*

6.1.2.2.1 Designation under the Ontario Heritage Act

6.1.2.2.1.1 7725 Eighth Line

One other property in the study area is designated under the *Ontario Heritage Act*, giving it comprehensive protection against unsympathetic alterations and, in most circumstances, demolition. The Jordan House at 7725 Eighth Line in Raleigh Township is a brick Queen Anne Revival House (Figure 65) built in 1900. Among its distinctive features are the remarkable molded brick used to create a paneled sunburst effect of the voussoirs around the elliptical ground floor window. The house remains in the family of the original owner.



Figure 65: The Jordan House, 7725 Eighth Line, Raleigh Township

The Statement of Cultural Value mentions the historical significance of the house in relation to agricultural, social, and economic concerns and its architectural and contextual significance especially in terms of the unusually comprehensive documentation of the building. Documents record the architect (T.J. Rutley, a Chatham architect), the general contractor (Jacob Sparks, Sr., of Chatham), architectural plans, and a social history of the generations of the Jordan family who inhabited the house (see the designating by-law in Appendix 2). The property included in the designation is outlined in the following map (figure 66).



Figure 66: Map showing the property included in the designation under the OHA of the Jordan House at 7725 Eighth Line.

6.1.2.2.1.2 Impact and Mitigation



The property at 7785 Eighth Line will not be significantly affected by the proposed wind project. The only turbine within one kilometer is turbine P149, which is to be situated about $\frac{3}{4}$ km. to the southeast, on the far side of the intersection of the Eighth Line with Bloomfield Road, and it will be screened from the subject site by both trees and buildings. No mitigation is therefore recommended.




6.1.2.2.2 Listing in the Municipality of Chatham-Kent Heritage Register




Eleven other buildings within or on the border of the study area are listed in the **Heritage Register of the Municipality of Chatham-Kent**. Municipalities are encouraged under the OHA to establish registers of important buildings, even if the buildings have not been designated. Chatham-Kent has completed the first stage of its registry listings, and is in the process of working on Stage 2. In the event of a demolition application, listing in Chatham-Kent allows a delay of sixty days (Chatham-Kent Heritage Register: 2), during which the Municipality may choose to designate the building. In Chatham-Kent, buildings are not listed without the property owner's consent (Jacques 2012; Benson 2012).



The ten listed buildings are shown in the following table; historical information is taken from the CK Heritage Register (see Appendix 3). As in Table 1, sites marked with a double asterisk (**) are on properties that abut a project location; sites marked with a triple asterisk (***) are significantly impacted by part of the proposed project infrastructure, although that infrastructure does not lie on the subject property or on an abutting property. It is not proposed that any are elements of the project infrastructure be placed directly on a listed property.

Table 2: Listed Buildings within the Study Area

ADDRESS	PHOTOGRAPH	DESCRIPTION
18935-18937 Communication Road, Harwich***		A late Gothic Revival structure (c. 1875), with especially well-preserved and beautifully designed verge boards. Originally home to the Huffman family, it was the residence of Blake Huffman, once Federal MP for East Kent.
11049 New Scotland Line, Harwich**		Home to the Soper family, this substantial late Gothic Revival house, with attractive, intricate verge boards, nicely detailed bay windows, stone keystones, and an unusual plan. It features a rare dry shed attached to the rear of the house. Abutting a project location

11319 Talbot Trail, Harwich		Representative of the many late Gothic Revival buildings in the area, this house has exquisite, elaborate, and unusual verge boards. The house also has a rare plan, with the main entrance in a recessed corner of the house.
11483 Front Line, Harwich		The lower wing of this house, c. 1840o, is among the 10 oldest residences in Chatham-Kent; signs of its age include the off-centre front door and the returned eaves. The taller wing dates from c. 1890.. The farmstead contains several interesting outbuildings, including a timber frame barn.
11625 Front Line, Harwich		The breadth of the façade, the shallow façade, and the beautifully proportioned Greek Revival entablature suggest the early date of this house in the former community, as well as its New York antecedents.

10509 Talbot Trail, Harwich		Dating from 1865, this house is significant partly because its setting remains so intact. Its aspirations to elegance are reflected in the Classical Revival elliptical window and the sidelights framing the front door and also in the interior walnut wainscot and trim that is original to the house.
11658 Bates Drive, Howard (Rondeau)		One of the few unaltered "Lake Homes" remaining in Chatham-Kent, this cottage was built for Howe Bates, an award-winning marksman who toured the world shooting for Remington Arms, sometimes competing with Annie Oakley.
18633 Hill Road, Howard		This elegant house was built c. 1855 for Hiram Hill, who owned the Morpeth Dockyard, then a centre for shipping grains and other agricultural produce. The cupula would have allowed Hill a view over the lake that over which the shipping trade flourished.

11979 Ridge Road, Howard		This Gothic Revival house, built c. 1870, is unusual in the area in that (1) it is built of stone, and (2) it features rare cast iron lintel caps over the door and windows.
11658 Talbot Trail, Howard		This former hotel, built c. 1915 and once the centerpiece of Eatonville, was originally known for its dance hall. During World War II it was used by the Federal Government to hold Japanese citizens and more recently served as a home for farm workers. According to the Heritage Register, it still retains Art Deco details.
11934 Talbot Trail, Howard**		Though altered with enlarged downstairs windows and a portico, the five bays, two storeys, and shallow roofline of this c. 1830 house signal its Georgian roots and the prosperity of its owners, the Trudgen family. Abutting a project location

6.1.2.2.2.1 Impacts and Recommendations regarding Mitigation

Two of the listed sites, at 11049 New Scotland Line and 11934 Talbot Trail, abut a project location. The house at 11934 Talbot Road is minimally impacted, however, because of tree screening already in place. Turbine P139 is clearly in the viewshed of the house at 11049 New Scotland Line. This report recommends, as the preferred option, that turbine P139 be moved further from the house at 11049 New Scotland Line or, as a secondary option, that, with the owners' consent, trees be planted to screen this house and neighbouring residences from the view of the turbine.

Although the house at 18935-18937 Communication Road is situated at least a kilometer away from turbine P140, the flatness and openness of the landscape makes turbine P140 prominent in its viewshed. This report recommends that , with the owner's consent, the house be screened from the turbine with appropriate plantings.

It should be noted that the impacts of the proposed project on these properties is further discussed in section 6.1.3

6.1.2.2.3 Plaque Commemorating the Wilkins Expedition

6.1.2.2.3.1 Plaque Contents

A plaque commemorating the Wilkins expedition was placed in Rondeau Provincial Park by the Ontario Archaeological and Historic Sites Board. Its text explains the tragedy it memorializes.

On November 7, 1763 a fleet of small boats carrying nearly 700 officers and men of the 60th and 70th Regiments under Major John Wilkins was forced ashore by a violent storm about three miles east of this point. The expedition had set out from Niagara on October 19 to relieve the British post at Detroit commanded by Major Henry Gladwin, which was then under siege by a powerful force of Indians led by Pontiac. Some seventy men and twenty boats with most of the supplies were lost in the storm. Wilkins and the survivors reached the shore where they buried the dead and encamped for five days before returning to Niagara.

While the plaque is outside the study area of this report, the point "three miles east" where the boats were forced ashore and the dead buried lies just within the boundaries of our study, in the southwest corner of the geographic township of Howard.

6.1.2.2.3.2 Impact and Mitigation

No components of the proposed project infrastructure are sufficiently near the plaque commemorating the Wilkins Expedition or the site it describes to impact either in any way. Therefore no mitigation measures are required.

6.1.3 **Additional Properties of Cultural Value or Interest**

6.1.3.1 Assessment Standard

The built heritage assessment team identified numerous other structures and cemeteries within the study area that possess potential cultural heritage value or interest, as determined using the criteria for designating properties under the Ontario Heritage Act, listed in Regulation 9/06:

1(2) a property may be designated under section 29 of the Act if it meets one or

more of the following criteria for determining whether it is of cultural heritage value or interest:

- 1. The property has design value or physical value because it*
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,*
 - ii. displays a high degree of craftsmanship or artistic merit, or*
 - iii. demonstrates a high degree of technical or scientific achievement.*
- 2. The property has historical value because it*
 - i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community,*
 - ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or*
 - iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.*
- 3. The property has contextual value because it*
 - i. is important in defining, maintaining or supporting the character of an area;*
 - ii. is physically, functionally, visually or historically linked to its surroundings, or*
 - iii. is a landmark.*

6.1.3.2 Character of Structures Possessing Cultural Heritage Value or Interest

Parts of the four townships represented in the study area were settled during or before the middle of the nineteenth century, and the shapes of a number of the existing buildings suggest that they date back to the early or late nineteenth century. Many of these homes, however, are now hidden behind modern aluminum or vinyl sidings that obscure their original building materials, design, and architectural details. Without the benefit of more historical research than was possible during the time allotted for this report, the project team has chosen to include in the following lists of structures possessing heritage value only those buildings covered with a modern siding that retain their original profiles and fenestration patterns or that can be judged by their proportions and rooflines to date from a very early period. Such buildings have not in most cases been assessed as seriously impacted in visual terms by the windmill turbines; their value now lies to a greater extent in their historical importance than in their architectural appearance. As a result, most of the structures assessed as significant in terms of the visual impact of the projected turbines, especially in the eastern part of the study area, date from the latter part of the nineteenth century

or the early part of the twentieth century, a time when the agricultural prosperity of the region was given material form in elaborate, solid, and often very large red brick homes, frequently surrounded by a large number of barns and other outbuildings. While there are numerous houses post-dating the First World War, these tend to be more generic in architectural terms.

Included among the buildings judged to have cultural interest in the following sections are several that are deserted and deteriorating. Many such relicts are found in the study area, especially in its more western parts. From a heritage perspective, these buildings are frequently quite valuable in that they constitute some of the oldest structures in the area; though in poor condition, they display more historical architectural details than the many re-clad buildings still in use, and the landscapes surrounding them sometimes provide useful clues to earlier farming practices.

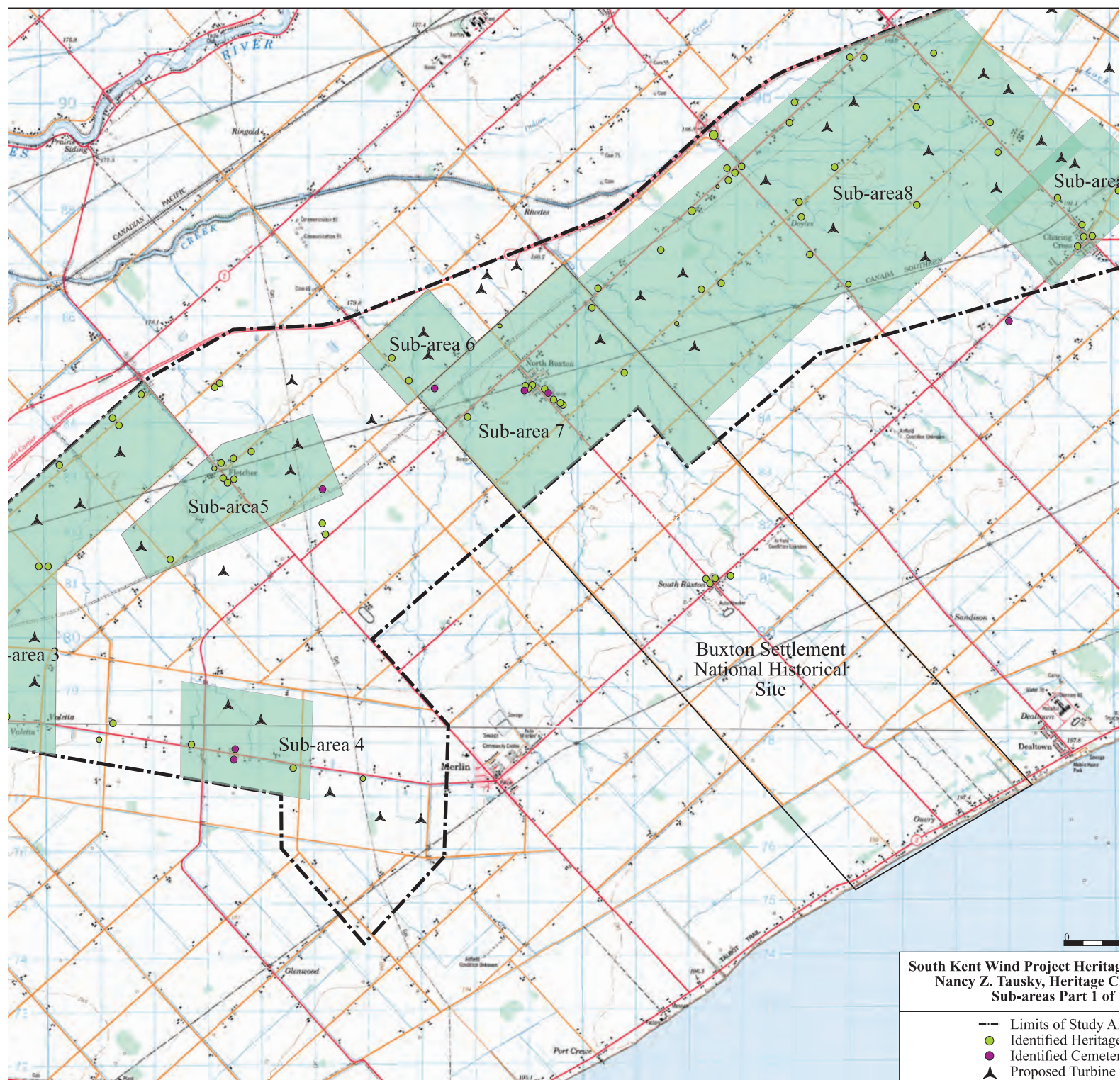
6.1.3.3 Possible Negative Impacts

Among the negative impacts described in section 3.2, the impact most likely to affect built heritage sites is “direct or indirect obstruction of significant views or vistas within, from, or of built . . . features.” Because both turbines and access roads have usually been placed some distance away from built heritage resources, issues of “destruction,” “alteration,” “shadows,” “changes in land use,” “isolation” and “land disturbances” usually have little effect. Judging the negative impacts of turbines in viewsheds can verge on subjective impressions. For this report, the project team has judged the impact of turbines negligible in viewsheds of buildings where the main importance of the structure was historical rather than architectural, where the openness of the landscape seemed more crucial to the built structure than blocking the view of the turbine, and/or where the building, while of cultural heritage value, was not found significant enough to require an intervention. In describing potential impacts below, this report mentions only those negative impacts that pertain to any given site. This report regards views of turbines or other major forms of infrastructure to be significant when (1) a built heritage feature is itself of particular importance on the basis of architectural or contextual terms; (2) a turbine would affect the view shed for one looking at the building; and/or (3) a built heritage site is positioned in a context where it could potentially be considered part of a larger Heritage Conservation District or Cultural Heritage Landscape because of natural, historical, and/or architectural features within that landscape.

6.1.3.4 Analysis of Sub-areas

As mentioned above, this report deals only with the approximately 125 built heritage structures with cultural heritage value that lie within one kilometer of the proposed turbines and other elements of the infrastructure (see Figures 67, 68). Other structures within the study area provided background for assessing the buildings within close range of the proposed infrastructure. The buildings treated here have been organized into eighteen sub-areas defined by the

buildings' proximity to certain groups of turbines. Each of the sections below contains a map showing relevant turbines and built heritage sites in the defined sub-areas, followed by a chart in which the sites are illustrated, described and briefly assessed in terms of wind project impact on the site.



the study area

6.1.3.4.1 Sub-Areas 1 and 2

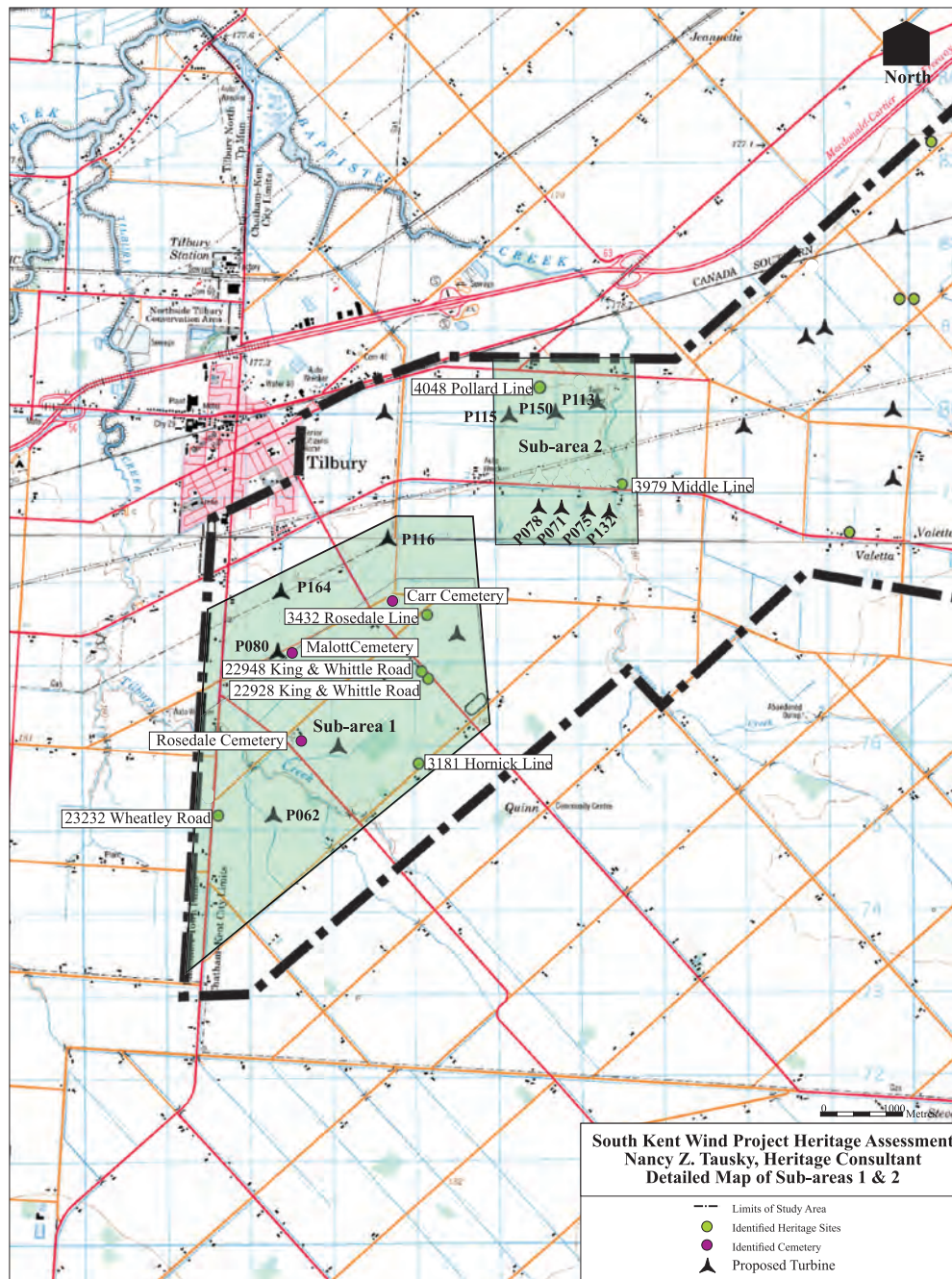






Figure 69: Map showing sub-areas 1 and 2

Table 3: Built Heritage Sites in Sub-area 1

ADDRESS	PHOTOGRAPH	DESCRIPTION / SIGNIFICANCE	IMPACT/ MITIGATION
23232 Wheatley Road, E. Tilbury		<p>A stuccoed frame house in a traditional farmhouse form. A main floor window has been enlarged, but the proportions of the house and the broad, shallow gable suggest an early date for the building's construction. The windblown maple trees are of considerable age.</p> <p>Cultural Heritage Value: design value as a representative example of a farmhouse type; contextual value because of its aged front yard trees.</p>	<p>Negligible. Though turbine P082 will be less than a kilometer to the rear of the house, the important landscape features of the building are in front of the building.</p> <p>Mitigation: None recommended</p>
3181 Hornick Line, E. Tilbury		<p>A 4-square house of a sort popular in the study area during the first two decades of the twentieth century. The brick porch featuring brick posts is also typical in the vicinity. A barn is typically located across the lane to the house</p> <p>Cultural Heritage Value: design value as a representative style; contextual value for its traditional farm layout.</p>	<p>Negligible. Present planting provide a partial screen from the site of the proposed turbine.</p> <p>Mitigation: None recommended</p>
22948 King & Whittle Rd., E. Tilbury		<p>Although this house has been clad in a modern siding, its shallow roof, proportions, and fenestration pattern suggest that it may date from the 1860s or earlier.</p> <p>Cultural Heritage Value: design value as a representative example of a representative farmhouse type; historical value for its connections with the area's early history.</p>	<p>Negligible. Plantings already shield the house from turbine P122.</p> <p>Mitigation: None recommended.</p>
22928 King & Whittle Rd., E. Tilbury		<p>An Ontario cottage with proportions and roof lines that may indicate an early date of construction.</p> <p>Potential cultural heritage value for its representative design and probably early date.</p>	<p>Negligible. Plantings already shield the house from turbine P122.</p> <p>Mitigation: None recommended.</p>




3432 Rosedale Line, E. Tilbury		<p>A traditional T-shaped farmhouse, with narrow wall dormers of a type characteristic of the area. Though clad in a modern siding and fronted with an enclosed porch, the lines and fenestration patterns of the house seem well-preserved.</p> <p>Cultural Heritage Value: design value as a representative farmhouse type with representative regional characteristics</p>	<p>Negligible. Because of modern elements in its small barnyard, the site's cultural heritage importance lies the design of the house rather than in its surroundings.</p> <p>Mitigation: None recommended.</p>
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Table 4: Built Heritage Sites in Sub-Area 2

ADDRESS	PHOTOGRAPH	DESCRIPTION/ SIGNIFICANCE	IMPACT/ MITIGATION
3979 Middle Line, E. Tilbury		<p>A relatively plain brick version of the T-shaped farmhouse style with a gable dormer over the door of the recessed wing. Despite some windows changes on the ground floor, the house retains much of its original quality, likely dating from the late 19th century.</p> <p>Cultural Heritage Value: design value as a representative farmhouse type</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
4048 Pollard Line, E. Tilbury		<p>Also exemplifying the typical T-shaped farmhouse, this house has been covered with a modern siding; a columned verandah has been added, and there have been some changes in window position. It nevertheless proves a somewhat imposing version of its type.</p> <p>Cultural Heritage Value: design value as a representative farmhouse type</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>

