LAKE HURON

810.0
MICROFILMED

N

SARNIA

PLYMPTON

MOORE

ENNISKILLEN

WARWICK

SOMBRA

R N

BROOKE

ADELAIDE

S DAWN

LOBO

DOVER

CHATHAM

LONDON

ZONE

EKFRID

CARRADOC

CAMDEN

MOSA

DELAWARE

WESTMINSTER

RALEIGH

HARWICH

HOWARD

ORFORD

ALDBOROUGH

DUNWICH

SOUTHWOLD

DORCHESTER

Pt aux Pins

YARMOUTH

L A K E   E R I E

MALAHIDE

LEGEND

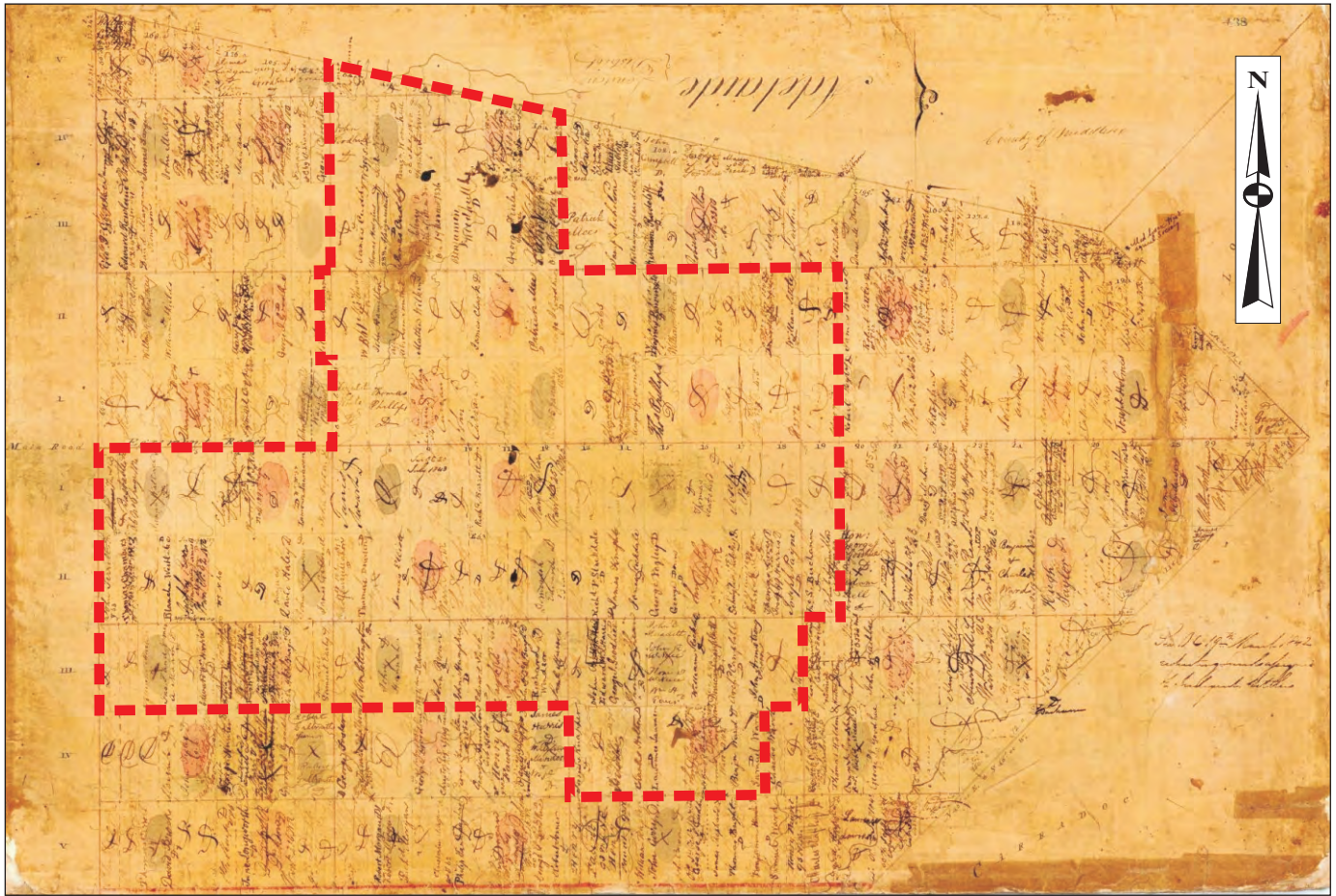[ ] Approximate Location of Study Area

REFERENCE

DRAWING BASED ON
Nielsen, Eleanor
1993 *The Egremont Road: Historic Route from Lobo to Lake Huron*. Lambton Historical Society, Sarnia. p. 7.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE.

