

**CULTURAL HERITAGE ASSESSMENT  
EAST DURHAM WIND ENERGY CENTRE  
FORMER GLENELG TOWNSHIP  
MUNICIPALITY OF WEST GREY  
GREY COUNTY  
FIT # F-002177-WIN-130-601**

Prepared for:  
GENIVAR  
and  
Ministry of Tourism, Culture and Sport

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## TABLE OF CONTENTS

Project Personnel	iv
Acknowledgments	iv
Executive Summary	v
<b>1.0 INTRODUCTION</b>	<b>1</b>
1.1 Project Proposal	2
<b>2.0 CURRENT HERITAGE STATUS</b>	<b>4</b>
2.1 National Heritage Inventory	4
2.2 Provincial Heritage Inventory	4
2.3 Municipal Heritage Inventory	4
2.4 Screening for Impacts to Built Heritage and Heritage Landscapes	4
<b>3.0 HISTORIC SUMMARY</b>	<b>6</b>
3.1 Location and Environment	6
3.2 Historic Settlement and Development	6
3.3 Historic Period	7
3.4 Detailed Lot Histories	12
3.5 Cemetery Histories	22
3.6 Roads	24
3.7 Plaques and Monuments	26
<b>4.0 CULTURAL LANDSCAPE</b>	<b>27</b>
4.1 Area Context	27
4.2 Inventory of Landscape Features	27
<b>5.0 BUILT FEATURES</b>	<b>29</b>
5.1 Inventory of Built Features	29
<b>6.0 CULTURAL HERITAGE RESOURCE ASSESSMENT</b>	<b>30</b>
<b>7.0 DESCRIPTION OF PROPOSED PROJECT</b>	<b>32</b>
7.1 Facility Components	32
7.2 Turbine Specifications	32
7.3 Electrical System	33
7.4 Access Roads	33

<b>8.0 ASSESSMENT OF IMPACTS</b>	34
8.1 Potential Impacts	34
8.2 Assessment of Impacts to Heritage Landscape Features	35
8.3 Assessment of Impacts to Built Heritage Features	36
8.4 Summary Assessment of Direct and Indirect Impacts	36
<b>9.0 MITIGATION RECOMMENDATIONS</b>	38
<b>10.0 IMPLEMENTATION AND MONITORING SCHEDULES</b>	39
<b>11.0 SUMMARY STATEMENT AND CONSERVATION RECOMMENDATIONS</b>	40
<b>12.0 REFERENCES CITED AND CONSULTED</b>	42
<b>INVENTORY OF FEATURES</b>	
A Inventory of Landscape Features	45
B Inventory of Built Features	63
<b>APPENDICES</b>	
A Glossary of Key Terms	150
B List of Municipal Addresses and Related Concession/Lot	151
C National Heritage Inventory	156
D Provincial Heritage Inventory	157
E Municipal Heritage Inventory	164
<b>TABLES</b>	
1 Protected Properties	5
2 Chain of Title for Lots within the Project Area	167
<b>FIGURES</b>	
1 General Location of Study Area	183
2a Study Area	184
2b Project Area showing Map #s	185
2c Location of the Second Meteorological Tower	186
2d Proposed Location of the Substation	187
3 Notice for Settlement of Glenelg Area	188
4 Notice for Details of Free Grants in Glenelg	189
5 Portrait of John “Daddy” Hall	190
6 1880 Historic Map of Glenelg	191

7	S.S. No. 1 Bussenan	192
8	Glenelg School	192
9	Transfer Plan, Walkerton and Lucknow Railroad	193
10	Lots 31 and 32, Concession 1 NDR, detail of Railroads and Smellie Cemetery	194
11	Construction of Railroad, 1907	195
12	Portrait of Archie C. McArthur	195
13	Archibald McArthur and Family	196
14	John McArthur Home	197
15	Portrait of William McNab	197
16	Shortreed Family	198
17	Presbyterian Church, Lot 31, Concession 1 NDR	198
18	Wm. Smellie and Family	199
19	Smellie's Cemetery, Lot 31, Concession 1 NDR	199
20	Portrait of John Cameron	200
21	Portrait of John S. Black	200
22	Agricultural Census	201

## **Project Personnel**

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## **Acknowledgments**

**Scarlett Janusas Archaeological and Heritage Consulting and Education (SJAHCE)** extend our thanks to Ms. Pat Becker, GENIVAR for providing maps, data and permission to access the property. We acknowledge the assistance provided by the Ontario Heritage Trust, and the Municipality of West Grey in providing information regarding the project area and heritage concerns.

## EXECUTIVE SUMMARY

**Scarlett Janusas Archaeological and Heritage Consulting and Education (SJAHCE)** was retained by the proponent to conduct a cultural heritage assessment of the project area known as the East Durham Wind Energy Centre.

The main project area will be located entirely in the Municipality of West Grey, formerly Glenelg Township, in Grey County. The main project area is bounded on the north by Concession 6, Sideroad 50 and Artemesia-Glenelg Townline to the east, the West Grey-Southgate municipal boundary to the south, and Baseline to the west.

Figure 2a illustrates the study area, which covers approximately 10,050 hectares east of the town of Durham. Although 17 turbine locations have been identified, the proposal is to install fewer turbines. A typical turbine footprint is approximately 0.6 hectares per turbine. The actual area occupied by turbines, roads, construction laydown area and transformer station for the project is approximately 20 hectares in total. The majority of the study area is rural farmland with some wooded areas and aggregate extraction areas.

A Stage 1 archaeological assessment was conducted by Archaeological Services Inc. The Stage 2 is currently being conducted by Golder Associates Limited.

As part of the cultural heritage assessment, properties that were within the project area, that is those properties that could be directly affected by the proposed wind energy centre, were examined in the field. Adjacent properties were also included in this field assessment. Many of the properties could not be accessed as they were set well back from the road. Roadscapes were examined as part of the cultural heritage assessment. Field work was conducted on August 22<sup>nd</sup> and 23<sup>rd</sup>, and on several days in early September 2012. Historical research was undertaken by historians Spencer McBride, BA, MA and Patrick Folkes, BA, MA and field work was undertaken by Scarlett Janusas, BA, MA, CAHP, Chelsea Robert, BA, and Rachel Boniface, of **SJAHCE**.

The project is seeking a Renewable Energy Approval according to Ontario Regulation 359/09 issued under the Environmental Protection Act. Landscape features and built features were evaluated using the criteria for determining cultural heritage value or interest, from the Ontario Heritage Act, Ontario Regulation 9/06. The Ontario Heritage Act, its Regulations and the Ontario Heritage Toolkit were consulted for this project, in addition to O. Reg. 359/09 of the Environmental Protection Act.

There are no properties or buildings designated as heritage properties/protected properties, nor are any properties within the project area currently recognized for their heritage or cultural value by the Municipality of West Grey, or the Ontario Heritage Trust. None of the properties are, or have ever been, on any heritage list.

The inventory includes 181 built features and 28 landscape features. Of these, 49 features (42 built and 7 landscape) were screened as having potential cultural heritage value or interest using the criteria in Regulation 9/06 of the Ontario Heritage

In terms of the impact of the development proposal on the heritage features, the impacts on the landscape features will be very limited. The location of the turbines are a minimum of 500 metres away from any of the landscape features and the impact will be minimal. The access roads will not have any impact on any of the identified features. The transmission lines will be buried and will have no impact on the identified landscapes.

The McKechnie Cemetery is located on property adjacent to the proposed location of the laydown area and the second meteorological tower. Since the laydown area will only be in operation during the construction phase whatever impact it may have will not be direct and will only be short term assuming the area is returned to its present (or better) condition. Although the meteorological tower is located on the lot adjacent to the McKechnie Cemetery, it is sufficiently far from the cemetery that it will have little or no impact. .

The impact of the proposed project on the built heritage features will also be very limited. The location of the turbines is a minimum of 400 metres away from any of the built features and in most cases substantially more. The impact will be minimal. The electrical collection lines will be buried and will have no impact on the identified built heritage features. Overall, there are no built heritage features that will be impacted by the development of the East Durham Wind Energy Centre.

There is one mitigation recommendation for the East Durham Wind Energy Centre. The laydown area is adjacent to McKechnie Cemetery and will be in operation during the construction phase. It is recommended that after construction is complete and the laydown area is no longer required, that the area be returned to its pre-construction condition or better.

Other than the mitigation recommendation with respect to McKechnie Cemetery, there are no further recommendations with respect to the heritage impact assessment of the East Durham Wind Energy Centre.

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## **1.0 INTRODUCTION**

**Scarlett Janusas Archaeological and Heritage Consulting and Education (SJAHCE)** was retained by the proponent to conduct a cultural heritage assessment of the project area known as the East Durham Wind Energy Centre.

The main project area will be located entirely in the Municipality of West Grey, formerly Glenelg Township, in Grey County. The main project area is bounded on the north by Concession 6, Sideroad 50 and Artemesia-Glenelg Townline to the east, the West Grey-Southgate municipal boundary to the south, and Baseline to the west.

Ontario Regulation 359/09 defines the “project location” as

a 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

The *study area* for this project is significantly larger than the “project location” in that it encompasses the *project location* and the adjacent / abutting properties. This ensures that the heritage impact is properly assessed.

Figure 2a illustrates the *study area*, which covers approximately 10,050 hectares east of the town of Durham. The typical turbine footprint is approximately 0.6 hectares per turbine. The actual area occupied by turbines, roads, construction laydown area and transformer station for the Project is approximately 20 hectares in total and will be referred to within the report as the *project area*. The majority of the area is rural farmland with some wooded areas and aggregate extraction areas. Some overhead electrical lines may be located in municipal roadways.

East Durham Wind Inc., a wholly owned subsidiary of NextEra Energy Canada, ULC (NextEra) is proposing to construct a wind energy project in the Municipality of West Grey, Grey County, Ontario. The proposed wind farm will consist of up to 14 - 1.6 MW wind turbines for a total of up to 23 MW nameplate capacity. The wind turbines will be situated entirely on privately owned land that is currently under agricultural production, used as pasture land or fallow land. Other project components would be located on private land, County-owned land and within the municipal right-of-ways.



While the cultural heritage assessment was being prepared, the proponent made two minor changes to the site plan layout:

- The substation has been moved from the location shown on figure 2b (coloured pink) on Grey Road (Concession 1 North of Durham Road, Lot 46) to a location further west, Lot 28 on the same concession road. See figure 2c.
- The planned location of the substation on Grey Road (Concession 1 North of Durham Road, Lot 46) will continue to be used as a laydown area during the construction phase as previously planned but will also be the location for a second meteorological tower, located on the north part of the lot. See figure 2d. The meteorological tower will be 60 metres in height and secured with three guy wires.