6.1.3.4.2 Sub-Area 3

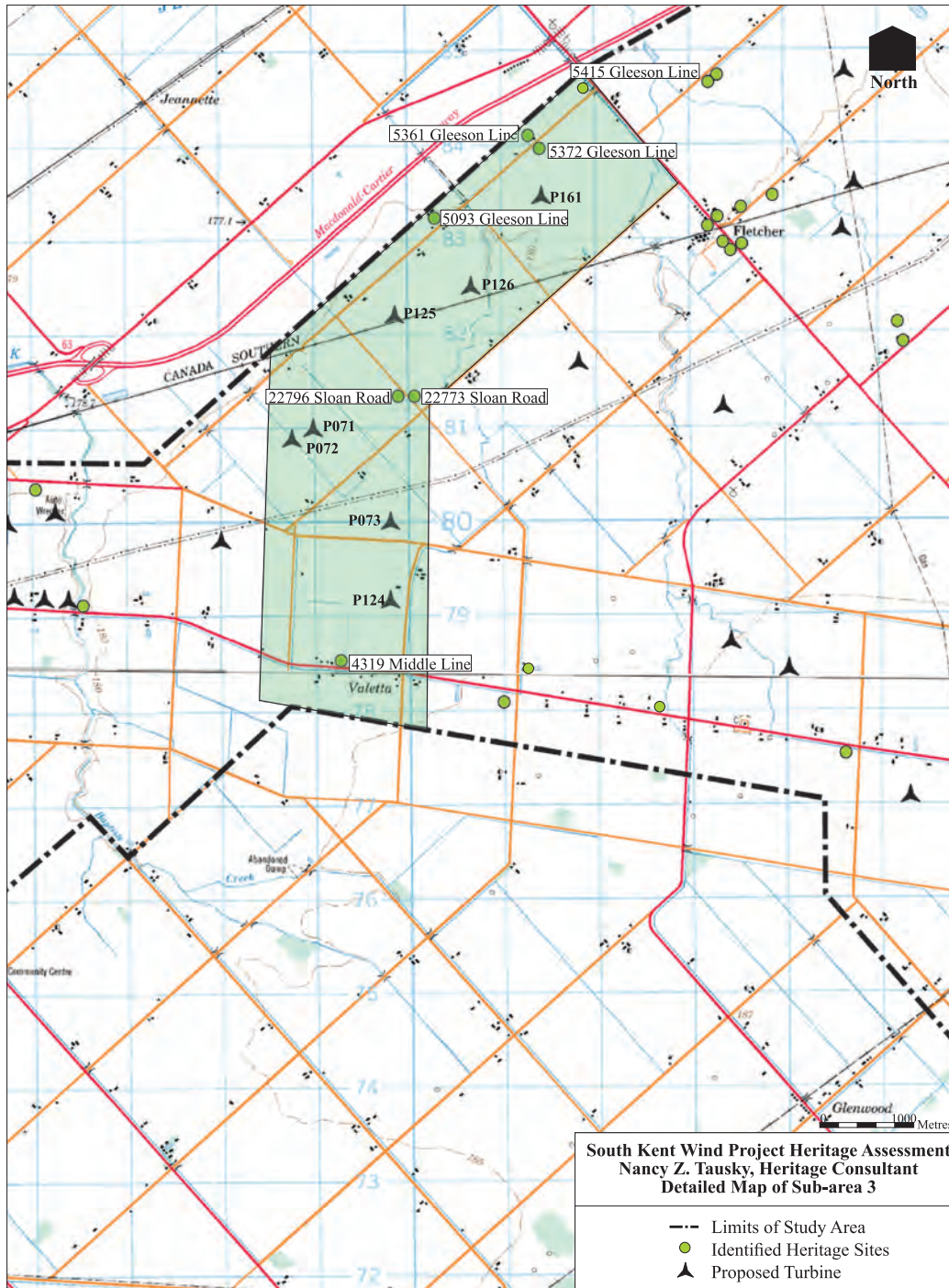









Figure 70: Map showing built heritage sites in Sub-area 3

Table 5: Built Heritage Sites in Sub-area 3

ADDRESS	PHOTOGRAPH	DESCRIPTION / SIGNIFICANCE	IMPACT/ MITIGATION
4319 Middle Line, E. Tilbury		<p>Valetta Parish Church, 1903. (See section 5.6.) The Romanesque Revival Church features an impressive entrance arch and a squat tower with a flared roof that perfectly balances the heavy design of the rest of the building.</p> <p>Cultural Heritage Value: design value because of its high degree of artistic merit; historical value for its association with an institution significant to a community.</p>	<p>Tree plantings around the back and sides of the church suggest an effort to provide an enclosed background for the building. In time, these plantings will at least partially screen the view of turbine p124.</p> <p>Mitigation: None recommended</p>
22796 Sloan Road, E. Tilbury		<p>This farmhouse features fine ornamental brickwork around a plaque in the front gable that probably once gave the building's date of construction – probably c. 1900.</p> <p>Cultural Heritage Value: design value as a representative example of a farmhouse type, featuring good craftsmanship; contextual value for its historical link to its agricultural surroundings,</p>	<p>Turbines P071 and P072 will not affect the view of the house from the street. Any negative impact on the view from the house will be mitigated by trees already in place.</p> <p>Mitigation: None recommended</p>
22773 Sloan Road, E. Tilbury		<p>This house exhibits the simple footprint, steep roof, and gable front typical of vernacular houses built during the first two decades of the twentieth century. While vinyl sided, the original shingling of the gables and the whimsical wooden lintels with keystones have been retained. The rusticated concrete block foundation gives welcome texture to the building.</p> <p>Cultural Heritage Value: design value as a representative c.1900 dwelling.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
5093 Gleeson Line, E. Tilbury		<p>The unusually wide proportions of this house (three bays in the gable façade) and the round molding at the upper edge of each window lintels suggest an early date for this building.</p> <p>Cultural Heritage Value: design value as an unusual example of an early area farmhouse.</p>	<p>The contemporary farmyard setting will blend sympathetically with turbine P126 in the far background.</p> <p>Mitigation: None recommended</p>

<p>5372 Gleeson Line, E. Tilbury</p>		<p>A handsome bungalow, probably dating from around the 1930s. Particularly striking features include the stone foundation that extends into the posts of the later-enclosed porch and the brackets that, in keeping with the style, attempt to make transparent aspects of the interior structure.</p> <p>Cultural Heritage Value: design value for artistic merit displayed in the bungalow form.</p>	<p>Trees already in existence will provide an appropriate visual shield from turbine P161.</p> <p>Mitigation; none recommended</p>
<p>5361 Gleeson Line, E. Tilbury</p>		<p>An intact farm house, probably dating from c. 1900, built of the orangey brick made from the area's clay and featuring the narrow wall dormer and brick porch posts that are also characteristic.</p> <p>Cultural Heritage Value: design value as a representative example of an area farmhouse type;</p>	<p>Negligible</p> <p>Mitigation: none recommended</p>
<p>5415 Gleeson Line, E. Tilbury</p>		<p>This bungalow has importance as the seat of the Gleeson century farm, though the house, like the rest of the farmstead does not reflect the farm's mid-nineteenth century origins.</p> <p>Cultural Heritage Value: historical value as the seat of a century farm, in the Gleeson family for approximately 1 ½ centuries.</p>	<p>Negligible</p> <p>Mitigation: none recommended</p>

6.1.3.4.3 Sub-Area 4

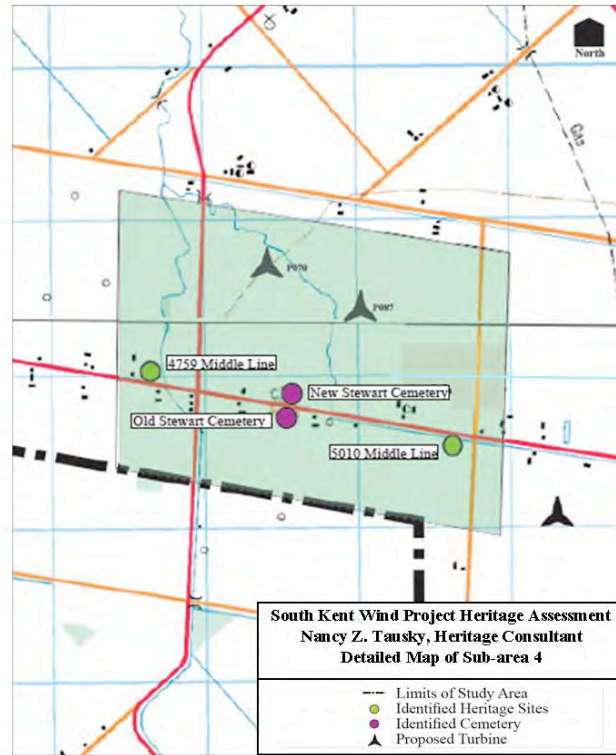




Figure 71: Map showing Sub-area 4

Table 6: Built Heritage Sites in Sub-Area 4

ADDRESS	PHOTOGRAPH	DESCRIPTION/ SIGNIFICANCE	IMPACT/ MITIGATION
4759 Middle Line, E. Tilbury		<p>A well-proportioned example of the T-shaped farmhouse, despite some changes in fenestration and the enclosure of the porch.</p> <p>Cultural Heritage Value: design value as a good, representative, and example of a representative farmhouse type.</p>	<p>Negligible.</p> <p>Mitigation: none recommended.</p>
5190 Middle Line, E. Tilbury		<p>Despite its modern siding, this house retains the shallow roofline and fenestration pattern of a mid-nineteenth century farmhouse.</p> <p>Cultural Heritage Value: design value as a representative and probably early example of a popular farmhouse type.</p>	<p>Negligible</p> <p>Mitigation: None recommended.</p>

6.1.3.4.4 Sub-Area 5

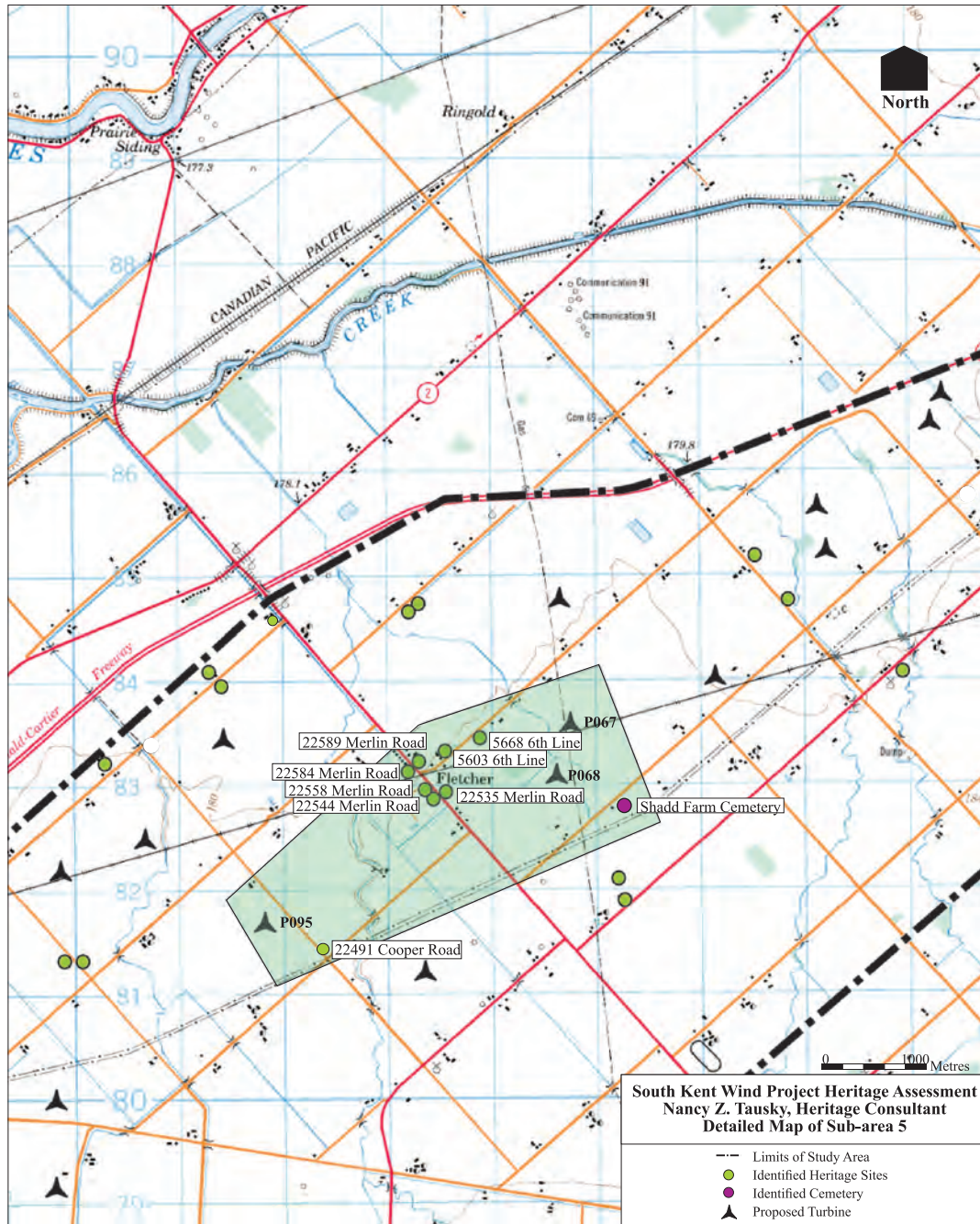










Figure 72: Map showing Built Heritage Sites in Sub-Area 5

Table 7: Built Heritage Sites in Sub-Area 5

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
22491 Cooper Road, E. Tilbury		A 1½-storey house with early Georgian proportions and window arrangement. Cultural Heritage Value: design value as an example of an early Ontario farmhouse	Plantings currently along the front of the house are designed to screen the house from the road, and thus also from turbine P095. Mitigation: None recommended
22535 Merlin Road, Raleigh		One of several homes in Fletcher that retains its nineteenth-century shape and fenestration pattern, despite modern cladding and, in this case, an enclosed porch. Together, these homes allow the old railway town to retain aspects of its nineteenth-century atmosphere. Cultural Heritage Value: contextual importance in maintaining the character of a historic village.	Although turbine P068 will be in the view shed of houses in Fletcher, it is partially screened from the village and consistent with some other contemporary elements. Mitigation: None recommended
22544 Merlin Road, E. Tilbury		Fletcher United Church. The large rectangular windows show the effect of the Queen Anne Revival movement on Gothic Revival church buildings. The church also has strong historical ties to the Fletcher community. Cultural Heritage Value: historic and contextual importance in housing an institution fundamental in forming and maintaining the community of Fletcher..	Although turbine P068 will be in the view shed of houses in Fletcher, it is partially screened from the village and consistent with some other contemporary elements. Mitigation: None recommended.
22558 Merlin Road, E. Tilbury		Like the house at 22535 Merlin Road, this building retains its nineteenth-century profile despite siding and an enclosed porch. As a result, it, too, adds to the historic character of the village. Cultural Heritage Value: contextual importance in maintaining the character of a historic village.	Although turbine P068 will be in the view shed of houses in Fletcher, it is partially screened from the village and consistent with some other contemporary elements. Mitigation: None recommended.



22589 Merlin Road, Raleigh		<p>This Fletcher home has some importance within its village context because, despite some alterations, it retains enough of its original character (perhaps a composite character from two different periods) to fit into the predominant 19th-century milieu.</p> <p>Cultural Heritage Value: contextual importance in maintaining the character of a historic village.</p>	<p>Although turbine P068 will be in the view shed of houses in Fletcher, it is partially screened from the village and consistent with some other contemporary elements.</p> <p>Mitigation: None recommended.</p>
5603 6 th Line, Raleigh		<p>The house at 5603 6th Line offers a rare example of an early frame house that, at this point, displays its original shiplap cladding, anchored by flat strips of wood at the corners. The house has a symmetrical façade with a centre door flanked by two windows, the narrow wall dormer so popular locally, and rare metal projections over the windows for diverting precipitation. It appears that the house may be in the process of renovation.</p> <p>Cultural Heritage Value: at present, the house has design value as a rare example of an early house displaying its original materials and mode of construction; it has contextual value in defining and maintaining the character of an area.</p>	<p>The house is screened from turbine P068 by the raised railway bed south of the 6th Line.</p> <p>Mitigation: None recommended.</p>
5668 6 th Line, Raleigh		<p>An early vernacular house that, at least with its aluminum covering, has an interesting saltbox shape. It also represents nineteenth-century Fletcher.</p> <p>Cultural Heritage Value: design value as an example of a vernacular version of a representative farmhouse type; contextual value in defining and maintaining the character of an area.</p>	<p>The house is largely screened from turbine P068 by the raised railway bed south of the 6th Line.</p> <p>Mitigation: None recommended</p>
22584 Merlin Road, Raleigh		<p>Despite some changes in the size and placing of the ground-floor windows, the enclosed porch, and the modern siding, the traditional silhouette of this house lets it play a part in creating the historical milieu of Fletcher.</p> <p>Cultural Heritage Value: contextual importance in maintaining the character of a historic village.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>

6.1.3.4.5 Sub-Area 6



Figure 73: Map showing built heritage sites in sub-area 6

Table 8: Built Heritage Sites in Sub-area 6

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
22455 Drake Road, Raleigh		<p>An early farmhouse of historical interest, probably the 1½-storey home of the Stevens family indicated in the 1861 Census. Changes in fenestration have to some extent reduced its historic architectural value.</p> <p>Cultural Heritage Value: historical association with the area's early farming activity; contextual value in defining and supporting the character of the area.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
22345 Drake Road, Raleigh		<p>Apparently a very early farmhouse, likely with some Greek Revival characteristics. Unfortunately, some alterations have had a negative impact on the house, and the house now appears to be vacant.</p> <p>Cultural Heritage Value: physical value as an early and unusually well proportioned example of an early farmhouse type; contextual value in defining and supporting the character of the area</p>	<p>Although turbine P064 will be clearly in the view shed of the subject house, the main cultural interest of the house at this point is historical.</p> <p>Mitigation: None recommended</p>


6.1.3.4.6 Sub-area 7

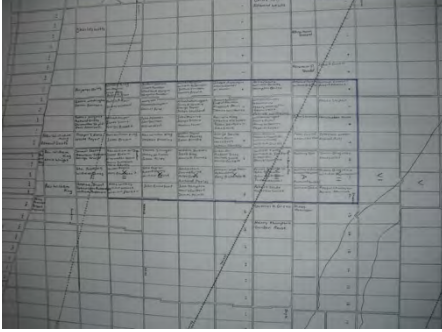





Figure 74: Map showing built heritage sites in Sub-area 7



Sub-area 7 lies within the 4,680 hectares designated as the Buxton Settlement National Historic Site (see sections 5.3, 6.1.1 and 7.0). While the entire area is important as a cultural heritage landscape, sub-area 7 features some notable built heritage and particular cultural landscape site. It contains the village of North Buxton, the northern node of the settlement and now the focus of the settlement's community life and its tourist activities (Prince 2011); one other site, the house at 2092 Dillon Road is also listed here.

Table 9: Built Heritage Sites in North Buxton

NUMBER & NAME OF SITE	PHOTOGRAPH	DESCRIPTION/ SIGNIFICANCE	IMPACT/ MITIGATION
1. Colbert-Henderson log house		<p>Part of the complex of museum buildings designated under Part IV of the OHA,, and also part of the larger cultural landscape designated as the Buxton Settlement National Historic Site, this log cabin was built on the 10th Concession by Henry Colbert in 1850. Inhabited by various families until 1986, it was donated by then owners Ethel Henderson and Marjorie and Robert Pratt to the Buxton Historical Society and moved and stored by the Ontario Trillium Foundation and Services Canada. The cabin exemplifies the kind of house founder William King recommended for the settlement</p> <p>Cultural Heritage Value: designated for historical/associative and design/physical reasons (see Appendix 1)</p>	<p>The view shed of the house includes turbine P065, which though in the distance, would still introduce a modern, moving element in the landscape. The view shed would also be affected by the 230 kV transmission line.</p> <p>Mitigation: It is recommended as a preferred option that that turbine P085 be eliminated or, secondarily, that it be moved of the currently proposed location. If the proponent can demonstrate that neither of these options is viable, a documentar filming should record the landscape east of North Buxton before turbine P085 is installed. It is also recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it passes through North Buxton. If the proponent can demonstrate that none of these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction.</p>

<p>2. The Buxton Museum</p>		<p>As the Buxton <i>Commemorative Integrity Statement</i> observes, "nowhere else is there so rich a collection of artifacts relating to the history of the Underground Railroad." Most of these, including the community ownership plan picture here, are housed in the Buxton Museum. The Museum is at the centre of the complex designated under Part IV of the OHA.</p> <p>Cultural Heritage Value: The Museum building is presumably important for historical/associative reasons (see Appendix 1).</p>	<p>The view shed from the back and sides of the museum includes turbine P065, which, though in the distance, would still introduce a modern, moving element in the landscape. The view shed would also be affected by the 230 kV transmission line.</p> <p>Mitigation: It is recommended as a preferred option that that turbine P085 be eliminated or, secondarily, that it be moved of the currently proposed location. If the proponent can demonstrate that neither of these options is viable, a documentar filming should record the landscape east of North Buxton before turbine P085 is installed. It is also recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it passes through North Buxton. If the proponent can demonstrate that none of these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction.</p>
<p>3. Raleigh Public School #13</p>		<p>The Raleigh S.S. 13 Schoolhouse, built in 1861, is a handsome frame building characterized by vernacular elements that give it a strongly picturesque character. These include the balustrade over the front porch, made of straight-edged posts with broad upper elements; the hexagonal louvered belfry; and the narrow windows with their pedimented lintels. Part of the Buxton Settlement National Historic Site, the school house is also part of the complex designated under</p>	<p>The view shed from the school house includes turbine P065, which though in the distance, would still introduce a modern, moving element in the landscape. The view shed and the low scale of the village would also be affected by the 230 kV transmission line.</p> <p>Mitigation: It is recommended as a preferred option that that turbine P085 be eliminated or, secondarily, that it be moved of the currently proposed location. If the proponent can demonstrate that neither of these options is viable, a documentar filming should record the landscape east of North Buxton before turbine P085 is installed. It is also recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it</p>

		<p>the OHA.</p> <p>Cultural Heritage Value: designated for historical/associative and design/physical reasons (see Appendix 1)</p>	<p>passes through North Buxton. If the proponent can demonstrate that none of these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction.</p>
<p>4.E.A. Richardson B.M.E. Cemetery</p>		<p>As the burial place of many of the early members of the Buxton settlement, this cemetery is a major tourist destination. It forms part of the Buxton Settlement National Historic Site and is also protected by the <i>Ontario Cemeteries Act</i> (see section 6.1.4).</p> <p>Cultural Heritage Value: for design and for historical associations</p>	<p>The viewshed from the cemetery would be impacted by turbine P065, which though in the distance, would still introduce a modern, moving element in the landscape. The viewshed would also be affected by the 230 kV transmission line, which is proposed to occupy the railway lands adjacent to the cemetery property.</p> <p>Mitigation: It is recommended as a preferred option that that turbine P085 be eliminated or, secondarily, that it be moved of the currently proposed location. If the proponent can demonstrate that neither of these options is viable, a documentary filming should record the landscape east of North Buxton before turbine P085 is installed. It is also recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it passes through North Buxton. If the proponent can demonstrate that none of these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction.</p>
<p>5. E.A. Richardson B.M.E. Church, now the Buxton Community Church</p>		<p>Built c. 1868, the Buxton BME Church testifies to the adoption of the British Methodist Church by former members of American Methodist Episcopal congregations. Part of the Buxton Settlement National Historic Site.</p>	<p>The view shed from the grounds around the church, as well as the low scale of the village, would be affected by the 230 kV transmission line.</p> <p>Mitigation: . It is recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it passes through North Buxton. If the proponent can demonstrate that none of</p>

		<p>Cultural Heritage Value: historical value for its direct association with the Buxton Settlement and Cemetery</p>	<p>these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction.</p>
<p>6. Former North Buxton Train Station</p>		<p>The Buxton railway station, now part of a woodworking enterprise, was constructed after 1869, when the Canada Southern Railway established a stop in North Buxton. A rare example of a stick style railway building, the structure has picturesque verge boards and strut-style brackets that, like other aspects of the Stick Style, imitate interior structural elements on its exterior surface. Part of the Buxton Settlement Historic Site.</p> <p>Cultural Heritage Value: design value as a rare example of an early Gothic Revival railroad station; historical value because of its associations with the Buxton Settlement and the Canada Southern Railway.</p>	<p>Both the station and the historic railway would be impacted by the 230 kV transmission line scheduled to follow the route of the track.</p> <p>Mitigation: . It is recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it passes through North Buxton. If the proponent can demonstrate that none of these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction.</p>
<p>7. Former Community Park</p>		<p>The green space south of the railway tracks is still reminiscent of its former days as a community park. Part of the Buxton Community National Historic Site.</p> <p>Cultural Heritage Value: historical value for its association with nineteenth-century life of the Buxton Settlement</p>	<p>Right next to the railway line, this area would be impacted by the 230 kV transmission line.</p> <p>Mitigation: . It is recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it passes through North Buxton. If the proponent can demonstrate that none of these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction.</p>






<p>8. First Baptist Church</p>		<p>The erection in 1883 of a Baptist church in North Buxton showed the ongoing importance of religion to the community. A modest Gothic Revival structure, with a square, louvered belfry and pointed windows, the building is part of the Buxton National Historic Site.</p> <p>Cultural Heritage Value: historical value for its direct association with the Buxton Settlement and the Buxton Memorial Cemetery, formerly the North Buxton Baptist Memorial Cemetery.</p>	<p>Directly across the park from the 230 kV transmission line, the Baptist Church would be impacted by the new scale the transmission line will introduce to the landscape.</p> <p>Mitigation: . It is recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it passes through North Buxton. If the proponent can demonstrate that none of these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction.</p>
<p>9. North Buxton Memorial Cemetery</p>		<p>Like the BME Cemetery, this early cemetery is a destination for African-Americans wishing to honor their Buxton ancestors. It forms part of the Buxton Settlement National Historic Site and is also protected by the <i>Ontario Cemeteries Act</i> (see section 6.1 4).</p> <p>Cultural Heritage Value: for design and for historical associations</p>	<p>The historical atmosphere of the cemetery will be impacted by the scale of the 230 kV transmission line.</p> <p>Mitigation: . It is recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it passes through North Buxton. If the proponent can demonstrate that none of these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction.</p>