PROJECT
**Built Heritage and Cultural Landscape Study
Adelaide Wind Farm
Geo. Twp. of Adelaide, Middlesex County, Ontario**

TITLE
**Map Showing Peter Carroll's Original 1831
Egremont Road Survey**

Golder Associates

PROJECT No.	07-1112-0151-1800	FILE No.	0711120151-1800-R02004
		SCALE	NOT TO SCALE REV.
CADD	JM	Feb 26/09	
CHECK			**FIGURE 4**

LEGEND

Study Area

REFERENCE

DRAWING BASED ON
Caroll, Peter
1831 *Plan of the Township of Adelaide. By Peter Carroll,
Deputy Surveyor, 29th December 1831*. Map No. 438.
On file with the Ministry of Natural Resources Crown
Land Survey Records Office, Peterborough, Ontario.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ
IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE.

PROJECT
**Built Heritage and Cultural Landscape Study
Adelaide Wind Farm
Geo. Twp. of Adelaide, Middlesex County, Ontario**

TITLE

**A Portion of Peter Carroll's
1831 Map of the Township of Adelaide**

Golder Associates	PROJECT No.	07-1112-0151-1800	FILE No.	0711120151-1800-R02005
			SCALE NOT TO SCALE REV.	
	CADD	JM	Feb 26/09	
	CHECK			**FIGURE 5**

N

PROJECT
Built Heritage and Cultural Landscape Study
Adelaide Wind Farm
Geo. Twp. of Adelaide, Middlesex County, Ontario

TITLE
Detail from Peter Carroll's
1831 Map of the Township of Adelaide

Golder Associates	PROJECT No.	07-1112-0151-1800	FILE No. 0711120151-1800-R02006
			SCALE NOT TO SCALE REV.
	CADD JM	Feb 26/09	**FIGURE 6**
	CHECK		

LEGEND

[ ] Study Area

REFERENCE

DRAWING BASED ON
Tremaine, George R.
1862 *Tremaine's Map - London and Middlesex County*.
    George C. Tremaine, Toronto.

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ
IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE.

LEGEND

Study Area

NOTES

THIS DRAWING IS SCHEMATIC ONLY AND IS TO BE READ
IN CONJUNCTION WITH ACCOMPANYING TEXT.

ALL LOCATIONS ARE APPROXIMATE.