The project is seeking a Renewable Energy Approval according to Ontario Regulation 359/09 issued under the Environmental Protection Act. The built heritage was evaluated using the criteria for determining cultural heritage value or interest, from the Ontario Heritage Act, Ontario Regulation 9/06. The Ontario Heritage Act, its Regulations and the Ontario Heritage Toolkit were consulted for this project, in addition to O. Reg. 359/09 of the Environmental Protection Act.

Background research was conducted to determine the historical significance of the property. The research was complemented by a field visit to the project areas in August and September of 2012. A Stage 1 archaeological assessment was conducted for the main project area by Archaeological Services Inc. and a Stage 2 was being conducted at the time of this report by Golder Associates Limited.

The research and field visit were conducted by Scarlett Janusas, B.A, M.A., CAHP, Spencer McBride, BA, MA, Patrick Folkes, BA, MA, Chelsea Robert, BA, and Rachel Boniface, of **SJAHCE**.

This report provides a description of the historical context of the area, the built structures, an evaluation of heritage value or interest, and mitigation recommendations.

## 1.1 Project Proposal

**Project Name:** East Durham Wind Energy Centre

**Project Location:** Former Glenelg Township, Municipality of West Grey, Grey County

**Municipal Address or Boundaries:** The main project area is bounded on the north by Concession 6, Sideroad 50 and Artemesia-Glenelg Townline to the east; the West Grey-Southgate municipal boundary to the south, and Baseline to the west. The following coordinates (UTM NAD 83, Zone 17N) define the extremities of the study area for the project:

NW	517446.0	4898788.0
NE	528740.2	4899612.1
SE	529409.0	4890833.0
SW	519266.3	4889235.1

Figure 2a illustrates the study area, which covers approximately 10,050 hectares east of the town of Durham. The typical turbine footprint is ~0.6 hectares per turbine. The actual area occupied by turbines, roads, construction laydown area and transformer station for the project is approximately 20 hectares in total. The majority of the area is rural farmland with some wooded areas and aggregate extraction areas. Some overhead electrical lines may be located in municipal road rights of way.

**REA Project Identifier:** FIT #F-002177-WIN-130-601

**Type and Classification of Project:** Class 4 Wind Facility

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**Project Size:** nameplate capacity of up to 23 MW, GE 1.6-100 with LNTE model wind turbine. To meet noise compliance requirements two of the turbines have been proposed to be de-rated. These two turbines are still the GE 1.6-100 with LNTE that use noise-reduced operation (NRO). One turbine is 1.34 MW and is using NRO 100 and the second turbine is 1.39 MW using NRO 101.

**Turbine Height:** 1.62 MW GE model wind turbine, will have a height of 80 m to hub

**Cables:** Underground collection cables will connect the wind turbines to the electrical substation. The underground cables will consist of three single conductor cables. To the extent possible, the underground collection cables will be constructed on private property, adjacent to access roads.

**Substation and Poles:** will consist of a 34.5 kV/44 kV transformer and associated ancillary equipment. A 44 kV electrical line will connect the transformer to the existing Hydro One distribution system (located on the south side of County Road 4) using standard poles within municipal road rights-of-way. This will include approximately 1-2 poles from the substation to the connection point. Typically, each pole is between 13 metres and 17 metres in height.

**Access Roads:** an on-site access road will be constructed to each turbine to provide access point to the properties for equipment during the construction phase. Thereafter, the access roads will be used for maintenance access for the duration of the facility. Typically the access roads will be 11 metres wide during the construction phase, and afterwards reduced to 6 metres wide for the operating phase. Road length will be different for each turbine according to its location.

## **2.0 CURRENT HERITAGE STATUS**

### **2.1 National Heritage Inventory**

No structures within the Municipality of West Grey are listed in the Canadian Register of Historic Places. See Appendix C.

### **2.2 Provincial Heritage Inventory**

The Ontario Heritage Trust was contacted and requested to answer the following questions:

1. Has a notice of intention to designate any properties within the study boundaries or abutting the study area been filed by the province for a property?
2. Is the property of abutting area subject to a provincial easement agreement?
3. Is the property of abutting area located within a designated Heritage Conservation District?
4. Are any structures/vistas in the project area listed on a provincial heritage register?
5. Is there a provincial plaque on the subject or abutting area?
6. Any additional concerns regarding this property?

The Ontario Heritage Trust's response is presented in Appendix D. A list of designated properties in Grey County was provided but none of them are in, nor adjacent to, the study area.

The Ministry of Tourism, Culture and Sport's Ontario Heritage Properties Database was examined for properties in the Municipality of West Grey. The list is included in Appendix D. None of the buildings listed are within the study area.

### **2.3 Municipal Heritage Inventory**

The Municipality of West Grey was contacted to determine if there were any heritage features listed on a municipal heritage inventory. Their response indicated that there were no heritage features within the study area. The municipality's response is presented in Appendix E.

### **2.4 Screening for Impacts to Built Heritage and Heritage Landscapes**

Under Section 19 (1) of the Environmental Protection Act – O. Reg. 359/09 (Government of Ontario 2009:19), the following table is to be used with respect to determining if the project location is located on a protected property. Based on this table, it has been determined that the study area is not located on any of the identified types of protected properties.

**TABLE 1 – PROTECTED PROPERTIES**

<b>Description of property</b>	<b>Project location</b>
1. A property that is the subject of an agreement, covenant or easement entered into under clause 10 (1) (b) of the <i>Ontario Heritage Act</i> .	NO
2. A property in respect of which a notice of intention to designate the property to be of cultural heritage value or interest has been given in accordance with section 29 of the <i>Ontario Heritage Act</i> .	NO
3. A property designated by a municipal by-law made under section 29 of the <i>Ontario Heritage Act</i> as a property of cultural heritage value or interest.	NO
4. A property designated by order of the Minister of Culture made under section 34.5 of the <i>Ontario Heritage Act</i> as a property of cultural heritage value or interest of provincial significance.	NO
5. A property in respect of which a notice of intention to designate the property as property of cultural heritage value or interest of provincial significance has been given in accordance with section 34.6 of the <i>Ontario Heritage Act</i> .	NO
6. A property that is the subject of an easement or a covenant entered into under section 37 of the <i>Ontario Heritage Act</i> .	NO
7. A property that is part of an area designated by a municipal by-law made under section 41 of the <i>Ontario Heritage Act</i> as a heritage conservation district.	NO
8. A property designated as a historic site under Regulation 880 of the Revised Regulations of Ontario, 1990 (Historic Sites) made under the <i>Ontario Heritage Act</i> .	NO

## **3.0 HISTORIC SUMMARY**

### **3.1 Location and Environment**

The project area is located in Grey County, in Glenelg Township, east of the town of Durham (Figure 1). It is spread amongst five different concessions, which are designated by a number and their location relative to historic Durham Road, (now called Grey Road 4) which passes through the centre of the study area (Figure 2a). The main area occupies 29 different lots. From southwest to northeast, these lots are as follows:

- Concession II South of Durham Road (SDR) is defined at its southern extremity by South Line Road, and the relevant lots within the concession are: Lot 19, 20, 48, and 49.
- Concession I SDR is defined at its northern extremity by Grey Road 4, and the relevant lots within the concession are: Lot 20, 35, 44 and 45.
- Concession I North of Durham Road (NDR) is defined at its southern extremity by Grey Road 4, and the relevant lots within the concession are: Lot 23, 24, 25, 26, 27, 31, 32, 33, 34, and 46.
- Concession II NDR is defined at its Northern extremity by North Line Road, and the relevant lots within the concession are: Lot 21, 22, 23, 28, 29, and 30.
- There are no relevant lots in Concession III NDR.
- Concession IV NDR is defined at its northern extremity by Concession Road 4, and the relevant lots within the concession are: Lot 23, 24, 25, and 27.

Some lots have small areas that are not located within the project area. Each of these lots is fifty acres, with the exception of those lots within Concession IV NDR, which are each one hundred acres. All relevant lots are just to the west of Priceville, within a square defined on the south by South Line Road, at the north by Concession Road 4, at the east by the Artemesia-Glenelg Townline Road, and at the west by Baptist Church Road, with the exception of lots 19 and 20 Con. II SDR, lot 20 Con. I SDR, and lots 21 and 22 Con. II NDR, all of which lie just to the west of Baptist Church Road. As to geographical features, the area is full of hills, forests, and small waterways. The historically important Saugeen River runs through many of the lots, and the Moss Lake Conservation Lands are near the area. Most of the land in and surrounding the project area is either cultivated farmland or pasture.

### **3.2 Historic Settlement and Development**

The first act of European development in the region took place long before the arrival of the first settlers, when on July 24, 1788, the Governor-General to the Crown, Lord Dorchester, issued a proclamation dividing Ontario into a series of geographic regions. Glenelg Township, where the project area lies, fell within what would eventually become known as the Western District.

Within what was then known as Upper Canada, the district encompassed the area extending from Lake Simcoe in the east to the American Border in the west, and south of Lake Huron

excluding the more developed areas along the shore of Lake Ontario and Lake Erie. After John Graves Simcoe was appointed Lieutenant-Governor of Upper Canada in 1791, he adjusted the district system by dividing the districts into counties, and Grey County, in which the project area lies, then came into existence.

The first recorded European to make a voyage to or through Grey County was Samuel de Champlain, who arrived at a First Nations village found at the present day location of Owen Sound in 1619. It is possible that he would have gone directly through the project area, as it would have been along his route north to the village, but his records leave no indication of how close he passed to the Saugeen River. Almost certainly Jesuit missionaries, who were encamped in a Native village at the mouth of the Saugeen River near present day Southampton during the early 1600's, would have travelled through Grey County at some point. Glenelg Township itself remained almost entirely forest until the mid 1800's.

### **3.3 Historic Period**

Glenelg Township is part of a vast geographical area of Ontario shaped by the passage of three or more glaciers more than 12,000 years ago. As the ice gradually receded, the area became tundra, then plains, then arable land filled with vast forests. As the First Nations people moved into the area, trout fishing in the Saugeen River proved highly rewarding, but the removal of the trees and rocks was far too difficult for early farming technologies, and there were therefore few non-nomadic groups staying in the region. Still, some very early First Nations artifacts have been found, pertaining to dwellings, pottery, weapons, and hunting implements. The project area lies within the traditional territories of the Saugeen Ojibway Nation.