Table 10: Buxton Settlement buildings outside of North Buxton

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/MITIGATION
2092 Dillon Rd., Raleigh	<p>This</p> 	<p>This late variation on the T-shaped retains its handsome proportions despite thorough covering with a modern siding, back additions, and a new verandah. Among the building's main assets are the century-old trees lining the drive, including a large oak tree towards the rear and a maple in front of it. The house is on land that forms part of the Buxton Settlement National Historic Site.</p> <p>Cultural Heritage Value: contextual value for its physical relationship with its domestic landscape</p>	<p>Turbine P065 would be within the view shed of the house, approximately ½ km. away.</p> <p>Mitigation: It is recommended as a preferred option that that turbine P085 be eliminated or, secondarily, that it be moved of the currently proposed location. If the proponent can demonstrate that neither of these options is viable, a documentar filming should record the landscape east of North Buxton before turbine P085 is installed. The secondary option, for moving the turbine north, would situate it closer to this house – a move that would affect the view shed but not the relationship between the house and its immediate domestic landscape.</p>
6903 9 th Line, Raleigh		<p>The property at 6903 9th Line envelops one of the original 50-acre segments of the Buxton Settlement that is still outlined by tree lines and hedgerows. The house itself likely dates from the late 19th century. It displays the kind of vernacular trim common within the area: the round-arched window in the gable, for example, is surmounted by a pointed wooden hood-mould.</p> <p>Cultural Heritage Value: design value as a representative nineteenth-century farmhouse type; contextual value for its association with the lot size and hedgerows laid out within the Buxton Settlement.</p>	<p>Turbine P065 will be a little over half a km from the house, beyond the rear hedgerow. A more immediate impact will be made by the 230 kV transmission line, which will run quite close to the rear of the house.</p> <p>Mitigation: It is recommended as a preferred option that that turbine P085 be eliminated or, secondarily, that it be moved of the currently proposed location. If the proponent can demonstrate that neither of these options is viable, a documentar filming should record the landscape east of North Buxton before turbine P085 is installed. It is also recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it passes</p>

			through North Buxton. If the proponent can demonstrate that none of these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction.
6327 8 th Line, Raleigh		<p>The house at 6327 8th Line illustrates a tendency Patricia Neely finds typical of the Afro-American houses in the Buxton Settlement (<i>The Houses of Buxton</i>): the use of regional architectural features, such as the narrow dormer found here, in a new context. Here the gable is placed asymmetrically instead of in its usual position over the centre door.</p> <p>Cultural Heritage Value: design value as a unique example of an early Buxton house; historical value of its association with the Buxton Settlement.</p>	<p>The 230 kV transmission line will run approximately ¼ km behind the house, creating a complex of transmission lines in the immediate area.</p> <p>Mitigation: . It is recommended, in order of preference, that the transmission line be re-routed outside the borders of the Buxton Settlement National Historic Site, that it be re-routed so as to pass north of the village of North Buxton, or that it be buried as it passes through North Buxton. If the proponent can demonstrate that none of these options is the area should be recorded as it now exists and as much as possible of the buffer strip lining the railway track be retained during any subsequent construction. One reason that the secondary option is less desirable than the first is that houses along the 8th Line, such as this one, could be pressed between two large-scale transmission lines.</p>

6.1.3.4.7 Sub-Area 8

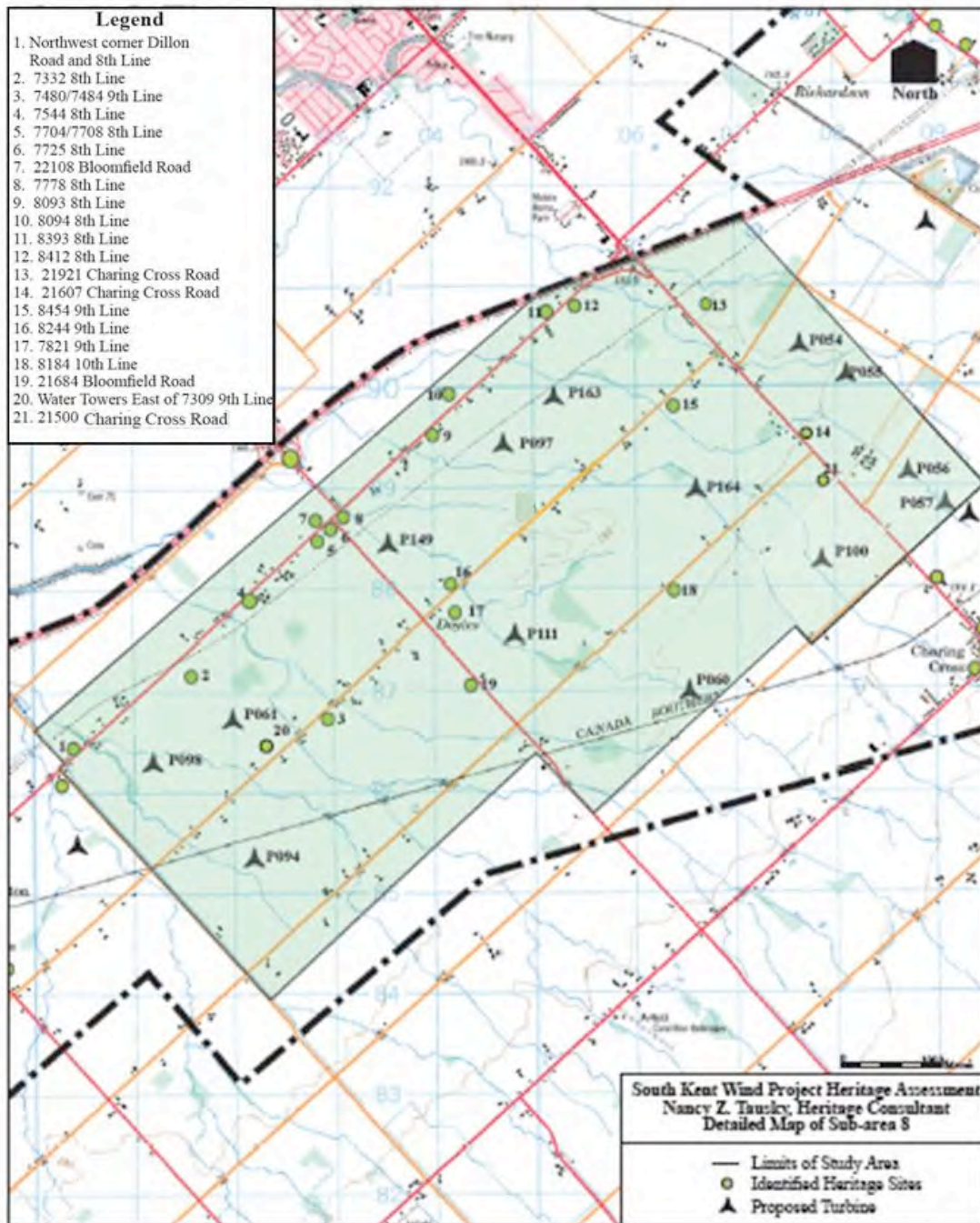



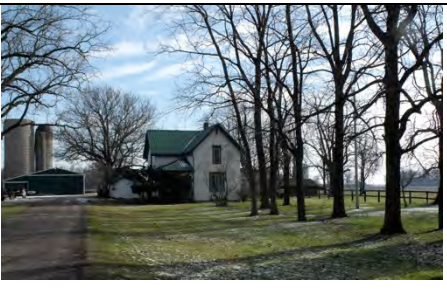











Figure 75: Map showing built heritage sites in Sub-area 8





Table 11: Built Heritage Sites in Sub-area 8




ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
Northeast corner Dillon Rd. & 8 th Line (no numerical address), Raleigh		<p>Like other abandoned and derelict houses in the study area, this former farmhouse is a valuable heritage resource because it offers a rare opportunity to view the original fabric of a nineteenth-century frame house. The older section of this house, with its shiplap siding and lintels protected by a simple overhanging drip mould, probably dates from around the 1860s; the newer, higher part of the house has elaborate molded lintels supported by ornate scroll corbels.</p> <p>Cultural Heritage Value: design value as a rare example of an area 19th-century farmhouse displaying its original materials and mode of construction; historical value for its association with local agricultural practice.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
7332 8 th Line, Raleigh		<p>An early farmhouse largely obscured by modern siding, but retaining its original silhouette and fenestration pattern.</p> <p>Cultural Heritage Value: historical value because of association with farming in the area</p>	<p>Turbine P0 61 will be situated about ½ km. from this house, forming part of its view shed.</p> <p>Mitigation: None recommended</p>

<p>7480/7484 9th Line, Raleigh</p>	 <p>The top photograph shows a two-story brick house with a gabled roof and a small porch, surrounded by trees and a lawn. The bottom photograph shows a wide view of the property with several large, bare trees in the foreground and a white building in the background.</p>	<p>Presently abandoned, the complex of buildings at 7480/7484 9th Line forms a significant example of a traditional area farmstead. Although the main house, probably dating from c. 1880, has been re-clad in insul brick, its round-headed windows feature particularly interesting and unique Italianate frames. The complex also includes a number of wood barns; the second house that is characteristic of area farms, this one dating from c. 1925; and an apple orchard, located in a traditional position next to the road. Orchard remnants extend west along the 9th Line.</p> <p>Cultural Heritage Value: the house at 7484 9th Line has design value because of its unique Italianate trim; the farmstead as a whole has historical value because of its potential for contributing to the understanding of the community; the complex also has contextual value because of its physical and historic links with its surroundings.</p>	<p>Negligible</p> <p>Mitigation: None required</p>
<p>7544 8th Line, Raleigh</p>	 <p>The photograph shows a white house with a green roof and a silo, surrounded by trees and a lawn.</p>	<p>Farmhouse in the conventional T-shaped form, with an unusually long crossing.</p> <p>Cultural Heritage Value: contextual importance in supporting the character of the area</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
<p>7704/7708 8th Line, Raleigh</p>	 <p>The top photograph shows a white house with a dark roof, surrounded by trees and a lawn. The bottom photograph shows a white house with a dark roof, surrounded by trees and a lawn.</p>	<p>The houses at 7704 and 7708 8th Line both date, in their current forms, from c. 1925. The easternmost house exemplifies an effective adaptation of Arts & Crafts ideas; the battlemented garage at 7704 8th Line shows the whimsical attitude the period often adopted towards its buildings. The particularly impressive aspect of this domestic landscape, however, lies in the row of three catalpa trees that line the road in front of them. Probably between 80 and 100 years old, the trees represent ornamental plantings that may even predate the houses now on the property.</p> <p>Cultural Heritage Value: contextual value for physical relationship with domestic landscape.</p>	<p>No anticipated impact</p> <p>Mitigation: None required</p>

7725 8 th Line, Raleigh		<p>DESIGNATED UNDER THE OHA. A Queen Anne Revival House designed by architect Thomas Rutley, the Jordan House is a community landmark. See section 6.1.1.</p> <p>Cultural Heritage Value: design value as a unique example of a late nineteenth-century farmhouse; historical value for its associations with the 19th-century farming and settlement patterns; historical value as the work of an architect important to the community.</p>	<p>Negligible</p> <p>Mitigation: None required</p>
22108 Bloomfield Rd., Raleigh		<p>Wesley United Church, originally Wesley Methodist Church, built in 1901. The broad octagonal narthex lends the building a strikingly picturesque silhouette.</p> <p>Cultural Heritage Value: design value as an unusual turn-of-the-century church with an Akron plan; historical value for housing an institution significant to the community.</p>	<p>Turbine P149 is within the church's view shed, but the open, public face of the church does not lend itself effectively to screening.</p> <p>Mitigation: None recommended</p>
7778 8 th Line, Raleigh		<p>The roofline and proportions suggest an early farmhouse, despite changes in cladding and windows.</p> <p>Cultural Heritage Value: design value as an early example of a regional farmhouse type</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
8093 8 th Line, Raleigh		<p>A Queen Anne Revival house, in some ways similar to that at 7725 8th Line: both share the local orangey brick and the boxed sunburst motifs over stained glass transoms. This house also features brick drip moulds over the voussoirs. The brick porch is a later addition.</p> <p>Cultural Heritage Value: design value for unique features and a high degree of craftsmanship</p>	<p>The house is largely screened from a distant view shed by plantings now in place.</p> <p>Mitigation: None required</p>

8094 8 th Line, Raleigh		<p>Raleigh S.S. #5. Though no longer in use, the school building represents an important part of the community's history and of the history of school architecture in the area. The checkerboard brickwork in the gables is especially noteworthy. The fence is an important part of the school's history.</p> <p>Cultural Heritage Value: design value as a now unique example of an area schoolhouse and as a vehicle for displaying a high degree of craftsmanship; historical merit for its relationship to the education and social development of the community.</p>	<p>Negligible</p> <p>None recommended</p>
8393 8 th Line, Raleigh		<p>The traditional T-shaped farmhouse features the distinctive brick drip moulds and dormer gable found on late 19th-century houses in the area. Ground-floor windows and the verandah represent fairly recent alterations.</p> <p>Cultural Heritage Value: design value as a representative and well crafted regional farmhouse type.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
8412 8 th Line, Raleigh		<p>Except for the enclosed storm porch, this late nineteenth-century brick house is unusually intact. In addition to brick drip moulds similar to those at 8393 8th Line, its gable displays a matching cartouche with ornamental brickwork featuring a checkerboard pattern and a soldier course.</p> <p>Cultural Heritage Value: design value as a representative and well crafted regional farmhouse type.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
21921 Charing Cross Rd., Harwich		<p>A fine Italianate farmhouse with the requisite broad eaves and ornamental supporting brackets. The original slate roof comprises an intricate half-hexagon design turning the two-storey bay window into a partial tower. The foundation is of rock-faced cut stone.</p> <p>Cultural Heritage Value: design value as a relatively rare Italianate farmhouse in the area.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>

8454 9 th Line, Raleigh		<p>A farmhouse distinguished by its age, despite some alterations.</p> <p>Potential cultural heritage value as an early version of a representative farmhouse type.</p>	<p>Current plantings will reduce views of proposed turbines.</p> <p>Mitigation: None required</p>
8244 9 th Line, Raleigh		<p>A Queen Anne Revival farmhouse with a characteristically picturesque roofline, stained glass windows in the transoms of the façade, and its original front porch with spindle work, turned posts, and a sunburst design in its ornamental pediment.</p> <p>Cultural Heritage Value: design value as a representative Queen Anne Revival farmhouse.</p>	<p>Turbine P163 and P097 are within the view shed from this property, though the closest is nearly ¾ km distant.</p> <p>Mitigation: Tree planting to provide further screening</p>
7821 9 th Line, Raleigh		<p>A charmingly proportioned version of the T-shaped farmhouse, with a shorter recessed wing than is customary, a protruding bay window on the ground floor, and segmental- or round-arched windows elsewhere on the façade. The woodwork has been refaced with vinyl.</p> <p>Cultural Heritage Value: design value as an unusual and well-coordinated interpretation of a traditional farmhouse type..</p>	<p>Turbine 149 will be within the view shed of this property, though nearly ¾ km distant.</p> <p>Mitigation: Tree planting to provide further screening</p>
8184 10 th Line, Raleigh		<p>A late Queen Anne Revival farmhouse in which the picturesque form has been somewhat simplified, but decorative effects such as transoms for stained glass windows and gables designed to hold ornamental shingles remain.</p> <p>Cultural Heritage Value: design value as a representative c. 1900 area farmhouse</p>	<p>Because both turbines P111 and P0606 are approximately 1 km. away, their impact will be minimal.</p> <p>Mitigation: None recommended</p>

<p>21684 Bloomfield Rd., Raleigh</p>		<p>A late Queen Anne Revival farmhouse featuring the elaborate brick voussoirs and drip moulds, reminiscent of Tudor hood-moulds, that are a characteristic of this area. The substantial size of the house also reflects its roots in late 19th-century agricultural prosperity.</p> <p>Cultural Heritage Value: Design value as a representative late 19th-century farmhouse type, showing a high degree of craftsmanship; historical value for associations with 19th-century agricultural practices in the area.</p>	<p>Turbine P111 will be within the view shed of this property.</p> <p>Mitigation: Tree planting to provide further screening</p>
<p>East of 7309 9th Ln., Raleigh</p>		<p>Historic water tower with concrete base, frame upper stage, and shallow hipped roof.</p> <p>Cultural Heritage Value: Design value as a unique landscape and utilitarian feature; historical value for its links to the practice of agriculture and drainage in the area.</p>	<p>Although quite close to turbine P061, it appears that the tower will not be seriously impacted by either the turbine or its access road.</p> <p>Mitigation: None recommended</p>
<p>21607 Charing Cross Road, Raleigh</p>		<p>A traditional T-shaped farmhouse in the pale orange brick found along Charing Cross Road. The mason has effectively used subtle contrasts in the brick colors – here in the voussoirs and the diamond-shaped cartouche adorning the gable. The two-storey columns are not original.</p> <p>Cultural Design Value: Design value as a representative 19th-century farmhouse type in the study area, displaying effective artistry and craftsmanship; historical value for links to agricultural practice in the area.</p>	<p>Negligible</p> <p>Mitigation: Non required</p>

<p>21500 Charing Cross Road, Raleigh</p>		<p>The farmstead landscape includes the handsome John A. Young barn and the well designed and well preserved late Gothic Revival house. The house features its original slate roof, delicate cut-work verge-boards, oculi in the gables, dichromatic voussoirs, bay windows with robust moldings in the surrounds, and a highly eclectic porch with octagonal posts, decorative spandrels and frieze, and bracketed eaves. As with many properties in the study area, a deep ditch runs along the road in front of the house, with a culvert under the driveway.</p> <p>Cultural Heritage Value: Design value as a particularly fine and well preserved example of a late Gothic Revival house, revealing fine craftsmanship and artistry; historical value for association with area agricultural practice; contextual value for its links with the historic farmstead and the surrounding agricultural landscape.</p>	<p>The house sits less than ¼ km from proposed turbine P100.</p> <p>Mitigation: Additional screening with trees may be necessary to maintain the historical ambience of the farmstead.</p>
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6.1.3.4.8 Sub-Area 9

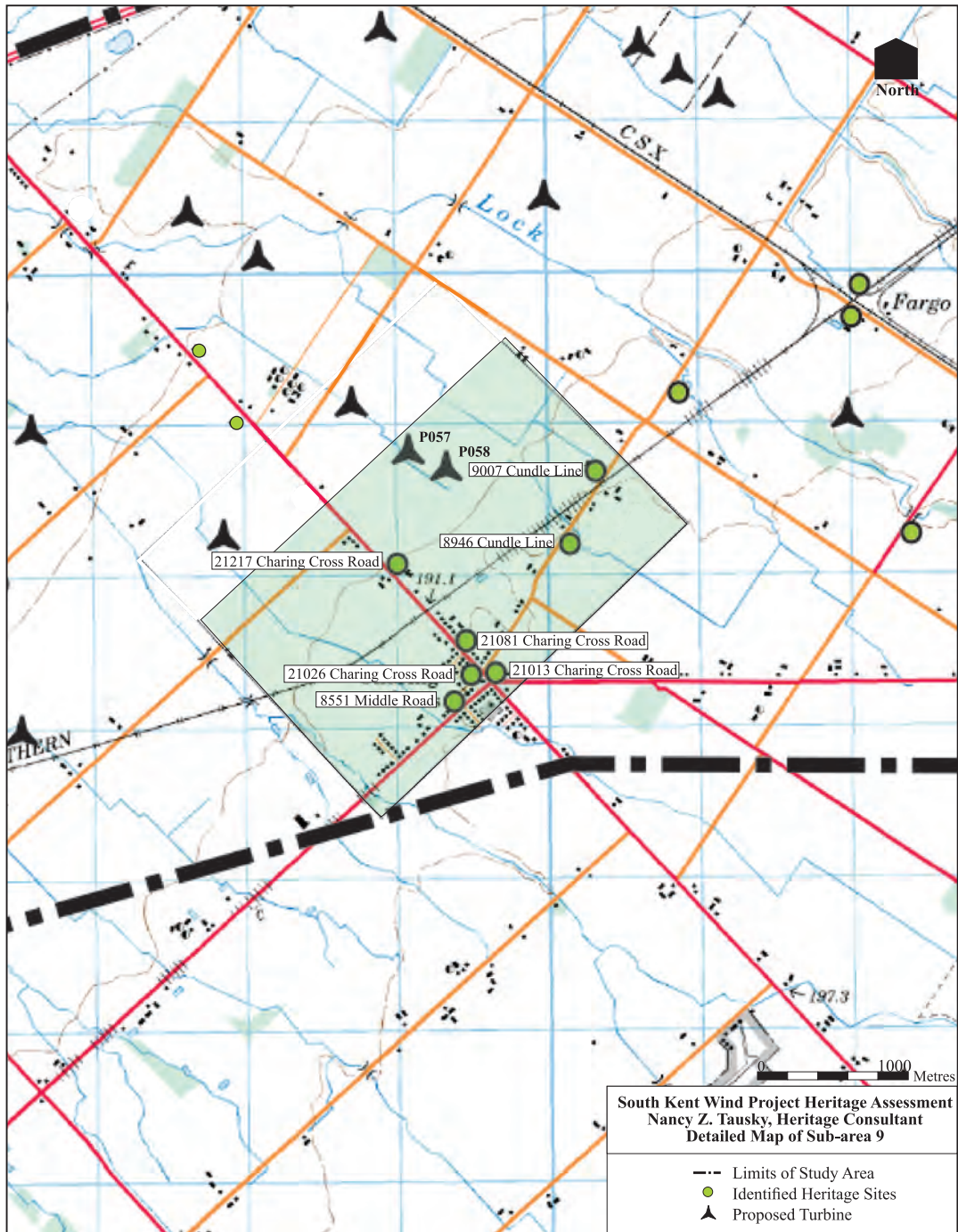








Figure 76: Map showing built heritage sites in Sub-area 9

Table 12: Built Heritage Sites in Sub-area 9

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
21217 Charing Cross Rd., Harwich		<p>A Queen Anne Revival House with a strikingly original design. Note the varied roofline, including the gablet; the shingled gable; the effective but subtle contrast in shades of brick, particularly in the cartouche that dominates the projecting bay of the façade. A large complex of farm buildings at the rear is largely hidden by extensive landscaping.</p> <p>Cultural Heritage Value: Architectural value for its unique and fine Queen Anne Revival design. Historical value for its long relationship with area agriculture.</p>	<p>The landscaping will probably shield the house from any unwanted view of turbines P057 and P058. The house will be only about ¼ km from the 230 kV transmission line, but the farmyard lies between the house and the line.</p> <p>Mitigation: None recommended</p>
21081 Charing Cross Rd., Harwich		<p>A uniquely designed house, probably dating from early in the twentieth century, that gives an expansive one-storey square house a second storey through a group of symmetrical, generous dormers. With its original slate roof and its porch with Doric columns and a classical balustrade, the house dominates its streetscape.</p> <p>Cultural Heritage Value: Design value for its unique interpretation of Edwardian Classicism.</p>	<p>The house will be only about ¼ km from the 230 kV transmission line, but unsympathetic commercial development lies between the house and the line.</p> <p>Mitigation: None recommended</p>
21026 Charing Cross Road, Raleigh		<p>This house, with pediment-styled window surrounds, shallow roof, and centre cross gable, dates back to Charing Cross's early days as a village. Though considerably later, the verandah is carefully designed: even the bases of its turned posts echo the curves of the balusters, and the woodwork of the spindles and spandrels is strikingly intricate.</p> <p>Cultural Design Value: design value as an example of an early farmhouse type in a village context; contextual value for its historical link to the main crossroads in Charing Cross.</p>	<p>Negligible</p> <p>Mitigation: None recommended.</p>

<p>21013 Charing Cross Road, Harwich</p>		<p>Though in poor condition, this building has historical importance as one of the early inns of Charing Cross. The Georgian underpinnings of its design are still apparent.</p> <p>Cultural Design Value: Historical value as one an inn associated with the heyday of Charing Cross as a railway centre; contextual value for its historical link to the main crossroads in Charing Cross.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
<p>8551 Middle Road, Raleigh</p>		<p>A small brick urban house displaying the regional treatment of brick voussoirs found on many of the area's large rural residences. The stone foundation is also notable.</p> <p>Cultural Heritage Value: design value as a representative late 19th century village house type, showing a regional form of craftsmanship in the masonry work.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
<p>8946 Cundle Line, Harwich</p>		<p>This remarkable Georgian house, probably dating from the mid-1850s, is largely intact, possessing even its original 6/6 windows and its symmetrical chimneys. The most significant alteration is the making of a window from the original front door, although the door transom remains, as well as the space for the sidelights. A new door on the back of the house now faces directly on to Cundle Line. A rather neglected but still active farmstead behind the house testifies to its agricultural history.</p> <p>Cultural Heritage Value: Design value as an unusual example within the study area of a mid-19th-century brick Georgian house; historical value for its long association with area architecture; contextual value for its striking position as one travels east out of Charing Cross.</p>	<p>The 230 kV transmission line is less than ¼ km away across Cundle Line.</p> <p>Mitigation: It is recommended that a screen of trees be planted along Cundle Line northwest of the house in order to reduce the impact of the transmission line.</p>