PROJECT
Built Heritage and Cultural Landscape Study
Adelaide Wind Farm
Geo. Twp. of Adelaide, Middlesex County, Ontario
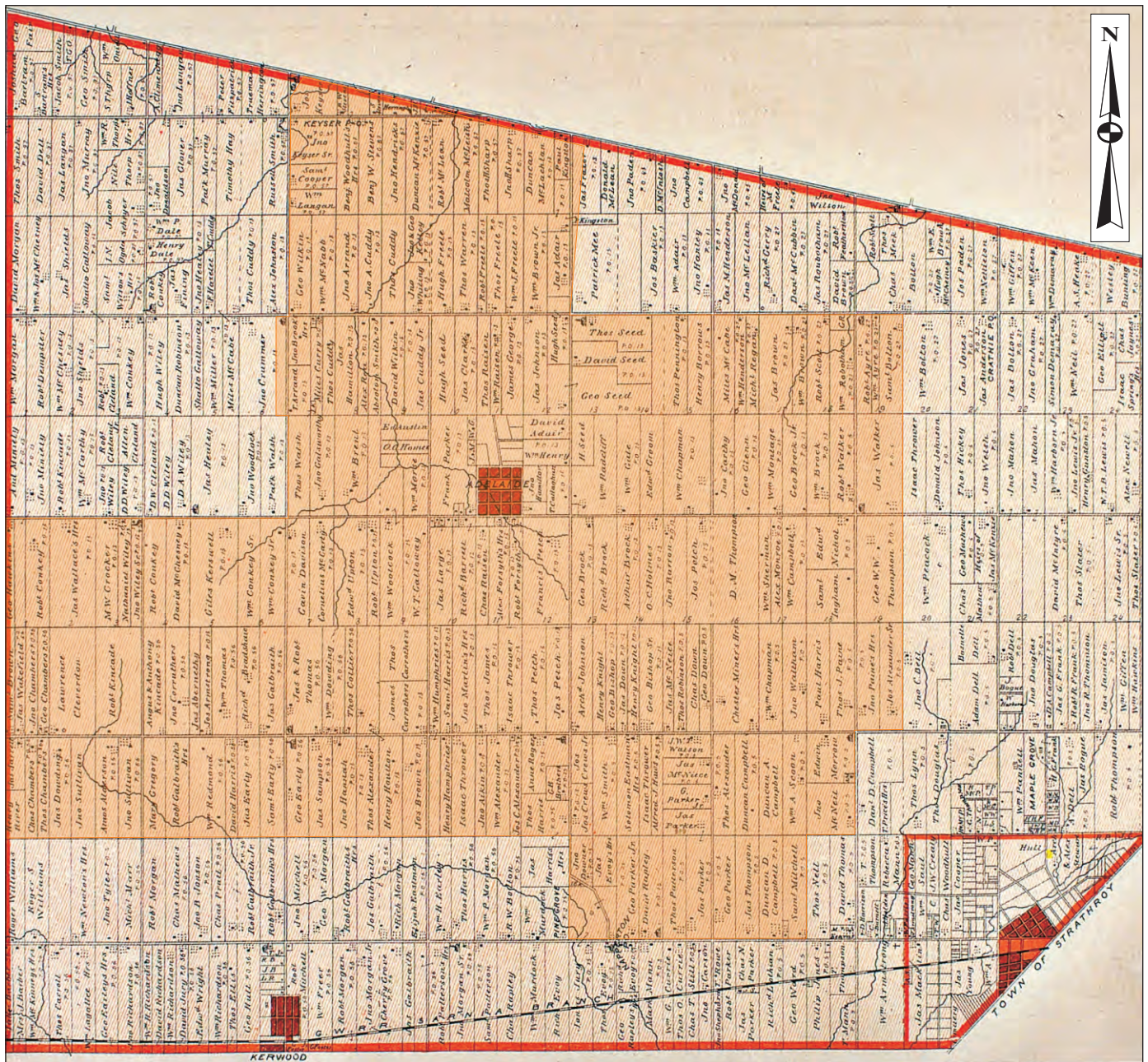
TITLE
A Portion of the Historic Map of the
Township of Adelaide in the 1878 *Illustrated*
Historical Atlas of the County of Middlesex

Golder Associates	PROJECT No.	07-1112-0151-1800	FILE No.	0711120151-1800-R02008
			SCALE	NOT TO SCALE	REV.
	CADD	JM	Feb 26/09	
	CHECK			**FIGURE 8**

5.0   SETTLEMENT AND AGRICULTURE

5.1   Description/Character

5.1.1   Settlement Phases

Settlement and development of agriculture go hand-in-hand. As with much of southern Ontario, agricultural development in Middlesex County fell into three phases: pioneer farming, wheat growing for export and mixed farming. This pattern was followed to varying degrees within the Township of Adelaide.

During the initial era of pioneer farming, progress was slow. The aim was chiefly to provide enough food for the family. Under favourable circumstances a single good season could bring the farm into production and make a family self-sustaining. From there, if the family were capable, a few more seasons could provide the raw materials for almost all their necessities.

The length of time occupied by this pioneer phase was variable. Settlement could be delayed by the large amount of land held by absentee owners or by poor land in the area. With good transportation and markets, there was an incentive to improve quickly. With no access to cash sources, the pioneer phase lasted longer. No surviving visual evidence of the pioneer phase has been noted in the study area.

As soon as settlers managed to meet their immediate needs they turned to growing crops that could be sold or bartered. During the 1840s, settled areas with good transport increasingly moved into a mono-culture of wheat production. The profitability of wheat was due to tariff protection by Great Britain and the 1850s failure of the European wheat crop and shortages caused by the Crimean War.