Little else is recorded about the history of the area until the arrival of Samuel de Champlain in 1619. His journey north to the Iroquois village on the edge of Georgian Bay, which would one day become Owen Sound, was greeted with surprise and openness by the Natives, as indeed were the numerous Jesuit missionaries that came after Champlain through the region. For some years before and after Champlain's visit, the region that is now Grey County was relatively peaceful for both native tribes and European explorers or *coureurs de bois*, and had as a result, high population of First Nations peoples. However, the inter-tribal warfare of the Iroquois League War meant that the village full of vibrant activity Champlain had found on his journey was almost entirely depopulated by 1650. Over the next 150 years, Algonquin people came into and out of the area, and as they left, Ojibway groups became predominant throughout the region. They remained in the area peacefully until 1836, when under threat of violence they were forced to sign a treaty that surrendered the region of Grey County to the British.

Grey County was divided into Townships in 1837 by the first surveyor of the region, Charles Rankin. He also has the distinction of being one of the first Europeans to settle in the County, establishing a potato farm to the west of Durham. As to Glenelg Township, there are two competing stories on how it received its name. The more traditional tale is that one of the first newcomers to the region as Rankin was surveying the Township hailed from Glenelg, Scotland.

The second suggestion is that the area was named for the British Colonial Secretary for Lord Grey at the time, Baron Glenelg. The Baron's incompetence and inadequacy at colonial policy helped lead to the Rebellion of 1837, and, as one contemporary source put it, he acted "with the best intentions in the world, [but] had a positive genius for doing the wrong thing." Glenelg died a bachelor, and his name died with him. It is obvious why the first version of the story behind the name of the Township might have been preferred, as most would rather have their home named after a progenitor rather than a failed and forgotten politician. Unfortunately, modern assessments agree that the second option is far more likely, as recent determinations of early immigrants to the area show no one from Glenelg, and the pattern of nomenclature for the Townships shows that most of them are named for British politicians, regardless of their level of competence.

Charles Rankin's initial survey of Glenelg established Garafraxa Road, now known as Highway 6, as the main route of transportation into the region from the south, but did not perform much examination of the Township beyond that. This was partly because the Rebellion of 1837 stopped his progress with instability to the south. John McDonald resumed the survey two years later, dividing lots to the north of Durham into 50 acre plots. The lots in the project area to the east of Durham, including Concessions I, II, and III both North of Durham Road and south of Durham Road, were surveyed in 1848 by David Gibson and A.P. Brough. Concessions 4-15 NDR were surveyed two years later in 1850 by John Soughton Dennis, and divided into 100 acre lots.

It was at this time that settlers began moving into the area. The first recorded settler of the area was John Jessiman, a former officer of the Black Watch, who sailed from Scotland in 1838 and settled in lot 1, 1<sup>st</sup> concession East of Garafraxa Rd.(EGR), and he was soon followed by another soldier named Mark Appleby settling nearby. Both were veterans of the Napoleonic War and had received a grant of land in Canada for their service. They found their position on Garafraxa Road somewhat convenient, as the lack of supplies in the area meant that they had to make trips to Toronto each year for provisions and to receive their pensions. At around the same time, Archibald Hunter of Kilmarnock, Scotland, made a trip north from New York to the edge of white settlement in Ontario, where he ended up staying. Believing correctly that the excellent fishing in the Saugeen River could become a draw for tourists, he founded The Durham Hotel. As the location grew in popularity with visitors from the United States and from Toronto, the Village of Durham grew up at the intersection of Garafraxa Road and Durham Road. The hotel gave the area some fame as a true wilderness, which might have proved a draw to many pioneers, and perhaps helped spark the population boom the area would soon experience.

The increase in the popularity of Glenelg as a destination for tourists can easily be explained by the beauty of its wilderness and the pristine conditions of its untouched forests, but the same qualities make its appeal to farmers far less obvious. Descriptions of the conditions of the area for farmers show the harshness of the land, with many descriptions detailing how the 50 acre blocks of land farmers were granted was usually in such poor condition for farming that it would take 6-7 years to remove enough trees, stumps, and rocks to make enough area even for

subsistence farming. The work was hard and long, and if the farmer had bought the land, often the work and poor conditions would lead to their death before they could earn their deed to the land in full. This is without even taking into account the construction of a home, almost always of trees felled on the property. A diary from 1846 describes the home situation of the Matthews family, which the author believes typical for the region:

“It was a typical log shanty. So much stress today is put upon period furniture; its furniture befitted the period to which it belonged. The table was the flat top of a stump in the middle of the one and only room; the chairs corresponded, possibly blocks off the same tree. Their only kitchen utensils were an iron pot and a kettle which Mr. Matthews had brought from Owen Sound when he went to register for the land. The next spring, he, being a cooper, went back to Toronto to work at his trade, and his wife was left alone in the shanty. In the fall she got a neighbour to show her the road to Durham, it being only a blazed trail, and from there she started alone and walked to Toronto, not returning until some years later.”

Indeed, the farm land in the area was so difficult to turn into a farm that the popularity of Glenelg can only be explained by the fact that the land was free and that there were few other places for poor families to start farms. There were of course conditions on this gratuity, and both “the means of support for one year” and consistent “sobriety” were demanded (Figures 3 and 4). In the 1840’s and 50’s these conditions made it an extremely popular location for victims of the Irish Potato Famine. 1848 was the year of the greatest boom in population for the area, and almost every single person was a refugee from Ireland. The trend was so pervasive, that for several years after 1848, every Town Hall meeting in Durham was held exclusively in Gaelic, since the language was understood unanimously throughout the town. Though free land grants were ostensibly given only to those with means of support, many immigrants, notably James McArthur, arrived in the area completely destitute and were given property nevertheless. Such exceptions to the rules seem to have been common. Often, immigrants to the area had been entirely bankrupt in Ireland, only making it to North America when the landlord dispossessing them of their land gave them the fare to go to Canada or the United States. Eventually, the demand for free land in Glenelg grew so great that the policy of giving free land grants was rescinded, and as the price for land became 8-12 shillings per acre in 1855, the tide of Irish immigrants to the region receded considerably. In the project area, Irish immigration seems to have been less common, and was far surpassed by the entry of Highland Scots into the area. Poverty was a persistent problem in the Highlands throughout the 19<sup>th</sup> century, and most Scots had similar reasons to the Irish for choosing Glenelg as a settlement. Most of the Scottish immigrants arrived after the first wave of Irish immigrants in 1848, but nevertheless they could be found anywhere in the region by 1855.

The Irish and Scottish were not the only disadvantaged groups to help pioneer Glenelg Township: there was also a large population of African-Americans, former slaves from the south, freed from their bonds by the American Civil War, the death of a master, or their own ingenuity. The most famous of these is “Old Man Henson” who wrote a book, *Broken Shackles*, about his experiences escaping from slavery under the pseudonym “Glenelg” and lived in



several different locations throughout the Township. A man named John “Daddy” Hall (Figure 5) was also relatively famous in the area, since his experiences escaping slavery are also recorded in Henson’s work, and in his old age he served as town crier, bell ringer, and night watchman for Owen Sound. In the property histories for the project area, there is one property initially owned by a John Hall, but as there were multiple John Halls living in the region, and it seems unlikely that Hall was the one owning property in the area in addition to his work in Owen Sound. Also possibly relevant to the project area is a sizeable community of escaped slaves, once called “Darkie’s Corners” and now called Green Grove. The community spread along Durham Road, and though they might have been involved in work within the project area, their lodgings and life style remained for the most part unrecorded by history. Figure 6 illustrates Glenelg Township in 1880.

Some individual members of the community also played a large part in its history. James Edge was one of the first Irish immigrants to the area. He examined the whole region to find the best land, and then set out immediately with his family to the Owen Sound Land registry to claim it. On the way he realized that he was in a race with another family to claim the exact same property, and only arrived at the land registry first by tricking the other family into camping overnight while he and his family journeyed the entire night without resting. Edge was to use this excellent land to become a highly successful farmer, the owner of the first mill established in the area on the Saugeen River east of Durham, and a warden and councilor of Glenelg Township. Similar success stories can be told of many other families in the region, many of which will be mentioned in the project area property histories.

The founding of the Edge Mill in 1844 is worth noting primarily because wheat was the main product of Glenelg, and a mill allowed the community to grow exponentially. During the 1850’s in Glenelg, a notable local business man and Warden of the Township, George Jackson, referred to wheat as “the great staple of commerce and of existence” in the region. It had been so since the area was first settled, but it was especially so in the Crimean War of 1854-56, during which destruction of crops abroad and increased demand caused wheat prices to skyrocket. Glenelg Township prospered phenomenally well throughout the war, but the war’s end brought a severe economic recession to the area. To make matters worse, the decline in wheat prices was accompanied by crop failure in the region. Right after the war, wheat crops failed continuously due to frost, and many families, most of whom had also fled the potato famine in Ireland, were forced to sell their land and look elsewhere for work.

After several consecutive years of frostbitten wheat, crop failures abated, and population growth in Glenelg Township continued throughout most of the rest of the 19<sup>th</sup> century. From a population of 1,250 in 1851, the area grew to 3,065 in 1861, and then to 4,060 in 1871. However, difficulties continued to plague the region, and over the next 50 years the population was brought down to a third of what it was in the wake of the American Civil War. In the 1890’s, a plague of grasshoppers destroyed hundreds of farms, forcing many to abandon their homes. The second major wave of emigration occurred in 1934, when severe winter kill destroyed almost every fruit orchard in the township, to the extent that many of the farms have been unable to recover to this day. Part of the reason that environmental catastrophes

had such a large effect on the population of Glenelg Township was that in its early years, farming was almost its only industry. There were some areas where maple-sugar could be harvested, but otherwise, the only serious industry was selling the ashes of downed trees to asheries. In the 20<sup>th</sup> century, the downed trees would begin to have tremendous worth as lumber, but when the pioneers first arrived, lumber had little commercial value in a land surrounded by forests.