<p>9007 Cundle Line, Harwich</p>		<p>Vacant and becoming derelict, this farmhouse is one of the early buildings of the area. Both sections rest on hand-adzed plinths. The single-storey wing, possibly older than the rest of the house, retains its 6/6 windows.</p> <p>Cultural Heritage Value: design value as a traditional farmhouse type incorporating an early expression of materials and construction method.</p>	<p>The house sits immediately next to the Canada Southern Railway Line, and thus to the proposed 230 kV transmission line. Given the condition of the house, this is probably of minimal concern.</p> <p>Mitigation: None recommended.</p>
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6.1.3.4.9 Sub-Areas 10, 11, and 12



Table 13: Built Heritage Sites in Sub-area 10





ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
9090 Drury Line, Raleigh		<p>An admirably well preserved brick farmhouse with its original silhouette, corbelled chimneys, elaborate brick voussoirs, diamond cartouche, and door transom.</p> <p>Cultural Heritage Value: Architectural value as an unique farmhouse type within the study area and as an example of fine craftsmanship; historical value for its relationship to the agricultural development of the area.</p>	<p>Turbine P053 is within the view shed of this house, though it is 7/8 km away.</p> <p>Mitigation: None recommended</p>
20826 Fargo Road, Raleigh		<p>Neglected and seriously altered, this is the only remaining 19th-century building from the crossroads at Fargo.</p> <p>Potential contextual value for its role in recalling the history of Fargo</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
NE corner of Canada Southern Railway route and Drury Line, Harwich		<p>These auxiliary buildings remain as reminders of the importance of the two railways (the Canadian Southern and the Huron & Erie) that intersected at Fargo.</p> <p>Cultural Heritage Value: Contextual value as a physical link to Fargo's history as a railway junction.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
9107 Cundle Line, Harwich		<p>The Greek Revival entrance-way, the breadth of the shallow gable, and the symmetry of the façade prove this handsome house to be of considerable age.</p> <p>Cultural Heritage Value: Design value as an early example of a farmhouse type.</p>	<p>The house is quite well screened from the 230 kV transmission line that will lie approximately 3/8 km away across Cundle Line.</p> <p>Mitigation: None required.</p>

Table 14: Built Heritage Sites in Sub-area 11






ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
21467 Huffman Rd., Harwich		<p>This gabled house displays many of the localized features that distinguish the area's brick houses: the distinctive voussoirs, oculi in the gable, and superb woodwork. In this case, the porch has both the robust quality and many aspects of the form typical of Italianate porches. The concrete base of the porch is not original.</p> <p>Cultural Heritage Value: Design for the fine craftsmanship and artistry displayed in the masonry and porch of the house</p>	<p>Because the house is set far back from the road, turbines P037 and P038 likely do not form a significant part of its view shed.</p> <p>Mitigation: None recommended</p>
21403 Huffman Rd., Harwich		<p>A relatively rare example of a modest Gothic Revival farmhouse that has retained its original verge boards. The house also features the narrow gable dormer of the area. Rather regrettably from a heritage perspective, the verandah and the window that opens onto it have been altered.</p> <p>Cultural Heritage Value: Design value as a representative example of a regional farmhouse type and as an example of fine craftsmanship.</p>	<p>Turbines P037 and P038 form part of the building's view shed, though the closer of the two is ¾ km distant.</p> <p>Mitigation: None recommended</p>
9729 Burk Line, Harwich		<p>A church adapted to a home, this building displays particularly fine brickwork, seen in the four-bay arcade along the sides of the building and the corbelled frieze outlining the front gable. An unsympathetic and rather dilapidated frame addition has been added to the front of the building.</p> <p>Cultural Heritage Value: Design value for the craftsmanship and artistry displayed in the masonry; potential historical value for its association with the history of area churches.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
9632 Burk Line, Harwich		<p>A gabled, L-shaped farmhouse that probably dates from the late nineteenth century.</p> <p>Cultural Heritage Value: Design value as a representative example of a farmhouse type.</p>	<p>Although it is proposed that turbine P039 be situated only about 3/8 km south of the house, the turbine will likely reflect the industrial quality of the new buildings in the farmstead.</p> <p>Mitigation: None recommended;</p>

Table 15: Built Heritage Site in Sub-area 12

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
20415 Communicatio n Road, Harwich		<p>This house, in the traditional farmhouse style that displays a cross gable holding a window, over the front door, is unusual in its relatively low eaves. Though clad in modern siding, it retains its silhouette and fenestration pattern.</p> <p>Cultural Heritage Value: Design value as a representative example of a farmhouse type.</p>	<p>Turbines P120 and P042 will be within the view shed of the house, the closest at a distance of about ¾ km. Though the access road is near the house, on its southeast side, it will not affect the building's heritage value.</p> <p>Mitigation: None recommended</p>

6.1.3.4.10 Sub-Area 13

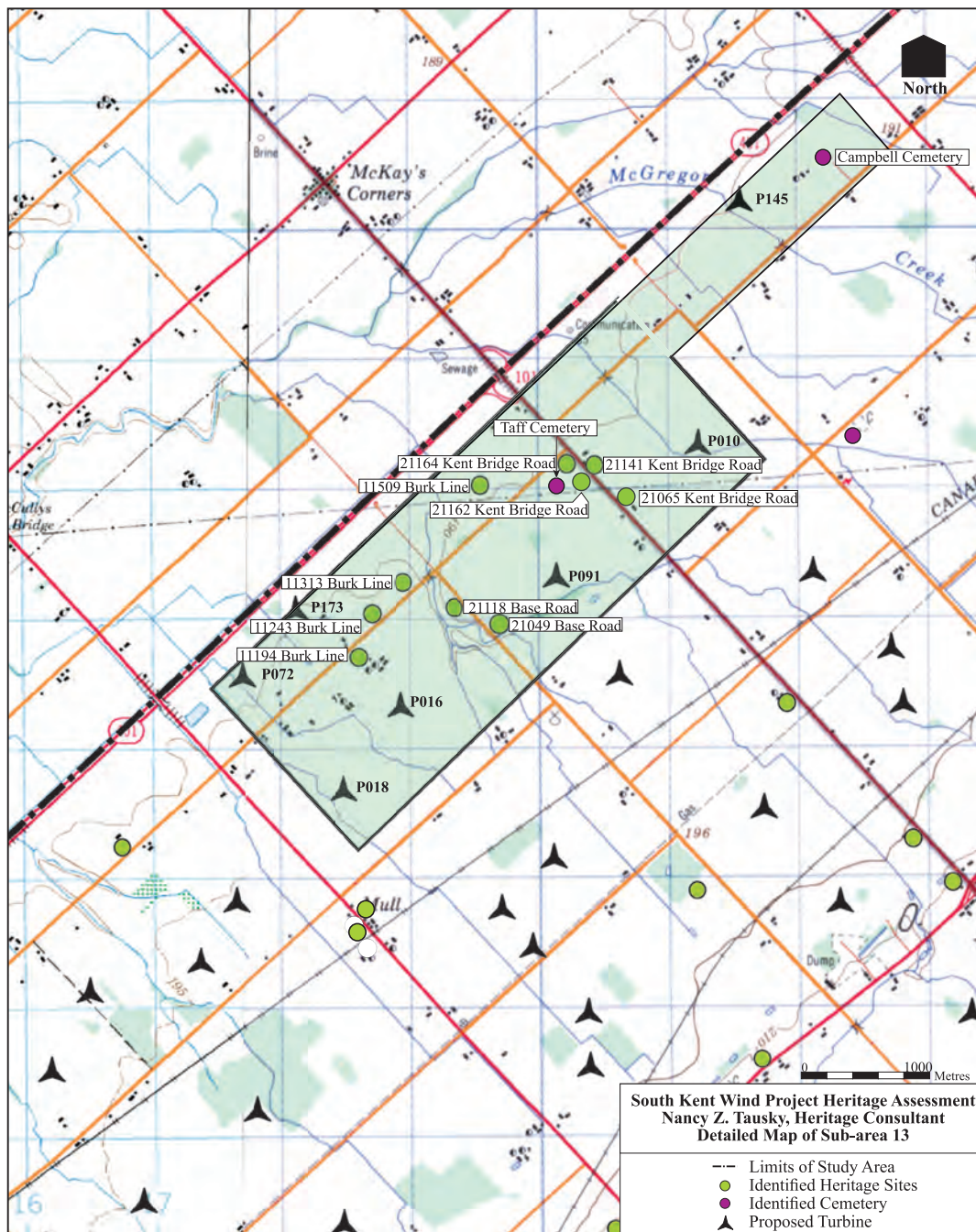








Figure 78: Map showing built heritage sites in Sub-area 13


Table 16: Built Heritage Sites in Sub-area 13

It should be noted that the most of the buildings north, east, and west of Turbine P091 date from the nineteenth century, some from mid-century or earlier. Although a major transmission line already crosses the area, the intrusion of large-scale technology into the area has a negative impact on the nineteenth-century ambience.

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
11194 Burk Line, Harwich		<p>A square brick structure at the end of a long avenue, this house has a symmetrical three-bay façade, a doorway with an elaborate broken pediment, and dormer windows facing in at least three directions.</p> <p>Cultural Heritage Value: Contextual value for its visual relationship with its domestic landscape.</p>	<p>Turbine P016 will be in the view shed of the house, at a distance of less than 3/8 km., but a modern grain elevator will make the technical intrusion compatible with the farmyard.</p> <p>Mitigation: None recommended</p>
11243 Burk Line, Harwich		<p>A gabled, T-shaped farmhouse, with the steep slate roof frequently found on late 19th-century farmhouses. The house has the characteristic voussoirs of the area, and, with its three original chimneys, a striking silhouette. Some window alterations have changed the appearance of the ground floor.</p> <p>Cultural Heritage Value: Design value as a representative example of a farmhouse type</p>	<p>Turbines P173 and P016 will both be in the view shed of the house, seen in different directions, though present plantings provide some screening. Plans show both turbines located approximately 5/8 km from the building.</p> <p>Mitigation: None recommended.</p>
11313 Burk Line, Harwich		<p>A very well preserved gabled farmhouse, with particularly interesting features such as its combination stone and brick voussoirs, its ornate porch, and a fish scale slate roof.</p> <p>Cultural Heritage Value: Design value as a well preserved representative example of a farmhouse type.</p>	<p>Turbines P173 and P091 will be in the view shed of this building, the latter partially shielded by plantings on the property. Turbine P173 is about 3/4 km away.</p> <p>Mitigation: It is recommended that, if possible, turbine 091 be moved further south, reducing its impact on historic buildings along Burk Line, Base, Raod, and Kent Bridge Road.</p>

<p>11509 Burk Line, Harwich</p>		<p>Situated very far back from Burk Road, this farmhouse is quite early, as indicated in part by the three-bay gable façade and an entranceway featuring sidelights and a dormer.</p> <p>Cultural Heritage Value: Design value as an early example of a farmhouse type; historical value for its association with area agricultural history; contextual value for links with its rural neighbourhood of early farmhouses and farm buildings.</p>	<p>Turbine P091 is directly in the view shed of this house, at a distance of approx. ¼ km, although current plantings will provide future screening.</p> <p>Mitigation: It is recommended that, if possible, turbine 091 be moved further south, reducing its impact on historic buildings along Burk Line, Base, Raod, and Kent Bridge Road.</p>
<p>21118 Base Road, Harwich</p>		<p>An early Ontario cottage, with sidelights and an elliptical transom. The house also has a 2-ft. thick stone foundation.</p> <p>Cultural Heritage Value: Design value as an early and well proportioned example of an Ontario cottage; contextual value for links with its rural neighbourhood of early farmhouses.</p>	<p>Turbine P091 is within the view shed of this property, at a distance of approximately 5/8 km.</p> <p>Mitigation: It is recommended that, if possible, turbine 091 be moved further south, reducing its impact on historic buildings along Burk Line, Base, Raod, and Kent Bridge Road.</p>
<p>21049 Base Road, Harwich</p>		<p>A traditional centre-gable farmhouse with its original window and door locations, except on the southeast side of the house where a red brick addition has been added. The farmyard extends some distance behind the house.</p> <p>Cultural Heritage Value: Design value as an early example of a farmhouse type; historical value for its association with area agricultural history; contextual value for links with its rural neighbourhood of early farmhouses and farm buildings and its farmstead layout.</p>	<p>Turbine P091 is directly behind this building, at a distance of about ½ km. The view of the turbine is partially obscured by plantings in place.</p> <p>Mitigation: It is recommended that, if possible, turbine 091 be moved further south, reducing its impact on historic buildings along Burk Line, Base, Raod, and Kent Bridge Road.</p>

<p>21164 Kent Bridge Road, Harwich</p>		<p>The extremely shallow gable roof of this house suggests an early date of construction. Its architectural value is somewhat diminished by modern siding and some changes in window placement.</p> <p>Cultural Heritage Value: Design value as an early example of a farmhouse type; historical value for its association with area agricultural history; contextual value for links with its rural neighbourhood of early farmhouses and farm buildings.</p>	<p>Turbines P091 and P010 are within a km. of this building, but plantings in place partially obscure the views of both.</p> <p>Mitigation: It is recommended that, if possible, turbine 091 be moved further south, reducing its impact on historic buildings along Burk Line, Base, Raod, and Kent Bridge Road.</p>
<p>21141 Kent Bridge Road, Howard</p>		<p>A modest brick house, its elaborate voussoirs revealing its ties to local building tradition.</p> <p>Cultural Heritage Value: Contextual Value for links with area architectural and agricultural traditions.</p>	<p>Turbines P091 and P010 are within the view shed of this building, at a distance of approx.. ¾ km.</p> <p>Mitigation: It is recommended that, if possible, turbine 091 be moved further south, reducing its impact on historic buildings along Burk Line, Base, Raod, and Kent Bridge Road.</p>
<p>21162 Kent Bridge Road, Harwich</p>		<p>Despite some unfortunate additions, this turn-of-the-20th-century home provides an interesting vernacular example of the T-shaped farmhouse. It combines period ground floor windows, featuring stained glass in the transoms, with earlier Gothic Revival verge-boards (at least one of which is original). The incorporation of the bay window with the front porch, which also appears original, is unique.</p> <p>Cultural Heritage Value: Design value as an late example of a representative farmhouse type; historical value for its association with area agricultural history; contextual value for links with its rural neighbourhood of 19th-century farmhouses and farm buildings.</p>	<p>The house is screened from turbine P091 which is about 7/8 km. away.</p> <p>Mitigation: It is recommended that, if possible, turbine 091 be moved further south, reducing its impact on historic buildings along Burk Line, Base, Raod, and Kent Bridge Road.</p>

<p>21065 Kent Bridge Road, Howard</p>		<p>A relatively modest example of a brick farmhouse in the area, this dwelling nevertheless features the elaborate regional voussoirs that adopt the shape of Tudor hood-moulds.</p> <p>Cultural Heritage Value: Contextual Value for links with area architectural and agricultural traditions.</p>	<p>The direct impacts of turbines P091 and P010 will be relatively negligible.</p> <p>Mitigation: None recommended</p>
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6.1.3.4.11 Sub-Area 14

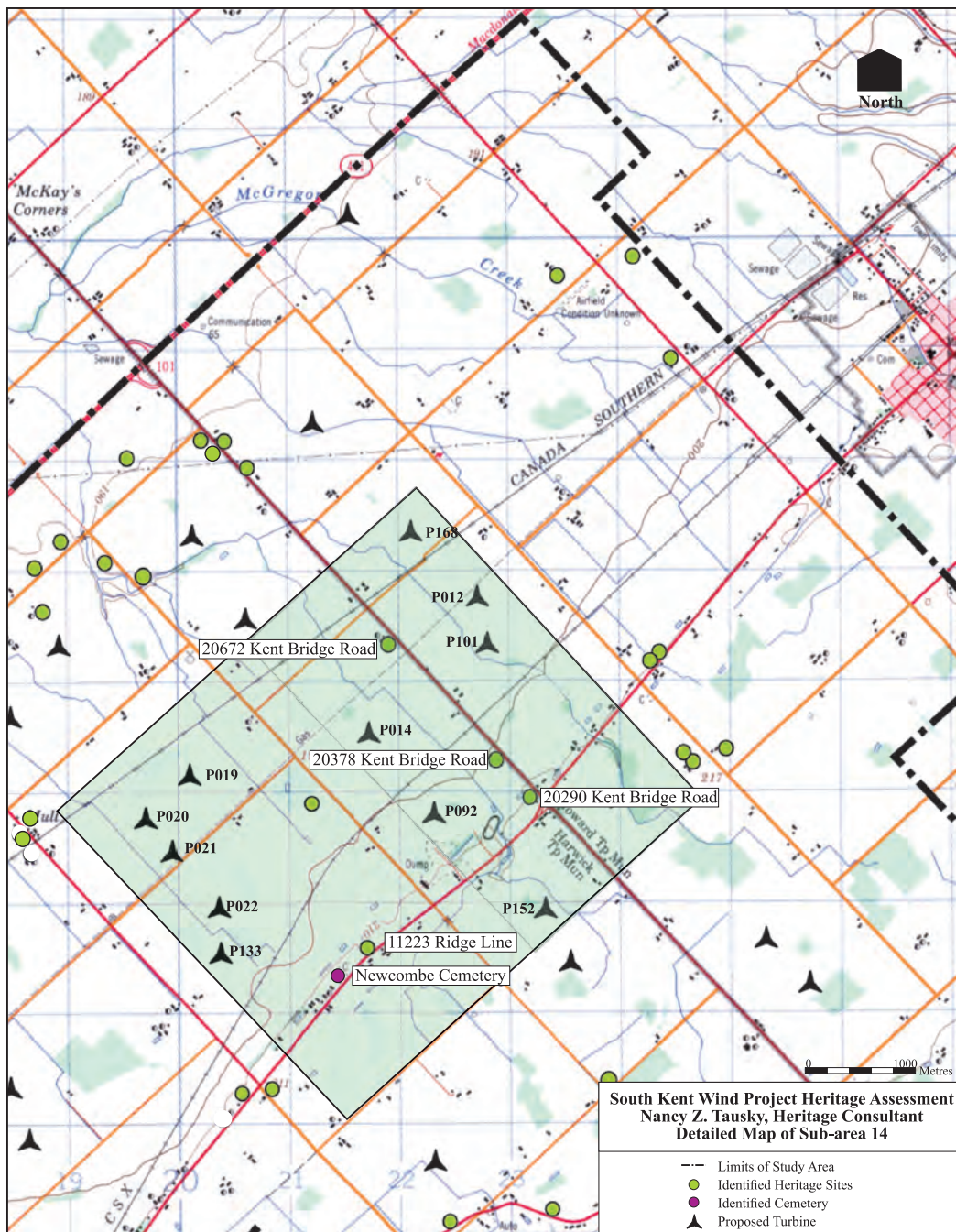







Figure 79: Map showing built heritage sites in Sub-area 14

Table 17: Built Heritage Sites in Sub-area 14

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
20672 Kent Bridge Rd., Harwich		<p>The particularly valuable feature of this traditional Victorian home is its carved verge board. Like some others still found further south in the Community of Harwich, the design elaborates on a strut motif influenced by the Stick Style.</p> <p>Cultural Heritage Value: Design value as a representative farmhouse type.</p>	<p>View sheds from the house are affected by turbines P014, P012, and P101, but all are close to a kilometer away.</p> <p>Mitigation: None recommended</p>
20378 Kent Bridge Rd., Harwich		<p>An early three-bay farmhouse, which reveals its vernacular origins in its asymmetrical façade. The concrete porch is a twentieth-century addition.</p> <p>Cultural Heritage Value: Design value as an early vernacular example of a representative farmhouse type.</p>	<p>Turbine P092 will be almost directly behind the house, at a distance of about ¼ km.</p> <p>Mitigation: it is recommended that a screen of trees be planted, with the owner's consent.</p>
20290 Kent Bridge Road, Harwich		<p>A substantial early three-bay farmhouse that has retained its fenestration pattern and silhouette, despite its modern siding. The house was built for the Mills family around 1850 (Anderson: 42).</p> <p>Cultural Heritage Value: Design value as an early representative of a farmhouse type; historical value for its association with pioneer families and early settlement patterns</p>	<p>Across Ridge Road and its small accumulation of buildings, turbine P152 will not have a significant impact on the view shed of the house at 20290 Kent Bridge Road.</p> <p>Mitigation: None recommended</p>
20544 Base Road, Harwich		<p>Designed by Blenheim architect Walter Stewart and built in 1969, this modern stone house is built around a series of overlapping circles, allowing for innovative exterior and interior designs.</p> <p>Cultural Heritage Value: Design value for its artistic merit; historical value as the work of a well-known local architect.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>

<p>11223 Ridge Line, Harwich</p>		<p>The 5-bay first-storey façade of this house is reminiscent of the earliest Georgian houses in the area, which typically featured five bays. It is tempting to suspect that the ½ storey above, like the concrete-block verandah railing, is a later addition. The barn behind appears to be a smoke barn of the sort characteristically found in the area.</p> <p>Cultural Heritage Value: Design value as exemplifying a characteristic early feature; contextual value for its historical link to its surroundings</p>	<p>Turbine P133 is within the viewshed of this farmstead, but a kilometer away and partially screened by trees and the former Canada Southern Railway right-of-way.</p> <p>Mitigation: None recommended</p>
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6.1.3.4.12 Sub-Area 15

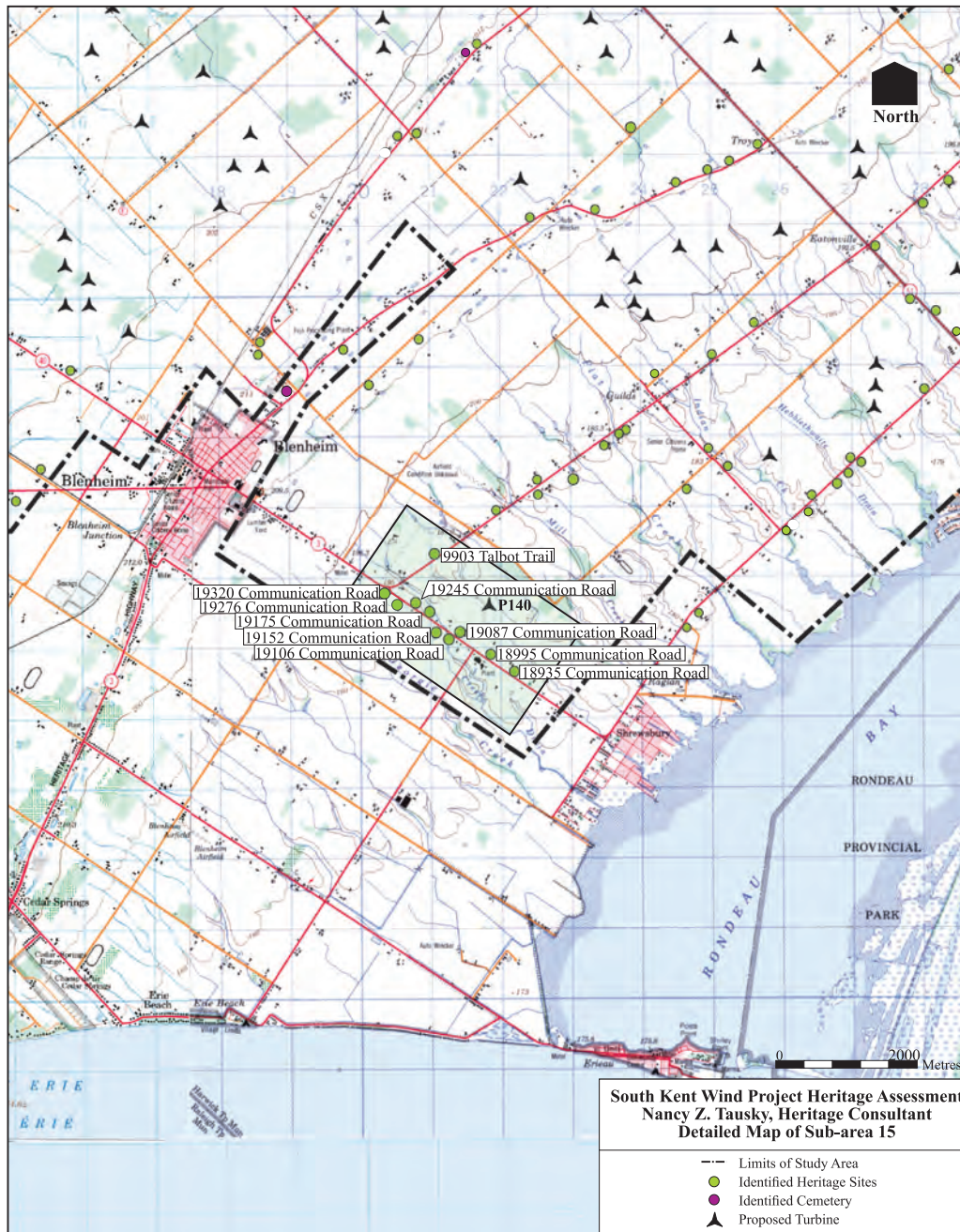










Figure 80: Map showing built heritage sites in Sub-area 15



There is an impressive collection of built heritage sites along the part of Communication Road included in this sub-area. They range from modest, very early structures to Late Victorian and early 20th-century farmhouses of considerable style and size.