The wheat prosperity, however, was short lived. A disease struck the crop in the late 1850s that greatly reduced yields. This, coupled with a general economic depression that began in 1857, slowed the growth of the province. In response to these factors, Ontario farmers in the 1860s began to diversify into a broader mix of crops.

Although the wheat boom was very short, it "kick-started" many farmers from the pioneer stage into a market economy. The American Civil War in the early 1860s helped to diversify agriculture in the province and provided another era of prosperity. The demand for feeder cattle in the United States stimulated stock production. Grain growing continued to be economically important. Evidence of the prosperity, and the subsequent Civil War economic boom, can be seen today in the investment in surviving substantial houses and barns from the 1860s and later (Plate 2).

The agricultural economy of Middlesex County remained unchanged until after the Second World War. Crops came in and out of popularity depending on market forces.

Starting in the 1940's the most important change to agriculture in Middlesex County was that it became more specialized. Families no longer maintained a small number of a variety of types of livestock, but rather focused on one type of farming on a larger scale. This increase in specialization was due to a number of factors including: an increase in cash cropping; invention of new machinery; electrification on farms; use of pesticides and herbicides; and the use of commercial fertilizers. Evidence of specialization and growth of the farms in the study area is evidenced on the landscape by the large cement silos and large facilities needed to house livestock (Plate 3).

Plate 2: Example of Late 19th Century Farmstead Located within the Study Area

Plate 3: Example of Farmstead with Silo Located within the Study Area

5.1.2   Land Drainage

The study area has two major soil types present: the Huron series and the Brantford series. Both soil series are silty clay loams and range from moderately well drained to imperfectly drained in the study area. Four other minor concentrations of identifiable soil series include the well to imperfectly drained Bennington silt loam, the well to imperfectly drained Brant silty loam, the rapid to imperfectly drained Caledon sand loam, and the moderately well to imperfectly drained Melbourne silty clay loam. The area's topography is nearly level with only some areas of gentle sloping which can contribute to the soils' drainage characteristics as noted above.

In the earliest years of settlement, immigrants simply avoided wetlands. By the 1860s, widespread interest in draining wetlands developed in Middlesex County and in the province as a whole. At the time, the Crown Lands Department estimated there were about 400,000 hectares of marsh in southern Ontario that could be cultivated if drained. In 1868 the Ontario government passed an *Act* enabling townships to undertake drainage programs. Subsequent *Acts* in 1869 and 1872 were passed to fund these projects. In 1878 legislation was approved that provided financial assistance to farmers who wished to tile their own fields.

Municipal drains were built along roads both to drain fields and improve the stability of roads. These, and other drainage improvements, appear to date from just before or after the Second World War.

5.1.3   Religion and Education

Through the historical record there is evidence of ten churches, three cemeteries and ten schoolhouses existing within the limits of the study area at one time or another. Table 2 summarizes the names (where available), locations and status of these churches, cemeteries and schoolhouses (Figure 11).

Table 1: Schoolhouses, Churches and Cemeteries Once Located within the Study Area

Name	Location	Status
Schoolhouses		
Unknown	Part of Lot 7, Concession 2 S.E.R	No longer standing
Unknown	Part of Lot 18, Concession 3 S.E.R.	No longer standing
S.S.#5/Rapley School/Napperton School	Part of Lot 14, Concession 4 S.E.R.	Demolished in 1961
Unknown	Lot 19, Concession 1 N.E.R	No longer standing
Unknown	Lot 8, Concession 2 N.E.R.	No longer standing
Mud Creek School	Part of Lot 19, Concession 2 N.E.R.	No longer standing, in use until 1879
S.S.#12 Adelaide Village school	Part of Lots 13 and 14, North of King Street	Torn down in 1890
S.S.#1 Adelaide	Lot 7, Concession 4 N.E.R.	Abandoned for new school in 1877

Name	Location	Status
S.S.#2 West Williams	Lot 7, Concession 4 N.E.R.	Abandoned for new school in 1877
S.S.#10	South half of Lot 12, Concession 1 S.E.R.	No longer standing

Churches		
Shiloh Methodist Church	Part of Lot 13, Concession 2 N.E.R.	No longer standing
Salem New Connexion Methodist Church	Part of Lot 7, Concession 3 S.E.R.	Damaged in windstorm, sold to Salvation Army in 1887
Unknown	Part of Lot 12, Concession 3 S.E.R.	No longer standing
St. Ann's Anglican Church	2276 Egremont Drive	Original destroyed by windstorm 1868, replacement church is still standing
St. Patrick Roman Catholic Church	Originally located Lot 13 south of Yonge Street, later rebuilt on Egremont Road	Demolished in 1984
Salem Methodist Episcopal church	Unknown	Built 1868, no longer standing
Humphries' Wesleyan Methodist Church	Lot 10, Concession 2 S.E.R.	Used until 1861, no longer standing
Ebenezer Wesleyan Methodist Church	Lot 12, Concession 3 S.E.R.	Burned 1886
Bethesda Methodist Church	Lot 10, Concession 3 S.E.R.	Opened 1855, closed 1968, no longer standing
Adelaide Village Wesleyan Methodist Church	Lots 1 and 2, West Half of Concession 1 N.E.R.	Closed 1968, no longer standing

Cemeteries		
The West Adelaide Presbyterian Cemetery	East Half of Lot 3, Concession 1 S.E.R.	Now a cairn
St. Ann's Anglican Church Cemetery	Lot 11, Concession 1 N.E.R.	Still in original location
St. Patrick Roman Catholic Church Cemetery	Unnumbered Lot of the north end of Feasey Street	Still in original location

5.1.3.1   Churches and Cemeteries

Ten churches were once located within the study area, but only one is still standing: St. Ann's Anglican Church located in Adelaide Village. In 1833, services for St. Ann's Anglican were performed in a log schoolhouse. A frame building, which included a rectory, was built later that year. The little church stood on blocks, facing north, and it was not until seven years later that pews and pulpits were completed (ATHG 2001: 442-443).

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In 1868, St. Ann's was destroyed in a windstorm and a new brick church was constructed. The 1868 church is still standing and is in use today. Plate 4 shows the streetscape of Adelaide Village in 1908, taken from Egremont Road looking east with St. Ann's Church and the associated cemetery in the foreground. Plate 5 shows St. Ann's as it stands today.

St. Ann's Anglican Church Cemetery is associated with the destroyed St. Ann's Anglican Church and its existing successor (Plate 6). The cemetery was formally established in 1833 but it has a headstone dating to 1828 (ATHG 2001: 463). The site is marked by a Heritage Trail sign and is located at 2276 Egremont Drive. St. Ann's is not located on a participating parcel of the proposed Adelaide Wind Farm (Figure 11).

Plate 4: St. Ann's Church, Adelaide Village, 1908 (ATHG 2001: 442).
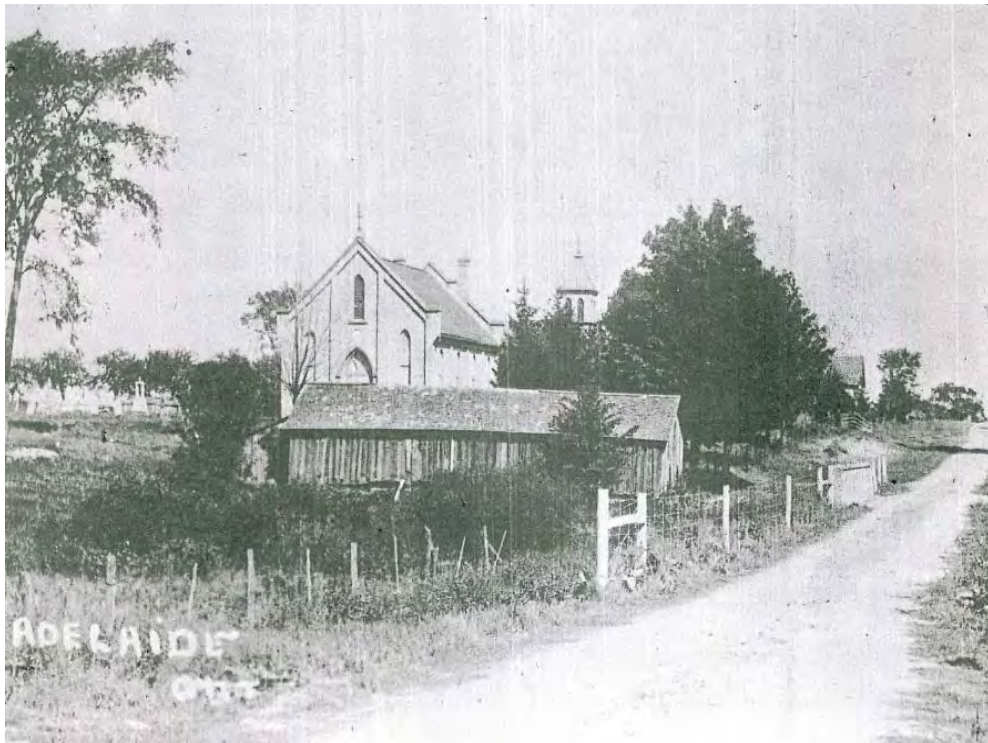
Plate 5: St. Ann's Church, Adelaide Village, 2009

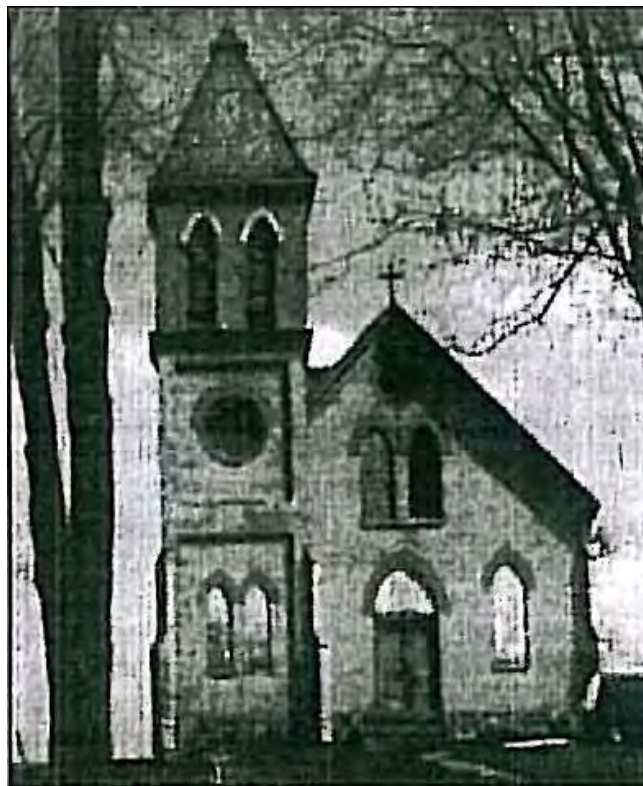
Plate 6: St. Ann's Church Cemetery

St. Patrick's Roman Catholic Church was originally a white frame building and was constructed in 1849 beside the associated cemetery. The frame chapel was torn down in 1904 and replaced with a brick church that same year. St. Patrick's was originally located on Lot 13 south of Yonge Street, with the new brick structure facing out towards Egremont Road (Plate 7). The church ceased to be used in 1962 and was razed to the ground in 1984 with the brick and stained glass windows being used for other local churches (ATHG 2001: 459-460).

St. Patrick's Roman Catholic Cemetery covered 0.4 hectares of land and was part of the original 1848 Crown Patent of 1.6 hectares for the associated church. It was in use between 1849 and 1933 and is now maintained by the Catholic Church in Strathroy. The oldest remaining stone dates to 1864 (ATHG 2001: 464). The site is marked by a Heritage Trail sign in an unnumbered lot northwest of the north end of Feasey Street (Plate 8). This cemetery is not located on a participating parcel for the potential Adelaide Wind Farm (Figure 11).

Plate 7: St. Patrick's Church, Adelaide Village, date unknown, demolished in 1984 (ATHG 2001: 460).

Plate 8: St. Patrick's Church, Cemetery as it Appears Today

The West Adelaide Presbyterian Cairn is located on the east half of Lot 3, Concession 1 S.E.R (Figure 11). The original cemetery was used from 1853 to 1881 and was available to all Presbyterians (ATHG 2001: 465-466). It was not until the 1950's that the present cairn was constructed from the remaining tombstones (Plate 9). The West Adelaide Presbyterian Cairn is not located on a participating parcel for the potential Adelaide Wind Farm.

Plate 9: West Adelaide Presbyterian Cairn

5.1.3.2   Schools

Five schoolhouses were once located within the limits of the current study area, however none of these structures are still standing. In 1960 the education system in Adelaide Township changed and all of the one-room schools in the area were amalgamated into one school to serve the township. This new school was originally called the Adelaide Central School and is located on Lot 15, Concession 1 S.E.R. In 1977, an addition was added to the building and its name was changed to the Adelaide W.G. MacDonald School.

5.1.4   Urban Places

Four towns, villages or hamlets were, or still are, located within or partially within the limits of the study area, including the village of Adelaide, the village of Keyser, the hamlet of Napperton and the Post Office of Mullifarry (Figure 11).

5.1.4.1 Adelaide

Beginning in 1832 an influx of wealthy settlers, including a number of retired British officers, took roots in the area of the village of Adelaide and had elaborate plans to make it a luxurious community that would include, among other extravagant facilities, a club house and opera house (Home 1939). Pioneering life in the bush became overwhelming for many of the original settlers and the idea of an elaborate Adelaide community was lost as many wealthy settlers moved out of the area to more developed urban locations (Home 1939).

Adelaide was officially laid out by Peter Carroll in 1833. Four structures already existed on the town plot prior to its survey, including two houses and two stores (Nielsen 1993: 28). After the town plot was surveyed (Figure 9) the community continued to expand but it never occupied the entire surveyed area. The village had reached a maximum population of 200 in 1857 but ceased to grow when the Great Western Railway Line between London and Sarnia passed through Strathroy to the south (ATHG 2001: 505-506). The village plan in the 1878 historical atlas indicates that the town plot was still in use but very few buildings had been laid out on the theoretical allotments that were available (Figure 10). Today, the surveyed road grid no longer survives although some of the road allowances still exist legally. Egremont Road and a portion of Kent Street is still used while the southern portion of Duke Street is now called Barrett Street and the remaining original streets are no longer in existence.

Through the historical records of the village it is apparent that a number of important structures or businesses existed in Adelaide Village at one time or another in various locations, including two churches with associated cemeteries (St. Ann's and St. Patrick's), a couple of hotels, a number of schoolhouses, a Town Hall, various stores, a blacksmith's shop, a sawmill, a grist mill, a tile yard and a post office (ATHG 2001: 505-506). Of all the significant historic structures that existed in the village through time, the only one that is still standing is St. Ann's Church which has been discussed in greater detail in Section 4.1.3.1. Several of the historic homes within the village most certainly served other purposes in the past, such as shops or parsonages.

5.1.4.2 Keyser

The village of Keyser was located at the intersection of present day Kerwood Road and Langan Drive. From early times the intersection was known locally as "Keyser Corner" or "Keyser's Corner" (ATHG 2001: 226, 514). While the intersection is not marked with a distinct name on the 1862 Tremaine Map (Figure 7), the family does own the properties on the southeast corner (here spelled "Kizer").

The Keyser Post Office opened in 1864 and closed in 1913. The post office is noted in the 1878 historical atlas (Figure 8). The community had an average population of between 30 to 60 people although it had 200 people at its height in 1871 (ATHG 2001: 514). At its largest, Keyser spanned the intersection both inside and outside of the study area. By 1913 when the post office closed the village had dwindled and now only the name remains on maps.

Throughout its history Keyser had a number of businesses and important structures, including a cheese factory, brick and tile yard, general store, blacksmith shop, church and school. Today the only two remaining buildings from historic Keyser are the former Keyser general store which sits empty and a schoolhouse which has been converted to a family home. Both of these buildings are located outside the limits of the study area.

5.1.4.1   Mullifarry

The community of Mullifarry is still noted on maps (Figure 1) although it was only a post office from 1880 until 1913 (Grainger 2002: 12). A farm in the area retains the name "Mullifarry Landing" but is a later construction named in honour of the post office. The post office had been moved in 1900; the original building housing the post office no longer stands.

5.1.4.2   Napperton

The community of Napperton is indicated on the 1878 map of the township and falls at the southern end of the study area (Figure 8). This small hamlet once had a church, a schoolhouse and a post office (Grainger 2002: 12-13). The only structure that would have fallen within the limits of the study area is the schoolhouse which was located on the north side of Napperton Road. However, it is no longer standing.