Of course, the pioneers also made significant attempts to bring British practices, customs, and polices to the area. Glenelg County gained their first minister in the form of Rev. Alexander Stewart, a Baptist Missionary who initially came to the area to sell bibles in 1851, but ended up staying in and around Durham for the rest of his life, becoming a prominent member of the community. More often than not, services were held in the homes or barns of some of the wealthier patrons of the church, for lack of a designated building. Likewise, schools were initially consigned to barns and farmer's sheds. The first school board trustees, Elijah Armstrong, William Smith, and Thomas Binnie, began to build the first real schools in the area, and in 1871 they were heavily involved in the construction of the School nearest the project area, the *Bunessan School S.S. No. 1 Glenelg*, halfway between Durham and Priceville. There was at first no regular schedule, since the school was on the corner of John S. Black's (Figure 7 and 8) farm, and holidays and school days were decided according to his convenience. As Black was not just a successful farmer, but also worked at various times as a reeve, clerk, and councilor of the township, the school year could be very haphazard indeed. The building would host up to 150 students from all over Glenelg for the next half-century. It was also the location of some local fame, as in its early years it was thought to be haunted by a ghost that made bizarre creaking and howling sounds whenever students were gathered. The mystery puzzled locals, and the fame of the incident spread through much of Ontario, but the sounds eventually stopped, and school business continued as normal.

In the early 20<sup>th</sup> century, the Township saw tremendous advances in technology brought in. Doubtlessly, the most important of these was the arrival of a railway. Several railways were built across Glenelg, stretching all over Grey County and beyond. The CPR built railways from Owen Sound to Toronto and other major population centres, and transportation rails would bring Glenelg wheat all over the nation. In 1905-08, construction was begun on a railroad that would go from Priceville to Durham, built by the Walkerton and Lucknow Railway Company. Building it involved the help of men from all over Glenelg, and its path cuts through a great many of the lots in the project area, making it historically significant to the project area as a whole (Figures 9 - 11). With the help of the railways, the first tractors arrived in the township by the 1920's, and innovators like the McArthur family started to usher in modern farming all over the Township, (Figures 12 - 14) stabilizing many farms, and ensuring that fewer hands could still do the work.

In spite of the declining population, Glenelg also sent many of its young men to fight in both world wars. Several family names also appear in the property histories for several lots within the project area. In the First World War, Donald McArthur, Wilfred Campbell, John McKeown, Archibald and John McKinnon, Duncan Black, and Angus McDonald all fought overseas. The list

is far shorter for the Second World War, but still Lloyd and John McArthur, Orval McKinnon, and Campbell McLean all make appearances on the army register.

Throughout its history, Glenelg Township has remained one of the smaller and poorer areas in Grey County. In 1871, the value of all its land was estimated at \$487,611, less than half of the value of Owen Sound, making it the third poorest Township in Grey County. However, it remained a relatively successful and important farming centre throughout its history, and the ability of its inhabitants to overcome adversity is impressive. This study now turns to more specific individual property histories in order to explore the project area in more detail.

### **3.4 Detailed Lot Histories**

As a general trend of the project area, the lot histories are relatively simple, usually involving few divisions of the lot, consistent family inheritance, and long periods of ownership by a single owner. Generally not included in the histories or the title grant tables below are mortgages, which were frequent for many lots, but involve no change in inhabitants on the property.

The lot summaries are included in Tables 6.1 to 6.29.

#### **3.4.1 Concession II SDR, Lot 19**

Lot 19 Con. II SDR was first owned by John Hall, who received a land grant for the area in September 1861. A distinction should be made between this John Hall and the man named John Hall mentioned above as an escaped slave (see Figure 5). The John Hall that owned this lot was a widower, with a son named Adam Hall. He owned other lots in the area before receiving this lot, and it is highly unlikely that he built any sort of residence or other structure on the property. It is possible that later owners would have built structures, but if so, they would have been along the south edge of the property, near the road. John Hall sold the lot to his son Adam in 1896 in an attempt to work the farm out from under the many mortgages that had been placed upon it, and Adam proceeded to farm the land until the beginning of the depression. The lot was broken up somewhat when, in 1907, the Walkerton and Lucknow Railway Company purchased some of the land to build the Durham-Priceville rail line mentioned above. Hall farmed the land with reasonable success until 1933, at which time he sold the lot, along with two others he had acquired, lots 19 and 20 Con. III SDR, to James P. Hunter, for \$2100. Hunter kept the lot intact until 1940, when, after being widowed, he sold the 20 acres of the lot that fell north of the railway to George Stewart. It is this area of the lot, excluding the railway, which lies within the project area. This part of the lot changed hands several times over the next half century, always in conjunction with the same areas in lot 20 and Concession I SDR lot 20.

#### **3.4.2 Concession II SDR, Lot 20**

The first land grant in Con. II SDR Lot 20 was made to William S. Kindre in June 1853. Kindre had been born in Ontario and married at 25, but after his wife died, he was left alone with a small daughter, Adelaine. He moved to Grey County early in 1851, and lived in the town of Durham until buying lot 20 two years later. He worked the farm for only two years, possibly being hurt

financially by the approaching end of the Crimean War or the first of the crop blights around the same time. He sold the land to John McCall for £35 in 1855, a relatively low price. McCall probably suffered similar difficulties, and sold the property just three years later for \$275, another low price. The man who received the property, Bernard Hartford, had considerably less difficulty working the land, and held it from 1858 until 1913, when he passed it on to his daughter Rose. While Hartford owned the land, part of it was purchased in 1907 by the Walkerton and Lucknow Railway Company, for the sum of \$177.85. It is doubtful this disturbed his farming, as Hartford seems to have worked only a small area of the property. In fact, by 1952, the land had been put under several timber reservations, and the unfarmed areas of the property were seen as significant resources for lumber. Around the same time as this purchase, Hartford was sued by his brother Edward for control of the farm, but the suit failed, and Edward seems to have left Grey County afterwards. Before granting the property to his daughter in 1913, Bernard Hartford seems to have acquired lots 25 and 26 in the same concession as well. These properties stayed in the Hartford family until 1930, when Rose sold them to Margaret Finnigan, who, after living on the property for twenty years, sold all three to Delbert Hollery, who immediately sold them to Reginald Strong in 1952. The same year, lot twenty was split up in a manner similar to lot 19, with the land north of the railroad being sold to George Stewart for \$325. Henceforth, the part of the lot relevant to the project area goes through the same small changes in ownership and development as lot 19.

### **3.4.3 Concession II SDR, Lot 48**

The first land patent on this lot was granted to Jesse Boaks on March 1st 1859. He had no family of his own, and his brother William took it over upon Jesse's death in 1873. William and his wife almost immediately acquired lot 49 as well, and from this point forward, the two lots were bought and sold as one piece of property. It is uncertain as to exactly where the Boaks would have lived. If their house was on this lot it would have probably been near the south end, along the road. Considering the difficulties involved in clearing the land of trees, any house on the property would almost certainly have been one of the typical pioneer wood houses described above. After clearing and farming what they could of the land, the Boaks sold the property, along with lot 49, to Alfred Hincks in 1883, whose family of nine, five girls and four boys, would almost certainly have had to make improvements upon the living arrangements the Boaks had made for their small families. Hincks stayed on the lots until 1904, when he sold to Hugh McKinnon, the head of another family with nine children, along with another lot he had acquired, Con. III SDR Lot 45. In 1925 after Hugh became a widow, the oldest son, Lauchlan, took over the farm. Unlike his father, Lauchlan had no family, and he farmed the property for almost forty years until selling it in 1962 to Douglas Boyle for \$7000. In the meantime, he had sold the oil and gas rights to the property to Dr. Morris Surkis, who performed the same task in many of the lots within the property area, often reselling those rights to large companies such as the Chateauquay Oil and Gas Co. Ltd. The lot is still used today, and it is possible, though unlikely, that any existing structures might have been built upon the foundations of old structures.

#### **3.4.4 Concession II SDR, Lot 49**

The history of lot 49 is almost identical to that of lot 48, with a difference only in the first owner of the property. With lot 49, the first patentee was Thomas Redfern. He received the lot on April 15, 1864, and sold it to William Boaks, mentioned above, on January 3rd, 1874 for \$750. Possessed of the land for only 10 years, Redfern, if not an absentee owner, would have spent the majority of his time simply clearing an area of trees and rocks to make it suitable for farming. Strangely, Redfern does not appear on any census forms from the time, and is not mentioned in any local history, even in one paragraph that deals specifically with lots 48 and 49. His name indicates it is possible he was a Native, clearing new land to sell to European farmers, but the Redfern name appears elsewhere in the census and immigration histories as a common Gaelic name. In either case, it is unlikely that Redfern left any permanent structures, and once the Boaks took over, what remained would likely have been removed in preference to their own residence on lot 48.

#### **3.4.5 Concession I SDR, Lot 20**

The first man to attempt to cultivate this lot was Alexander Boyd McNab, who patented the lot from the crown in 1852. McNab was a local merchant, with one of the first shops of any sort in Durham, which allowed him to become a local figure of some importance, much like his father, William (Figure 15). Since McNab lived and worked in town, it seems unlikely that he worked the land before selling it to an acquaintance, Dugald Boyd, in 1855 for £50. He had emigrated to Glenelg from Scotland with his wife Jessy, and by the time he moved onto the lot he had six children, and clearly some difficulty supporting them. Apart from the normal difficulties of razing a forest to create farmland, in 1861 he took out a mortgage on the lot that lasted for twenty years, at the end of which the loan and savings company sold the farm to John Stewart in 1881. Stewart farmed the lot through the plagues of grasshoppers in the 1890's and the First World War, until his death in 1924. His son George then inherited the land and married a local woman, Blanche Bell. Their children chose to move to Owen Sound rather than work the farm, and the Stewarts, after 82 years of continuous ownership, sold the lot to Hans Bothe and his wife, recent immigrants from Germany, in 1959. By the time of this sale, George Stewart had also acquired parts of lots 19 and 20 of Concession II SDR, mentioned above. The house that each generation of owners would have lived in is in the northwest corner of the lot, and is located outside the project area.

#### **3.4.6 Concession I SDR, Lot 35**

Archibald McDonald somehow acquired this lot before 1882, without having it patented to him by the crown. He had been one of the first pioneers of the area, so it is possible he had simply begun developing the area without registering his claim at the land registry office. It is uncertain how much involvement in this lot he had, for although other historical evidence shows that his house lay on lot 41 of this concession, the abstract index notes of this sale show that there was a house on this lot that McDonald did not wish to sell. Nevertheless, he sold most of the property to John McInnes, an immigrant from the Scottish Highlands, in 1882 for \$900. Four years later, the land was registered properly, and McInnes was given a land patent from the Crown for the property he already owned and cultivated. He and his wife held the property for a few years longer, finally selling in 1898 to their son, Malcolm McInnes, named

after John's father. Malcolm kept the farm for only 12 years, selling in 1911 to Otto Konold. Konold was American, born to a German family, and his Presbyterian faith allowed him to fit in well with the great number of highland Scots in Glenelg. When Konold bought this lot, he had already acquired several other lots outside the study area, and sold this lot along with 250 other acres in 1927. Konold sold to Archibald McCuaig, whose family has some local importance as pioneers, and McCuaig used the land until his death in 1936. At this time, the land started to be sold in conjunction with lots 33 and 34 in the same concession, and in this manner the lot passed from the McCuaig family to the Stotharts, the Harrisons, and the McKeowns, the last of these being the relatives of one of the families who had immigrated to Canada during the potato famine and established themselves all over Ontario. The last point of interest on the land is that there is a natural spring of water on the lot that several different families retained the use of throughout the land's history.