Table 18: Built Heritage Sites in Sub-area 15

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
9903 Talbot Trail, Harwich		<p>A four-square house, probably dating from the early 20th century, that is of some importance because of the way concrete blocks are used for quoins, porch posts, and railings – a somewhat distinctive local practice.</p> <p>Cultural Heritage Value: design value because of the characteristic local use of materials.</p>	<p>Turbine P140 is within the view shed of the house, at a distance of about ¾ km.</p> <p>Mitigation: None recommended</p>
19320 Communication Road, Harwich		<p>Whittington House, with steep gables inherited from the Gothic Revival tradition, gains presence at the corner of Old Street Line from the grounds that extend around the house. Silver maples that are at least 80 years old line Communication Road along the front of the property.</p> <p>Cultural Heritage Value: Design value as a representative example of a farmhouse type; contextual value for its corner siting and relationship to its domestic landscape.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
19276 Communication Rd., Harwich		<p>This substantial red brick four-square, dating from the early 20th century, breaks from the norm in its blatant use of a balanced rather than a symmetrical façade.</p> <p>Cultural Heritage Value: Design value for its effective interpretation of the four-square form.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>

<p>19245 Communication Road, Harwich</p>		<p>The Harwich S.S. #5 1/2 school house, now ingeniously incorporated into a house and workshop , features intricate corbelling along the rooflines of both the main building and the porch. As a school, it has an important history within the community.</p> <p>Cultural Heritage Value: Design value for the masonry craftsmanship displayed on its façade; historical value for its role in the education history of Harwich.</p>	<p>Turbine P140 is in the view shed of the school/house, but at a distance of approximately 1 km.</p> <p>Mitigation: None recommended</p>
<p>19175 Communication Rd., Harwich</p>		<p>A handsome brick and frame house, probably dating from c. 1920, is conventionally divided from its attendant barnyard by a drive and concrete block milk shed. Though later than many of its neighbors, the house blends the shallow roof and prominent eaves of earlier styles with the shortened columns and blatant play with textures typical of the later period.</p> <p>Cutlural Heritage Value: Architectural value for the innovative period revival design of the house and the historic outbuildings on the property; historical value for the property's association with the area's agricultural history; contextual value for the layout of the farmstead.</p>	<p>Though partly screened by existing plantings, turbine P140 will be in the view shed of this farmstead, at a distance of approximately 7/8 km.</p> <p>Mitigation: It is recommended that the screen of trees be enhanced, with the property owner's permission.</p>
<p>19132 Communication Rd., Harwich</p>		<p>Even with alterations that have affected window and door openings, this early farmhouse not only retains its original silhouette but also has the unusual virtue of retaining its original verge board.</p> <p>Cultural Heritage Value: Design value as a representative example of a farmhouse type interpreted in the Gothic Revival style; historical value for associations with the area's farming history.</p>	<p>Turbine 140 will be partially screened from this property, separated by the road, and roughly 1 km away.</p> <p>Mitigation: None recommended</p>




<p>19087 Communication Rd., Harwich</p>		<p>This exuberant Queen Anne Revival house combines typical features of the style in a manner that is both unusually elaborate and tastefully proportioned. The characteristically varied footprint is enhanced by the hexagonal south end of the main wing, echoing the shape of the bow window in front. The wood carving throughout is well preserved, ornate, robust, and contained. The house sits within extensively landscaped grounds of its own; they include a large birch tree that is probably over 80 years old – a rare age for a birch. The extensive barnyard is positioned across the lane to the east.</p> <p>Cultural Heritage Value: Architectural value as an artistic local interpretation of the Queen Anne Style and as a venue for the display of excellent craftsmanship; historical value for its association with the linked agricultural/social history of the area; contextual value for the relationship between the house and the farmstead layout, a magnified version of the usual domestic landscape and farmstead.</p>	<p>Turbine P140 will sit directly behind the house, somewhat over ½ km away, and the access road at the northern boundary of the lot. The house will probably be screened from both by existing planting.</p> <p>Mitigation: None recommended</p>
<p>19106 Communication Rd., Harwich</p>		<p>Probably dating from around the 1850s when it appears to have been built for the Enoch Stevens family, this house retains its profile and fenestration patterns.</p> <p>Cultural Heritage Value: Design value as an early example of a vernacular farmhouse type; historical value for associations with the pioneering Stevens family and the early settlement of the area.</p>	<p>The house is now screened from the proposed position of turbine P140.</p> <p>Mitigation: None required.</p>





<p>18995 Communication Rd., Harwich</p>		<p>A modest vernacular farmhouse, probably dating from c. 1900. The steps and one-storey north wing are later additions, but the house is otherwise relatively intact.</p> <p>Cultural Heritage Value: Design value as a vernacular c.1900 regional farmhouse style.</p>	<p>Turbine P140 is within the view shed of this house, but at a distance of approximately 7/8 km.</p> <p>Mitigation: None recommended</p>
<p>18935-18937 Communication Rd., Harwich</p>		<p>This substantial, well-preserved Gothic Revival house, the home of the Huffman family, is particularly notable for its exquisite verge boards. LISTED IN THE MUNICIPAL HERITAGE REGISTRY (See section 6.1.1.)</p> <p>Cultural Heritage Value: Design value for the outstanding Gothic Revival features of the house; historical value as the home of the Huffman family and thus of Blake Huffman, federal MP from 1949-1958; contextual reasons for its relationship with the extremely fertile surrounding farmland.</p>	<p>Turbine P140 will be clearly visible about 1 km away.</p> <p>Mitigation: It is recommended that new plantings ensure a screen of tree between the house and the turbine site.</p>









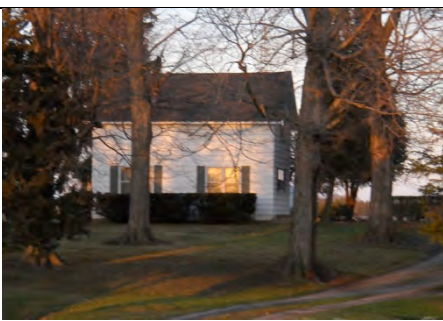
Along New Scotland Line, east of Mull Road, is a remarkable collection of very substantial farm houses and farm complexes dating from the late nineteenth and early twentieth centuries. Unlike those along Communication Road mentioned in relation to sub-area 15, these have a good deal in common. They are large and red brick, and most have the relative simplicity of buildings influenced by Edwardian Classicism. They attest, collectively, to a period of considerable agricultural prosperity in this area.




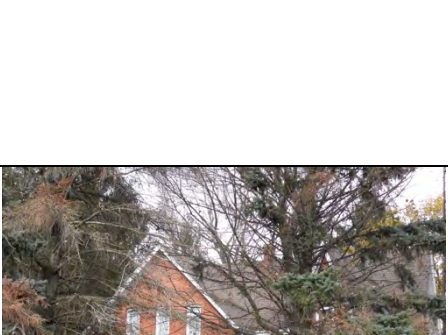
Table 19: Built Heritage Sites in Sub-area 16

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
11648 Talbot Trail, Howard		Former hotel/dance hall in Eatonville. LISTED IN MUNICIPAL HERITAGE REGISTER (See section 6.1.1.) Cultural Heritage Value: Historical value as a former hotel and as a site for the incarceration of Japanese citizens during World War II; architectural value for its interior Art Deco features; contextual value as a landmark.	Negligible. Mitigation: None recommended
11856 Talbot Trail, Howard		An early version of the centre-gable farmhouse. Despite modern cladding and some window changes, the house and the gables have unusually elegant proportions. Cultural Heritage Value: Design value as an early and well proportioned example of a farmhouse type.	Turbines P118 and P138 are within the view shed of this house, at a distance of about 7/8 km. Mitigation: The planting of a screen of trees is recommended.
11934 Talbot Trail, Howard		An unusually early (c. 1830) and substantial (2-storeys, with 5 bays) house in Chatham-Kent, this Classical Revival home was built for the prosperous Trudgen family. LISTED IN THE MUNICIPAL HERITAGE REGISTER (See section 6.1.1.) Cultural Heritage Value: Historical value for its association with the prosperous pioneer Trudgen family and for the size of the house given its early date (c. 1830); architectural value for its Classical Revival characteristics.	Turbines P118 and P138 are within the view shed of this house, but at a distance of approximately 1 km. Mitigation: None recommended

<p>18920 Kent Bridge Road, Harwich</p>		<p>Probably dating from around the end of the Edwardian period, this house combines Queen Anne Revival motifs, such as shingled gables, with the more restrained rectangular house then coming into fashion.</p> <p>Cultural Heritage Value: Architectural value as a well artistic transitional design.</p>	<p>The house is protected by trees from a view of turbine P106 about ¼ km to its rear, but turbines P118 and P105, roughly the same distance away, will be in its view shed to the east.</p> <p>Mitigation: None recommended</p>
<p>18853 Kent Bridge Road, Howard</p>		<p>A late Queen Anne Revival farmhouse with concrete block quoins, porch posts, and porch railing – an unusual combination that was relatively popular in this area.</p> <p>Cultural Heritage Value: Design value as a representative regional late Queen Anne Revival House, featuring a distinctive local combination of materials; historical value for its association with the agricultural/social history of the area.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
<p>11483 New Scotland Line, Harwich</p>		<p>A substantial farmhouse influenced by Edwardian Classicism, as shown by its relatively simple roofline, its Doric columns, its classical balusters, and the allusion in the gable to a Palladian window.</p> <p>Cultural Heritage Value: Design value as a representative local variation of the Queen Anne Revival style; historical value for its association with the neighbourhood's agricultural/social history; contextual value in supporting the character of the New Scotland Line neighbourhood.</p>	<p>Largely screened by existing plantings from views of turbines P106, P107, and P171.</p> <p>Mitigation: None recommended</p>
<p>11216 New Scotland Line, Harwich</p>		<p>An Edwardian farmhouse that retains its slate roof, its regional concrete block porch, and an embellished Palladian window in its gable.</p> <p>Cultural Heritage Value: Design value as a representative local variation of the Queen Anne Revival style; historical value for its association with the neighbourhood's agricultural/social history; contextual value in supporting the character of the New Scotland Line neighbourhood.</p>	<p>Turbine P171 will be in the view shed of this building, at a distance of about ¼ km.</p> <p>Mitigation: None recommended</p>

<p>11197 New Scotland Line, Harwich</p>		<p>An early 20th-century 4-square brick house with concrete block quoins. The Doric columns of the porch are appropriate to the period.</p> <p>Cultural Heritage Value: Design value as a representative local variation of the Queen Anne Revival style; historical value for its association with the neighbourhood's agricultural/social history; contextual value in supporting the character of the New Scotland Line neighbourhood.</p>	<p>Turbine P171 will be in the view shed of this building, at a distance of about ¾ km.</p> <p>Mitigation: None recommended.</p>
<p>11170 New Scotland Line, Harwich</p>		<p>This farmhouse achieves the picturesque ideal of appearing to be a cohesive composite of different parts added at different times, though in fact the front part of the building is all of a piece. Facing the road, a gabled octagonal wing, probably dating from around the end of the 19th-century, appears to share the gable end of a conventional rectangular farmhouse with an intricate period porch.</p> <p>Cultural Heritage Value: Design value as a unique example of a late 19th-century Gothic Revival house; historical value for its association with the neighbourhood's agricultural/social history; contextual value for its relationship to its farmstead and its role in supporting the character of the New Scotland Line neighbourhood.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
<p>11124 New Scotland Line, Harwich</p>		<p>This four-square farmhouse has bracketed eaves derived from the Arts and Crafts movement. The farmyard extends behind and around the west side of the house; a tobacco smoke-barn can be seen here in the background.</p> <p>Cultural Heritage Value: Design value as a representative local variation of the early 20th-century four-square; historical value for its association with the neighbourhood's agricultural/social history; contextual value in supporting the character of the New Scotland Line neighbourhood.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>

<p>11049 New Scotland Line, Harwich</p>		<p>Bay View was built for the Soper family, a prosperous farming family, in 1877. Its elegance, clearly seen in its verge boards and bay windows, extends even to the flared roof. LISTED IN THE MUNICIPAL HERITAGE REGISTER (See section 6.1.1.)</p> <p>Cultural Heritage Value: Design value for its unique interpretation of the Gothic Revival style; historical value for its association with successful farming Soper family; contextual value as the oldest of the group of substantial rural residences along New Scotland Line.</p>	<p>Because this building sits on a slight rise, turbine P139 will be clearly within its view shed. The property of the house abuts that on which turbine P138 will be situated.</p> <p>Mitigation: It is recommended that, if possible, turbine P139 be moved further from the properties near the corner of New Scotland Line and Mull Road; as a secondary option, it is recommended that trees be planted where necessary along the back and side of the house to screen the turbine.</p>
<p>11014 New Scotland Line, Harwich</p>	 	<p>Resembling its neighbors in the Edwardian details and massiveness of its house, the farmstead at 11014 New Scotland Line boasts an unusually large number of tobacco smoke barns. They are characteristically situated across the drive to the house, allowing the barnyard to occupy a distinctly separate space.</p> <p>Cultural Heritage Value: Design value as a representative local variation of the Queen Anne Revival style; historical value for its association with the neighbourhood's agricultural social history; contextual value in exemplifying a typical farmstead layout entertained on an unusually massive scale and in supporting the character of the New Scotland Line neighbourhood.</p>	<p>Turbine P139 is clearly within the view shed of the house.</p> <p>Mitigation: It is recommended that, if possible, turbine P139 be moved further from the properties near the corner of New Scotland Line and Mull Road; as a secondary option, it is recommended that trees be planted along the side of New Scotland Line to screen the turbine.</p>
<p>18937 Mull Road, Harwich</p>		<p>An early farmhouse, as indicated by its roofline and proportions, with several alterations.</p> <p>Potential Cultural Heritage Value as an early example of early farmhouse construction in the area.</p>	<p>Turbine P139 is within view, but partially screened by existing trees.</p> <p>Mitigation: None recommended</p>

19005 Mull Road, Harwich		<p>Aside from the addition of a front storm porch, this early farmhouse has retained its silhouette and symmetrical fenestration pattern.</p> <p>Cultural Heritage Value: Design value as an early example of a farmhouse type.</p>	<p>Negligible</p> <p>Mitigation: None required.</p>
10782 Sinclair Road, Harwich		<p>Although crucial elements of this Edwardian farmhouse have been obscured by the enclosed porch, the house is notable for its rock-faced brick voussoirs.</p> <p>Cultural Heritage Value: Design value as a representative example of a late 19th-century farmhouse type in the area and for its use of facing materials.</p>	<p>Negligible</p> <p>Mitigation: None required</p>
10942 New Scotland Line, Harwich		<p>A modest brick farmhouse without its large northern addition, this building features textured brick voussoirs below their hood-moulds, an unusual variation on the regional voussoirs. Tobacco smoke barns form a prominent part of the farmstead.</p> <p>Cultural Heritage Value: Historical value for its ties to the agricultural history of the area; Contextual value for its extensive farmstead layout and for its role in supporting the character of its area.</p>	<p>Turbine P139 is within the view shed of this house.</p> <p>Mitigation: It is recommended that, if possible, turbine P139 be moved further from the properties near the corner of New Scotland Line and Mull Road; as a secondary option, it is recommended that trees be planted along the side of New Scotland Line to screen the turbine.</p>
18777 Kent Bridge Road, Howard		<p>This substantial T-shaped farmhouse features a relatively unusual three-bay gable. The stone porch, probably a later addition, has been partially enclosed.</p> <p>Cultural Heritage Value: Design value as a variation of a representative farmhouse type; historical value for its associations with the area's agricultural history.</p>	<p>The house is screened from turbines P105 and P106, both of which lie within a 1 km. radius.</p> <p>Mitigation: None recommended.</p>

6.1.3.4.14 Sub-Area 17

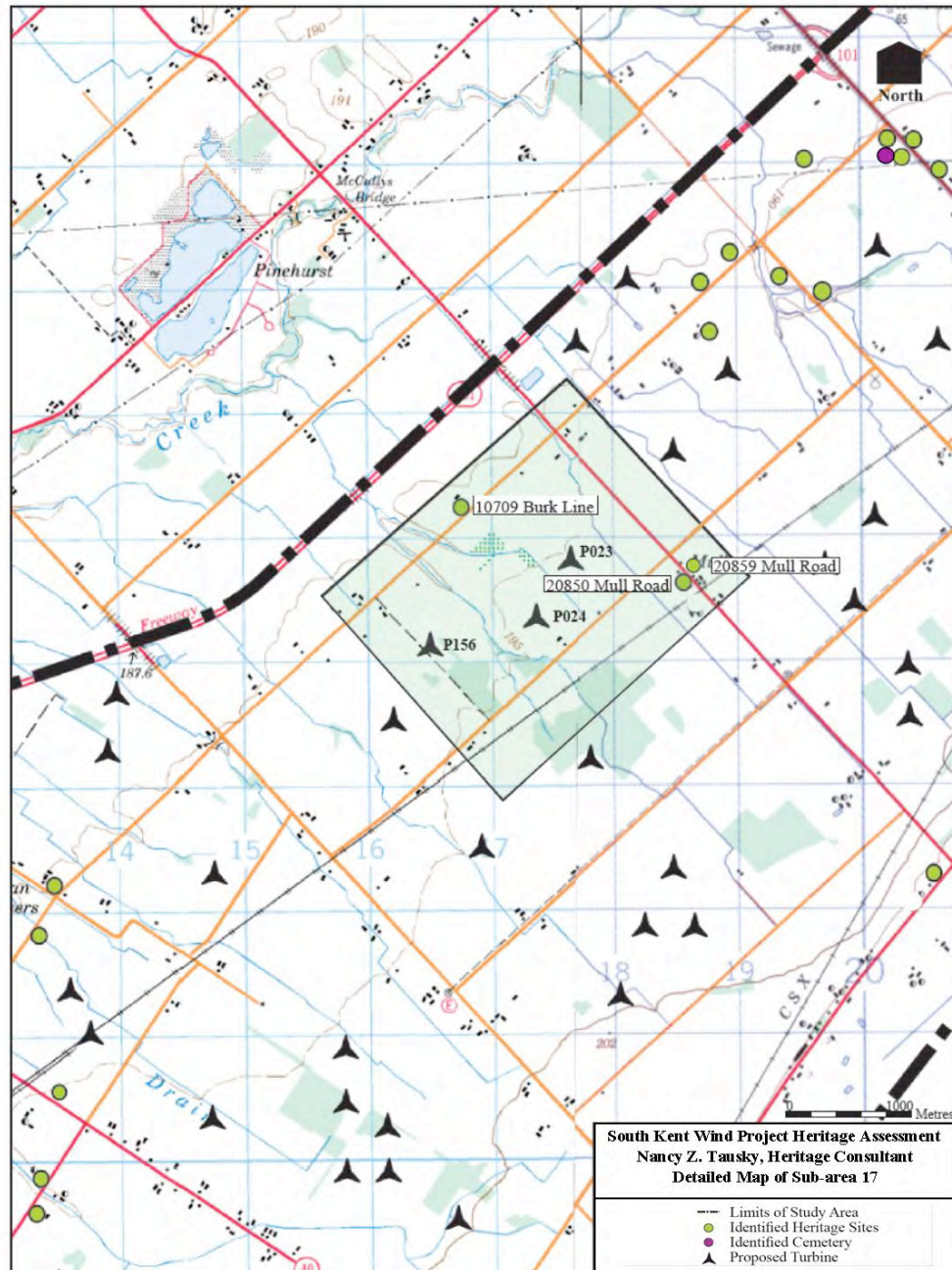





Figure 82: Map showing built heritage sites in Sub-area 17

Table 20: Built Heritage Sites in Sub-area 17

This sub-area envelopes the village of Mull, which still contains several homes dating from its more active past, though most have been considerably altered. Because Mull was essentially a railway town, the 230 kV transmission line along the course of the old tracks will have a strong visual impact on the village.

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
10709 Burk Line, Harwich		<p>With its symmetrical format, shallow roof, and returned eaves, this 1½-storey house appears quite early. It is given particular distinction by the Flemish Bond used on its front façade. The storm porch is obviously a later addition.</p> <p>Cultural Heritage Value: Design value as an early example of a farmhouse type that shows particular artistic awareness on the part of the mason.</p>	<p>Turbines P023, P024, and P 156 are all within the view shed of the building, but at distances of nearly 1 km.</p> <p>Mitigation: None recommended</p>
20850 Mull Road, Harwich		<p>The former Mull General Store, with its original tin siding imitating concrete blocks and concrete quoins. The front has been re-surfaced, but the apertures appear to be in their original positions.</p> <p>Cultural Heritage Value: Design value as a rare remnant of a small-town commercial building in the study area and as an example of building clad in tin pressed to look like cement blocks; historical value for its associations with the history of Mull; contextual value in providing a visual link to the history of the village.</p>	<p>Next to the former railway line, the old store will be immediately next to the 230 kV transmission line. No significant impact from turbines.</p> <p>Mitigation: It is recommended that the steel poles of the transmission line be placed as far distant as possible from the Mull Road, thus reducing their impact on the village.</p>
20859 Mull Road, Harwich		<p>A modest house with the symmetrical 3-bay façade and with window and door lintels reaching nearly to the low eaves – both characteristics found in very early homes.</p> <p>Cultural Heritage Value: Design value as an early house type; contextual importance in providing a visual reminder of Mull's historic character.</p>	<p>The eastern substation will be situated about ¾ km behind this building and the 230 kV transmission line will pass close by at it goes through the old railroad town of Mull. The impact from the turbines is negligible.</p> <p>Mitigation: It is recommended that the steel poles of the transmission line be placed as far distant as possible from the Mull Road, thus reducing their impact on the village.</p>

6.1.3.4.15 Sub-Area 18

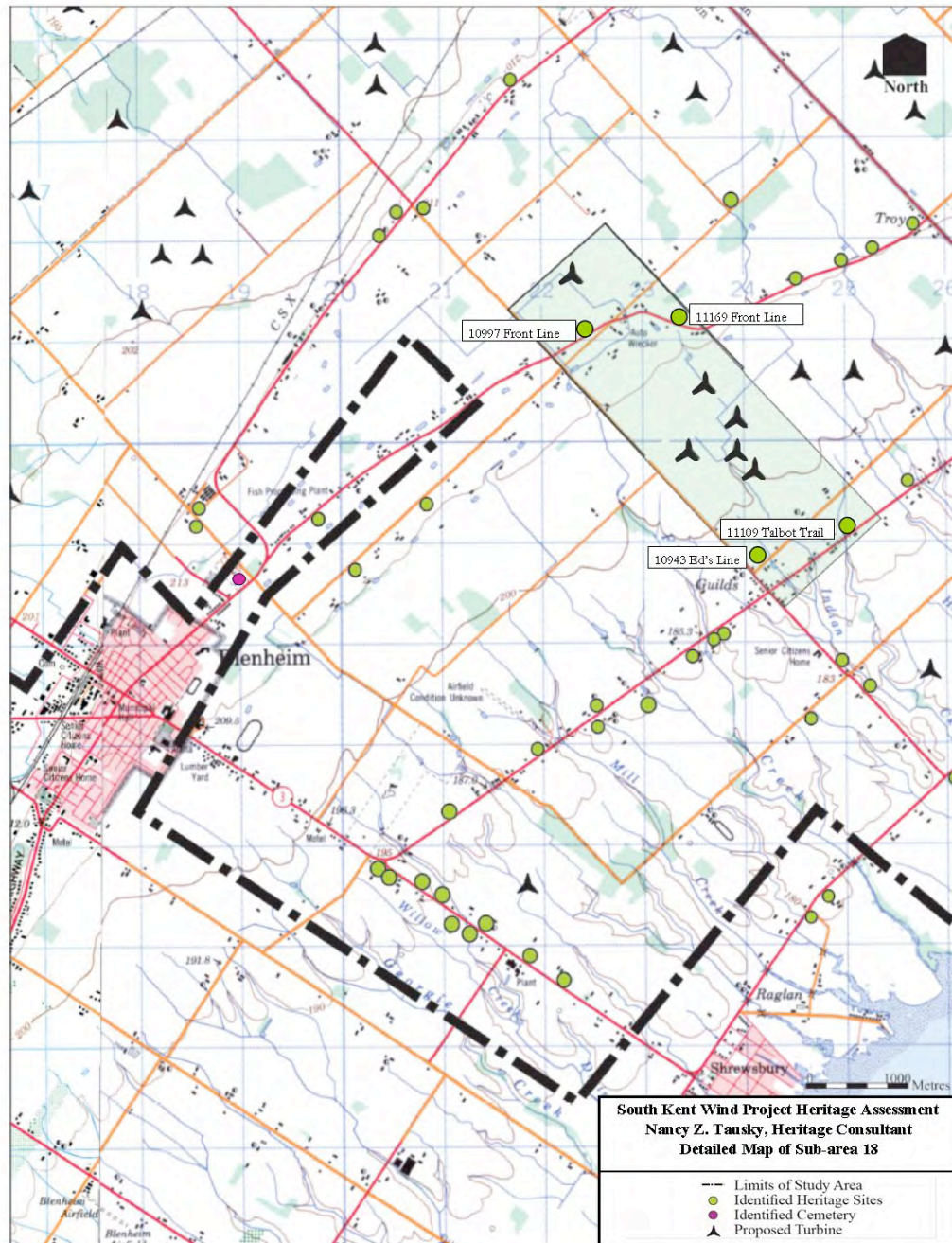





Figure 83: Map showing built heritage sites in Sub-area 18

Table 21: Built Heritage Sites in Sub-area 18

ADDRESS	PHOTOGRAPH	DESCRIPTION/SIGNIFICANCE	IMPACT/ MITIGATION
10997 Front Line, Harwich		<p>A Georgian Revival house, probably from around 1935, the now vacant building features several well designed details (such as the oculus between chimney flues). The porch, which may date from a slightly later period, is of brick and cobblestone on a concrete-block foundation.</p> <p>Cultural Heritage Value: Design value as a unique example of a period revival house that combines materials in an innovative way.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
11169 Front Line, Harwich		<p>This pleasingly eclectic Victorian farmhouse boasts an original slate roof, corbelled chimney, an intricate Gothic Revival verge board, ornamental brickwork in the gable, and robust Italianate porch posts and lintels at both the front and back doors.</p> <p>Cultural Heritage Value: Design value as a representative example of a vernacular farmhouse of the late 19th century.</p>	<p>Negligible</p> <p>Mitigation: None recommended</p>
10943 Ed's Line, Harwich		<p>Despite its modern siding, the house at 10943 Ed's Line possesses the fine proportions, shallow roof line, and symmetry of a house likely dating from the middle of the nineteenth century.</p> <p>Cultural Heritage Value: Design value as an early example of a farmhouse type; contextual value for its historical link to the village of Guilds.</p>	<p>Turbine P008 lies approximately ¾ km. north of the house, but, like many houses in the area, this one is quite well screened from its environment.</p> <p>Mitigation: None recommended</p>

6.1.4 Cemeteries

Cemeteries contain elements of built heritage and also qualify as cultural landscape sites. Like all places of human burial, the cemeteries themselves are protected by the *Ontario Cemeteries Act*; their sites should also to be respected with buffering where necessary from unsympathetic adjacent sites.

Kent County has 115 cemeteries. Its oldest burying ground is Craford in Dover Township; and its most ancient headstone that of Mary Roe, 1827. The cemeteries in this County follow a similar pattern to other rural areas of Ontario, an evolution from the predominance of religious and ‘communal’ cemeteries, towards the cemetery as a beautiful ‘rural’ ideal. (Hall & Bowden 1986;14) Many of the oldest cemeteries in the county, referred to as ‘pioneer cemeteries’, are lost. With community volunteer organizations such as *the CKCemeteries Restoration/Preservation Project* working to document and preserve pioneer cemeteries, it has been possible to identify a number of cemeteries in the study area.

The following table lists the cemeteries within the study area that possess cultural heritage value. The location of these cemeteries is indicated as purple dots in Figures 67 and 68. The cemeteries that are located within 1 km. of the proposed project’s infrastructure are indicated in the Figures of the sub-areas and referenced in the Table 23.

Table 22: Cemeteries in the Study Area

Name	Address	Earliest Recorded Burial	Most Recent Recorded Burial	Research Notes & Figure References
East Tilbury Township				
Malott (Farm) Cemetery	Lot 27 SMR 3049 Gray Line	Jonas Mallott (1874)	Esther Ann Meggison (1938)	Status: private, inactive Maintained by: Municipality of Chatham-Kent Figure 69
Rosedale Cemetery (aka Burgess Cemetery)	Lot 21 Con. 7 23033 Coatsworth Road	William Carless-1878	Veta Pearl Davis Atkinson, Millie a Williams (2000)	Maintained by: Trustees for the Rosedale Cemetery Board Figure 69
Stewart Cemetery (Old)	Lots 8&9 SMR 4876 Middle Line, Merlin			Status: inactive Maintained by: Stewart Cemetery Board Figure 71
Stewart Cemetery (New)	Lots 8&9 NMR 4789 Middle Line, Merlin	Thomas Douglas Brown (1983)	Ilene Larkin (2012)	Status: open Maintained by: Stewart Cemetery Board Figure 71
Carr Cemetery	Lot 20 South Middle Road, Tilbury	William Carr (1875)		Status: private, inactive Unregistered cemetery Figure 69
Raleigh Township				
(North Buxton) Baptist Memorial Cemetery (aka Busy Bee Memorial Cemetery)	Lot 9 Con. 8 22026 Clinton St., North Buxton	James A. Scott, Esther Sheve (1932)	Lawrence E.E. Jones (1982)	Denomination: Baptist Maintained by: North Buxton Memorial Cemetery Figure 74
(North Buxton) British Methodist Episcopal (aka North Buxton Community Church)	Lot 10 Con. 8 21985 A.D. Shadd Road	Fanny Doston (1876)	Gordon Morris and Margaret Brown (1979)	NATIONAL HISTORIC SITE Denomination: British Methodist Episcopal Maintained by: North Buxton Community Cemetery Figure 74
Charing Cross Methodist/United Cemetery (aka Jenner's)	Lot 22 Con. 12 8144 Middle Line	William White (1850)	Harriet Harvey and George Deiver (1923)	Denomination: Wesleyan Methodist/United Maintained by: Charing Cross United Church Figure 68

Cemetery)				
Second Baptist Church Cemetery (aka Cromwell Cemetery aka 7th Line Baptist Cemetery)	Lot 7 Con. 7A 6328 Seventh Line West	Alexander Rhue (1862)	Wm Craig (1950)	Maintained by: Municipality of Chatham-Kent Figure 73
Shadd Farm Cemetery	Lot 3, Concession 7A, Raleigh Township, Merlin			Tombstone seen within living memory; exact location not known Figure 72
Harwich Township				
Evergreen Cemetery	Lot 10 Con. 2 ECR 10180 Ridge Line, Blenheim	Arna Avery 1853		Status: open Maintained by: Municipality of Chatham-Kent Figure 78
Newcombe Cemetery	Lot 22 Con. 7 11151 Ridge Line, Ridgetown	Peter Campbell 1848		Maintained by: Municipality of Chatham-Kent Figure 79
Taff Cemetery	Lot 13, Harwich-Howard TownLine Range, Kent Bridge Road, Ridgetown	James Taff (1838)	Eleanor Taff (1851)	Figure 78
Howard Township				
Campbell Cemetery	Lot 6 Con. 6 12253 Beechwood Line	Archibald Campbell (1850)	Margaret McNicol (1921)	Maintained by: Municipality of Chatham-Kent Figures 68 & 79
St. Michael's Cemetery	Lot 3 Con 8, 12006 O'Neil Line, Ridgetown	? Sinnett (1856)	Germaine Decock (1981)	Denomination: Roman Catholic Maintained by: R.C.E.C. of Diocese of London Figures 68 & 79
Scane Cemetery (aka Skene)	Lot 7, Concession 10, 20317 Scane Road, Ridgetown	William Scane (1830)	"Baby dau of Howard & Jessie Pyne" 1912	Maintained by: Municipality of Chatham-Kent Figures 68 & 79
Shewburg Cemetery (aka Rushton Cemetery)	Lot 7 Townline Range, 20274 Shewburg Road, Ridgetown	Jacob Rushton (1842)	William Anderson (1929)	Maintained by: Municipality of Chatham-Kent Figures 68 & 79
Wilkins Expedition	Lot 100, 2nd Range STR, ____ Rose Beach Line, Ridgetown			Plaqued by Government of Ontario Figure 81

In early rural Ontario communities' burial was organically part of the social and geographic landscape. The interment was in family graveyards rather than in a churchyard. Frequently these graveyards were situated on a high point of the landscape characterized by its natural setting. Most commonly this was a utilitarian place, selected to serve as a highly visible reminder of the brevity of life and the uncertainty of the afterlife (King, 2004). Time and changes in land management, use and ownership have resulted in the loss of many of these burial grounds. Efforts to maintain and recognize these sites can be found in the study area at the Malott and the Carr cemeteries on the Gray Line, the Second Baptist Church Cemetery on the 7th Line in East Tilbury Township and at the Charing Cross Methodist/United Cemetery on the Middle Line in Raleigh Township. These cemeteries no longer accurately record the burial plots of their members but are an assembly of the rescued tombstones and monuments that once marked the gravesites. Today, there is little to no evidence of the original arrangement of graves or improvement to the grounds so the cemetery serves as a memorial. Perhaps the most unusual of these is the unregistered cemetery of Wilkin's Expedition on the Rose Beach Line along the southern edge of the study site. This cemetery is recorded in an Ontario Historic Sites plaque telling the story of the Expedition, a fleet of 700 officers and men of the 60th and 80th Regiments under Major John Wilkins were forced ashore in November of 1763 by a violent storm and then set sieged upon by Indians lead by Pontiac. Some 70 men were

lost to the storm and fighting, Wilkins and the survivors buried them in this cemetery, though no markers record the gravesites.

Another type of rural burial grounds in the study area is reflected in the Campbell, Newcombe, Skane and Shewburg cemeteries in Howard Township and the North Buxton British Methodist Cemetery in Raleigh Township. Investigation of these cemeteries would indicate that their siting and layout were done with some prospect to the landscape suggestive of the Victorian ideal of Arcadia; a site of contentment and rural happiness (p.6 Rutherford, 2010). These cemeteries might be considered modest and utilitarian yet they are reflective of the spiritual character of their time, circa. 1850. They are not necessarily arranged to a particular plan and their beauty is by the virtue of the site's topographical characteristics, the prospect and views to the surrounding landscape and simple tree planting. Though these cemeteries have few recent burials they continue to be well tended and have ongoing management.


The business, design and development of cemeteries had great growth from the mid- 19th into the 20th century, mostly due to the pressures of urban population growth and the concerns for sanitation; the churchyards were no longer able to accommodate the growing demand for burials. The new model was the 'garden cemetery' and it was no longer necessarily associated with a place of worship. These new cemeteries were designed with an emphasis on enclosure, organized by road, paths and the layout of burial plots, the landscaping was to play a contributing role to attracting customers/burials. The landscape improvements were to create a calm and tranquil environment reinforced with plantings, in particular evergreens. This change in cemetery planning was evident not only in physical characteristics but in the method of development, often being supported by entrepreneurial intentions. Being funded through private investment or the selling of shares, these cemeteries often resulted in being multi-denominational while still others retained a strong association with a church and its membership (Thompson, 2011); St. Michael's Cemetery, is an example of the latter and is restricted to Roman Catholics (figure 75).


In the study area, significant examples of the garden style of cemetery are found at Evergreen Cemetery on the Ridgeline in Harwich Township, the Stewart (old) Cemetery in Tilbury East and St. Michael's Cemetery in Howard Township. Evergreen is the most established model of garden cemetery; its edge is strongly defined with plantings and fencing, the access is notated with entrance gates, the ground plane is modulated, and the axial paths are softened with clump planting of trees and shrubs. It was designed to be an Elysian landscape; a Victorian ideal to secure space for the dead, separated from the everyday world. As with all design approaches, they are re- interpreted and modified with time and opportunity. Further examples of this style can be found in St. Michael's Cemetery in Howard Township, the North Buxton Baptist Memorial Cemetery on Clinton Street in Raleigh Township, the Stewart (old) and the Rosedale Cemeteries in East Tilbury Township. The design interpretation in these


cemeteries may be more vernacular but the elements are present and the arrangement has been intentionally done.

Table 23 provides descriptions and assessments of the cemeteries within the study area.

Table 23: Description and Assessment of Cemeteries in the Study Area

				
<p>View east to cemetery from A D Shadd Road</p> <p>Photo Credit www.cemetery.canadagenweb.org</p>				
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
North Buxton British Methodist Cemetery 21985 A D Shadd Rd North Buxton, Ontario	Designed Landscape	<p>Design or Physical Value; Recognized in the CIS (Cultural Integrity Statement) prepared by Parks Canada in designating the Elgin/Buxton Settlement a National Historic Site and Cultural Heritage Landscape.</p> <p>The layout of the cemetery with purposeful orientation, views and relationship to the wider landscape to representative of the Victorian ideals; a site of sylvan character, to suggest contentment, pleasure and untroubled quiet.</p> <p>The planting features mature specimen trees and shrubs of many varieties. It creates interest, depth and a picturesque quality to the landscape. The plantings serve as a testament to the evolution of the landscape's design over time.</p> <p>Small details such as the cast concrete boundary posts, sculpted to resemble tree trunks indicate further conscious design improvements of the landscape.</p> <p>Historic & Associated Value; in operation since 1855; the relationship of the cemetery to its general community and historical settlement Patterns; its role as a physical or spiritual landmark</p>	The physical and visual presence of P067 turbine position and 230Kv transmission line to this site	<p>1.It is recommended that the large-scale intrusion of the 230 kV transmission line on the landscape of the northern segment of the Buxton Community National Historic Site be rerouted specifically in the corridor from Drake Road to Dillon Road. Should it not be possible to eliminate the transmission line and it remain in its presently proposed position then the transmission line should be buried from Drake Road to Dillon Road. Should it not be possible to eliminate or bury the transmission line then the present state of the track and its immediate surroundings should be recorded, and the existing buffer strip now lining the railway track should be retained.</p> <p>2.It is recommended that turbine P065 be deleted from the plan to be positioned in the Buxton Community National Historic Site, for reasons stated in Section 6.1.2.1 of this report. Should that not be possible, it is recommended that the turbine be moved to a position where it will not be visible from the designated museum site in North Buxton.</p> <p>Should it not be possible to reposition the turbine it is recommended that a documentary filming should thoroughly record the landscape east of North Buxton before a turbine is installed in the position as presently proposed.</p>

				
<p>View southwest to cemetery from Clinton Road</p> <p>Photo Credit www.cemetery.canadagenweb.org</p>				
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
North Buxton Baptist Memorial Cemetery 22026 Clinton St , North Buxton	Designed Landscape	<p>Design or Physical Value; Recognized in the CIS (Cultural Integrity Statement) prepared by Parks Canada in designating the Elgin/Buxton Settlement a National Historic Site and Cultural Heritage Landscape.</p> <p>An example of the 'garden cemetery' style with the design and layout for enclosure, organized by paths and the layout of burial plots and landscape improvements to create a calm and tranquil environment.</p> <p>The 'garden' walls are a combination of evergreen to the west, woodlot to the south, a row of large canopied street trees to the east and meadow shrubs to the north.</p> <p>The layout of the plots is orderly, the graves markers modest with the 'Lest We Forget' white crucifix monument sending a clear message for the intended tone of the space.</p> <p>Historic & Associated Value; first recorded burial 1932; the relationship of the cemetery to its general community and historical settlement patterns; its role as a physical or spiritual landmark</p>	The visual and physical presence of 230Kv transmission line adjacent to this site	<p>It is recommended that the large-scale intrusion of the 230 kV transmission line on the landscape of the northern segment of the Buxton Community National Historic Site be rerouted specifically in the corridor from Drake Road to Dillon Road.</p> <p>Should it not be possible to eliminate the transmission line and it remain in its presently proposed position then the transmission line should be buried from Drake Road to Dillon Road.</p> <p>Should it not be possible to eliminate or bury the transmission line then the present state of the track and its immediate surroundings should be recorded, and the existing buffer strip now lining the railway track should be retained.</p>


				
<p>View southwest to cemetery from 7th Line Road</p> <p>Photo Credit www.cemetery.canadagenweb.org</p>				
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Second Baptist Church (aka Cromwell Cemetery) 6328 Seventh Line West, Raleigh Township	Designed Landscape	<p>Design or Physical Value: It is a highly visible physical and spiritual landmark;</p> <p>The assembly of the grave markers into a strong east-to-west line speaks to the importance of this small collection in remembering the past. In a landscape that emphasizes the horizontal this small linear collection of sculptural stones on (usually) green lawn amongst ploughed fields creates a notable place of honour.</p> <p>Historic & Associated Value: first recorded burial 1875; the relationship of the cemetery to its general community and historical settlement.</p>	Negligible	None recommended




View west along assembly of
tombstone and monuments



Photo Credit
www.cemetery.canadagenweb.org



NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Charing Cross Methodist/Unit ed Cemetery (aka Jenner's Cemetery) 8144 Middle Line, Raleigh Township	Designed Landscape	<p>Design or Physical Value: It is a highly visible physical and spiritual landmark;</p> <p>The cemetery plot is simply outlined with an irregular frame of trees on three-sides; the north side is open to the Middle Line so that the sculptural arc on which the grave stones and monuments are arranged can have a graphic and meaningful presence for the passer-by.</p> <p>The planting is not highly ornamental but there is a mixture of deciduous and evergreen trees so that the landscape is notable in all seasons.</p> <p>Historic & Associated Value: first recorded burial 1847; the relationship of the cemetery to its general community and historical settlement.</p>	Negligible	None recommended


				<p>View south east into cemetery from south entrance along Middle Line Road</p> <p>View southeast from interior roadway showing plot arrangement</p> <p>Photo Credit S. Behr</p>
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Stewart Cemetery, 4876 Middle Line, East Tilbury	Designed Landscape	<p>Design or Physical Value: An example of the 'garden cemetery' style with the design and layout for enclosure, organized by paths and the layout of burial plots with landscape improvements to create a calm and tranquil environment.</p> <p>The design is not of a single era or vision but built over time. The northern boundary is landmarked with an older iron arched gateway (only for pedestrians and therefore not often used), from which a detail of posts and chain connect to new stone pillars at the east and west entrances. The perimeter of the Old Stewart Cemetery is planted with tall evergreens enclosing it from the surrounding rural landscape. The oldest remaining trees are along the internal roadway and to the east of the cemetery, with the south being more open, lower in scale and having more shrub plantings.</p> <p>Historic & Associated Value: the relationship of the cemetery to its general community and historical settlement patterns; its role as a physical or spiritual landmark</p>	Negligible	None recommended



				
<p>View northeast to Carr Cemetery from Gray Line Road</p> <p>Photo Credit S. Behr</p>				
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Carr Cemetery, Lot 20 SMR, 3049 Gray Line, East Tilbury	Designed Landscape	<p>Design or Physical Value: It is a highly visible physical and spiritual landmark;</p> <p>The Carr Cemetery is one of the most unique landscapes in the study area, a 'notable landscape' by its simplicity; there are no graves or markers, the plot marking the size of the cemetery is distinguished by a well-maintained lawn. The position of the cemetery is away from the travelled road in a ploughed field. The perimeter is carefully marked with evergreens to the break the wind from the west and partially in the north while shade trees enclose it in a regularly planted pattern on all other sides. It is private and loved.</p> <p>Historic & Associated Value: the relationship of the cemetery to its general community and historical settlement.</p>	Negligible	None recommended



				<p>View to Malott Farm Cemetery sign from along Gray Line Road</p> <p>Assembly of grave markers located north of sign (mid-field)</p> <p>Photo Credit www.cemetery.canadagenweb.org</p>
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Malott Cemetery, 3049 Gray Line, East Tilbury	Designed Landscape	<p>Design or Physical Value: It is a highly visible physical and spiritual landmark;</p> <p>The Malott Cemetery honours its rural roots in the clarity and directness with which it has been re-constructed. Set back from Gray Line in a field, the sign announces its presence. But in preserving the grave markers in a horizontal fashion in this horizontal landscape, the designers have made this place of honour easy to overlook. The cemetery has been redesigned as a collection of markers presented in a very legible form on a concrete tablet framed by lawn.</p> <p>Historic & Associated Value: first recorded burial 1874; the relationship of the cemetery to its general community and historical settlement.</p>	Negligible	None recommended


				<p>View southeast showing signage and boundary of cemetery along Coatsworth Line</p> <p>View east/south east to boundary and plot arrangement</p> <p>Photo Credit www.cemetery.canadagenweb.org</p>
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Rosedale Cemetery aka Burgess Cemetery, 23033 Coatsworth Road, East Tilbury	Designed Landscape	<p>Design or Physical Value: A vernacular example of the 'garden cemetery' style with the design and layout for enclosure, organized by the layout of burial plots with landscape improvements to create a calm and tranquil environment.</p> <p>This long lozenge-shaped site has evolved from its ¼-acre origins of 1863. The older portion of the cemetery is enclosed with mature planting along its north and north easterly perimeter; the south and southeast boundaries are marked by more irregular tree plantings. The tranquility of the site is defined by the fact that it has no roads or paths interrupting its 'green'; harkening back to earlier styles of cemetery design. Rosedale is a well maintained cemetery with evidence of on-going landscape beautification. This program of planting and other improvements are testimony of its importance to the community.</p> <p>Historic & Associated Value; first recorded burial 1878 ; the relationship of the cemetery to its general community and historical settlement patterns; its role as a physical or spiritual landmark</p>	The physical and visual presence of the P081 turbine position will be disturbing to the introspective and tranquil environment.	It is recommended that with the owner's consent, gaps in the tree plantings along the southeast and southwest sides of the Rosedale Cemetery should be planted to provide further screening from turbine P081.