#### **3.4.7 Concession I SDR, Lot 44**

In 1856, John McLachlan Jr. became the first owner of this lot, complementing the property his father had already bought on lot 43. In 1855 John's older brother Neil had purchased lot 45, meaning that the McLachlans' owned 150 acres together. There was a house located on lot 43. The family had emigrated to Glenelg from the Scottish Highlands with their four children, and soon became prominent landowners in the region. After John McLachlan Jr.'s death, his wife inherited the property along with lot 43, and held them for some years before passing them on to John Jr.'s daughter, Janet. Janet soon sold the properties, and in 1920, Robert Shortreed (Figure 16) came into possession of the two lots for the sum of \$3400. Shortreed was the first mail carrier out of Priceville, and farmed the land in addition to his work at this position. The Shortreeds held the land until The Director of the Veteran's Land Act purchased it in 1950 for \$4400.

#### **3.4.8 Concession I SDR, Lot 45**

Though lot 45 was first owned by Donald Ferguson in 1854, he held it for only a year and a half before granting it to Neil McLachlan for £150. As with lot 44, McLachlan would already have been living on lot 43 when he purchased these 50 acres, and did not build a second house on this lot. McLachlan did not hold the land for long, however, before selling it to John A. Lamprey in 1859. Lamprey was born on the Atlantic Ocean as his parents were coming over to Canada from Ireland in 1833. He settled in Guelph for some years, but shortly after moving to Glenelg his wife died, and he was left to raise their five children. He was able to do so for only one harvest, selling the fifty acres to John Keyland. As Lamprey sold it for the same price he bought it, it is unlikely he made any improvements to the lot. The 50 acres henceforth passed through the hands a few different large land holders that held it for only a few years without making serious improvements, until it wound up in the McLeod family in 1883. The McLeods already owned a great deal of land in the area and seem to have used the lot only for an additional farm. Finally, the lot was sold to John Shortreed in 1924, from which point forward the lot follows the same pattern of ownership as lot 44.

#### **3.4.9 Concession I NDR, Lot 23**

Thomas Connor was the first to own this land, starting in 1853. He made few improvements to the difficult terrain before selling it to Alexander Boyd McNab (mentioned above) later in the same year. The lot passed through a few hands in quick succession, and though more and more of the land was cleared and farmed at each sale, it was not settled until it was purchased by Daniel McArthur, known as Glen Dan, in 1887, along with lot 24. The McArthur family had a great deal of local importance for the part they played in both colonizing the area and for being some of the first to bring modern farming equipment to the area. McArthur farmed the land, living on lot 24, until he died in 1947. He left the farm to one of his relatives, Neil McArthur, to farm until his own death. Like many other lots in the study area, the oil and gas rights to the land were purchased in the 1950's by Dr. Morris Surkis, but he had no other role in the property.

#### **3.4.10 Concession I NDR, Lot 24**

Donald McEchern received the patent for this lot in January of 1862 and sold it just two months later to Duncan Livingstone for £30. Similar to the history of lot 23, the lot was sold amongst several large landholders, sometimes in conjunction and sometimes not, until the lots were purchased by Donald McArthur. Henceforth, the two properties have identical lot histories. The only major difference in terms of the historical significance of the lots is that Donald McArthur built a house on lot 24, along with three barns. After building the large brick home in the late 19th century, he built the first wood barn in 1903, and the other two in the following few years. He faced some difficulty when in 1933 the first barn burnt down, along with the entire season's crop and a threshing machine. Neighbours helped to replace the barn with the use of timber from the lot, but this barn was later destroyed by lightning. Another barn was built in 1937, and it is this barn, along with the brick house and the two original barns, that survive into contemporary times.

#### **3.4.11 Concession I NDR, Lot 25**

The property histories for lots 25, 26, and 27 have a high degree of interrelation, but their initial histories are all different. The first owner of lot 25 was Hector McLean, who after acquiring the lot in 1854 worked there for only one year before selling it to Alexander Scott for £50. Scott lived on lot 28, but worked on lot 25 as well until April 1900, when he sold both to Archibald Boyd McArthur (mentioned above), who farmed it while living in the house on lot 28. The lot stayed in the McArthur family for many years, with the only change to the property being made in 1957, when Durham Road was widened.

#### **3.4.12 Concession I NDR, Lot 26**

Lot 26 was a Crown land grant to Hugh McKechnie in 1855. The McKechnie family rose to local prominence quite early in the history of Glenelg, as they were early pioneers who often hosted church services in their barn, but they made little use of this property. Hugh McKechnie sold it in 1862 to Samuel Scott, the brother of the Alexander Scott who would come to purchase lot 25. The two farmed near each other on these lots, while living elsewhere, until Samuel Scott sold lot 26 in 1895. At that time, Thomas James Laurence bought the land, along with lot 27,

and worked there for 11 years, selling to Archibald Boyd McArthur in 1906. Henceforth, the property history is identical to that of lot 25.

#### **3.4.13 Concession I NDR, Lot 27**

Samuel Scott, mentioned above, was also the first owner of lot 27. He probably would have built a typical pioneer wood house for his family of nine children and his wife, Margaret. However, it is unlikely the house would have lasted long, for after Scott sold the land in 1895, it followed the same pattern of ownership as lot 26, and had no more owners living directly on the property. However, Archibald McArthur did build a wood barn on the lot, after struggling against fierce weather during the winter of 1907. The barn remains in the south east corner of the lot, although it has been modernized from its original condition.

#### **3.4.14 Concession I NDR, Lot 31**

Alexander MacDonald was the first to own this property, dating from January 1855. He had arrived in the area in 1851, with his two aged parents, two younger brothers, and his wife and their two children. It is not certain where this family lived, and it is possible they had a small wooden house on the lot. Regardless, they owned the property only a few months before selling to a large landholder, Duncan McMillan, who used and improved the property, most notably through the addition of a Presbyterian Church in the southwest corner of the lot in 1859. The church was surrounded by a cemetery, used from the earliest years of the community (Figure 17). The church fell out of use in 1878, and the area is currently surrounded by trees. It falls outside the project area, on the corner of Grey Road 4 and County Road 4. Duncan McMillan passed the land on to his relative, the Rev. John McMillan, in 1862. The reverend did not farm the land, but still lived on Church property for a few years after the Church fell out of use, selling the rest of the lot in 1875 to William Smellie. Smellie and his wife Mary (Figures 18 and 19, and refer to Figure 10) had a family of eight children, all of whom lived on lot 33 until their move just a short distance west in 1875. He lived there until his death in 1910, during which the only changes to the lot were a brick house Smellie built in 1902, a wood barn built in 1895, and the construction of the railroad in 1907. Smellie farmed the land successfully, in part because of his trade as a carpenter, which allowed him to barter vital services with his neighbours. He was also interested in local politics, serving as a Deputy Returning Officer in municipal elections, and kept in very firm touch with his relatives in Scotland, leaving a considerable record of written documents, including a thorough journal. The journal even records the first passage of a train through the lot, on October 26th, 1907, at 4:30 pm. The most southerly part of the railway on the property is excluded from the study area, but not the rest of it. However, the railway has been paved over here, and is currently a road proceeding to a standing barn and home. After William's death, the land passed to his son, Duncan, and hence to Charles Leith, one of the guardians of the defunct Presbyterian Church, in 1939. Apart from the sale of oil and gas rights to Dr. Morris Surkis in 1954, the lot remained in the hands of the Leiths for some time.

#### **3.4.15 Concession I NDR, Lot 32**

The history of lot 32 is almost entirely the same as that of lot 31. It was first patented by Donald



McDonald, Alexander McDonald's brother, in 1855, and first sold to Duncan McMillan in June of the same year. It had no such improvements made to it as the Presbyterian Church on lot 31, and although the railroad ran through the property, few indications of its path remain. Otherwise, the lot ownership history is identical to that of lot 31.

#### **3.4.16 Concession I NDR, Lot 33**

Donald Muir was the first to own lot 33, receiving the patent in 1855. Muir lived in the nearby Township of Artemisia, but owned several properties in Glenelg. He sold lot 33 after 11 years of ownership to William Smellie. Smellie lived there until 1875, when he sold the lot to Gottlieb Gruch and he and his family moved to lot 31. Gruch had difficulties with the farm, and sold it to Rudolph Konold in 1883 with several mortgages attached. Konold, whose son Otto is mentioned above, built barns and farmhouses on the lot, some of which are still standing in the southwest corner of the lot, and some which have been modernized by more recent owners. The Konolds had an excellent relationship with the nearby Smellies, and the two would often lend each other farm implements and help with the construction of buildings. The Konolds continued to hold the property until September 1927, when Otto Konold sold the land to Archibald McCuaig (family mentioned above). It is probably the McCuaigs who were responsible for modernizing some of the Konold buildings, after which the property changed hands several times, eventually holding a similar pattern of ownership to lots 31 and 32, which were sold in conjunction with this land.

#### **3.4.17 Concession I NDR, Lot 34**

Charles MacDonald acquired this farm from the Crown in 1854 after emigrating from the Scottish Highlands with his parents and siblings. He started by attempting to clear the lot of forests, and was able to have several seasons of farming on the lot, but built no permanent residence before granting the lot in 1868 to his younger brother John MacDonald. John then passed the lot on to the youngest brother of the MacDonald siblings, Donald MacDonald, so it appears that this farm played a role as a "starter" farm for the MacDonald family. Donald kept the farm until 1902 working it through the plagues of grasshoppers in the 1890's, and the death of his wife shortly thereafter. He finally sold it to Colin McLean for \$2000, including some land in lot 35. In 1907 the railway came through the lot, leaving a significant impression in the terrain, but there seems to be no other lasting structures on the lot, as Colin McLean lived elsewhere in Glenelg. The McLeans held the lot until 1946, then selling it to Kenneth McArthur, the descendant of some of the first pioneers of the region, who kept the lot for over four decades. There is a small square body of water in the southwest corner that could indicate the former presence of a building's foundation.

#### **3.4.18 Concession I NDR, Lot 37**

The McInnes family, beginning with Duncan McInnes, then moving to his son John McInnes, owned the lot from its first patent in 1854 until just after the construction of the railway. This railway now divides the lot, with the few acres north of the rail consisting mostly of forest, and the acres to the south constituting the study area. The McInnes family, immigrants from the Scottish Highlands, made lot 37 one of their first acquisitions in Glenelg, and built a wood house and barn in the southwest corner of the property. However, by 1909, they had obtained other

more productive farms, and allowed this lot to fall into disuse. At this point, Samuel McDermid bought lot 37, along with the almost entirely forested lot 38, for \$1700. Sometime during his ownership, which lasted from 1909 until 1927, McDermid built a small house and wood barn on the former location of the McInnes residences. The buildings still stand, though in some disrepair. In 1924, Samuel's son Malcolm took over the farm, and farmed it successfully for more than five decades.

#### **3.4.19 Concession I NDR, Lot 46**

Lot 46 was one of the first lots obtained by the McKechnie family (mentioned above) when they moved to Glenelg from Cartbosge, Islay, Scotland, in 1847. They established a well-built wood house just north of the southwest corner of the lot, and a small cemetery on the southwest corner. The house was completely destroyed in 1937 by a fire started by a gasoline powered pump, and the McKechnie Cemetery, whose status as the burial place of a high number of well-known citizens of the area makes it an important nexus of local history, is located outside the project area. The railway also crosses this lot near the southern border, coming quite close to the house. Donald McKechnie used the farm until 1893, when he granted it to his daughter, Mary, who cared for the land for nine years before selling it to John Nichol for \$1500. Nichol and his family came from Normanby Township in Ontario, purchasing several other properties in Glenelg before settling here. Nichol had married into the McCuaig family, and Archibald McCuaig (mentioned above) was involved in improving the property, but never lived there. The Nichol family owned the property until 1966, and during that time the only significant change to the property was the replacement of the original house that burnt to the ground in 1937, which was done by means of off-site construction and brought to the lot by conveyor truck.

#### **3.4.20 Concession II NDR, Lot 21**

Elijah Armstrong was the first owner of this land, and evidently a highly effective one. He received his patent in 1856, and by 1861 he had cleared 25 ½ acres, 13 ½ for farming crops and 12 for pasture. Armstrong had no family, and so it was Angus Beaton who bought the property for one thousand dollars upon Armstrong's retirement in 1872. Angus Beaton was born in 1897 in the Scottish Highlands, and would have been 75 when he received the property, and it is therefore unsurprising that he transferred it to the younger of his two sons, Duncan, the following year. Duncan did not hold the property for too long before granting it to his own son, John, in 1881. Whatever buildings might have been on the property before the advent of the 20th century almost disappeared around this time, since when John Beaton inherited the property he also gained lots 22 and 23, began to build residences and farming utility buildings in the north parts of those two lots. However, the sections of those lots containing buildings are outside the project area. After the Beatons, the properties passed through many hands, including Angus McArthur (mentioned above) and the Municipal Treasurer, but none made further changes to the lot, and today it remains farmland, with some forested area at the south of the lot.

#### **3.4.21 Concession II NDR, Lot 22**

The first owner of this lot is Alexander Cameron, a native of Argyleshire, Scotland. He arrived in Glenelg with his wife Mary and his brother John, naming his first born son John as well. The

younger John Cameron (Figure 20) would eventually come to inherit lot 22 in 1865, by which time it was becoming a highly effective wheat farm. In 1893, John and his uncle Neil sold the farm through the intermediary of John Graham to their next-door-neighbour, Duncan Beaton, for \$3000. From this point forward, the property history is identical to that of lot 22. Almost all improvements made to the property were along the northern border and are located outside the project area.

#### **3.4.22 Concession II NDR, Lot 23**

The first owner of this lot was Neil Cameron, who received the land in 1854. He was the brother of Alexander Cameron's father John, and after farming the land on lot 23 for 39 years, he sold it at the same time as Alexander's son John sold lot 22. Henceforth, lot 23 has the same property history as lots 21 and 22.

#### **3.4.23 Concession II NDR, Lot 28**

The McIntyre family received this lot in 1857 as a patent, and held it until 1941. Duncan McIntyre was the first pioneer of the lot, arriving in Glenelg in 1851 widowed by the trip and with a family of five children, all in their early twenties. He cleared a large amount of the 50 acres of trees, and built a typical wood pioneer house on the north part of the lot. However, this section of land is located outside the project area. Various McIntyres held the property after Duncan's death in 1878, many of them making improvements to the ancestral home. The family finally sold the lot in 1941 to a family friend, Mary Ann Saunders. Saunders and the owners who came after her did not farm the land, and it has now reverted to pasture and treed areas.

#### **3.4.24 Concession II NDR, Lot 29**

Murdock McMullin (later McMillan) acquired lot 29 in 1857 after immigrating to the area in 1855 from Scotland with his five children and his wife. Similar to developments in lot 28, all the improvements to the property were made in the northern portion of the lot, which is located outside the project area. In 1878 he gave the farm to his son, Angus, and the farm stayed in the hands of the McMillan family until 1974, meaning that the family had 117 uninterrupted years of ownership of the lot. Since the McMillans left the farm, it has become pasture, including the part of it located within the project area.

#### **3.4.25 Concession II NDR, Lot 30**

Lot 30 was also owned by the McMillan Family for the majority of its history. John McMillan was the first owner of the property, coming from Scotland in 1849 and settling on the land in 1859. He worked the land until his death, at which time the farm transferred to his son Donald, who worked the land, along with other lands in Concession III NDR, until his death in 1931. The lot continued in the McMillan family until 1971. As with lots 28 and 29, many improvements were made to the land, but all are in the northwest or southernmost sections of the lot and are located outside the project area. The sole exception to this is a house built along the side of the lot off of Grey Road 23, but this is apparently of recent provenance and without historical significance.

#### **3.4.26 Concession IV NDR, Lot 23**

All lots in Concession IV NDR are 100 acres, in contrast to the 50 acre lots in all other concessions in the project area. In lot 23, cultivation of the land actually began before any patents were allotted. Gilbert McKechnie had acquired the land before 1908, and the first indication of ownership the land registry received was when he left the east half of the property to his son Gilbert in his will. After that, however, the east half reverted to the Crown, and was not reoccupied until 1951. At this time, Joseph Haley received the lot, apparently selling to Malcolm Black in a sale not recorded in the land registry. The west half of the property was not occupied until 1920, when it was purchased by John J. McVicar. McVicar's son inherited the half lot in 1933, and sold to Malcolm Black in 1947 for only \$225 dollars. Clearly little had been done to improve the land, and the McVicar's had not built a house on the property. Malcolm Black did build a house and some farm related outbuildings once he had acquired both halves of the lot and the entirety of lot 24 by 1955. However, these buildings are located outside the project area, as is the west half of the lot.

#### **3.4.27 Concession IV NDR, Lot 24**

In 1878, the first owner of lot 24 became John S. Black, one of the most important members of the early pioneer community in Glenelg (Figure 21). He was an early settler and one of the first town clerks. He never lived on this lot, spending most of his time in Durham instead. He passed the lot on to his son, also named John S. Black, who sold the property in 1919 to John A. Fawcett. Fawcett did not keep the property long before selling it back to the Black family in 1921 for \$3600, \$100 more than he had originally paid for it. It was Angus Black who received the property, and thence passed it on to Angus, then Archibald, then Malcolm Black, at which point the history becomes identical to that of lot 23. It is unlikely that any of these inheritors would have been living on the property, as most of them chose to live in Durham until Malcolm Black acquired lot 23 as well and chose to live there. As with lot 23, there are several bodies of water on the lot, mostly surrounded by forest.

#### **3.4.28 Concession IV NDR, Lot 25**

The first owner of lot 25 was Thomas Campbell, who received a patent for the property in 1896. Campbell had been born in Ireland in 1831, and he and his mother and father were forced from their homeland to Canada due to the potato famine in Ireland. He did not work on this lot for long, as he had purchased it near the end of his life and not spent much time there. His son George inherited it in 1900, and cleared much more of the property, although he does not seem to have ever lived there. He sold the 100 acres to David P. Watson in 1935, but Watson had some difficulties paying the \$1500 price for the property, and a lawsuit by Campbell meant that Watson had to sell the land to James Sturrock in 1940. Sturrock either built or updated the farm utility buildings on the property, but these stand as relatively recent buildings, with little historic significance. In 1955 the Arcadia Nickel Corporation obtained the Oil and Gas rights for the property, but did not develop the land significantly in order to exploit those resources. After Sturrock's death, the land passed through several more hands, but none made significant additions to the property other than improvements to the pre-existing buildings.

### **3.4.29 Concession IV NDR, Lot 27**

Lot 27 was first patented in 1877, to Allan McInnes (family mentioned above) one of the younger family members of one of the first families to pioneer Glenelg. Allan McInnes received Lot 27 on speculation, noting that the free land grants in the area would soon be abolished, and believing the property would increase in value without any significant work clearing the land. The tactic worked, and he sold the lot in 1877 to a Loans and Savings company, Byron Ghent's Ham. P. & L. Society for \$1200. It seems possible that similar beliefs were held by subsequent purchasers of the property over the years, but in reality the value of the property remained stable, even declining at certain points. The property started to increase significantly in value after the ownership of William Patterson. Patterson acquired lot 27 and lot 28 next to it in 1889, and cleared some of the land on lot 27 for farming, in addition to the large amount of pasture and farmland he had available on lot 28. Henceforth lot 27 was always sold in conjunction with lot 28. However, lot 28 was the location of the farmhouse and all farming utility buildings, and no significant improvements were made to lot 27. It currently consists mostly of trees, with some area reserved for pasture.

### **3.4.30 Summary of Plot Histories**

To aid better understanding of the above property histories, they can be broken down into a summary of the only the most important points about the lots. The Walkerton Lucknow Railway Company began construction on the railway in this area in 1907, enlisting the help of many locals eager to participate in such advanced technological progress. The line opened up the region to further development and played a highly important role in bringing new farming technologies to the area. It borders on lots 19 and 20 Con. II SDR and lot 37 Con. I NDR, and passes through lots 31, 32, 33, and 34, leaving a very clear trench.

## **3.5 Cemetery Histories**

### **3.5.1 Smellie's Cemetery** Concession 1 NDR, Lot 31

The Durham Road Presbyterian Church known as Smellie's Cemetery began in 1859 when the site was granted by Rev. John McMillan. The first church was built here but continued for only a few years. The cemetery however remained as such until 1958 at which time government regulations declared it closed. In 1960 Archibald McCuaig and Alexander Stonehouse as self-appointed trustees, with some extra help, refurbished it. These two gentlemen continued caring for the cemetery and set up a perpetual care fund which was taken over by St. Andrew's Presbyterian Church (Priceville) in 1986.

The cemetery has 17 memorial stones with 51 names. There are no burial records.

### **3.5.2 McKechnie's Cemetery** Concession 1 NDR Lot 46 and 47

McKechnie's Cemetery is located 1 mile west of Priceville on Highway #4 [Durham Road]. It began with a public meeting on Nov 20 1889 when Daniel Ferguson, William Watson Jr and Neil McKechnie were elected as first trustees. They purchased part of lot 47 from Ann McKechnie for \$2.00 on Dec 5 1889 and part of lot 46 from Mary, Kate and Maggie McKechnie for \$2.00 on Mar 21 1898.

Through time the cemetery fell into a state of disrepair until a few years ago Alex Stonehouse instigated its renewal. A fund was set up to continue its upkeep.

It contains 27 memorial stones with 67 names. There are others unlisted. No cemetery records are available but there is a map of plots and their owners.

The cemetery is a public graveyard not affiliated with any church. Although not formally organized until 1889, it was used for burial at least as early as 1853 when an infant son of John McKechnie was buried here.

The stones bear the names of: McKechnie, McQuarrie, Madden, Ferguson, King, Watters, MacDougall, McLachlan, Walker, Watson, Ostrander, Jones, McIntyre, Burnett, McPhail, McDougall, McPhee, McGown.

### **3.5.3 Butter's Cemetery** Concession 2 NDR, lot 39

Archibald Butter took out Lot 39, Concession 2 NDR from the crown on 26 August 1856. On Feb 19 1878 he sold the farm to Angus Butter but reserved a half-acre portion on the north-west corner as a burial ground. It is a wilderness cemetery entirely in the bush on top of a hill where the roadway has been cut down about 12 feet across the cemetery entrance.

When the hydro crossed the cemetery it was left in a mess. Alex and Lavina Stonehouse trimmed up a pathway and erected a sign. In 1985 the Stonehouse family, in memory of their Mother, cleaned up the mess and erected an antique rail fence.

There are 11 stones with 19 names that have been found.

### **3.5.4 Ebenezer Cemetery,** Concession 2 SDR Lot 29

The earliest records show that Martin Stonehouse, Barnabus Jackson and Stewart Bothwell as elected trustees of the Wesleyan New Connection Church purchased a portion of lot 29 on the second concession south of the Durham Road in Glenelg Twp from Samuel & Isabella Chislett for the purpose of building the above named church on 9<sup>th</sup> Apr 1859. Records show that Martin Stonehouse came here as a Methodist missionary in 1855. There are 3 names recorded on stones prior to 1859.

After the church was moved to a new location and later ceased to function, lack of interest caused the cemetery to become neglected. Some work was done in 1948 but not until 1976 was the cause taken up in earnest. A new Board of Trustees was elected and the cemetery was again refurbished. Alexander Stonehouse deserves much credit for its renewal. Donations have made a perpetual care fund possible. It was set up by the present treasurer.

The cemetery contains 61 memorial stones and 132 names. There is a cement pad with the displaced stones. According to the map there were originally 40 plots sold but there are no burial recordings as such. A sign "Ebenezer" has been erected.

A church was built here but later relocated 1.25 miles southeast around 1900. The family names carved on the gravestones include: Tucker, Hooper, Bone, Ginn, Court, Burnett, Hargrave, Stonehouse, Konold, Sealey, Stewart, Kennedy, Eckhardt and Harrison.

### **3.5.5 Saint John's Cemetery Roman Catholic Cemetery - Lot 17 Concession 4 NDR**

The cemetery is used in conjunction with the nearby St. John's church. It may be that this cemetery site was actually that of "Cemetery Hill".

St. John's Church was completed in 1894, the graveyard would have been established at the same time and continues in use. As was the practice, many bodies were exhumed from other cemeteries and re-buried here. The oldest burial was that of Michael Norris, who died in 1856, but it is probable that this is a case of a re-burial.

This fairly large cemetery contains the graves of old family names like: McMillan, Blaney, Haley, Ryan O'Neill, McDonald, Black, McKeown, Callaghan, Sullivan, D'Arcey, Fogarty, McCarthy, MacDonald, Sweeney and Morrison.

## **3.6 Roads**

The road pattern has resulted almost completely from the mid-19<sup>th</sup> century survey of the lots for the area. The east-west roads (concession roads) are all opened and in use while some of the north-south roads between the lots are unopened rights-of-way that farmers used to get between their fields. The most important road through the study area, both historically and functionally, is the Durham Road.

The following historical information was taken from the 30 July 1969 edition of The Kincardine News:

The Durham Road was surveyed in 1848-49 by Allan Park Brough and David Gibson. Intended as a "free-grant" settlement road (the term "colonization road" came into use a little later), it was laid out in much the same way as the nearly contemporary Toronto – Sydenham with concessions of narrow 50 acres lots on each side. The number of these concessions, or ranges, varies in places, but is normally three to the north and three to the south.

Except where the Durham Road and its ranges are interrupted by the Toronto – Sydenham Road and the Owen Sound (Garafraxa) Road with their concessions, the Durham Road runs nearly straight and nearly east and west from the eastern line of Grey County and Osprey Township, across Osprey, Artemesia, Glenelg and Bentinck Townships in Grey and Brant Township in Bruce County until it is interrupted by a range of lots fronting on the boundary road between Brant and Greenock Townships, some three miles west of Walkerton. This refers to the line separating the 1st concession south from the 1st concession north, for the actual road is diverted around obstacles in several places and is broken off altogether for a mile and a quarter near the center of Osprey Township east of Wareham. From Walkerton to Priceville, Queen's Highway No. 4 follows the Durham Road, but at Priceville turns northeast to Flesherton on the Toronto – Sydenham Road. In this stretch the Durham Road runs parallel to the southern boundaries of the townships, far enough

north to allow three ranges of lots between it and the boundary (usually about 2 miles), but the depth of the third range varies slightly and in Glenelg Township a narrow “gore” or “Con. IV South” is inserted.

Across Greenock Township the Durham Road continued 1¼ miles south of its original line, leaving barely room for one range of lots between the road and the southern town line. Only one range was laid out north of the road in this township. For about 6¼ miles the road runs parallel to the southern boundary, but about 1¼ miles west of Riversdale it turns northwest to connect with a stretch laid out parallel to the southern boundary of Kincardine Township across Kinloss and Kincardine Townships. Queen’s Highway No. 9 follows the Durham Road across Greenock, Kinloss and Kincardine Townships. The road was laid out less than 2 miles from the southern town line of Kincardine Township and the Third Concession South had to be curtailed in depth. The Third Concession North was made to conform to this narrower concession. In the triangular northern tip of Kinloss Township the concessions conform to those in Kincardine as far as is possible.

The Durham Road reaches Lake Huron near the mouth of the Penetangore River and here a town plot called “Penetangore” was surveyed for the government in 1849. The name was later changed to “Kincardine” – the name of the post office opened about 1850.

The part of the road across Bentinck Township, west from Durham, was “chopped” and “causewayed” by contract in 1849. Settlers soon began to use this section to reach “Buck’s Tavern” near the site of Hanover and a bridge farther west from which a rather dangerous navigation by scow and raft was possible down the Saugeen to its mouth. A portion of the road in Glenelg was opened during that year, but a diversion was required which had to be approved by local authorities, as well as the Commissioner of Crown Lands and this was delayed for a year. The section across Brant Township was opened in 1850 and bridged in 1851 and the road was carried through to “Penetangore” in 1851. This western part was under the superintendence of George Jackson, Crown Lands Agent at Durham. The part east of the Toronto – Sydenham Road in Artemesia and Osprey Townships was opened in 1850-51 under George Snider.

The settlement roads of 1836-1850 had two main purposes – to provide means of access for settlers to areas newly surveyed and opened for settlement and at the same time provide a number of 50-acre lots which might be granted free to settlers of small means, often with the privilege of having a second 50-acre lot reserved for them for a specified time, which they might purchase on easy terms. These reserved lots were usually in the second range behind the free grant. The system of “narrow fifties,” if successful, meant a compact line of settlement along the road, making it easier to maintain and assuring travelers of assistance in emergency.

Of the various settlement roads opened through the present counties of Dufferin, Grey and Bruce, the Durham Road west of the site of Priceville was perhaps the most successful. This was due largely to a high proportion of reasonably good farm land along the road, but partly to the fact that in Grey County it ran close to the Saugeen River with its good mill sites. Settlement was at first rapid. George Jackson was issuing locations south of the road in Bentinck and Glenelg by September, 1848, before the surveys farther east and west were completed and by 1849 had a number in Brant. In July, 1850, 255 locations were returned for Kincardine exclusive of “Penetangore.” Locations in Greenock and Kinloss had to be delayed until the course of the settlement road across those townships was settled, but this had been done by mid-summer of 1851. George Snider seems to have begun his locations in 1850 and settlement in the eastern



section was slower. The growth of “Penetangore” is surprising. In November 1851, when the census gives only 499 families in the whole of Bruce County. Lovell’s Canada Directory lists twenty-three names of trades and professions. In 1857 his estimate of the population is 1,000 and a directory for 1869 estimates 3,000 – slightly more than the official figure for Kincardine for 1967. Hanover and Priceville appear as rising mill villages in 1857. Walkerton is called “The chief town of the county” of Bruce, though with only an estimated 175 inhabitants. Durham on the Owen Sound Road is slightly older than the Durham Road, and, to some extent, gave the road its name, though a posthumous compliment to Lord Durham, father-in-law of the contemporary governor-general, Lord Elgin, and still a hero to the Canadian Reformers of 1848, was probably also intended.

The Durham Road certainly played a considerable part in the development of Grey and Bruce Counties and, with other settlement roads of that time, was a model for the ‘colonization roads’ of the 1850’s and 1860’s, though more successful from the point of view of settlement than most of these later examples.

### **3.7 Plaques and Monuments**

There are no historic plaques located *within* the study area that relate to cultural resources. There is a plaque, however, for the Durham Road, which is erected outside the study area.

#### **3.7.1 The Durham Road**

There is a plaque located east of the study area commemorating the importance of the Durham Road. It is located at the entrance to the Durham Conservation Area, Durham Road, 1.5 km east of Highway 6 (just northwest of Durham at the entrance to the Durham Conservation Area, between Grey Road 4 and Grey Road 27). Although the plaque is located west of the study area, the Durham Road transects the study area as Grey Road 4. The plaque text states:

##### ***The Durham Road***

When the Durham Road was surveyed in 1848-49, it crossed the earlier Owen Sound Road at the village of Durham and was given that name. Laid out from east to west through the "Queen's Bush" in the old Wellington District, it crosses Grey and Bruce Counties and is now followed from Kincardine to beyond Greenock by Highway 9 and from Walkerton to Priceville by Highway 4. The road was opened in sections between 1849-51. Allocation of free 20 ha lots along its course began in September, 1841, and was well advanced by 1851. Villages soon formed along the route which became a model for later colonization roads.

#### **3.7.2 Plaque for World War I Veterans**

The Municipality of West Grey was contacted as part of consultation process for this report – see Appendix E. One of the questions posed was – “Is there a municipal plaque on the subject area?” The Municipality responded affirmatively that “there are a couple of municipal plaques located within the Glenelg Hall building located at 493910 Baptist Church Road (Part Lot 10, Con. 4)” It has been confirmed that there is a plaque in the Glenelg Hall building relating to World War I veterans and while an important commemoration, it does not relate to cultural resources within the study area.

## **4.0 CULTURAL LANDSCAPE**

### **4.1 Area Context**

As to geographical features, the area is full of hills, forests, and streams. The historically important Saugeen River runs through many of the lots, and the Moss Lake Conservation Lands are near the project area. Most of the land in and surrounding the project area is either cultivated farmland or pasture, some wetlands and wooded areas.

Glenelg Township remained almost entirely forest until the mid-1800s. Grey County was divided into Townships in 1837 and the survey for the area was initiated that year. Initially lots north of the Durham Road were divided into 50 acre plots. The lots in the study area to the east of Durham, including Concessions I, II, and III both north of Durham Road (NDR) and south of Durham Road (SDR) were surveyed in 1848. Concessions 4-15 NDR were surveyed two years later in 1850 and divided into 100 acre lots. The initial survey and lot pattern is still very visible on the landscape.

The major road in the study area is the Durham Road running east-west. This road was surveyed in 1848-49. The road was opened in sections between 1849-51. Allocation of free 50 acre lots along its course began in September 1841 and was well advanced by 1851. Villages soon formed along the route which became a model for later colonization roads.

### **4.2 Inventory of Landscape Features**

The Ontario Government's Provincial Policy Statement on cultural heritage landscapes defines a cultural heritage landscape as

a defined geographical area of heritage significance which has been modified by human activities and is valued by a community. A landscape involves a grouping(s) of individual heritage features such as structures, spaces, archaeological sites and natural elements, which together form a significant type of heritage form, distinctive from that of its constituent elements or parts. Examples may include, but are not limited to, heritage conservation districts designated under the Ontario Heritage Act; and villages, parks, gardens, battlefields, main streets and neighbourhoods, cemeteries, trailways and industrial complexes of cultural heritage value. (Government of Ontario 2005: InfoSheet #5, 3)

The landscape features for this study fall into three categories – cemeteries, roadscapes and the broader rural landscape of the Municipality of East Grey.

An inventory of landscape features was developed based on site visits to the study area in August and September 2012. The inventory is appended as Inventory A – Landscape Features beginning on page 45. It includes photographs, a brief description and a preliminary

assessment as to whether there is potential for cultural heritage value or interest. The location of the photographs is mapped – see Figure 2b. Within the inventory, the “Status” section indicate whether the property owner is “Participating” in the development, that is, whether the property owner is leasing land to the proponent for the potential location of a turbine or other component of the development. An indication of “Non-Participating” means that the property owner has no link with the development proposal. Where there is potential for cultural heritage value or interest, additional evaluation information is provided, the impact of the proposed infrastructure on the heritage attributes is assessed and mitigation is recommended where it is needed to ensure the protection of heritage value or interest.

## 5.0 BUILT FEATURES

### 5.1 Inventory of Built Features

An inventory of built features was developed based on site visits to the study area in August and September 2012. The inventory is appended as Inventory B – Built Features beginning on page 63. Each built feature is located on Figure 2b with the same number as the built feature. Where a built feature is identified as having potential cultural heritage value (✓), it is further evaluated.

Photographs have been taken of the built features where possible. It was not possible to get good quality images (or in some cases, any images at all) where the built feature was located a distance away from the public road or behind a vegetation screen.

Within the table, the “Status” section indicates whether the property owner was “Participating” in the development, that is, whether the property owner was leasing land to the proponent for the potential location of a turbine or other component of the development. An indication of “Non-Participating” means that the property owner has no link with the development proposal. While non-participating properties do not have any infrastructure they still need to be carefully considered because the project infrastructure that is nearby but not on the same property may still have an impact.

In some cases, especially with built features which were well back from the road or partially screened by vegetation, it was possible to do only a cursory evaluation for potential heritage value. If there was some possibility of heritage value, a question mark (?) was placed in the table and the impact assessment was completed on the basis of available information. There were four built features that fell into this category.

If a built feature was not visible from the road, it was not considered to have cultural heritage value unless there was other available information such as historical research or other evidence that would indicate a possibility of heritage value.

For those built features that showed no potential cultural heritage value, indicated with an X, they were screened out and no longer considered in the assessment. Where there was potential cultural heritage value, with either a check mark (✓) or question mark (?), additional evaluation information is provided, the impact of the proposed infrastructure is assessed and mitigation is recommended where it is needed to ensure the protection of cultural heritage value or interest.

## 6.0 CULTURAL HERITAGE RESOURCE ASSESSMENT

The next stage of the process is an evaluation of those properties with potential for cultural heritage value or interest in accordance with criteria listed in Ontario Regulation 9/06 of the Ontario Heritage Act. A property is deemed to have cultural heritage value or interest if it meets one or more of the following criteria:

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 or associative 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.

There were 4 properties that could not be completely evaluated because of access limitations. In the inventories they were marked with a question mark – ‘?’ Where parts of the site were visible indicating that there might be heritage potential, they were included to the extent possible in the evaluation phase and carried forward to the impact assessment stage. See BF#s 11, 50, 151 and 212.

The evaluation was based on extensive historical research – section 3.0. In addition, during the site visits, all features either within the project area or on property adjacent to the project area, were photographed and examined to the extent possible under the circumstances. The visual examination along with the historical research provided the input for the evaluation.

Each built or landscape feature that met at least one of the nine criteria listed above were further evaluated in terms of the heritage attributes the features possessed. For ease of reference, the criteria and heritage attributes were included in the inventory table – see the inventories attached to the report beginning on page 45.

The inventory clearly illustrates that there are an extensive number of built or landscape features that have cultural heritage value or interest. – 42 built features and 7 landscape features. The built features are largely representative of a vernacular style or type found in rural southwestern Ontario in the pre-1930 period – both residential and agricultural buildings – which contribute to the broad rural landscape of the Municipality of West Grey. There are also five cemeteries that contribute to an understanding of the history, especially at the family or individual level, of the Municipality of West Grey.

## **7.0 DESCRIPTION OF PROPOSED PROJECT**

### **7.1 Facility Components**

The following information is taken from East Durham Wind Energy Centre Draft Project Description Report (GENIVAR, 2012:2-4)

Wind turbines produce electricity by converting the kinetic energy in the wind into a mechanical rotation of a generator.

The major components of the Project are as follows:

- up to 16 turbines 1.6 MW GE model wind turbines
- pad mounted 690 V/ 34.5 kV step up transformers located at or near the base of each turbine
- buried 34.5 kV electrical collector system, and ancillaries
- transformer substation to connect to the Hydro One distribution system
- overhead 44 kV line to connect the transformer substation to the Hydro One electrical grid (if required)
- turbine access roads
- temporary staging areas for erection of wind turbines
- operation and maintenance Building
- meteorological tower

### **7.2 Turbine Specifications**

With a total nameplate capacity of up to 23 MW, the Project is categorized as a Class 4 facility. Although NextEra has identified 16 locations for wind turbine siting, up to a total of 14 turbines are proposed to be constructed for the Project.

The wind turbine technology proposed for this Project is the GE 1.6-100 with LNTE model wind turbine. The turbines are 3-bladed, upwind, horizontal-axis wind turbines that are state of the art technology. The turbines have a 100 m diameter with a swept area of 7,854 m<sup>2</sup>; each blade is connected to the main shaft via the hub. The turbine is mounted on an 80 m tubular steel tower which contains an internal ladder provided for maintenance access. The turbine will be constructed on a foundation that is approximately 400 square metres. The foundation consists of a wooden frame, poured concrete and steel rebar to provide added strength.

The nacelle (located at the top of the tower) houses the main components of the wind turbine such as the rotor shaft, gear box, couplings, control panel, bearing brackets and the generator. The nacelle is equipped with sound-proofing, is ventilated and the interior is illuminated with electric lights. Some of the wind turbines will have external lighting in accordance with the requirements of Transport Canada (TC).

No supplementary fuel sources will be used to generate electricity.

### **7.3 Electrical System**

Electricity will be generated at approximately 690 V at the turbine and will step up to a local 34.5 kV collection system through a pad-mounted transformer located at each turbine and equipped with anti-vandalism protection. The approximate dimensions of these transformers are 2.5 metres in length and width, and 2 metres high. The transformers are totally self-contained with no need for exterior fencing.

Underground electrical collection cables will connect the wind turbines to the electrical substation. The buried cables will consist of three single conductor cables, with cross-linked polyethylene insulation, suitable for direct burial. To the extent possible, the underground collection lines will be constructed on private property, adjacent to the access roads.

The Project will have an electrical substation which will consist of a 34.5 kV/44 kV transformer and associated ancillary equipment. A 44 kV electrical line will connect the transformer to the existing Hydro One distribution system (located on the south side of County Road 4) using standard poles within municipal road rights-of-way. This will include approximately 1-2 poles from the substation to the connection point. Typically, each pole is between 13 metres and 17 metres in height.

The interconnection plan for any wind farm is subject to study, design and engineering by the Integrated Electricity System Operator which manages the province's electricity grid, Hydro One which owns the electrical lines, the local distribution company and the Ontario Energy Board, which regulates the industry through the Transmission System Code and the Distribution System Code. Details regarding the distribution lines, their routes, and the electrical substation will be developed during the Pre-Construction Design Phase of the Project.

### **7.4 Access Roads**

On-site access roads to each turbine will be constructed to provide an access point to the properties for equipment during the construction phase. Following completion of the construction phase, the access roads will be used for maintenance access for the duration of the facility.