				<p>View northeast into entrance of Evergreen Cemetery along Ridge Line Road</p> <p>View from boundary to monuments, gravestones and plot arrangement</p> <p>Photo Credit S. Behr</p>
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Evergreen Cemetery, 457 Talbot Street East, Blenheim	Designed Landscape	<p>Design or Physical Value: Evergreen Cemetery is a substantial and significant example of the 'garden cemetery' style. This is demonstrated in the design and layout of enclosure for the plot. The rail and pillar treatment along Harwich Road and the Ridge Line bring a sense of permanence, strength and protection to the site that is then softened by the large spruce along the interior of the boundary; serving to enclose the plot. The two sets of entrance gates on the Ridge Line notate the 'passing through' to another world, a popular idea in Victorian cemeteries. The road is laid out in a horse-shoe formation thereby, organizing the burial plots into three sections. The age and maturity of the landscape suggests that the cemetery was developed from the south to the north and east to west, with the newest landscape improvements being in the north-west sector. There are many grave stones and markers demonstrating artistic influences and craftsmanship of materials and detailing. Maintained by the Municipality it is important as a passive recreation green space with an active citizens committee dedicated to making landscape improvements to maintain its calm and tranquil environment.</p> <p>Historic & Associated Value: first recorded burial 1873; the relationship of the cemetery to its general community and historical settlement patterns; its role as a physical or spiritual landmark; its importance as a municipally owned and operated facility.</p>	Negligible	None recommended

				
<p>View northeast from the center of cemetery</p> <p>Photo Credit www.cemetery.canadagenweb.org</p>				
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Newcombe Cemetery, 11151 Ridge Line, Harwich Township	Designed Landscape	<p>Design and Physical Value:</p> <p>The interesting design aspects of Newcombe Cemetery are not immediately evident from the Ridgeline Road. On first view the cemetery seems suggestive of a churchyard layout. The topography of the landscape rises from the Ridgeline in a shallow incline to the north/northwest. This seems incidental until about midway through the cemetery where the land drops off and from that high point a view to the wider countryside to the north opens up. This design aspect suggests that the cemetery's orientation, views and relationship to the wider landscape was purposefully selected. In this manner Newcombe is representative of Victorian ideals; a site is to be of sylvan character, to suggest contentment, pleasure and untroubled quiet.</p> <p>Historic & Associated Value: in operation since 1851; the relationship of the cemetery to its general community and historical settlement patterns; its role as a physical or spiritual landmark</p>	Negligible	None recommended

				<p>Northwest to woodlot view from cemetery</p> <p>View southeast across field from high point</p> <p>Photo Credit www.cemetery.canadagenweb.org</p>
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Campbell Cemetery, 12253 Beechwood Line, Howard Township	Designed Landscape	<p>Design and Physical Value: Positioned between the Beechwood Line and the 401 Provincial Highway, the Campbell Cemetery is perched on a knoll with expansive views over the countryside to the southeast and northwest. The positioning of the cemetery utilizes the natural terrain to define its character and although the landscape improvements of planting are few, it can be concluded that the layout and orientation of the cemetery was done purposefully. A hedgerow of evergreens to the south and several mature trees provide the visitor with a humanly scaled relationship to the wider landscape and an appreciation of the cemetery's picturesque qualities.</p> <p>Historic & Associated Value: Earliest burial 1850; the relationship of the cemetery to its general community and historical settlement patterns; its role as a physical or spiritual landmark</p>	Negligible	None recommended

				<p>View southeast to woodlot and creek</p> <p>Assembly of grave markers</p> <p>Photo Credit S. Behr</p>
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Scane (Shene) Cemetery, 20317 Scane Road, Howard Township	Designed Landscape	<p>Design and Physical Value: Set back from the southeast corner of Scane Road and the Ridge Line intersection, the Scane Cemetery sits on the high point of the moraine as it slopes northwesterly. On this tilting plane, the cemetery's orientation is to the views of the wider Kent landscape. The cemetery is small and contained along its southeastern edge by a steep embankment that is sculpted into a crescent shape by the Scane Drain. Along this edge the cemetery is screened from the adjacent fields by trees and vegetation naturally occurring on the sides of the drain. The site is beautified with small stands and clumps of mature pine, maple and oak that shade and enclose the plot. The gravestones and monuments have been re-assembled on concrete tablets that honour the relationship of the family burials.</p> <p>Historic & Associated Value: the earliest recorded burial was in 1834; the cemetery has a direct relationship to its general community and historical settlement with the land for the cemetery being donated by John Scane, one of the pioneer settlers in Howard Township. It has a role as a physical or spiritual landmark, particularly accentuated by its position relative to a well-travelled road.</p>	Negligible	None recommended

				
<p>Looking north to Ridge Line Road, an assembly of grave markers and planting along west boundary</p> <p>Photo Credit S. Behr</p>				
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Shewburg Cemetery (aka Rushton Cemetery), 2274 Shewburg Road, Howard Township	Designed Landscape	<p>Design and Physical Value: Shewburg Cemetery is situated one concession road west of the Scane Cemetery and in this manner is similar in its topography and orientation on the rolling moraine which provides it with a relationship to the wider landscape. The plot is distinguished by its openness, suggesting a churchyard configuration with its eastern edge directly addressing Shewburg Road and all other boundaries defined by fields. These boundaries are then further enhanced with tree plantings. The original arrangement of burials is no longer visible though a great number of gravestones and monuments remain. Arranged on a variety of plinths throughout the cemetery, the families that were once put to rest here are remembered today in a redesign that offers thoughtful dignity. The character of the cemetery suggests a resting place of contentment and untroubled quiet.</p> <p>Historic & Associated Value: the earliest recorded burial is in 1846; the relationship of the cemetery to its general community and historical settlement patterns; its role as a physical or spiritual landmark, easily seen and accessible from a well-travelled road.</p>	Negligible	None recommended

				<p>View south from O'Neil Line to entry gate of St. Michael's</p> <p>View to southeast and layout of burial plots</p> <p>Photo Credit S. Behr</p>
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
St. Michael's Cemetery, 12006 O'Neil Line, Howard Township	Designed Landscape	<p>Design or Physical Value: A local example of the 'garden cemetery' style, St. Michael's cemetery is designed to be introspective. Situated on the south side of the O'Neil Line just east of Shewburg Road, the plot is situated on a gentle rise with no particular orientation outside its boundaries. The site is densely planted along its perimeter with spruce trees; giving it a strong frame and sense of protection. The plot is bisected by an internal road leading from the ornamental gates to a small utility building near the back of the cemetery. The layout of burial plots seems to be original and is organized in an orderly fashion. Many burial plots are further enhanced with individualized plantings of shrubs and flowers which bring interest and variety to different areas of the cemetery. The site is owned and maintained by R.C.E.C. of Diocese of London.</p> <p>Historic & Associated Value: Earliest burial 1856; the relationship of the cemetery to its general community, its social and historic development patterns; its role as a physical or spiritual landmark.</p>	Negligible	None recommended

No photo available				
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Taff Cemetery		<p>Design or Physical Value: the exact location of this cemetery could not be verified at the time of this study.</p> <p>Historic & Associated Value: the relationship of the cemetery to its general community and historical settlement patterns</p>	Negligible	None recommended
No photo available				
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Wilkens Expedition		<p>Design or Physical Value: there are no physical attributes to this cemetery evident.</p> <p>Historic & Associated Value: the relationship of the cemetery to its general community and historic early development of Upper Canada is recorded and recognized by the Government of the Province of Ontario.</p>	Negligible	None recommended
No photo available				
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Shadd Farm Cemetery		<p>Design or Physical Value: Though today there are no grave markers visible there is documentation of the cemetery and gravestones have been seen in living memory.</p> <p>Historic & Associated Value: the relationship of the cemetery to its general community and historical settlement patterns</p>	Negligible	None recommended

6.2 Natural Features of Cultural Heritage Value or Interest

6.2.1 General Character of the Landscape

6.2.1.1 Summary Description

Though the study area crosses over four townships the landscape is unified by the 'flatness' of the topography which changes only moderately to the east and southeast of Blenheim with the undulation of the moraine. The character of the landscape is also defined by the grid pattern of the 19th century surveys.

As the historic accounts of settlement describe, Kent County was only opened up for agricultural development through the diligent efforts of the pioneers to drain the land. The open marshes of region were converted to arable land by the digging of ditches along field boundaries and parallel to the road allowances. In this manner could settlers turn this poorly drained, flat, prairie-like land into rich fields, clear them of water and establish some means of prosperity. As more land was cleared for agricultural purposes greater efficiencies in the drainage systems were required. Throughout the mid- to late nineteenth century drainage ditches were rebuilt and enlarged on an ongoing basis.

The first major improvement in drainage technology was the 'Martin Scoop Water Wheel' in 1880 which used a sixteen foot diameter wooden wheel with three foot wide 'scoops' and a four foot 'dip' to pulling water out of a drain at six revolutions per minute. This model was used to drain 5,000 acres of marshland in the Pike Drainage Scheme of Raleigh Township. This technology was repeatedly refined and used in several drainage schemes into the 1960's when hydraulic pumps and 'dragline' excavators were implemented to do the job. The importance and effectiveness of these drainage works is demonstrated by the continuity of the agricultural practices in the area. Though the original surface drainage systems of furrow and channel have essentially disappeared; they have been replaced by continuously upgraded systems of tile drainage; the connection of field drainage to roadside ditches still remains a distinct characteristic of this countryside.

Because of the quantity of water discharged through these drainage works, there have been concerns about rising water levels along the shorelines of Lake St. Clair. An extensive reservoir system and pumping scheme with several kilometers of dykes, to pump water back into reservoirs from the Lake have been implemented. Drainage continues to be a major aspect of planning for Chatham-Kent (Gray, 2011; Dick, 2011). No project, agricultural clearance, road work, energy, etcetera, may be realized without the intervention and approval of a drainage project or consideration. Today, Chatham-Kent manages 4,200 kilometers of drainage works (about 25% of the provincial total). The municipality continues to press for more culvert crossings for farmlands, and constant attention is given to erosion of roadways and embankments because of poorly constructed historical drains (Dick, 2011).

Most rural roads in the County are like those on the Seventh or Ninth Line in Raleigh Township; serving as transportation corridors with little to no shoulders, paralleled by deep grassy ditches interrupted only by culvert-bridges to permit farm equipment to access the adjacent fields.

This countryside offers views that are open vistas across agricultural fields, occasionally interrupted by remnant woodlots. This landscape of deep, rich, moist soil was originally covered with Carolinian forest characterized by a large diversity of broad-leaved deciduous tree species such as sugar maple, American beech, red oak, basswood, and white ash. The clearing of this land for its agricultural potential left it denuded of tree cover and in the study area this is most notably in the westerly section. Therefore, even small remnant woodlots such as that found at 3982 Middle Line are important to the County and recorded on its registry. These patches of woodlot reflect long established cultural patterns as well as the magnitude of human intervention in the rural landscape.

The patterns of agricultural fields often delineate the original property surveys of the 19th century. Throughout the County the boundaries fields are marked by drainage ditches edged with trees. These tree lines have not been purposefully planted but are naturally evolving and are maintained to keep the ditch banks from eroding. This landscape is then furthered defined by a style of hedgerow that is most commonly found along property boundaries, comprised of a variety of native, deciduous trees, shrubs, grasses, and forbs. These plantings may have originally been planted but now appear evolutionary and are outcomes of individual farmers' management. In Raleigh and Harwich Township this hedgerow pattern continues but is supplemented with the introduction of cedar and spruce plantings dividing the fields and this makes a notable change in the landscape. This style of hedgerow was a landscape improvement promoted by the Ministry of Agriculture and local Conservation Authorities in the 1950's, and in particular after Hurricane Hazel in 1954, in a campaign to modify soil erosion (Carolinian Canada). Examples of this are evident at 6439 7th Line and 8063 9th Line Raleigh Township.

In the western portion of the study area there is very little evidence of beautification planting along roadsides. Research to date has uncovered no evidence of rural roadside planting campaigns; although, sections of the 8th Line, 9th Line, New Scotland Line, Communications Road, the Talbot Trail, the Ridgeline Road and Rose Beach Line demonstrate the efforts of single property owners to create shady corridors along the roadway. Most commonly these plantings are maple and oak, and many of them appear to be eighty years and older.

Designed rural landscapes are found in all townships of the study area, most specifically, in the maintained plots surrounding the farmhouses and older farm complexes. These domestic landscapes are defined by their lawns,

windbreaks of evergreens to the west and north side of the houses, trees such as maples or oak planted along the driveways or along the roadsides, ornamental tree species such as catalpa, cherry and tulip tree placed in the lawns, shrub plantings along the house foundations, clumps of lilacs set away from the house often to partially screen the view to the farm yard. The most significant collections of designed domestic landscapes can be found along New Scotland Line (from Mull Road east to McKinlay Road – Sub-area 16), on Communications Road north of New Scotland Line to the Talbot Trail (Sub-area 15), on Rose Beach Line from Kent Bridge Road east to Hill Road, on the 8th Line and 9th Line from Dillon Road east to Charing Cross Road (Sub-area 8). Proportionally, these are small landscapes but represent significant cultural improvements over time. Some of the older domestic landscapes have remnants of pear and apple orchards verifying the important contribution that the domestic landscapes made.

6.2.1.2 *General Project Impacts on the Landscape*

The proposed Project will have a dramatic impact on the generally flat landscape of the study area through the importation of nearly 130 turbines and the accompanying infrastructure. Many aspects of this impact are noted in other sections of this report as impacts affect particular heritage resources. One kind of impact that is not noted elsewhere concerns the effects of the project on the many ditches, other water courses, culverts, and bridges found throughout the area. The building of access roads and laying of underground cables will require producing many new ditch or watercourse crossings, or, in some cases, possibly the expansion of older crossings.

6.2.1.3 *Recommended Mitigation for Negative Impacts on the General Landscape*

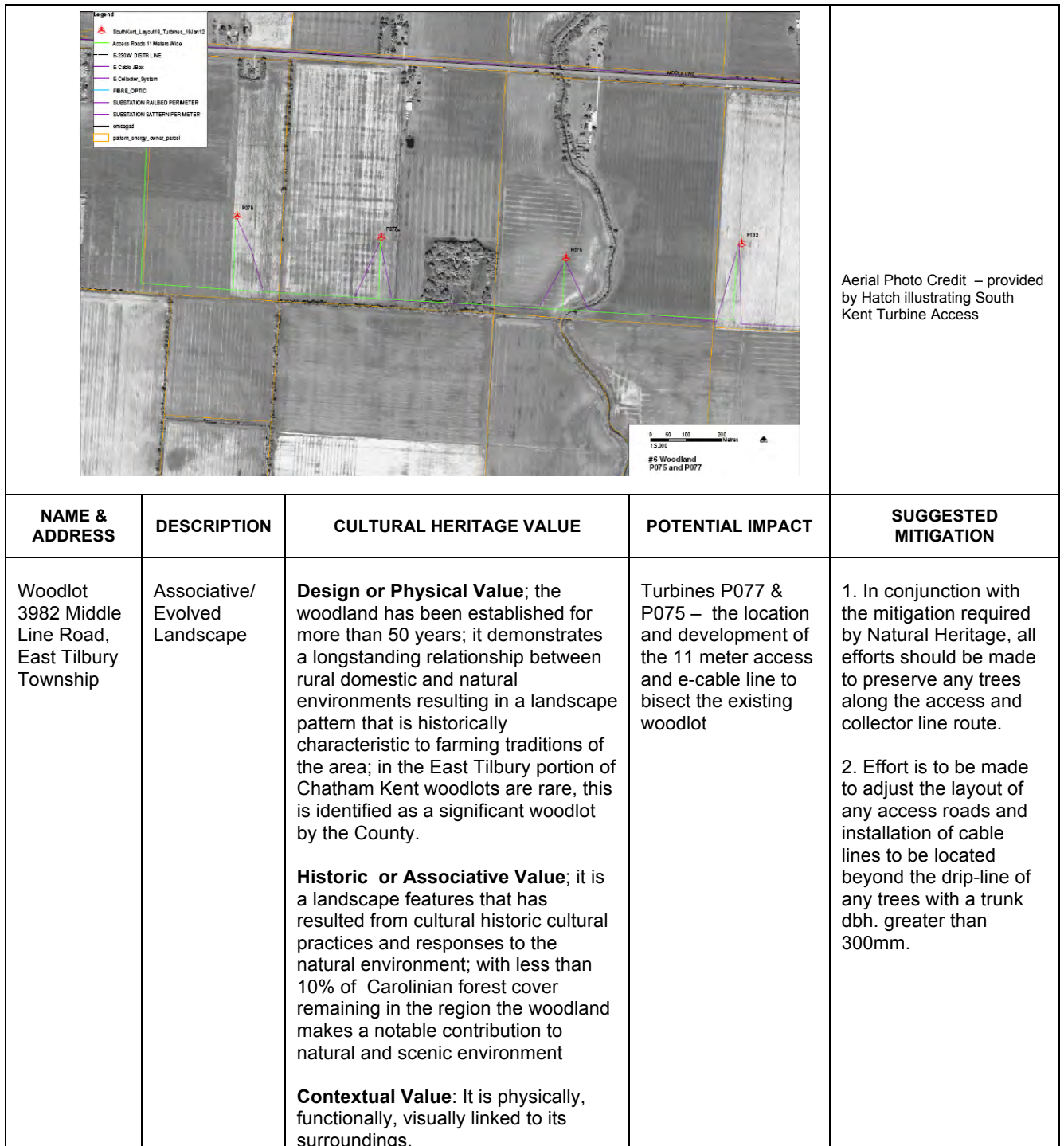
New ditch or water course crossings should be constructed with designs, materials, and construction techniques reflecting those of the formerly existing crossing or of crossings in the immediate area. The variety of materials and construction techniques used on culverts in the study area range from railway ties (treated wood) through rubblestone, hardened cement bags, cement blocks, reinforced cement, and corrugated metal (see section 5.7).

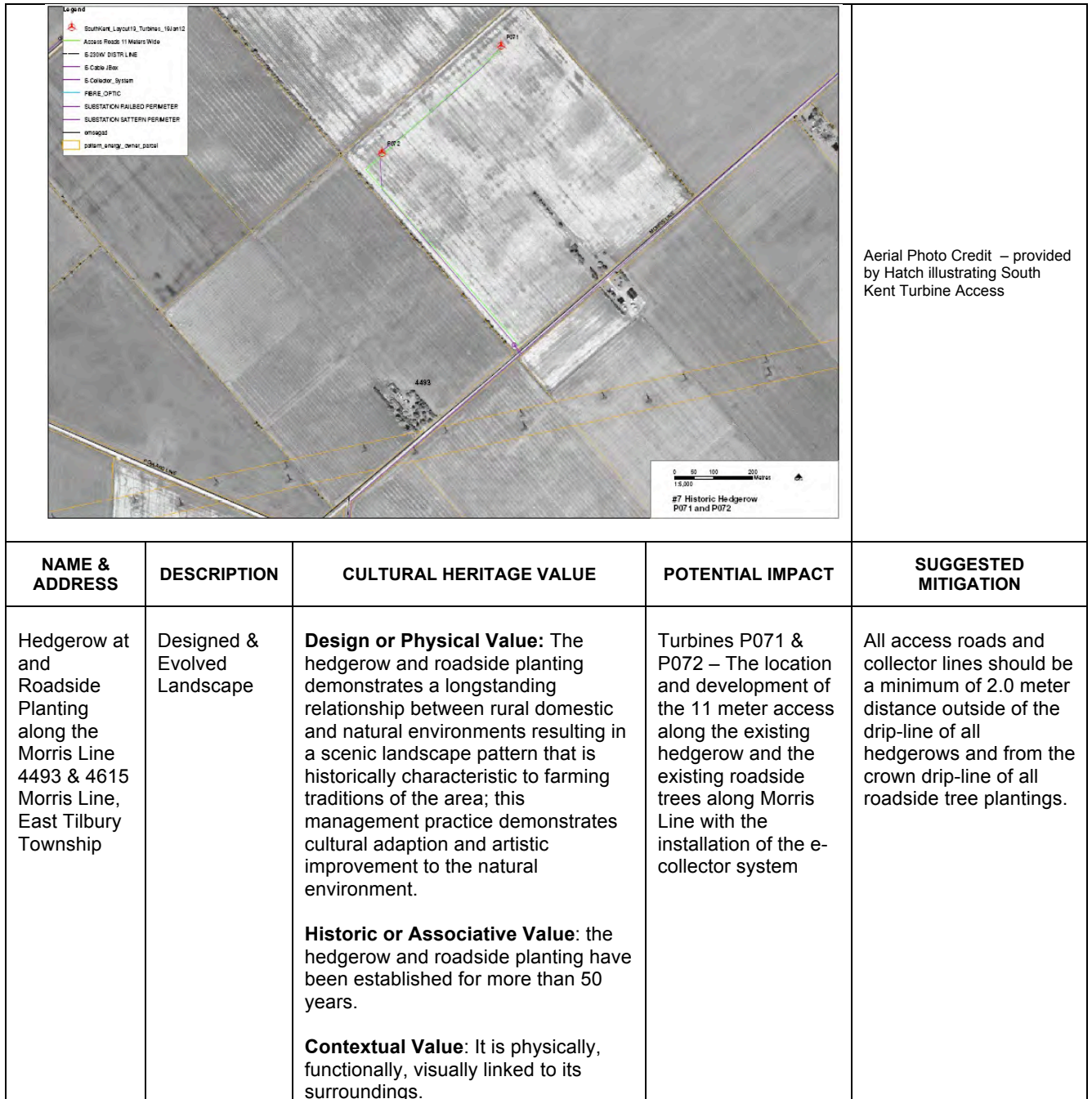
This report also recommends that any changes to the ditches or water courses themselves should allow for banks that retain the degree of natural vegetation possessed by other swales or water courses in the immediate area.

6.2.2 *Cultural Landscapes in the Study Area on or Abutting Project Site*

Five natural landscapes that reveal cultural influence have been identified within the study area. These are mapped in figure 85; they are described and assessed in Table 25.

Table 24: Description and Assessment of potentially impacted landscapes









Aerial Photo Credit – provided by Hatch illustrating South Kent Turbine Access

NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Hedgerow and Roadside Trees on 7 th Line, 6489 7 th Line, Raleigh Township	Designed/ Evolved Landscape	<p>Design or Physical Value: The hedgerow and roadside planting demonstrates a longstanding relationship between rural domestic and natural environments resulting in a scenic landscape pattern that is historically characteristic to farming traditions of the area; this management practice demonstrates cultural adaption and artistic improvement to the natural environment.</p> <p>Historic or Associative Value: the hedgerow and roadside planting have been established for more than 50 years.</p> <p>Contextual Value: It is physically, functionally, visually linked to its surroundings.</p>	Turbines P148 & P064 - The development of the 11 meter access along the existing hedgerow at 6489 7 th Line and the existing roadside trees along 7 th Line Road with the installation of the e-collector system	All access roads and collector lines should be a minimum of 2.0 meter distance outside of the drip-line of all hedgerows and from the crown drip-line of all roadside tree plantings.



Aerial Photo Credit – provided
by Hatch illustrating South
Kent Turbine Access

ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Hedgerow and Street trees on 9 th Line 8063 - 9 th Line	Designed Landscape – Boundary Demarcation & Roadside Trees	<p>Design or Physical Value; the pattern of planting demonstrates the tradition of describing land ownership; the tree line along road is a mix of maple and oak, they are of a significant age, size and are representative of a rural domestic landscape improvement for community beautification; the plantings demonstrates a longstanding relationship between rural domestic and natural environments resulting in a landscape pattern that is historically characteristic to farming traditions of the area.</p> <p>Historic or Associative Value; these planting are relative to early rural agricultural improvement campaigns by the Lower Thames Valley Conservation Authority to preserve agricultural land/practices by controlling flooding and soil erosion</p>	P097 position of e-cable relative to hedgerow and roadside plantings to cause damage to tree health and development	All access roads and collector lines should be a minimum distance beyond the drip-line of all hedgerows and roadside plantings (2.0M). The collector line along the 9 th line should be positioned on the roadside opposite to the roadside plantings.

				<p>View southwest along Lagoon Line to Sycamore Trees by Locke Drain</p> <p>Aerial Photo Credit – provided by Hatch illustrating South Kent Turbine Access</p> <p>Photos Credit – S. Behr</p>
NAME & ADDRESS	DESCRIPTION	CULTURAL HERITAGE VALUE	POTENTIAL IMPACT	SUGGESTED MITIGATION
Trees on Lagoon Road by Locke Drain	Evolved Landscape	<p>Design or Physical Value; they demonstrates a longstanding relationship between rural domestic and natural environments resulting in a landscape pattern that is historically characteristic to farming traditions of the area.</p> <p>Historic or Associative Value; These Platanus acerfolia / Sycamore trees have been established for more than 50 years; the long term management of these trees in this location demonstrates cultural adaption and artistic improvement/management to the natural environment.</p> <p>Contextual Value; They make a notable contribution to the scenic environment; they are physically, functionally, visually linked to their surroundings.</p>	P055 – 11 meter access and e-collector system along Lagoon Road – no impact	None required

7. Recommendations

This study has identified approximately 125 built heritage sites, 20 cemeteries, and 5 specific culturally influenced natural landscapes with the potential to be impacted by the South Kent Wind Project. It also notes that the landscape of the area as a whole has distinctive characteristics owing to the extensive drainage requirements. The following recommendations derive from assessments of the potential impact of the Project on this landscape and the particular identified properties:

1. Between Dillon and Drake Roads, the 230 kV transmission line should be rerouted to the north in order to avoid intruding on the landscape of North Buxton and the northern segment of the Buxton Community National Historic Site. Alternate options, in the event that such a rerouting should not prove possible, are listed in order of preference: that the transmission line be rerouted to go north of North Buxton, though still within the Buxton Community National Historic Site; that the transmission line be buried as it passes between Dillon Road and Drake Road; that the present state of the track and its immediate surroundings be recorded and efforts made in any subsequent building activity to retain as much as possible of the existing buffer strip now lining the railway track.

2. As a preferred option, turbine P065 should be deleted from the Project plan, for reasons stated in Section 6.1.2.1; a less desirable option, because it would still place another turbine within the settlement area, would be to move the turbine north on the lot where it is presently located so that it will be less visible from the designated museum site in North Buxton. Should neither of these forms of mitigation prove achievable, a documentary filming should record the landscape east of North Buxton before a turbine is installed in the position now proposed.

3. As the 230 kV transmission line passes through Mull, the potentially divisive character of the transmission line should be minimized by placing the posts as far as possible from Mull Road, which forms the main street of the community.

4. With the owner's permission, a screen of trees should be placed northwest of the Georgian house at 8946 Cundle Lane in order to minimize the impact of the 230 kV transmission line on the view shed of that building.

5. If necessary and with the owner's consent, the structures listed below should be screened from the nearby turbines with appropriate plantings of trees:

- 8244 Ninth Line (turbines P163, P097)
- 7821 Ninth Line (turbine P148)
- 21684 Bloomfield Road (turbine P111)
- 20378 Kent Bridge Road (turbine P092)
- 19175 Communication Road (turbine P140)
- 18935-18937 Communication Road (turbine P140)
- 11856 Talbot Trail (turbine P118)
- 21500 Charing Cross Road (turbine P100).

6. Turbine P139 should be moved further away from the houses and outbuildings at 11049 and 11014 New Scotland Line. If this is not possible, this report recommends that, with the consent of relevant property owners, trees screening these properties from the turbine be placed to the rear of the house at 11049 New Scotland Line and along the north side of the line to the west of this house and, if necessary, also to the east.

7. To be less prominent within the viewshed of historic homes along Burk Line, Base Road, and Kent Bridge Road, Turbine P091 should be moved south of the woodlot situated south of the position currently proposed for the turbine. investigated. Because most buildings already possess a degree of screening from the windmill site and because a photographic recording of the area would be of very limited value, no other mitigation strategy is recommended should such a move not prove feasible.

8. With the owner's consent, gaps in the tree plantings along the southeast and southwest sides of the Rosedale Cemetery, on the corner of Rosedale Line and Coatsworth Road, should be filled in to provide further screening from turbine P081.

9. All access roads and collector lines should be a minimum distance of 2.0 (?)meters beyond the drip-line of all hedgerows in the vicinities of turbines P071, P072, P 148, and P064, and along roadside plantings on 7th Line and Morris Line

10. All access roads and collector lines connecting turbines P075 and P077 through the intervening historic woodland must be a minimum distance of 2.0 meters beyond the dripline of climax forest tree species with DBH of 500 mm or greater. Should single heritage trees need to be removed, required planting of new trees of appropriate size and species within an open area of the woodland will be necessary to compensate for the net loss.

11. New ditch or water course crossings should be constructed with designs, materials, and construction techniques reflecting those of the formerly existing crossing or of crossings in the immediate area. The variety of materials and construction techniques used on culverts in the study area range from railway ties (treated wood) through rubblestone, hardened cement bags, cement blocks, reinforced cement, and corrugated metal.

12. Any changes to the ditches or water courses themselves should allow for banks that retain the degree of natural vegetation possessed by other swales or water courses in the immediate area.

12. Should any properties that have not been addressed in this study be added to the proposed design layout, a qualified heritage consultant should assess potential impacts on the added properties prior to any project construction.
13. This report must be submitted to the Ministry of Tourism, Culture, and Sport for review and comment.

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Personal Communication

Benson, Dave

2012 Personal Communication with Nancy Tausky. Dave Benson is the Heritage Coordinator for the Municipality of Chatham-Kent.

Dick, Tim

2011 Personal Communication. Mr. Dick is a P. Eng for the Municipal office of Drainage, Asset and waste Management Division, Chatham-Kent, Ontario.

Gray, Alan

2011 Personal communication. Alan Gray (P. Eng.) is the project Coordinator for wind energy at the Chatham-Kent Municipal office of Drainage, Asset and waste Management Division, Chatham-Kent, Ontario.

Jacques, Ryan

2012 Personal Communication. Ryan Jacques is a Planner with the Municipality of Chatham-Kent.

Prince, Shannon

2011 Personal Communication. Shannon Prince is the Curator of the Buxton Settlement Museum.

Appendix 1:

**By-law Designating the Property at
21975 A. D. Shadd Road,
Municipality of Chatham-Kent,
Geographic Township of Raleigh**

BY-LAW NUMBER 267-2008

OF THE CORPORATION OF THE MUNICIPALITY OF CHATHAM-KENT

A By-law to designate the property known as **21975 A.D. Shadd Road, Community of Raleigh**, as being of historical and architectural value or interest.

PASSED the 27th day of October, 2008

WHEREAS the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18 as amended, provides that the Council of the Municipality of Chatham-Kent may designate a property within the boundaries of the Municipality to be of cultural heritage value or interest;

AND WHEREAS Council of the Corporation of the Municipality of Chatham-Kent has appointed the Heritage Chatham-Kent Advisory Committee and the said committee has recommended that the Municipality designate the hereinafter described property pursuant to The Ontario Heritage Act;

AND WHEREAS Council of the Corporation of the Municipality of Chatham-Kent has given Notice of Intention to Designate the hereinafter described property to be of cultural heritage value and interest pursuant to The Ontario Heritage Act;

AND WHEREAS no Notice of Objection to the proposed designation has been received by the Corporation of the Municipality of Chatham-Kent;

AND WHEREAS the reasons for designation are set out in Schedule "A" annexed hereto;

NOW THEREFORE the Municipality of Chatham-Kent enacts as follows:

1. That the property municipally known as 21975 A.D. Shadd Road, Community of Raleigh, and more particularly described in the attached Schedule "B" be designated to be of cultural heritage value and interest pursuant to The Ontario Heritage Act.
2. The Clerk be authorized to register the by-law against the property described in Schedule "A" hereto in the proper Land Registry Office.
3. The Clerk be directed to cause a copy of this by-law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation and cause notice of the passing of this by-law to be published in a newspaper having general circulation in the municipality.

THIS By-law shall come into full force and effect upon the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME this 27th day of October, 2008.

ORIGINAL SIGNED BY:

Mayor – Randy R. Hope

ORIGINAL SIGNED BY:

Clerk – Elinor Mifflin

SCHEDULE "A"

REASONS FOR DESIGNATION

BUXTON NATIONAL HISTORIC SITE AND MUSEUM PROPERTY **North Buxton**

Description of Property

The Buxton National Historical Site and Museum property municipally known as 21975 A.D. Shadd Road, on Part Lot 10, Concession 8, Community of Raleigh, is comprised of 7.98 acres. The property contains a restored 1861 timber frame house, wood sided school house, a restored log house, a c. 1967 museum interpretation building, numerous federal and provincial plaques, a reproduction freedom bell, and a park area with baseball diamonds, playground equipment, and a covered open sided pavilion.

Statement of Cultural Heritage Value or Interest

Historical/Associative (OHA Reg 9/06):

In 1849, Rev. William King brought fifteen US slaves to Canada in order for them to live as free people. Soon after this, he was able to acquire 9000 acres in Raleigh Township for the purpose of creating a settlement for refugees from slavery that would provide them the opportunity to create a new life as self sufficient land owners and business people.

What became known as the Elgin Settlement was and continues to be a successful and vibrant community and the entire 9000 acres was recognized as an area of national significance by Parks Canada in 2000. The three specific reasons for national significance are that the site is:

- A designed landscape created as a social experiment
- A continuing cultural landscape which retains an active social role in contemporary society closely associated with the traditional way of life and in which the evolutionary process is still in progress
- An associative landscape that has a sense of place highly evocative of its historic roots with strong associations for residents and visitors as a place of meaning and memories

One of the greatest accomplishments of the settlement that contribute to its long lasting success and its importance in a national and international context was the establishment of schools with fine teachers that quickly generated a reputation of excellence. The reputation was proven justified as graduates from the Elgin Settlement schools went on to become doctors, lawyers, and teachers. Many returned to the United States after the Civil War and became leading politicians and social leaders that helped shape the future of that country during the reconstruction.

The Buxton School House SS # 13, Raleigh, was built in 1861 and was the building where much of this fine education took place. It has direct historical associations to slavery, the underground railroad, the Civil War, reconstruction, and, of course, the many outstanding accomplishments that students from this school contributed to Canada and Chatham-Kent. It is the only known remaining school house in Canada with these associations.

Building from this strong historical base, the property as a whole has been, and continues to be, the focal point of community events, cultural chronicling/ preservation, sports, and pride. The site has long been a centre of community sports with a playground and baseball diamonds. It was selected as the site of the Raleigh Township Museum, a Centennial project of the mid-1960s that has evolved into the present museum complex. This includes the 1960s interpretive centre, the school house, the recently re-located Colbert-Henderson house, the only surviving log building in the settlement and one that conforms to Rev. King's strict criteria for settler's homes. An early barn moved to the site is another heritage attribute. The freedom bell and national and provincial plaques pertaining to the Elgin Settlement grace the property.

Perhaps most importantly is that this property has been the site of the internationally renowned annual homecoming event that has been held on Labour Day weekend since 1926 and epitomizes and illustrates, better than any explanation, the associative value of place that Parks Canada has identified as being of such fundamental significance.

Design/Physical (OHA Reg 9/06):

The property's physical significance is greater than the sum of its parts as each feature/component relates to each other to create a cultural "place." Hence, the design of this community "centre" should be interpreted first as a whole that includes the baseball diamonds, the Freedom Bell and historic plaques, and their placement on the property in addition and relation to the buildings.

Buildings:

Raleigh Township SS #13 School House: This building was the subject of a well researched professional restoration in 2000 – 2002 and reflects its appearance c. 1914. It is a one storey steep pitched front gable timber frame vernacular style building. The exterior is bevelled tongue and groove wood siding with a three bay façade, centre double wooden doors with an open columned and raised front portico and a five sided cupola with conforming conical roof. The north and south exposures are each composed of three equally spaced large windows while the rear (east) exposure has a small centred 'salt box' shaped wood shed extension.

Museum Building: A one storey frame building with a three bay centre section of round log wooden cladding with flanking wings that extend from the centre forming two obtuse angles.

Colbert-Henderson Log Home: This building has also been the subject of an extensive restoration. It is a side gabled log structure with gently sloped salt box-shaped roof line, three bay façade with hip-roofed veranda. The Northern exposure has a prominent exposed chimney.

Contextual:

The Buxton National Historic Site and Museum property, although it continues to evolve, has exceptional contextual significance located, as it is, next to the church and cemetery. This spatial relationship between the spiritual centre of the community (the church) and the social and educational components of the property is fundamental to the understanding and appreciation of the culture.

The school house, restored in 2000-2002 to its c. 1914 appearance, is along with the adjacent church, the tallest building in the community that dominates the approach from the south along A. D. Shadd Road and from the west along the 9th Concession.

Description of Heritage Attributes/Character Defining Elements

Key elements of the property include:

Raleigh SS #13 School House

Exterior:

- Brick single stack chimney with heavy built out cornice
- Steep pitched roof clad in cedar shingles
- Projecting eaves
- Plain soffit
- Plain frieze
- Five sided cupola including
 - wooden vents
 - decorative brackets
 - conforming conical cedar clad roof
 - decorative ball finial
- Window placement
- Window casement/exterior surround with low pitched moulded headers
- Plain wood lug window sills

- Double hung wooden four over four window sash
- Window boxes
- Double tongue and groove front doors
- Door casement/surround with low pitched moulded peaked header
- Decorative centre wooden medallion bearing the wording "SCHOOL SECTION No. 13 A D 1861"
- Front portico including
 - raised wooden landing and steps
 - four wooden Doric support columns
 - heavy entablature
 - extended and moulded soffit
 - decorative surmounting railing
- Wooden vent on upper eastern exposure

Interior:

- Room layout/floor plan
- Tongue and groove wood flooring throughout
- Terrazzo floor in entrance hall
- Tin ceiling, cove and wall covering throughout
- Wainscot and chair rail throughout
- Window casements/surrounds and interior sills throughout
- Five panel wooden doors including hardware throughout
- Interior door casement/surrounds
- Black boards including decorative surrounding trim

Colbert-Henderson log home

Exterior:

- End gable gently sloped 'salt box' shaped roof line
- Cedar shingle roof cladding
- Single stack brick inset chimney with built out cornice
- Large exposed brick chimney (northern exposure)
- Plain soffits
- Window placement
- Window casements and plain wood sills
- Wood six over six pane window sash
- Dovetailed square log walls
- Cedar lap sided second floor exterior cladding on gable ends
- Door casements
- Cedar hip-roof veranda

Raleigh Township SS #13 School House



Colbert-Henderson log home



SCHEDULE 'B'

Part Lot 10, Concession 8, Community of Raleigh, now in the Municipality of Chatham-Kent.

Instrument No. 200881
PIN No. 008720098

Appendix 2:

**By-law Designating the Property at
7725 Eighth Line,
Municipality of Chatham-Kent,
Geographic Township of Raleigh**

BY-LAW NUMBER 48-2007
OF THE CORPORATION OF THE MUNICIPALITY OF CHATHAM-KENT

A By-law to designate the property known as 7725 Eighth Line, RR 6, Geographic Township of Raleigh, as being of historical and architectural value or interest.

FINALLY PASSED the 5th day of March, 2007.

WHEREAS the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18 as amended, provides that the Council of the Municipality of Chatham-Kent may designate a property within the boundaries of the Municipality to be of cultural heritage value or interest;

AND WHEREAS Council of the Corporation of the Municipality of Chatham-Kent has appointed the Heritage Chatham-Kent Committee and the said committee has recommended that the Municipality designate the hereinafter described property pursuant to The Ontario Heritage Act;

AND WHEREAS given Council of the Corporation of the Municipality of Chatham-Kent has given Notice of Intention to Designate the hereinafter described property to be of cultural heritage value and interest pursuant to the Ontario Heritage Act;

AND WHEREAS no Notice of Objection to the proposed designation has been received by the Corporation of the Municipality of Chatham-Kent;

AND WHEREAS the reasons for designation are set out in Schedule "B" annexed hereto;

NOW THEREFORE the Municipality of Chatham-Kent enacts as follows:

1. That the property more particularly described in the attached Schedule "A" be designated to be of cultural heritage value and interest pursuant to The Ontario Heritage Act.
2. The Clerk be authorized register the by-law against the property described in Schedule "A" hereto in the proper land registry office.
3. That the Clerk be directed to cause a copy of this by-law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation and cause notice of the passing of this by-law to be published in a newspaper having general circulation in the municipality.

THIS By-law shall come into full force and effect upon the final passing thereof.

READ A FIRST, SECOND AND THIRD TIME this 5th day of March, 2007.

Original Signed By

Mayor – Randy R. Hope

Original Signed By

Clerk – Elinor Mifflin

SCHEDULE 'A'

PT LT 18, Concession A (Raleigh) as in 287697. Save and except PT 9, Plan 24R987, PT 1, Plan 24R2364, PT 1, Plan 24R3370, PT 1, Plan 24R4139, Geographic Township of Raleigh, County of Kent and now in the Municipality of Chatham-Kent.

SCHEDULE 'B'

REASONS FOR DESIGNATION

The reasons for designation are:

Section I: Purpose and general description

The purpose of the proposed designation, as listed in the Recommendation is to protect and preserve the structure known as the Jordan House, built in 1900, for its cultural value and architectural interest.

Part A: Historical Significance

The Jordan House is an important example of built heritage as it relates to 19th century agricultural history, settlement patterns of the early settlers in the evolution and social structure of the community, including local and regional development of an agricultural and cash economy and farm life.

Part B: Architectural Significance

A good example of a well built turn of the century farmstead, with excellent documentation to support the designation process, including the building contract, and clothbound house plans. The architect was T.J. Rutley, a Chatham architect. The general contractor was Jacob Sparks (Sr.) of Chatham. The narrative history, enclosed as a supportive document, details many other architectural features and social history associated with generation of the occupants of the building and farm.

Exterior Features:

- (a) Facades, trim, windows and their trims, doors and their trims, columns, and all other significant elements that make up the present form, style, grace, and design of the building in 1900.

Interior Features:

- (a) All design features that illustrate local design and construction of 1900 that has been maintained.
- (b) All woodwork which still has the original finish as applied in 1900.
- (c) Intact plastered walls
- (d) Restored pull-down library lamps hung in the dining and sitting rooms.
- (e) Chimney and flues.

Part C: Contextual Significance

- (a) Important historical records are associated with the building in relation to a good example of community life in what is now Chatham-Kent (supportive documents for social history, genealogy and oral tradition of the Jordan Family).
- (b) Important documents related to the history of the building – floor plans, blueprints, records of architectural changes through time, external and interior changes are provided in written context and notes.

Section II: Reasons For Designation

Exterior

- (a) The exterior of the structure in its entirety; including facades, trims, windows and their trims, doors and their trims, columns, and all other significant features to retain the present form, style, grace, and design of the building as it was intended in 1900.

Interior

- (a) All design features reflecting the local design and construction of 1900, which has been maintained.
- (b) All woodwork which still has the original finish as applied in 1900; including the pine floors which have been restored.
- (c) Intact plastered walls.
- (d) Restored two original pull-down library lamps hung in the dining and sitting rooms
- (e) Chimney and flues.

Section III: Recommendations

1. That the elements listed in Section II: "Reasons For Designation" be designated for their architectural and historical significance.

Appendix 3:

**Listings
from the
Municipality of Chatham-Kent
Heritage Register
of Properties
within the Study Area**



Community of Harwich Township 18935-18937 Communication Road

Historic Period and/or Date of Erection: circa 1875

Historical Significance: The residence pictured on the right was originally home to the Huffman family. Blake Huffman, Federal MP for East Kent from 1949-1958 resided here for a number of years during his life.

Architectural Significance/Description: The Gothic Revival features of this residence are outstanding. The verge boards, well preserved in comparison to many rural residences, are exquisite. The steep gables and bay windows are also interesting features of this design.

Contextual Significance: The residence is surrounded by some of Ontario's most fertile farm land.

Legal Description: PART LOT 2, CONCESSION 1, EAST COMMUNICATION ROAD, GEOGRAPHIC TOWNSHIP OF HARWICH, DESIGNATED AS PART 2, 24R6102; CHATHAM-KENT



Additional Notes:



Community of Harwich Township 11049 New Scotland Line

Historic Period and/or Date of Erection: circa 1875

Historical Significance: This residence was home to the Soper family. The Sopers were a successful farming family in the community.

Architectural Significance/Description: This house is a unique vernacular interpretation of Gothic Revival architecture. The steep front gable with original verge board detailing is outstanding. Moreover, the centralized bay window is different from most of Chatham-Kent's rural homes. The attached dry shed at the rear of the property is particularly rare.

Contextual Significance: The home is located next to a small grouping of rural residences. It is likely the oldest out of the collection.

Legal Description: PART OF LOT 20, CONCESSION 2, LAKE ERIE SURVEY, GEOGRAPHIC TOWNSHIP OF HARWICH, DESIGNATED AS PARTS 1 & 2, 24R8170; CHATHAM-KENT



Additional Notes:



Community of Harwich Township 11483 Front Line

Historic Period and/or Date of Erection: circa 1840

Historical Significance: The initial construction of this residence makes it one of the older buildings in Harwich Township. In fact the structure is believed to be one of the 10 oldest residences remaining in Chatham-Kent.

Architectural Significance/Description: The left side of this unassuming home is very early. Interesting details include an off centre doorway and restrained Classical Revival return eaves, both indicating a construction date as early as c. 1840. The right side is a c. 1890 addition. The property retains a collection of period outbuildings including an impressive timber frame barn.

Contextual Significance: This home shows the sparse settlement pattern of early rural Harwich Township.

Legal Description: PT LT 23 CON 5, LAKE ERIE SURVEY(HARWICH), LYING NORTH OF RIDGE RD, AS IN 156901, EXCEPT PT 1, 24R2194 "DESCRIPTION IN 156901 MAY NOT BE ACCEPTABLE IN FUTURE" RE: REMNANT HARWICH

Additional Notes:



Community of Harwich (Troy) 11625 Front Line

Historic Period and/or Date of Erection: circa 1850

Historical Significance: The owners of this property likely came from, or knew a contractor from upstate New York. The building is very similar to those found in that region. It is a unique property in Chatham-Kent and is also one of the oldest in Harwich Township.

Architectural Significance/Description: The front gable on this home illustrates its Classical Revival influence. It looks well kept, with a number of other original features.

Contextual Significance: The home is located in Troy, a small community of rural houses. This structure was likely one of the first buildings in the small settlement. It is also rare because it resides in one of Chatham-Kent's "ghost towns."

Legal Description: PT LT 24, CON 5, LAKE ERIE SURVEY(HARWICH), PT 1, 24R2377 HARWICH

Additional Notes:





Community of Harwich Township 11049 New Scotland Line

Historic Period and/or Date of Erection: circa 1875

Historical Significance: This residence was home to the Soper family. The Sopers were a successful farming family in the community.

Architectural Significance/Description: This house is a unique vernacular interpretation of Gothic Revival architecture. The steep front gable with original verge board detailing is outstanding. Moreover, the centralized bay window is different from most of Chatham-Kent's rural homes. The attached dry shed at the rear of the property is particularly rare.

Contextual Significance: The home is located next to a small grouping of rural residences. It is likely the oldest out of the collection.

Legal Description: PART OF LOT 20,
CONCESSION 2, LAKE ERIE SURVEY,
GEOGRAPHIC TOWNSHIP OF HARWICH,
DESIGNATED AS PARTS 1 & 2, 24R8170 ;
CHATHAM-KENT

Additional Notes:



Community of Harwich Township 11319 Talbot Trail

Historic Period and/or Date of Erection: circa 1875

Historical Significance: Similar to other Register entries, this home represents what rural life would have been like during the nineteenth century for an upper-middle class family.

Architectural Significance/Description: Many original details remain on this Gothic Revival home. The positioning of the roof's gables and the outstanding verge boards make this property unique. Few other examples follow a similar pattern in all of Ontario.

Contextual Significance: This home is built on a large rural estate. It is one of the few residences in the entire area.

Legal Description: PT LT 22, CON 3, LAKE ERIE
SURVEY, GEOGRAPHIC TOWNSHIP OF
HARWICH, DESIGNATED AS PART 1,
24R6231 ; CHATHAM-

Additional Notes:





Community of Howard (Rondeau) 11658 Bates Drive

Historic Period and/or Date of Erection: circa 1900

Historical Significance: At the turn of the century, international award winning marksman Howe Bates, built this residence. Bates toured the world shooting for Remington Arms. He competed in circles with Annie Oakley.

Architectural Significance/Description: This residence is an excellent and unique example of a early twentieth century "Lake Home". This is one of the few unaltered examples remaining in Chatham-Kent.

Contextual Significance: The home resides near the Bates Drive and Kent Bridge Road intersection. Moreover, the home is located on the shores of Lake Erie.

Legal Description: LOT 4, PLAN 397 HOWARD

Additional Notes:



Community of Howard Township (Morpeth) 18633 Hill Road



Historic Period and/or Date of Erection: circa 1855

Historical Significance: The Hill House, built by Hiram Hill, is one of the few remaining homes connected to Morpeth's shipping days. Hill owned the Morpeth Dockyard, where they were well known across the Great Lakes water way for exporting grains and farm produce.

Architectural Significance/Description: This brick, square, Italianate residence is very unique. The most obvious feature, that sets it apart from other buildings in Chatham-Kent, is its large five front window cupola. The cupola would have given Hill an excellent vantage point of Lake Erie from his residence. Other interesting details include the side by side twin chimneys, wooden brackets, and brick work around the entrance.

Contextual Significance: This residence is very important in understanding early Great Lakes shipping and Chatham-Kent agriculture. It provides a lasting example of the affluence these two connected industries created for people in the mid-nineteenth century.

Legal Description: PART OF LOTS 89, 90 & 91, CON. B.F. (HOWARD), TOGETHER WITH R.O.W. OVER PART OF LOT 91, CON. B.F. AS IN 340096 HOWARD



Community of Howard Township

11979 Ridge Road



Historic Period and/or Date of Erection: circa 1870

Historical Significance: This rural Gothic Revival residence was built by one of Howard Township's pioneering families.

Architectural Significance/Description: This c. 1870 house is significant in two important ways. It is made of cut stone (likely indicating a Scottish builder) and it has an unusual cast iron entrance and window caps. This is an exceptional feature to find on a residence anywhere in the province. One other home in Ridgetown has a similar feature.

Contextual Significance: The house is located in a rural area. The dwelling illustrates the sparse settlement pattern used along Ridge Road in Howard Township.

Legal Description: PART OF LOT 3, CON. 10
(HOWARD) HOWARD

Additional Notes:

152



Community of Howard Township

11658 Talbot Trail



Historic Period and/or Date of Erection: circa 1915

Historical Significance: Initially this structure was constructed as a hotel to hold out of town guests. Following its years as a hotel the building was used by the Canadian Government during the Second World War to hold Japanese citizens. The Japanese that lived here were a believed threat to the security of the country. Few, if any of the citizens, turned out to be spies or terrorists. The Federal Government has apologized to the Canadian Japanese community for what transpired during the war years.

Architectural Significance/Description: This building has a number of maintenance issues. Nevertheless, Art Deco design features are present. Few buildings in Chatham-Kent have details related to this movement.

Contextual Significance: The height, size, and location of this building make it a landmark along Talbot Road.

Legal Description: PART OF LOT 102, CON. S.T.R.
(HOWARD) HOWARD



Community of Howard Township

11934 Talbot Trail

Historic Period and/or Date of Erection: circa 1830

Historical Significance: Few buildings of this size and architectural style remain in Chatham-Kent. It makes this property significant because it shows the prosperity of the Trudgen family, previous owners of the house.

Architectural Significance/Description: Despite enlargement of the ground floor windows, this Classical Revival dwelling retains much of its period detail (the front portico is not original). Very few full two storey five bay houses of this period remain in Chatham-Kent.

Contextual Significance: The residence is on a property next to a group of large agricultural buildings.

Legal Description: PART OF LOT 99, CON. S.T.R.
(HOWARD) HOWARD

Additional Notes:

