

9. CULTURAL HERITAGE LANDSCAPE AND BUILT HERITAGE STUDY

**Norfolk County
Lakeshore Special Policy Area Secondary Plan**

Cultural Heritage Landscape and Built Heritage Study

Prepared for:

Marshall Macklin Monaghan Ltd.

on behalf of

Norfolk County

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1.0 Introduction

1.1 Background Profile

Norfolk County is undertaking the preparation of a Secondary Plan for the Lakeshore Special Policy Area under Section 3.8.1 of the adopted Norfolk County Official Plan (May 9, 2006) to address the special waterfront attributes and the unique local land use arrangements to ensure the community, environmental and economic sustainability of the lakeshore. This Technical Study Report addresses cultural heritage landscapes and built heritage features in the Lakeshore Special Policy Area.

Marshall Macklin Monaghan Limited has retained Unterman McPhail Associates on behalf of the Norfolk County to study the unique issues relating to the cultural heritage of the lakeshore and to prepare the Lakeshore Special Policy Area Secondary Plan.

1.1.1 Study Purpose and Objectives

The purpose of the Phase 1-Technical Research Compendium is to provide detailed understanding of the issues related to built heritage and cultural heritage landscapes in order to inform and direct sound heritage planning to support the Secondary Plan for the Norfolk County Lakeshore Special Policy Area.

Section 2 contains a summary of the heritage planning context for conserving above ground cultural heritage contained in the Provincial Policy Statement.

Section 3 contains a summary of the built heritage feature and cultural landscapes identified within the Lakeshore Special Policy Area. General conclusions as to the heritage value of the identified heritage resources are provided.

Section 4 contains heritage management strategies and heritage conservation recommendations for the Lakeshore Special Policy Area.

1.1.2 Location

The Lakeshore Special Policy Area comprises roughly 24,000 hectares and encompasses the entire length of the County's waterfront along Lake Erie between the County of Elgin and Haldimand County. The Lakeshore Special Policy Area is generally bound on the north starting from the west by parts of the following roads, Lower Side Road, 8th Concession Road ENR, 3rd Concession Road, Charlotteville Road 1, Spooky Hollow Road, Charlotteville Road 2,



Fig. 1: Lakeshore Special Policy Area, Norfolk County [Marshall Macklin Monaghan/Norfolk County, 2006].

Hillcrest Road, Kitchen Road, County Road 24, Radical Road, Blue Line Road, the urban area of Port Dover and Concession 2 Woodhouse Road.

1.2 Physical Context

1.2.1 Existing Land Use

Norfolk County's lakeshore consists of a variety of different waterfront environments, including urban settlements, natural heritage areas, agricultural lands, wind farms, parks, campgrounds, conservation areas, beaches, recreational marinas and seasonal residence communities. Each of these lakeshore environments has unique issues associated with their use and development, as well as how they interact with each other.

Norfolk's lakeshore accommodates two Urban Areas, which include Port Dover and Port Rowan. These areas have traditionally functioned as focal points for growth and development within the waterfront area, including public and private sector investment. The Urban Areas accommodate a range of uses including residential, commercial, employment, institutional, office, entertainment, cultural and health and social service activities.

There are six recognized Hamlet Areas within the Lakeshore Special Policy Area. They include Forestville, Port Ryerse, Messiah's Corners, St. Williams and Booth's Harbour and Normandale, which have areas designated as hamlet as well as areas used for resort purposes. The smaller rural settlements provide limited commercial, institutional, and recreational services to the surrounding agricultural community and to seasonal residents and users of local recreational amenities. Major concentrations of vacation homes and related development along the lakeshore include the Resort Areas of Turkey Point and Long Point. Other resort areas are found in Avalon and Fisher's Glen as well as Booth's Harbour and Normandale, which also have hamlet areas.

The Lakeshore Special Policy Area contains significant farm and agricultural-related uses, which are the predominant land use in the Lakeshore Special Policy Area. It also has a wealth of significant natural heritage resources that function as key economic attractions fuelling tourism in the County. The wetlands and natural heritage resources of Turkey Point and Long Point, recognized by UNESCO as a Biosphere Reserve are located on the northern coast of Lake Erie. Existing land uses include:

- Residential—single detached, semi-detached, townhouses and mobile homes;
- Multi-Residential—multi-unit residential buildings, apartment buildings, group homes;
- Commercial—a full range of commercial uses including retail, office, restaurants, campgrounds, golf courses;

- Industrial—full range of industrial uses including manufacturing, agriculture-related industries and utility works;
- Farm—the farm complex, crop production, greenhouses, and livestock operations;
- Recreational—seasonal dwellings, waterfront lots, and cottages;
- Right-of-Way—hydro and rail corridors; and,
- Other—including conservation areas, parklands, institutional and educational facilities.

2.0 Heritage Planning and Associated Principles

2.1 Introduction

Planning is the management of change or the way society induces change in itself. Change may be promoted in a range of ways and by a number of proponents. It may be motivated in order to achieve numerous societal or community goals and objectives. The *Planning Act* requires consideration must be given, as a matter of course, to the conservation of Ontario's cultural heritage when addressing change. The Preamble to the Provincial Policy Statement (2005) also reinforces the idea that cultural heritage resources provide and contribute to economic, environmental and social benefits. Consideration must be given in a manner that seeks to ensure the protection and wise use of these cultural heritage resources as a matter of provincial interest and as a measurable, end result of planning.

The objectives of "protection" and "wise use" must be considered the key principles of conservation. Protection is concerned with ensuring that cultural heritage resources are kept free from harm, loss or damage either through outright displacement or through disruption in any planning matter. Their continuing use, and particularly their wise use in situations where adaptive reuses are appropriate to the cultural resource, contribute to and support the continuing development of successful and healthy, physical, social and economic environments. In Ontario, cultural heritage conservation is now confirmed as a legitimate objective of planning activity, as it is in many other countries and jurisdictions. Conservation planning provides an important framework for ensuring that future change respects the cultural heritage of Norfolk County and in particular, the Lakeshore Special Policy Area.

2.2 Provincial Interests in Planning for Cultural Heritage

The *Planning Act* provides the legislative framework for land use planning in Ontario. One of the general purposes of the *Planning Act* is to identify matters of provincial interest in provincial and municipal planning decisions. In order to inform all those involved in planning activities Section 2 of the *Planning Act* identifies those matters of provincial interest, which includes the conservation of significant features of architectural, cultural, historical, archeological or scientific interest. These matters of provincial interest shall be regarded when certain authorities, including the council of a municipality, carry out their responsibilities under the *Act*.

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

2.3 Provincial Policy Statement (2005)

The *Planning Act* under Section 3 now requires all decisions affecting land use planning matters by municipalities and approval authorities *"shall be consistent with"* the PPS, 2005, replacing the former *"shall have regard to"*.

The Provincial Policy Statement (PPS, 2005) is the framework for broad, integrated and long term planning and provides direction to municipalities and approval authorities that make decisions on land use planning matters in the Ontario. Section 2.0: Wise Use and Management of Resources recognizes Ontario's long-term prosperity, environmental health and social well-being depend upon protecting cultural heritage and archaeological resources, among other stated resources, for their economic, environmental and social benefits. The PPS applies to all planning applications, matters or proceedings begun on or after March 1, 2005.

The PPS, 2005 policies of particular relevance for cultural heritage conservation are contained in Section 2.6, wherein Policy 2.6.1 addresses built heritage resources and cultural heritage landscapes and Policy 2.6.3 addresses adjacent lands and protected heritage property. Together with the *Ontario Heritage Act* and its regulations the PPS, 2005 strengthens the framework for the identification and protection of the Province's cultural heritage.

PPS Section 2.6.1 states that,

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

PPS Section 2.6.3 states that,

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

The PPS, 2005 defines built heritage resources as,

one or more significant buildings, structures, monuments, installations or remains associated with architectural, cultural, social, political, economic, or military history and identified as being important to a community.

Cultural heritage landscapes are defined as,

...a defined geographical area of heritage significance which has modified by human activities and is valued by a community.

The PPS, 2005 defines the term 'significance' for both built heritage and cultural heritage landscapes. For these cultural resources to be considered as significant or to have cultural heritage value or interest, they must be,

...valued for the important contribution they make to our understanding of the history of a place, event, or a people.

Typically, the significance of built heritage resources and cultural heritage landscapes is identified by evaluation criteria that define the characteristics that have cultural heritage value or interest to local, provincial or federal jurisdictions. Criteria to define local cultural heritage significance is found in a regulation made pursuant to section 29(1) (a) of the *Ontario Heritage Act*. Significant built heritage resources and cultural heritage landscapes for the purposes of the PPS, 2005, include those resources and landscapes identified through designation under Part IV and Part V of the *Ontario Heritage Act*; a heritage conservation easement under Parts II and IV the *Ontario Heritage Act*; property that is the subject of a covenant or agreement between an owner and a conservation body or level of government that is registered on title for the purposes of preservation; listed by local, provincial or federal jurisdictions; and/or or a significant built heritage resource that has been newly identified as part of a proposal for development or site alteration.

The Ministry of Culture has prepared information sheets as support material for PPS, 2005, which are intended to provide guidance and information regarding cultural heritage conservation in land use planning. Info Sheet #1: Built Heritage Resources, Info Sheet #2: Cultural Heritage Landscapes, Info Sheet #4: Adjacent Lands and Protected Heritage property are of particular interest for this study.

2.4 Adopted Norfolk County Official Plan

The adopted Norfolk County Official Plan (May 9, 2006) addresses cultural heritage resources in Section 7.6 (Cultural Heritage). The Plan states,

It is important to conserve the County's heritage resources, including buildings, structures, monuments or artefacts of historic and/or architectural value or interest, and areas of unique or rare settlement composition, streetscape, landscape or archaeological value or interest.

Section 7.6.1 includes the following policies amongst others addressing the conservation of the County's cultural heritage resources:

- a) Council shall encourage the preservation of significant built heritage resources and cultural heritage landscapes and may utilize the Ontario Heritage Act to do so.*

f) The County may prepare and maintain a cultural heritage database and/or heritage management plans for planning purposes, resulting in inventories of significant heritage buildings, heritage districts, cultural heritage landscapes, archaeological sites, and areas of archaeological potential within the County.

Section 7.6.2 notes that:

b) The Norfolk Heritage committee may maintain an inventory of the County's heritage resources to be used as a guide for policy formulation.

This sub-section continues with the description of evaluation criteria for determining the significance of the cultural heritage resources may include architectural significance, historical value, integrity and environment.

Section 7.6.3 (Heritage Properties & Heritage Conservation Districts) states:

The County may choose to designate certain properties or districts under the Ontario Heritage Act.

Section 7.6.5 (Development Policies) describes the policy of the County in regard to new and redevelopment and cultural heritage resources.

The adopted Norfolk County Official Plan also contains Section 3.8. (Lakeshore Special Policy Area), which includes the following statements in regard to cultural heritage resources.

c) Scenic roads, vistas, and cultural heritage landscapes along the lakeshore shall be identified and protected through the development approval process.

Section 3.8.1,

a) The County may undertake a comprehensive Secondary Plan for the Special Policy Area. The Secondary Plan shall address the following matters:

xi) a cultural and built heritage investigation

3.0 Summary of the Historical Development

3.1 Norfolk County

The first Europeans to reach the Port Dover area were French explorers De Galinee and Dollier de Casson. They landed on the banks of Black Creek and wintered there with their party in 1669-70. The explorers erected a cross with the arms of France and an inscription claiming sovereignty in the name of King Louis XIV over the Lake Erie region on March 23, 1670. No trading post or settlement was established and New France was ceded to Britain in 1763.

With the immigration of United Empire Loyalists from the United States to British territory the government divided the area now encompassing Ontario into four municipal and judicial districts in 1788 including the District of Hesse. When the new province of Upper Canada was formed in 1791, nineteen counties for parliamentary and militia purposes were created including the County of Norfolk. In the following year the Hesse District became the Western District of Upper Canada. At this time Norfolk County included the present county as well as parts of the current counties of Elgin, Middlesex, Oxford, Brant, and Haldimand. Norfolk County was placed in the London District in 1798.

The Long Point Settlement was the first major settlement to appear on the north shore of Lake Erie. The first United Empire Loyalist settlers chose to settle in the west part of the county bordering Long Point Bay. Sawmills and gristmills provided the nucleus for the establishment of villages. Other services for the local population soon followed. Lieutenant-governor John Graves Simcoe visited The Long Point Settlement in 1795 and selected a site on ground above Turkey Point for development as an important centre. Surveyors prepared a town site and it was named Charlotte Villa in honour of Queen Charlotte.

The Charlotte Villa town site was renamed the Town of Charlotteville, now Turkey Point, and became the capital and the seat of the District Court of the Quarter Sessions. The Court was moved to Tisdale's Mills, now Vittoria, in 1815 where a courthouse was built in 1825. Simcoe was selected as the district town for the new Talbot District in 1837. In 1849 districts were abolished for the county system and in 1858, the individual counties assumed their own local government and Simcoe continued as the seat for Norfolk County.

Fort Norfolk (1814-1815) was built on bluffs in front of District Capital, Charlotteville in 1813. It consisted of a log redoubt and a blockhouse for 300 men. A larger fort planned for the site to protect a planned British Naval Base was never constructed. During the War of 1812, Fort Norfolk guarded the inland settlements. The Battle of Nanticoke between the Norfolk County militia and American troops occurred in 1813. The Americans forces also burnt Port Dover

and Port Ryerse in May 1814. After the close of the war the settlement of the County progressed rapidly with the townships settled by farmers in the front portions and by lumbermen in the more remote areas.

Norfolk County was heavily forested with pine and oak when the first European settlers arrived in the early 1790s. Logging became a major industry reaching its peak between 1860 and 1880. The stands of pine and oak were cut to build ships for the Royal Navy as well as for export and local use. The Big Creek and its tributaries became the principal transportation route for the logs to the mills. The timber fueled local industries such as the iron works at Normandale. In 1845 the first lumber was exported from Norfolk to world markets. Port Dover, Port Rowan, and Port Royal played significant roles as ports for the export of timber. The best timber was gone by the 1860s and interest turned to the timber on Long Point. The removal of the forests resulted in miles of lost shoreline. The Long Point Company saved the Point from further ecological deterioration with its purchase in 1866. By 1880 local wood demand could no longer be satisfied due to land clearance from logging and agricultural. Agriculture became a primary industry alongside logging in the 19th century. The main crop produced was wheat until 1880. After 1880 corn and oats were grown until about 1900.

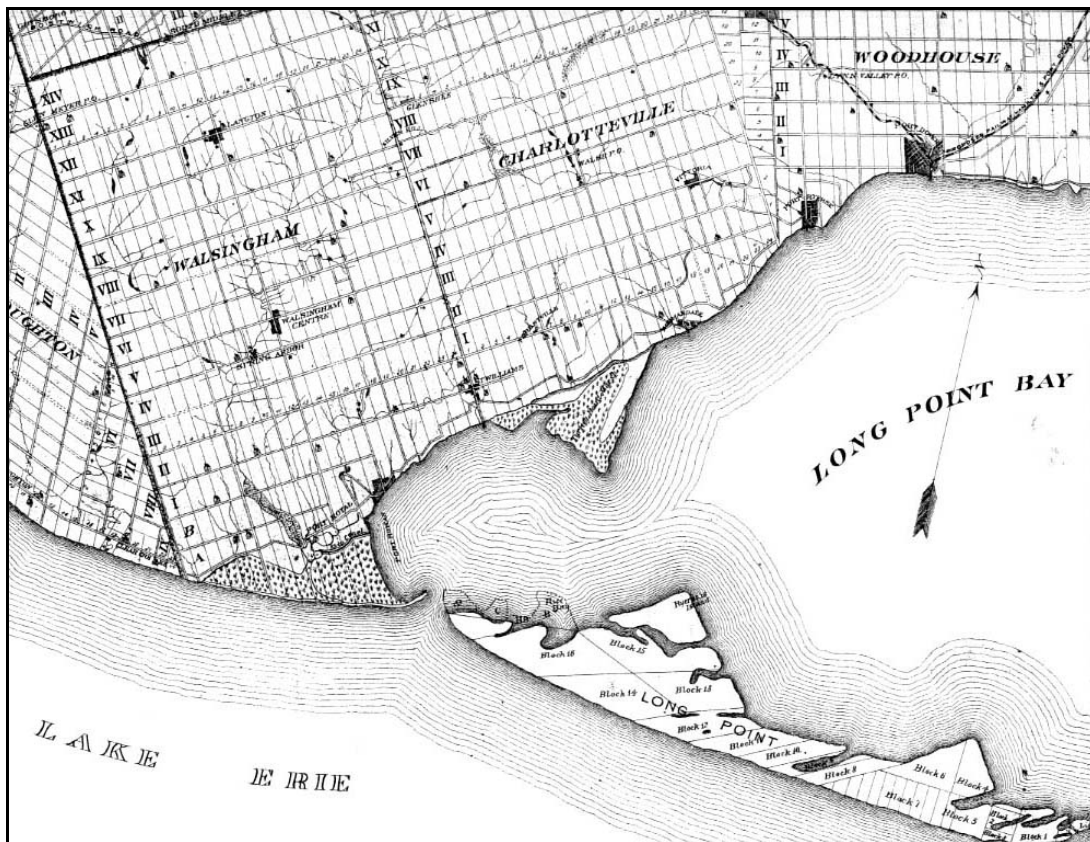


Fig. 2: Map of Norfolk County [Illustrated Historical Atlas, 1877].

As the extensive logging and intensive agriculture eventually depleted the forests and vegetative cover, the sandy soils were eroded by the action of wind and water resulting in the soil depletion and desert-like conditions. Many farms were sold and abandoned and the general feeling was that the region was useless for anything except reforestation. The Province of Ontario's Department of Lands and Forests opened Ontario's first forestry station on the 100-acre Waterbury farm near St. Williams in 1908 to facilitate the reforestation of the region, to provide tree nursery stock to the Province and to experiment with tree varieties in relation to the reforestation work. The station lands eventually included the original farm and the Turkey Point Tract in South Walsingham and Charlotteville townships. The Province closed St. Williams Forestry Station in 1998. Tall cedar hedges were introduced into the agricultural landscape in the 20th century along the sides of drives and fields as windbreaks and to prevent soil erosion.

The Talbot Road, now Highway 3 to then north of the Lakeshore Special Policy Area, was the principal road in Norfolk County in the early 1800s. It was laid out by Colonel Thomas Talbot and surveyed by Mahlon Burwell in 1811 for the Talbot's settlement in Elgin County. South of the Talbot Road along the shores of Lake Erie, another overland route was opened in the early 1800s as a settlement road from Niagara to the west. Now Regional Road 42, it is known as the Lakeshore Road in Houghton and South Walsingham and the Front Road in Charlotteville. The north-south Port Rowan and Tilsonburg Plank Road, now part of Highway 59, was built in mid-1800s from Long Point northward through Walsingham Township to Tillsonburg. The Hamilton Port Dover Plank Road, now Highway 6, was surveyed in 1838 and completed in 1844 through Woodhouse Township to Port Dover.

Local Norfolk County entrepreneurs incorporated the South Norfolk Railway Company in 1887 to build a line from Port Rowan northeast to Simcoe. The Grand Truck, Georgian Bay and Lake Erie Railway purchased the incomplete property in 1888 and the line was opened in 1889. The railway became part of the Canadian National Railway in the early 1920s and was abandoned by CN in 1965. The Hamilton & Port Dover Railway was created in 1853 to extend between Hamilton and Port Dover. The Hamilton & Southwestern Railway acquired it in 1855; however, construction did not proceed due to funding shortages. The Hamilton & Lake Erie Railway (H&LER) was formed in 1869 from the company and construction finally began in 1873. By January 1875, the line had been opened to Jarvis, where work suddenly stopped due to new financial difficulties. The owners of the line accepted a proposal from the Hamilton & Northwestern Railway for a merger creating the Hamilton & Northwestern Railway that completed the final section to Port Dover in the mid 1870s. This railway line became part of the Canadian National Railway in the early 1920s and still operated today.

In the early 20th century orchards and canning crops were common in the Norfolk region. Then the land use changed rapidly with the discovery that flue-cured tobacco could be grown successfully on the Norfolk Sand Plain. The first crop was grown in 1920.¹ A mandatory acreage reduction was implemented in the 1960s due to overproduction. A number of farmers then turned to other crops. More recently tobacco and ginseng have been the principal crops produced in Norfolk County, although there has been a noticeable decline in the tobacco industry.

Recent developments within the Lakeshore Special Policy Area include the construction of the Erie Shores Wind Farm along Lake Erie, principally in the western end. Built in 2005-2006 as one of Canada's largest wind power facilities in southern Ontario, this facility has introduced a new and highly visible physical element into the existing agricultural landscape.

In the latter part of the 20th century Norfolk County was merged into the municipal Region of Haldimand-Norfolk in the early 1970s and the historical township names of Charlotteville, Houghton, Middleton, Townsend, Walsingham, Windham, and Woodhouse were replaced. The municipal Region of Haldimand-Norfolk was dissolved in 2000 and this area became The Town of the County of Norfolk.

3.2 Woodhouse Township

Woodhouse Township was named for residents of Norwich, Norfolk County, England and first mentioned in the 1795 Survey of Lt.-Governor John Graves Simcoe. Located in the south eastern angle of Norfolk County it consists of six concessions, a broken front bordering on Long Point Bay and a wedge-shaped Gore on the west side.

The first settlement in Woodhouse Township was near Lake Erie and along the waterways that flowed into the lake due to the lack of land transportation. Peter Walker settled at the mouth of Patterson's Creek when Solomon Austin and son arrived in 1793. Concerned over the undefended state of the vacant land in the London District, Lieutenant-Governor Simcoe offered land on attractive terms to people willing to settle in unoccupied areas. William Francis representing a group of United Empire Loyalist from Annapolis Valley, Nova Scotia, arrived in Upper Canada in 1793 to request land in the Long Point area. Francis selected lots in the Port Dover area for himself as well as receiving a 10,000 acre reservation on the west side of Patterson's Creek for his Nova Scotia settlement group. Only the Thomas Bowlby family followed Francis from Nova Scotia. The Bowlbys settled on Lot 4, Concession 2. Daniel McQueen established a gristmill known as Dover

¹ Dr. Scott Petrie. "Old Norfolk County" The settlement and early agricultural development of "Old Norfolk County". Access:-- <http://www.kwic.com/~longpointbio/bio31.htm>.

Mills in 1806 in front of the second concession and laid out the plan for the village of Port Dover.

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

...a well settled township, containing excellent land, and many well-cleared and cultivated farms. The land is generally rolling and, most of the farms are handsomely situated. ...Port Dover on Lake Erie, at the mouth of Patterson's Creek, and a small shipping place called "Port Ryerse," are situated in the township. The plank road from Hamilton to Port Dover, passes through the township. The timber in Woodhouse is a mixture of pine and hardwood. There are three gristmills and eleven saw mills in the township

The *Gazetteer* stated that the township population in 1841 was 1694 persons, most of whom were Canadians and Americans in origin. U. E. L. Isaac Vail Jr. arrived in the area of Port Ryerse in 1790 and bought Lot 1, Broken Front in 1800. His son Isaac Vail Jr. built a brick house on the property in the early 18450s. William Pope, a naturalist and wildlife painter and journalist, bought the Vail house in 1860. Pope is commemorated with an Ontario Heritage Trust plaque located across the road from the house.

The *Illustrated Historical Atlas* (1877) notes that Woodhouse Township is,

...a very wealthy and important township. Its main artery of travel was formerly the Hamilton and Port Dover Plank Road, connecting it with Hamilton fifty miles distant. This road is said to have cost originally \$150,000. But now a good gravel road leading through Simcoe and Delhi connects it with Norwichville, while the Port Dover and Woodstock Railway gives it direct connection with all the counties north and west. Direct railway communication with Hamilton is expected. It has two excellent harbors, Port Dover and Port Ryerse, and is well watered by the River Lynn, Black Creek, Hay Creek and Young's Creek. The soil is generally a clay loam, with patches of sandy loam in the south and west. There are numerous limestone quarries. The timber is mostly hardwood, oak being very abundant. The lofty clay banks which line the shore are in many parts covered with the most beautiful groves of beech and maple, and command a fine view of Long Point Bay and Long Point Island.

Twentieth century topographical maps indicate the township remained, for the most part, rural in nature throughout the century.

3.2.1 Vaughan Survey

This mid-to-late 20th century community on Lot 19, Concession 1 is located on Lake Erie along the Lakeshore Road to the east of Port Dover. The subdivision is shown on later 20th century topographical maps.

3.2.2 Port Dover

Located on Lake Erie on Lots 10, 11 and 12, Concession 1 the town was derived from Dover in Kent County, England. In first decade of 1800s, Daniel McQueen began severing lots for village of Dover Mills about two miles north of lake around his mills. The village burned in War of 1812 and then rebuilt closer to the lake. A post office was established in Dover Mills in 1832, then moved to Port Dover on the lake in 1836. At one time Port Dover was the largest fresh water fishing port in the world.

Smith's Canadian Gazetteer provides a description of the village in the early 1840s.

A village in the township of Woodhouse, situated on Lake Erie, at the mouth of the River Lynn. It was first laid out in the year 1835, but on account of the stagnation in the business of the province caused by the rebellion, it did not begin to increase till about 1842. About £9,000 have been expended in improving the harbour, erecting a light-house, and building a bridge across the river...A road has been formed from Port Dover to Hamilton... four and a half of which are macadamized, and the remainder planked. Two daily stages run to Hamilton...and during the season, steamboats call here regularly. There is a grammar school in the village and a Presbyterian church in the course of erection... Population nearly 400... There is a grist and saw mill on Patterson's Creek, about three quarters of a mile from the village.

Some thirty-five years later the *Illustrated Historical Atlas* (1877) describes Port Dover.

The largest village in the township is Port Dover, which is also the principal port of the county, at present Port Ryerse and Port Rowan are its rivals. Port Dover is the terminus of the Port Dover & Lake Huron Railway, and as such is likely to become a place of great importance. It is a very pretty village, picturesquely located on lofty banks at the confluence of the River Lynn and Black Creek. The main part of the village lies on the west bank, although many elegant private residences are to be seen on the east side commanding a delightful view of Silver Lake, a lake which is about a mile long and quarter of a mile wide, and is prominent among the many beautiful features of the locality...The Port Dover Harbor was constructed in part by the Government at an expense of £40,000, but was sold before completion to a private company. The harbor is in part natural, a reef of rocks extending out from the shore about three quarters of a mile and forming a breakwater.

Port Dover has now a population of 1,100... Port Dover also contains 1 foundry (Wiggins & Matthews); a large number of stores and shops; 1 newspaper, the Port Dover Independent, editor and proprietor, James Riddell, Esq., some important carriage and wagon shops; excellent school-house, elegant and commodious (Jas. Lumsden, High School-Master; W. H. Smith, Principal Public Schools, 3 assistants; Lawrence S. Key, Esq., Chairman Board of School Trustees).

A very important industry in Port Dover is the woollen factory. The "Norfolk Woollen Mills" are driven by one of the first water powers in Canada.

In the 20th century Port Dover evolved into a fishing village and tourist destination. The fishing industry at one time hosted the largest freshwater fishing fleet in the world. Many of the town's citizens worked in the industry. Thomas A. Ivey and Sons, one of Canada's largest wholesale florists and rose-growers and a major employer in the area, operated in Port Dover from 1906 to 1993. Today The Port Dover Harbour Museum, housed in an original fisherman's net shanty, commemorates Port Dover's fishing industry.

3.2.3 Avalon Park

Originally Avalon was the location of an earlier 20th century United Church camping facility on Lake Erie, Lot 5, Concession A, Woodhouse Township, east of Port Ryerse. The community developed as a mid-to-late 20th century community of cottages.

3.2.4 Port Ryerse

Port Ryerse is a 19th century settlement centre located on Lake Erie at the mouth of Young's Creek on Lots 2 and 3, Concession A, junction of Front Road and Regional Road 57 on Port Ryerse Road. This settlement grew up around Colonel Samuel Ryerse's mill established in late 1790s.

Smith's Canadian Gazetteer notes that the small settlement and shipping-place located at the mouth of Ryerse Creek contained a saw mill, one store, and about half a dozen houses in the early 1840s.

A post office was opened in 1854. It prospered and operated as a small thriving shallow water port with two piers in Norfolk County's lumbering heydays of the 1860s-1870s, with various shipbuilding businesses, a blacksmith shop, a one-room elementary schoolhouse, four hotels, an Anglican church with churchyard cemetery, a general store, post office and dozens of homes. The Port Ryerse Memorial Church was established 1870. Port Ryerse began to decline economically in the 1870s after it was bypassed by railway. By the late 1870s the *Illustrated Historical Atlas* describes the village as follows,

...situated very prettily in a valley at the mouth of Young's Creek...It possesses a good harbor and excellent water power. The grist mill is leased to Mr. John Shaw of Normandale. A large number of bricks have been manufactured here of late years...A great deal of enterprise has been displayed by the people of Ryerse, in business matters.

In 1862 the Simcoe and Port Ryerse Harbor Company was formed. Edward P. Ryerse, President, W. Holmwood, Secretary and Treasurer. The harbor has been greatly improved by this company, and sailing vessels and propellers load and unload here. Great quantities of grain, lumber, staves, flour, etc, etc, are annually sent out. The population is about 200. Mr. James Cutting has an excellent hotel -- the resort of many of the Simcoe people in the warm weather. There is an English Church, Rev. F. Renaud, incumbent, and a good brick school house.

Port Ryerse declined in the 20th century and summer cottagers constituted the majority of the residents.

3.2.5 Fisher's Glen

Located on Long Point Bay on Lot 19, Concession A on Front Road at East Quarter Line Road, this small community was called Newport in early 1800s. David Secord built a small mill and then sold it to William Culver in 1804. Rev. Titus Finch acquired the mill and his son Thomas operated it. Donald Fisher and partner Thomas Cross bought the site about 1825 and severed lots for the settlement at Fisher's Glen. Other early names for this place were Cross & Fisher and Fisher's Landing.

Today the community comprises a number of residences and cottages, both year-round and seasonal.

3.3 Charlotteville Township

Daniel Hazen and a Mr. Hamlin surveyed Charlotteville Township in 1796. They established an east line that ran north from Lake Erie for the width of the township, then surveyed the boundary between Charlotteville and Walsingham townships on the west. Thomas Welch finished the survey work for Hazen. Earlier U. E. L. settlers began to petition for their land grants immediately, some five or six years after their arrival. Claims were met with counter claims and difficulty proving U. E. L. rights.

The new London District seat was placed in Charlotteville in 1800. The township was the site of the first public school in the area in 1810. Located in a residence on Lot 23, Concession 2 from 1810 to 1819, it was relocated to several places in Vittoria and area before finally closing in 1837. Egerton Ryerson, who became the chief superintendent of education for Upper Canada and founded Ontario's public school system, attended and worked as an assistant to his brother Reverend George Ryerson, in this school. The Grove House on Lot 19, Concession 1, housed the successor school known as the Chadwick Academy until 1840 when the third headmaster Reverend Eli Chadwick retired.

Smith's Canadian Gazetteer describes Charlotteville Township in the early 1840s as having a considerable quantity of pine and three grist and seven saw mills,

and two distilleries. The township villages are Vittoria and Normandale. Smith also noted that the township population in 1841 was 1969 people, most of whom were principally Canadian and American background.

The Illustrated Historical Atlas (1877) notes that Charlotteville Township,

...has several large streams running through it, the principal of which are Young's Creek on the south east, Kent's Creek on the northeast, and a portion of Big Creek on the northwest. The peninsula of Turkey Point stands in a southwesterly direction from about the centre of the south boundary...

In 1817 the population amounted to about 900, the number of houses to 130. In 1850 the population had increased to 2,498, and there were 3 grist and 7 saw mills, 3 carding mills, 1 tannery. The produce of 1849 was 33,700 bushels of wheat. Charlotteville has been in days past a fine field for the lumberman. Even yet there are some fine groves of pine, and some excellent hardwood.

The villages are numerous.

Twentieth century topographical maps indicate the township remained, for the most part, rural in nature throughout the that century.

3.3.1 Forestville

This 19th century settlement located on Lots 6 and 7, Concession 1 was originally known as the Kerne Settlement and later named as Forestville by the Farnham family to commemorate their former home in New York state. This name was officially recognized in 1851 when a post office opened. At one time is contained a school and a church.

This community comprises a number of 19th and 20th century residences, including a former church now in residential use.

3.3.2 St. Williams

This 19th century village is located on the town line between Walsingham and Charlotteville Townships, on Lot 24, Concessions 1 and 2 in Walsingham and on Lot 1, Concessions A and B in Charlotteville. United Empire Loyalists settled the area around St. Williams in the early 1790s. Early landowners in Walsingham Township included Peter Teeple, Simon Mabey and William Cope. The Cope family had arrived in the St. Williams area in 1793, but did not receive their land grant until 1801. Teeple and Mabey soon sold their land while Cope remained. Charlottesvile Township settlers included William Cronk and his father-in-law Reverend Major George Neal. By 1810 John Munro owned the northwest corner, Peter Procuier the south west corner, William Cronk the southeast corner and Peter Montross the northeast corner of the future St. Williams. The settlement

was first known as Copetown, then Neals' Corners after Reverend Neal. The 1830s and 1840s saw an influx of settlers from England of the Primitive Methodist religion into the area.

The first general store opened in 1832 and the community was renamed St. Williams around the time a post office was opened in 1838. The Methodist Church acquired the site of the present United Church in 1837. Peter Procnier began to sever his land in the southwest corner and across the townline in the 1840s and 1850s. William Gillaspay was selling severed lots at the same time. Stephen Price bought the Cronk/Neal homestead in the southeast corner in 1829 and severed lots. The northeast corner of the village was not developed until the latter part of the 19th century when William McBurney and Daniel McCall established their mercantile interests. Main Street developed in the 1840s and 1850s. A Primitive Methodist Church was built in 1856, the Anglican Church in 1866 and a Wesleyan Methodist Church in 1870 and a Baptist church in 1880. The Woodward Brickyard opened in 1850. The Daniel McCall residence on Main Street South was built in 1867.

The *Illustrated Historical Atlas* describes St. Williams as having,

...3 stores, 1 hotel, 1 Methodist Church, 1 Baptist Church, 1 English Church, 1 Primitive Methodist Church, 1 hall, 1 Good Templar's Hall, 2 blacksmiths' shops, 1 harness shop, 2 shoemakers's shops...

The South Norfolk Railway was built through the community in late 1880s. McCall's store and factory burned in St. Williams in 1883.

By the early 1900s St. Williams had the a large brick schoolhouse, four churches, the Palace Hotel, McRae's General Store, the McCall Furniture Store, Brock General Store and Huyck Blacksmith Shop, the St. Williams Cheese Factory and the McCall furniture manufacturing plant. The Schuyler White's gristmill was opened in the early 1900s as well. The community became an official Police Village in 1903. The McCall lumber and furniture manufacturing company became the McCall Boatworks and St. Williams Jams prior to World War I. The Forestry Farm was opened north of the village in 1909 and became a major industry in the area.

3.3.3 Booth's Harbour (Forest Ridge Marina)

This community is located on Long Point Bay southeast of St. Williams on Lot 2, Concession B on the Front Road East. Lewis Lipsit acquired 1200 acres of land on the lakefront and bluffs of Lake Erie in 1922. He disposed of all of the land along the Front Road between St. Williams and Turkey Point with the exception of 15 acres. He started the Forest Ridge Marina on the lakeshore below his house, dredging a channel to give easy access to the lake and building numerous boathouses. He subdivided thirteen lots on the lakeshore and bluffs in

1940 and built a few cottages for sale to sportsmen. He developed a major subdivision setting out 100 properties.

Charlie Booth bought Forest Ridge Marina in 1957 and preceded to develop it as a destination for fisherman. He built twenty-three boathouses and a trailer park. The Booths soon expanded their frontage and subdivided the properties on the bluffs into residential lots. On the lakefront they built an additional 25 boathouses and extended the trailer park. A restaurant and store with a full service fueling depot were added later. In 1983 the development at the top of hill was officially designated the Hamlet of Booth's Harbour.

Today Booth's Harbour comprises the late 20th century residential development on the brow and a seasonal trailer park and marina on the waterfront.

3.3.4 Normandale

This early 19th century settlement is located on Front Road on Long Point Bay, Lots 16 and 17, Concession A. The Long Point Furnace was established in 1816 on Potter's Creek. United Empire Loyalist Joseph Van Norman bought the foundry and established the Van Norman Company in 1822 and named the foundry site Normandale. Van Norman's brothers joined him in the company as well as Hiram Capron and George Tillson, who later founded the towns of Paris and Tillsonburg, respectively. The Normandale Foundry was the only iron furnace in Western Ontario manufacturing stoves, kettles, pots, ploughs, etc., and its products were sold as far away as Montreal and Chicago. It employed a large work force in the area and provided a ready market for local produce. The company reached its height in 1840 and ceased to operate in 1852 when the iron ore supply was exhausted.

The brick, hipped roof cottage known as the Van Norman-Guiler house was built around 1842 on the western edge of the settlement for the Van Norman family. The village of Normandale eventually consisted of a hotel, post office and a store. The owners of the Van Norman foundry built the Union Hotel shortly after 1833.

Smith's Canadian Gazetteer describes the village in the early 1840s as having been settled about twenty-five years. It contained a blast furnace for smelting iron ore, that was established in operation since 1823. It is supplied with 'bog ore' from the surrounding area. The furnace operated about ten months in the year. The industry also contained a cupola furnace where castings of all descriptions were made. The village, which had a population of 300 people, contained a machine shop, a blacksmith, one store, one tavern, one tailor, two shoemakers. By the late 1870s the village had declined economically and was not described in the *Illustrated Historical Atlas*.

Today the small and picturesque community located on the deep ravines of Potters Creek comprises a number of residences, both year-round and seasonal, the heritage buildings of the Union Hotel and Post Office and Van Norman House, a store, a small waterfront area with a National Historical Sites and Monuments Board plaque commemorating the Normandale Furnace.

3.3.5 Turkey Point

This 19th century village on Long Point Bay was named for abundance of wild turkeys that nested there. Frederick and Levinah Mabee settled the area in 1793 and then turned their land over to provincial government for a naval establishment that was never developed. The land continued to be reserved until the mid-1800s. St. Andrew-by-the-Lake Anglican Church was built in 1881. Many Norfolk County residents built cottages on the point over the years and it developed as a tourist and seasonal destination.

3.4 South Walsingham Township

Walsingham was first settled about the year 1791. The southeastern part of the township was taken up first near Big Creek and Charlotteville. Early settlement families include the Troyer, Dedrick, Hazen, Cope, Backus and Brown families in the early to late 1790s. No settlers were located west of Big Creek until Elias and Mary Foster settled with their family in 1803 in the Foster Settlement.

John Backus arrived in the Long Point Settlement and settled on 200 acres of land in Lot 17, Concession 2, Walsingham Township in 1797. He built a sawmill and then a gristmill, the first in the township, sometime between 1798 and 1807. John Backus bequeathed the land west of Big Creek in Lot 17, Concession 2 including the gristmill to his son Thomas Backus in 1820. His son John H. Backus took over the gristmill in the late 1840s and in 1853 built a large brick house nearby. The gristmill was in continuous use under the Backus family from its construction until 1955 when the Big Creek Conservation Authority, now the Long Point Region Conservation Authority, acquired it.

Big Creek, a major stream fed by several smaller streams that flows southwest through Walsingham Township to Long Point Bay. The largest stream in western Norfolk County was probably named thus due to its importance as a transportation route for settlers before roads were opened. Mills and villages sprouted up along it, notably Port Royal in the Lakeshore Special Policy Area.

Smith's Canadian Gazetteer (1846) describes the Walsingham Township as follows,

A stream called Big Creek runs through the township from north-east to south-west, at the mouth of which is a settlement called Port Royal, where is a steam saw mill. Near the centre of the south of the township is a shipping place called Port Rowan. The principal part of the timber of the township is pine, and large quantities of sawed lumber are exported. There are two grist mills and six saw mills in the township. Population in 1841, 1,046.

The Illustrated Historical Atlas (1877) describes Walsingham Township as follows,

This important township fronts on Long Point...Its largest stream is Big Creek, which enters the township at the 12th concession on the eastern town line, and after many devious windings flows into the Bay at Port Royal. At the 4th concession Big Creek is joined by its tributary the Venison Creek, which drains the north-western part of the township. The southeastern portion is drained by the Spring Creek, which flows into the bay a little west of Port Rowan. The courses of these streams are in many parts very deep, forming ravines and gulches which impede the traveler but afford very valuable mill sites. Big Creek is the main stream of the County...It is through this gate that have gone forth the giants of the forest of a large part of Norfolk. The value of the saw logs that have floated down this stream the last seventy years is almost incalculable.

Long Point...was attached to this township for municipal purposes. It is now an island. The "Cut" which separates it from the main land is wide, but too shallow for general navigation. Long Point is now the property of a private company, who brought it for the purposes of shooting and fishing.

The Atlas description noted Port Rowan, St. Williams, Port Royal as chief villages in Walsingham Township. The township was divided into North Walsingham and South Walsingham Townships in 1881 with Port Rowan as the seat for the south township.

Big Creek Region Conservation Area along the length of Big Creek and its tributaries to its source at Long Point in Walsingham Township was established 1948 and expanded from its beginnings at the south end of Big Creek to include Backus Mill Conservation Area in the Lakeshore Special Policy Area. It is now part of the Long Point Region Conservation Authority. The Charles Sauriol Carolinian Forest, part of the Long Point Region Conservation Authority, is located on a parcel of former agricultural land adjacent to Backus Heritage Conservation Area. The work on the Carolinian Forest Regeneration Project began in 1991.

3.4.1 Port Rowan

This 19th century town is located on Lots 16 and 17, Concessions A and B on Long Point Bay. The original Crown Grantee for Lot 17 was John Courtwright, who arrived in 1793, and the front on Long Point Bay was referred to as Courtwright's Landing. Courtwright sold his property to Jeremiah Wolven in 1807 and the settlement was renamed Wolven's Landing. John Dutcher purchased land in Lot 16 in 1819 and the east side of the lot at Front Road became Dutcher's Corners. Dutcher died in the same year. A few years later the settlement was renamed Port Rowan, for Colonel Rowan, secretary to Sir John Colborne, the Lieutenant Governor of Upper Canada. By 1861 the settlement had three merchants, two carpenters, two millwrights, a shoemaker and a blacksmith.² James Ellis and Jeremiah and William Wolven laid out the village in 1825 and the lake port became a busy commercial centre.

Smith's Canadian Gazetteer (1845) noted that Port Rowan was a small village on Lake Erie with a population of 50 people. It had a store, tavern, post office and served as a shipping place with a resident collector of customs. With an increase in the lumber trade between 1845 and 1850 Port Rowan's population doubled from 100 persons in 1845 to 200 in 1850.³

The *Illustrated Historical Atlas* (1877) refers to Port Rowan as,

... picturesquely situated upon the bold bluffs which overlook the bay to the east of the mouth of Spring Creek. It has a good harbor, its only drawback being the shallowness, of the water, which does not permit vessels drawing over six feet of water to approach. Nevertheless a large amount of business has been done at this port.

Port Rowan contains a population of about 1,000. It has a number of very elegant private residences, most of them commanding a fine view of the lake. The new school house is a very fine structure built of brick, two stories in height, with a tower.

In the late 1870s Port Rowan was a busy commercial and industrial centre servicing the surrounding area. It also boasted three churches, a public hall, a Masonic Hall and a Temperance Hall.

The village continued as a small fishing port during the 20th century.

² Sharon Hazen, *Down by the Bay: a history of Long Point and Port Rowan 1799-1999* (Erin Mills, Ont.: The Boston Mills Press, 2000), 149.

³ Ibid, 149.

3.4.2 Port Royal

This 19th century settlement centre on Long Point Bay is located at mouth of Big Creek on Lot 10, Concession B. It is described in *Smith's Canadian Gazetteer* (1846) as having 50 inhabitants, a steam saw mill, one store, two taverns, one blacksmith, one wagon-maker in the early 1840s.

A ship canal was opened through Long Point to Big Creek in the mid 1800s allowing the lake boats to reach Port Royal for the lumber. Thirty-five years later the *Illustrated Historical Atlas* (1877) describes the village thus,

This is a very old village, and stands at the mouth of Big Creek. In the days when lumbering was active this was an important place, but of late years business has declined to some extent. It still contains 1 store, 1 hotel, &c. It is three miles west of Port Rowan. The marshes in the neighborhood are well supplied with game, and sportsmen regard Port Royal as a desirable centre for their operations. A very good brick school house has been erected here at a cost of about \$1,200.

Port Royal declined during the twentieth century and is marked today by several 19th century and some 20th century houses along Front Road and the Port Royal Cemetery.

3.4.3 Long Point

In its earliest years Norfolk County was referred to as the "The Long Point Settlement" after the prominent finger of land projecting into Lake Erie. Euro-Canadian immigrants began to settle in Long Point in 1790 along the mainland shore of Long Point Bay. Lieutenant-Governor John Graves Simcoe recognizing the strategic military importance of the protected harbour in the Bay and its commanding bluffs over the Point encouraged favoured officers and men who had supported the Crown during the American Revolution to settle in this area. However, after 1796 the land was made available to anyone who swore allegiance to the King and had the means of developing it.

A huge storm created channel known as "The Old Cut" that went right through the middle of Long Point in the early 19th century. The first Long Point Lighthouse, which was built beside the Old Cut, began to operate in November 1830. The Cut has since shrunk and no longer passes through Long Point since the south end has since silted up. *Smith's Canadian Gazetteer* (1846) describes Long Point as having a lighthouse on the eastern tip in the 1840s.

The Long Point Company purchased the Point in 1866 in order to create a stable environment for sport hunting. First it had to rebuild the environment through careful management that included the restriction of hunting and fishing. Water fowl stocks were rebuilt. The Company bought out landowners on the Point and

acquired quit claims from squatters.⁴ By 1871 the Company had acquired all except Block H on the Point, which had been reserved by the government as a lighthouse site and a small area of Block 2. A area for a headquarters was established west of Ryerson's Island on the creek into the marsh near Port Rowan.⁵ Existing cabins on the Point were acquired and used for staff residences and other residences were built. Stock or life members were allowed to build a lodge in the vicinity of the headquarters by 1871 with the proviso that the building become the property of the Company. Over thirty buildings known as "The Cottages" make up the headquarters.⁶

Several important changes occurred in the township in the 20th century. A Crown Lands Department Survey completed in 1920 revealed a large land parcel of about 400 acres located to the west of the Old Cut was still in provincial ownership. This land became Long Point Provincial Park in May 1921, the fourth public park created in Ontario.⁷ The mainland was connected to Long Point by a causeway built by the local populace in 1929. This was followed by the establishment of a labour camp, referred to as the Tar Paper City, just east of Hovey Avenue on the north side of Highway 59, to attract workers during the Great Depression to build an east-west road to connect the public park to the causeway. After the road was completed the labour camp was used as a public campground for several years before it was closed and camping was removed to the south side of Highway 59 into Long Point Provincial Park.⁸ Secondary roads of sand and gravel were built on the Point as the Parks Commission leased lots to seasonal residents. The Commission continued to lease cottage lots until 1956. At that time the Province turned over control of the leased property to South Walsingham Township and cottage owners were able to buy their lots. The Park acquired land additional from the Ferris estate and then sold the fifty remaining lots within its boundaries in 1961.⁹ Construction on Highway 59 to the Park began in 1958 and completed in 1962. The present Long Point Park was opened in 1961.

The first cottages on Long Point were used as hunters and fishers. After the Causeway was built Point development began to grow as more cottages and businesses, including a succession of dance halls, restaurants, grocery stores, gas stations, and marinas and recreational facilities, were built from the 1930s onwards. The original cottages were small wooden structures on wooden piling with insulbrick or Mannville siding with hinged wooden shutters over the windows

⁴ Barrett, Harry B. *Lore & Legends of Long Point* (Don Mills, Ont.: Burns & MacEachern, 1977), 160.

⁵ Ibid.

⁶ Ibid.

⁷ Hazen, 115, 116.

⁸ Ibid, 115.

⁹ Ibid, 116.

openings.¹⁰ Larger homes began to replace the earlier cottages, particularly on the beach, after the mid 20th century. After 1975 Beach and Woodbine Avenues became one-way streets due to traffic congestion. The Spencer Smith Survey opened in the early 1960s on the north side of Erie Avenue away from the beach provided boat access to the Inner Bay by water channels from most lots. The last channel was built in the late 1980s for Willow and Teal Streets.

Long Point Bay represents one of the most important migratory stopover areas for waterfowl in North America due to its unique geographic location and the conservation efforts of the Long Point Company in the 19th century conserving it for hunting. A large part of Long Point is still owned privately by The Long Point Company and restricted from public entry. The Long Point National Wildlife Area was recognized as a wetland of international significance in 1982 and designated as a World Biosphere Reserve by UNESCO in 1986.

3.4.4 Messiah's Corners

This small 19th century settlement centre located on Lots 7 and 8, Concession A and Concession 1 was named for the Church of Messiah, a congregation that erected a church in this location in 1883. A collection of residences, principally 20th century, and two churches are found in the community today.

3.5 Houghton Township

Located in the southwest corner of Norfolk County the Township of Houghton is triangular in shape with its base along the shores of Lake Erie. There is no natural harbour along its shores resulting in its distinctive agricultural development along the Lakeshore Road, unlike neighbouring townships where communities developed around the harbours. The township was named for Houghton St. Giles northwest of the City of Norwich in Norfolk County, England. Settlement began in the 1820s with the first settlers locating along the Lake Road, which in its western half ran between the present Lakeshore Road and the shore. The families included the Beckers (c1820), Loucks (1820), Burgars (c1820) in the eastern part, and the Walker family (1822) in the west.

The earliest communities were established along the Lakeshore Road at waterways such as Clear Creek and Hemlock Creek. They included the settlement centres of Hemlock and Houghton Centre. Early 19th century industries included lumbering of the pine and hemlock stands that were prevalent in the early 19th century. The Sand Hills near Houghton Centre were early tourist sites in the area. The large Sand Hill was the site of a tripod structure used by the United States Lake Survey to triangulate the lake and provide charts for sailors.

¹⁰ Ibid, 117.

Houghton Township was settled after the more eastern parts of the county. Early settlers had to travel by boat to the Cross & Fisher's Landing between Normandale and Port Ryerse in order to grind their wheat. Houghton was originally appropriated by the government for school purposes however, after the Clergy Reserves were secularized in the late 1820s, the land was set aside by the township for educational purposes. *Smith's Canadian Gazetteer* (1846) notes Houghton Township as,

...a small wedge-shaped township, the timber of which is principally pine. There are six saw-mills in the township. Population in 1841, 277.

The *Illustrated Historical Atlas* (1877) describes Houghton Township as,

...watered by several fine streams, of which Clear Creek and the Hemlock Creek are the most important. The soil is a sandy loam, except in the south-east portion, where a clay loam found. The pine and hemlock which abounded in early times have been mostly removed by the lumbermen, but a large growth of beech and maple still exists., and in some parts in its primeval beauty.

Probably there is nothing more astonishing to one visiting this part of the country for the first time than the Sand Hills. These are immense conical mounds of pure sand, standing upon the very edge of the precipitous cliffs which border the lake. They are two in number. The smaller lies to the south of Houghton Centre, the larger is situated about a mile to the east, at the southern limit of Mr. John Alton's farm...

3.5.1 Clear Creek

The *Illustrated Historical Atlas* (1877) describes Clear Creek as,

...an old village, deriving its name from the stream at the mouth of which it stands. It has one grist mill, one store, two blacksmith's shops, and a large variety of bolts - ash, bass and elm, &c. -- has been shipped here. The dock here also is destroyed. Pop. 40.

A few buildings located at Lakeshore Road and Old Mill Road mark the location of the community. The Clearview Cemetery is located to the west.

3.5.2 Houghton Centre

This 19th century settlement centre located on Lots 8 and 9, north and south of Lakeshore Road, had a post office. The *Illustrated Historical Atlas* (1877) contains the following description of the community,

...a village of about 60 inhabitants. In former years a great deal of timber of various kinds were shipped here. The pier is now destroyed, and business is dull. The Council meets here, and Division Court is held here.

The Houghton Church marks the location of the community today.

3.5.3 Hemlock

A post office named Hemlock established in 1878, perhaps succeeding the earlier Hamlock post office. The exact location of the post office is not known. The postal area for this dispersed rural community probably extended south of the Hemlock School on the Lower Side Road at Hemlock Creek to the Second Baptist Church on Lots 4 and 5 and the Hemlock Cemetery south of Lakeshore Road. Although noted on early 20th century topographical maps, there are no visible reminders of the settlement at the intersection of Concession Road 1 and Lakeshore Road today.

4.0 Identification of Cultural Heritage Landscapes & Built Heritage Resources

4.1 Introduction

Historical research included a review of secondary sources as well as historical mapping. Many man-made features associated with the Euro-Canadian settlement in the nineteenth century and agricultural development in the twentieth century, i.e., buildings and structures and landscape features, have survived to the present day within the Norfolk County Lakeshore Special Policy Area. Some are intact and in original use, others are unused, derelict or altered and adapted to new uses.

4.2 Survey Methodology

Unterman McPhail Associates reviewed historical maps and secondary sources for the lands and contacted Norfolk County for information regarding municipally designated properties, inventoried properties, cemeteries and any other significant heritage sites within the Lakeshore Special Policy Area. A windshield survey was undertaken in November 2006 to identify characteristic built heritage resources and cultural heritage landscape older than forty years. Representative colour photographs of a number of built heritage features and cultural heritage landscapes were taken. No official access was provided to the sites as part of the survey work.

4.3 Summary of Survey Findings

The Lakeshore Special Policy Area is divided into two distinct cultural heritage areas—the lakeshore and the agricultural land to its north. Within the two areas the 19th century and early 20th century historical development of the townships of Woodhouse, Charlottesvill, South Walsingham and Houghton of Norfolk County is similar. Some change occurred in the last quarter of the twentieth century, particularly in relation to the more urban development along lakeshore of large vacation homes and related development along the lakeshore in the Resort Areas of Avalon, Booth's Harbour, Fisher's Glen, Long Point, Normandale and Turkey Point towards the end of the twentieth century. Inland to the north of the lakeshore area development, the rural agricultural character of Norfolk County has been maintained with little interjection of more suburban features such as improved roads and single, rural residential development. The principal Hamlet Areas within the Lakeshore Special Policy Area of Forestville, Port Ryerse, Messiah's Corners and St. Williams have also retained much of their heritage character. The two Urban Areas of Port Dover and Port Rowan traditionally functioned as focal points for growth and development within the waterfront area.

Port Dover has experienced more urban type development than Port Rowan, which has managed to maintain much of its heritage character.

Generally former port communities and recreational lands characterize the lakefront from the eastern boundary of the Lakeshore Special Policy Area and from Port Dover to Long Point. Norfolk County is a popular tourist designation, with provincial parks, conservation areas and many kilometers of Lake Erie waterfront. From Long Point to the western boundary of the Lakeshore Special Policy Area the lakeshore is agricultural in nature. North of the lakeshore the original survey of concession roads and sideroads supplemented by examples of local 'given' roads, which were developed to avoid natural barriers, scattered farm complexes, often distinguished by specialized outbuildings for tobacco production, and their associated agricultural fields, fencing, tree lines, windbreaks and farm lanes, some former farmhouses now single rural residences, former schoolhouses, rural churches and cemeteries, watercourses, large areas of reforestation, modern rural residences characterize the area north of the lakeshore. The majority of the farms produce mall grains and other field crops and raise livestock, cattle, dairy, poultry and pork operations Some fruit and vegetables are grown. The principal field drops include corn for grain, soybeans, tobacco. Many of the roads have maintained their rural character with gravel surfaces, grassy shoulders and ditches and have scenic value due to their rolling topography, winding routes, water crossing and viewsapes of agricultural fields, water courses, tree lines and forested areas, fence lines and Lake Erie.

Many cultural heritage landscapes and built heritage features identified within the Lakeshore Special Policy Area are considered to be of heritage value, interest and merit. These attributes do not necessarily mean that all of the identified cultural heritage resources must be preserved, but that careful consideration should be given to their management and conservation during the process of planning change.

4.4 Cultural Heritage Landscapes

Norfolk County also has numerous properties designated under Part IV of the *Ontario Heritage Act*; however, it does not have listed or inventoried cultural heritage landscapes of local significance.

Cultural heritage landscapes comprise three main types: designed landscapes, evolved landscapes and associative landscapes. For the most part, those cultural heritage landscapes considered to be of local significance and identified within the Lakeshore Special Policy Area are evolved landscapes, that is, landscapes that have evolved through the use of people and whose activities have directly shaped the landscape or area. They may be continuing landscapes where human activity is ongoing or relict landscapes where the evolutionary process has ceased.

The following describes the types of evolved landscapes identified during the windshield survey of the Lakeshore Special Policy Area for Phase 1 that are considered to be of local significance. Examples of the landscapes types and representative photographs of the landscapes are also included.

4.4.1 Roadscapes

Generally comprise roads of two or fewer lanes in width, paved or gravel, with narrow to no shoulders, lined with ditches or no ditches, tree lines, fences, together with bridges and other associated features such as culverts, surveys markers, etc., as well as abandoned or partially cleared road rights-of-way and former important settlement roads. Roadscapes may have scenic views of the surrounding lands. Examples within the Lakeshore Special Policy Area include:

- Original concession and sideroads and given roads within the Lakeshore Special Study Area.
- Lake Road (Lakeshore Road). The local name for Regional Road 42 in Houghton Township. Forms part of an early transportation route for settlers on their way west from Niagara. Referred to as the Talbot Trail.
- Lower Side Road in Houghton Township, second road north of Lake Erie, runs parallel to the lake from the first concession road of Walsingham Township.
- Lakeshore Road. Built in the first decade of the 1800s as a settlement road, this is the local name for Regional Road 42 west of Port Rowan in Walsingham Township. Referred to as the Talbot Trail
- Front Road. The local name for early 1800s settlement road built above Long Point Bay from Port Ryerse west to Port Rowan. Referred to as the Talbot Trail.
- Old Turkey Point Road. The section of Front Road on Long Point Bay in Charlotteville Township, on Lot 13, Concession A, between Normandale and Turkey Point.
- The Causeway from the mainland to Long Point built in the 1929 and the east-west road from Hovey Avenue to the Causeway.
- Spooky Hollow Road. Given north-south road established in the early 1800s to provide access to Normandale and the Front Road in Charlotteville Township.
- Radical Road. It runs west-east across Woodhouse from Highway 24 in west to Port Dover in east, parallel to and south of Highway 6, along the lakeshore to Port Dover. From the Port Ryerse Road it forms part of pioneer trail system followed by earliest settlers on their trek from Niagara. It connected residents of Port Dover with the District Capital at Charlotteville in the early 1800s.

- Highway 6. This road was surveyed in 1838 and completed in 1844 as the Hamilton to Port Dover Plank Road. It runs southeast through Woodhouse Township to Port Dover then veers west to Highway 24 in the Lakeshore Special Policy Area.



Fig. 3: Spooky Hollow Road.



Fig. 4: Lower Side Road at 2nd Concession.



Fig. 5: West on Concession 2 between Hwy. 59 and Reg. Rd. 23. to west.



Fig. 6: View west along The Front Road from east of West Quarter Rd.

4.4.2 Farm Complexes and Agricultural Land

Farm complexes comprise two or more buildings, one of which is either the farmhouse or a substantial barn or a grouping of tobacco drying kilns and associated storage sheds. Other typical features include drive sheds, pump houses and landscape features such as tree-lined drives, hedge or tree windbreaks, fences, gardens and orchards. Examples of 19th and 20th century farm complexes within the Lakeshore Special Policy Area include:

- Individual farmsteads with a farmhouse, barn and/or principal agricultural buildings that define the farmstead, i.e., 20th century tobacco farms with their associated drying and curing and storage buildings.
- Agricultural field patterns with fence lines, windbreaks that clear define the original townships survey pattern in the landscape.



**Fig. 7: Tobacco kilns, No. 845
Lakeshore Road.**



**Fig. 8: Tobacco kilns, No. 652
Charlotteville Road No. 1.**

4.4.3 Recreational Development

This cultural heritage landscape is defined as areas that developed as vacation and seasonal housing, marinas and conservation authority, provincial and federal parkland. Unusual natural features that have a history as a tourist attraction. Examples of 19th and 20th century recreational development within the Lakeshore Special Policy Area include, but are not limited to:

- Sand Hills near Houghton Centre, a 19th century tourist attraction.
- Long Point Company property, a private club established in the 19th century for sports hunting.
- Long Point, first seasonal cottages and associated businesses developed in the early 1930s.
- Long Point Provincial Park, established in 1921.

- Long Point World Biosphere, recognized as a wetland of international significance in 1982 and designated as a World Biosphere Reserve by UNESCO in 1986.
- Turkey Point, earliest seasonal cottages established in the late 1800s and early 1900s.
- Turkey Point Provincial Park.
- Big Creek Conservation Area, which was established in 1948 and is now part of the Long Point Region Conservation Authority (LPRCA). Within the Lakeshore Special Policy Area, the LPRCA owns and operates the Big Creek Conservation Area, which includes the Big Creek and its tributaries as well as the Backus Conservation Area. The Backus Conservation Area site comprises the Backus Heritage Village, the Backus gristmill, the Backus residence and cemetery. Plaques from the federal and provincial governments as well as a Heritage Canada Preservation Plaque have commemorated the Backus Mill. The heritage village includes notable heritage buildings moved to the site and the Norfolk Conservation Area west of Port Ryerse on The Front Road.

4.4.4 Settlement Centres

Settlement centres are defined as areas of 19th and 20th century historical settlement. They include towns, villages and hamlets and crossroad settlements that physically exist today, or continue to be referenced by name on maps or on individual buildings, such as churches, although the physical evidence of the community is no longer visible in the landscape. In compiling this list, the *Illustrated Historical Atlas of Norfolk County* (1877) and 20th century topographical maps were used as sources for identifying the settlement centres. As well, reference was made to the list of Urban and Hamlet areas identified within the Lakeshore Special Policy Area.

Examples of existing and former historical 19th and 20th century settlement centres located within the Lakeshore Special Policy Area, and described in Section 3.0, are listed below from east to west under the former township names. They include:

Woodhouse Township

- Vaughan Settlement
- Port Dover
- Avalon
- Port Ryerse

Charlotteville Township

- Fisher's Glen
- Normandale
- Turkey Point

- Forestville
- St. Williams
- Booths Harbour

South Walsingham Township

- Port Rowan
- Long Point
- Messiah's Corners

Houghton Township

- Clear Creek
- Houghton Centre
- Hemlock



Fig. 9: Main Street, Port Dover.



Fig. 10: Port Dover Museum.



Fig. 11: Memorial Anglican Church, Port Ryerse.



Fig. 12: Intersection of Van Norman Street and Spooky Hollow Road, Normandale.



Fig. 13: Port Rowan Harbour.



Fig. 14: View eastward along Main Street to the lake, Port Rowan.



Fig. 15: View east on Lakeshore Road at Port Royal.



Fig. 16: St. Andrew-by-the-Lake, Turkey Point.



Fig. 17: Lighthouse, Long Point.



Fig. 18: Former church, Forestville.



Fig. 19: St. Williams United Church.



**Fig. 20: Daniel McCall Residence,
St. Williams.**

4.4.5 Waterscapes

Watercourses, together with vegetated banks of creeks, bridges, mill sites and ruins, that are clearly discernible in the landscape from the traveled portion of the road and the shore of Lake Erie with its marshlands, beaches and harbours. Examples of creeks and rivers within the Lakeshore Special Policy Area from east to west include:

- Lynde River (Patterson's Creek 1790s and 1800s). This major stream, flows southwest through Woodhouse Township to Lake Erie at Port Dover.
- Hay Creek. This stream runs through southwest Woodhouse Township to Lake Erie between Port Dover and Port Ryerse. Black Creek meets Lynde Creek at Port Dover.
- Young's Creek (sometimes referred to as Ryerse Creek) This stream flows southeast to Lake Erie at Port Ryerse in Woodhouse Township. The name predates the Long Point Settlement of the early 1790s and is found on some of the earliest maps of this area.
- Potter's Creek (Normandale). This stream, rises in Charlotteville Township and flows southeast into Long Point Bay at Normandale. The clay deposit at its mouth was used for making pottery and it provided water power for the Van Norman Iron Works 1822-1850.
- Dedrick's Creek/Mud Creek. A large stream through Lots 14 and 15, Concessions B, A, 1 and 2, Walsingham Township to Long Point Bay west of Port Rowan. Known as Trader's Creek and then Murphy's Creek in the 1790s after Timothy Murphy, one of the first Norfolk pioneers, who settled near mouth of creek. Mud Creek flows through Walsingham's second concession from St. Williams to Dedrick's Creek north of Port Rowan and south of Backus Mill.
- Spring Creek. Flows into Lake Erie just west of Port Rowan.

- Big Creek. This major stream and its tributaries flow southwest through Walsingham Township to Long Point Bay. Before roads were built this stream served as a major transportation route for settlers. Mills and villages were established on its shores, in particular, at Port Royal in Walsingham Township.
- Clear Creek. The community of Clear Creek was established on this waterway at The Front Road.
- Hemlock Creek. This waterway rises in west Houghton Township on Lot 3, North Road Concession and flows south to Lake Erie. A sawmill was located on this waterway at the Front Road in the late 1870s.

4.4.6 Cemeteries

This cultural heritage landscape comprises cemeteries with associated structures and landscape features such as a church, dead house, cemetery keeper's residence, chapel, decorative fencing, commemorative cairns. Cemeteries that don't have visible above ground features to mark the area are archaeological resources. Examples of 19th and 20th century cemeteries located within the Lakeshore Special Policy Area include from west to east:

- Hemlock Cemetery, No. 356 Lakeshore Road, noted by Norfolk County as abandoned (Lots 4 and 5, south side Lakeshore Road, Houghton);
- Alton/Jackson Cemetery, No. 968 Lakeshore Road, noted by Norfolk County as abandoned (Lot 11 & 12, SLR, Houghton);
- Clear Creek Cemetery, No. 1417 Lakeshore Road (Lot 17, NLR, Houghton);
- Port Royal Cemetery, No. 2777 Lakeshore Road (Lot 10, Con. B, South Walsingham);
- Bayview Cemetery, No. 127 Front Road (Lot 15, BF A, South Walsingham,);
- Troyer Family Cemetery, Front Road east of Port Rowan (Lot 1, Con. 20, South Walsingham);
- Backus Cemetery, Backus Conservation Area, noted by Norfolk County as abandoned (Concession 2, Lot 17, South Walsingham);
- Fairview/Franklin Cemetery, No. 1034 2nd Concession Road (Lot 13, Con. 1, South Walsingham);
- Newkirk Cemetery, No. 4127 Lakeshore Road (Lot 22, Con. 2, South Walsingham);
- Johnson Cemetery, No. 29 Neal Lane St. Williams (Lot 1, Con. A, Charlotteville)
- Neal Memorial, St. Williams (Lot 14, Block 21, South Walsingham);
- Hillcrest Cemetery, No. 638 Charlottesvile Road No. 1 (Lot 10, Con. A, Charlotteville)
- Fairview/Forestville Cemetery, No. 698 Charlotteville Road No. 1 (Lot 9, Con. A, Charlotteville);

- Normandale Cemetery, No. 45 Spooky Hollow Road (Lot 16, Con. A, Charlotteville); and,
- Memorial Anglican Cemetery, Port Ryerse (Lot 3, Broken Front, Woodhouse.

Smaller cemeteries that have been abandoned or removed within the Lakeshore Special Policy Area include the Fisher/Montross Cemetery (Lot 20, Concession 1), Tisdale Cemetery (Lot 18, Concession 1) and Mitchell Cemetery (Lot 22, Concession 2) in Charlotteville Township; and the Ellis Street (Port Rowan, gone); Gillespie/Monroe Cemetery (Lot 24, Concession 2, St. Williams, gone); Wolven/Rohr Cemetery (Lot 17, Concession A, gone) and the Rowan Mills Cemetery (Lot 8, Concession 1) in South Walsingham.



Fig. 21: Fairview/Franklin Cemetery, No. 698 Charlotteville Road No. 1.



Fig. 22: Normandale Cemetery.



Fig. 23: Johnson Cemetery, St. Williams.



Fig. 24: Memorial Anglican Cemetery, Port Ryerse.



Fig. 25: Newkirk Cemetery, Regional Road 42.



Fig. 26: Fairview/Franklin Cemetery, No. 1034 2nd Concession Road.

Areas of Reforestation

Large woodlots located through the Lakeshore Special Policy Area that were planted in the early 20th century by governmental agencies. A 20th century example of reforestation located within the Lakeshore Special Policy Area is the St. William Crown Lands and associated lands.

The St. Williams Crown Forest is one of the largest tracts of forested land in Carolinian Canada. The Ministry of Natural Resources has proposed to protect these lands as a Conservation Reserve under *the Public Lands Act* including the Turkey Point Tract, which is located within the Lakeshore Special Policy Area. The Ministry of Natural Resources proposed St. Williams as a protected area under a “signature site” proposal in April 2002. A Technical Advisory Group made recommendations about the site's management in 2003. The recommendations report of the Technical Advisory Group states under “Cultural Heritage, Goal 2” that one should,

Recognize the importance and significance of the St. Williams Crown Lands in the Southern Ontario landscape, both past and present.

An objective of Goal 2 states,

Prior to any management activities within the SWCL that will significantly disturb the land base, and as part of annual operations, identify and protect from adverse impact significant cultural heritage values (including areas of high archaeological potential).

4.5 Built Heritage Resources

A number of buildings and structures recognized by the three levels of government, sites protected by provincial conservation easements and designated under Section 29, Part IV of the *Ontario Heritage Act*, have been identified within the Lakeshore Special Policy Area. As well, several built heritage resources comprising individual, stand-alone buildings and structures of forty years or older that are considered to be of local significance, but not listed or designated, were identified during the windshield survey within the Lakeshore Special Policy Areas, generally outside of the urban and hamlet areas. The Ministry of Culture Ontario Heritage Properties Database was used as the source for some of the following information. To be included in this database, a property must be recognized or protected in one or more of these ways:

- designated by municipal by-law under Part IV or Part V of the *Ontario Heritage Act*;
- protected by a municipal heritage conservation easement;
- owned by the Ontario Heritage Trust (formerly Ontario Heritage Foundation);
- protected by a Ontario Heritage Trust conservation easement;
- listed on the Ontario Heritage Bridge List;
- protected by the federal Heritage Railway Stations Protection Act;
- designated a National Historic Site; and/or listed in the Canadian Register of Heritage Properties.

Types of built heritage resources with some representative photographs are described below.

4.5.1 Commemorative Plaques and Cairns, Conservation Easements

There are numerous provincial and federal plaques commemorating historical persons, sites and events located throughout the Lakeshore Special Policy Area. Examples of local, provincial and federal commemorative plaques and cairns located within the Lakeshore Special Policy Area include, but are not limited to:

National Historical Sites and Monuments Board

- Backus Mill: National Historic Sites and Monuments Board Plaque and Ontario Heritage Trust plaque.
- Turkey Point, Haldimand-Norfolk Road 10 at entrance to Turkey Point Provincial Park: Fort Norfolk, cairn and plaque (1928).
- Normandale, south of main corner in small park beside roadway to pier: Normandale Furnace.
- Port Dover, General Isaac Brock Memorial.
- Landing Place of Dollier and Galinee: Site of cross erected as first French claim to region (1670, Cliff Site), South side of Highway 6 Brown Road, Port Dover.

- Wintering Place of Dollier and Galinee: Early French exploration site (1669, wintering site) in Park west side of John Boulevard north of Highway 6 on Black Creek, Port Dover.



Fig. 27: NHS Fort Norfolk Cairn, Turkey Point.



Fig. 28: NHS Plaque Backus Mill.

Ontario Heritage Trust (including formerly Ontario Heritage Foundation, Ontario Archaeological and Historic Sites Board, Archaeological and Historic Sites Board of Ontario plaques)

- The Founding of Port Dover: No. 8 Harbour Street, Port Dover.
- Campbell's Raid (1814): Port Dover, Main Street and Mill Road.
- William Pope 1811-1902; Norfolk Park, Front Road west of Port Ryerse.
- John Backus Mill: Backus Conservation Area, Regional Road 42.
- Heroine of Long Point: Front Street, Port Ryerse at cenotaph.
- Lieutenant-Colonel Samuel Ryerse (1752-1812): Port Ryerse, Anglican Memorial Church.
- The Long Point Settlement: on west side of Highway 59 on OPP grounds.
- Long Point Portage: Long Point, at entrance to Long Point Provincial Park near old lighthouse at end of Highway 59.



Fig. 29: OHT Plaque, William Pope.



Fig. 30: OHT Plaque. Long Point Settlement

Ontario Heritage Trust Conservation Easement

- No. 2318 The Front Road, Normandale, Romaine Van Norman Residence (1842).
- No. 1 Van Norman Street, Union Hotel and Post Office.



Fig. 31: Van Norman Residence, Normandale.



Fig. 32: Union Hotel, Normandale.

Local Plaques/Commemorative Cairns

- Port Ryerse Church, King and William Streets: Port Ryerse (1794-1994) Cairn erected by Port Ryerse Historical and Environmental Association, the Ryerse/Ryerson Family and the Ontario Heritage Foundation.
- Port Rowan School cairn and bell: Ellis Street, Port Rowan.
- Royal Oak Tree plaque on the Front Road east of Port Rowan on the north side of the road. It commemorates the planting of an acorn from a tree at Windsor Castle, England distributed King George VI and Queen Elizabeth to Canadian schools to commemorate their visit in 1939.
- Heritage Canada Preservation Plaque, Backus Mill, Backus Mill Conservation Area.
- Plaques found at local cemeteries and cenotaphs.
- Century Farm plaques.



Fig. 33: Port Ryerse Cairn.



Fig. 34: Cairn on Ellis Street, Port Rowan.

4.5.2 Properties Designated under the *Ontario Heritage Act*

Norfolk County has a number of properties designated under Part IV of the *Ontario Heritage Act*; however, it does not have listed or inventoried buildings of local significance. The majority of the designated properties are located in Port Dover. The Ministry of Culture Ontario Heritage Properties Database was used as the source for the following information.

Port Dover

- Lot 20, Concession 2, Ivey/White Residence and Dam Site (c1828).
- No. 18 Chapman Street, Olds/Mullin Residence.
- No. 44 Harbour Street, Port Dover Harbour Museum (1928).
- Woodhouse Township, Lot 1, Broken Front, Vail/Pope/Oakes Residence (1854-1860).
- No. 243-247 Main Street South, Port Dover Town Hall (1904).
- No. 141 Main Street South, Goster/Korczak (Murray) Residence (c. 1871).
- No. 150 Main Street South, Green/Kerr Residence (c1847).
- No. 92 Main Street South, Merritt/Cunningham Residence (1850s).
- Ivey/White Residence and Dam Site (1828).
- No. 45 Prospect Street, Millar/Gunn Residence (c1857).
- No. (69) 70 Prospect Street, Battersby-Gadaczy Residence (1862).
- No. 93 Prospect Street (55 Mill Road), Guy/Retzlaff Residence (c1873).
- Mill Road, Clonmel Estate (1929).
- No. 111 East Quarter Line, Miklovich Residence (c1861). Note this building is included on the Ontario Heritage Properties Database, but was not found during the windshield survey.



Fig. 35: Port Dover Town Hall.



Fig. 36: Battersby-Gadaczy Residence (1862), Port Dover.

Port Ryerse

- King and Amelia Streets, Port Ryerse, Ryerse/Beamer Residence (c1835-49).

Port Rowan

- No. 1034 Main Street, Port Rowan Public Library (1939).



Fig. 37: Ryerse Residence, Port Ryerse.



Fig. 38: Port Rowan Library.

4.5.3 Built Resources of Local Interest Not Listed or Designated

Churches

For the most part, church buildings without an associated cemetery are usually found within the hamlet and urban areas. Examples of 19th and 20th century outside of the churches located within the Lakeshore Special Policy Area include:

- No. 1806 Lakeshore Road (Houghton).
- No. 687 Lakeshore Road (Houghton)



Fig. 39: Church, No. 687 Lakeshore Road (Houghton).



Fig. 40: Houghton First Baptist Church (1895), No. 1806 Lakeshore Road.

Schoolhouses

Rural schoolhouse found outside the settlement centres. Examples of extant 19th and 20th century rural schoolhouses located within the Lakeshore Special Policy Area include:

- No. 1635 Lakeshore Road (Houghton).
- Former S. S. # 2, No. 309 Concession 2 (Houghton).
- Former S. S. #1, Concession A (Houghton).



Fig. 41: Former schoolhouse, No. 1635 Lakeshore Road, (Houghton).



Fig. 42: Former Schoolhouse S. S. #2 (Houghton). No. 309 Concession 2.

Residences/Formers Farmhouses

Farmhouses now used for individual residences and some examples of abandoned farmhouses are scattered throughout the Lakeshore Special Policy Area. Many of the heritage examples of residences located with the area and profiled in the publication *Heritage Buildings of Norfolk* (1985) are still extant.



Fig. 43: Isaac Gilbert Residence (early 1840s), No. 127 Wooley Road (Lot 4, Broken Front, Woodhouse).



Fig. 44: Edward P. Ryerse House (c1840s), No. 37 Gilbert Street, (Lots 2 and 3, Block 5, Woodhouse).



Fig. 45: Isaac Vail Residence (early 1850s), No. 3078 Front Road. (Lot 1, Broken Front, Woodhouse).



Fig. 46: No. 2655 Lakeshore Road (Houghton).



Fig. 47: Abandoned farmhouse, West ¼ Line (South Walsingham)

Remnant Agricultural Buildings

Individual agricultural buildings and structures no longer associated with an active farm complex and/or farmhouse. A few examples are scattered throughout the Lakeshore Special Policy Area.

5.0 Cultural Heritage Resource Conservation Planning and Management

This section provides cultural heritage management strategies and cultural heritage resource conservation recommendations for the future development of the Lakeshore Special Policy Area in Norfolk County. The advice, recommendations and guidance found in this report have been prepared within the context of provincial planning policies, heritage conservation principles, the cultural heritage policies in the adopted Norfolk County Official Plan and an awareness of the unique cultural heritage attributes of the Lakeshore Special Policy Area.

5.1 Managing Cultural Heritage Landscapes and Built Heritage Features

Ensuring that heritage features inherited from the past are passed on for enjoyment and care by future generations is a key issue in prudent heritage conservation planning. A windshield survey of the Lakeshore Special Policy Area and a preliminary evaluation of the cultural heritage resources resulted in the identification of many significant built heritage resources and cultural heritage landscapes.

The principal issue and constraint in relation to heritage planning issues is the lack of a current inventory of cultural heritage landscapes and built heritage resources and location mapping of the resources within the Lakeshore Special Policy Area. This need must be addressed as part of the process of sound planning.

The adopted Norfolk County Official Plan (May 9, 2005) under Section 7.6 states the County may prepare and maintain a cultural heritage database and/or heritage planning management plans for planning purposes that will provide inventories of significant heritage buildings, heritage districts and cultural heritage landscapes. It also states the Council shall encourage the preservation of significant built heritage resources and cultural heritage landscapes by designating individual properties or districts through designation under the *Ontario Heritage Act*.

Accordingly the key opportunities in regard to heritage planning in the Lakeshore Special Policy Area are as follows:

- To undertake an inventory of all built heritage resources and cultural heritage landscapes including scenic roads, vistas within the Lakeshore Special Policy Area for the purposes of preparing a database or heritage inventory and pursuing designation as described under the *Ontario Heritage Act*.

- To immediately pursue municipal designation of all cemeteries within the Lakeshore Special Policy Area.
- To immediately pursue municipal designation of former rural schoolhouses and churches located within the Lakeshore Special Policy Area.
- To undertake the study and designation of settlement centre areas within the Lakeshore Special Policy Area as heritage conservation districts under Part V of the *Ontario Heritage Act*, including but not limited to, Port Ryerse, Normandale, Port Rowan, St. Williams and discrete areas of Port Dover to be determined.
- To protect and maintain as much of the rural landscape characteristics such as tree lines, hedgerows, fencing, woodlots, etc., associated with identified roadscares as possible;
- To ensure the incorporation of major agricultural built heritage resources such as farmhouses, barns and tobacco kilns and associated buildings into the evolving future landscape.
- To incorporate early settler and farming family names in the naming of new streets, parks or other public places created in the Lakeshore Special Policy Area.
- A number of residences profiled in the publication, *Heritage Buildings of Norfolk* (1985) are located within the Lakeshore Special Policy Area. A sample survey during the windshield survey revealed that, for the most part, these built heritage resources are still extant. Designation of these properties should be pursued as they represent some of the oldest resources of this type in the Lakeshore Special Policy Area.

Achieving these goals will assist in planning for change in the Lakeshore Special Policy Area and provide continuity between the old and new. The incorporation of built heritage resources and cultural heritage landscapes assists in making the area visually diverse and hence more environmentally distinctive. It enables greater depth and texture to be incorporated into a new landscape, making it physically more interesting and more reflective of the area's past for the local and seasonal population and short and long-term tourists to Norfolk County.

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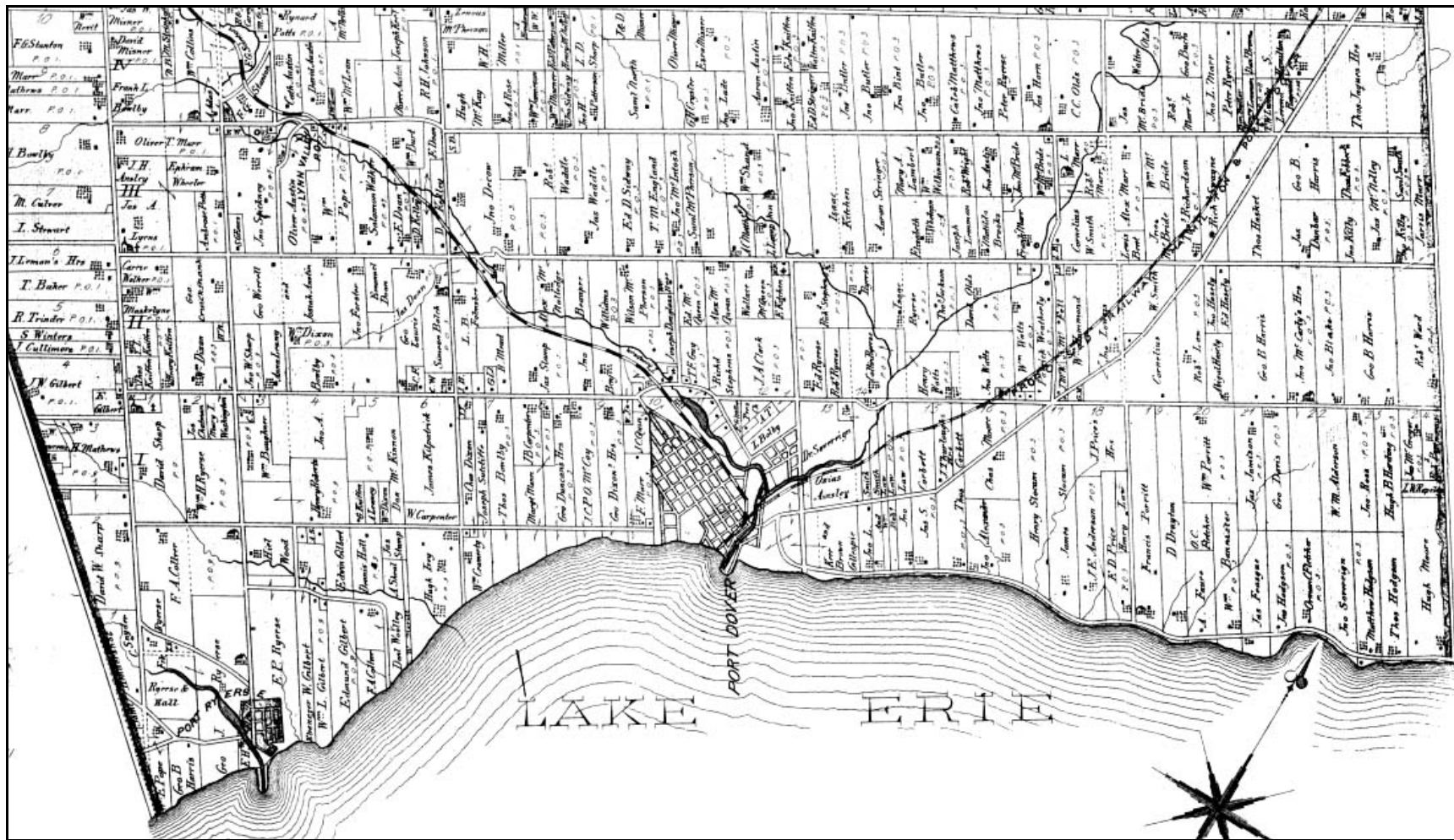
National Topographical Series:

Long Point 40 I/9, 1922, 1973.

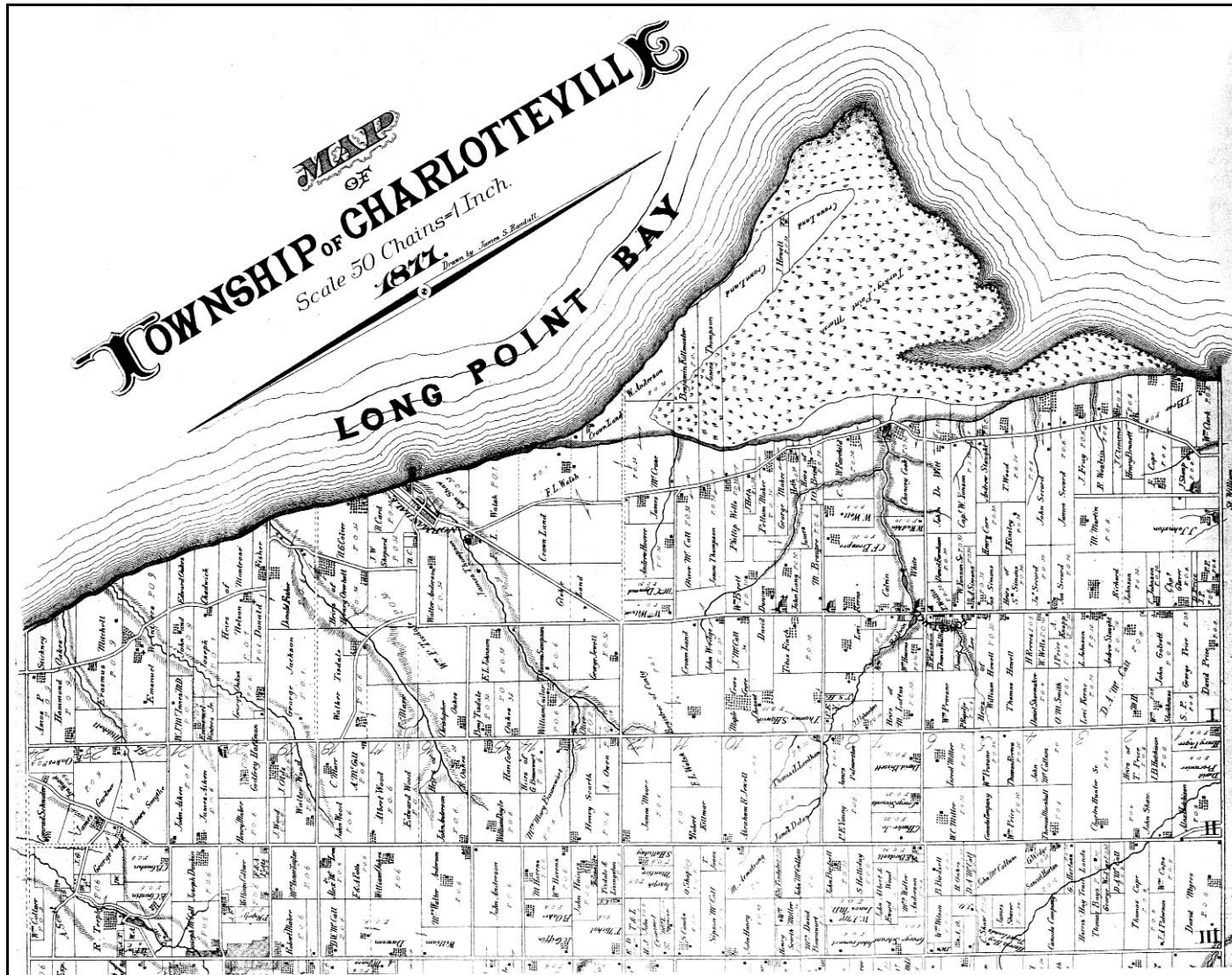
Port Burwell, 40 I/10, 1922, 1973.

Simcoe, 40 I/16, 1925, 1972.

APPENDIX: HISTORICAL MAPS



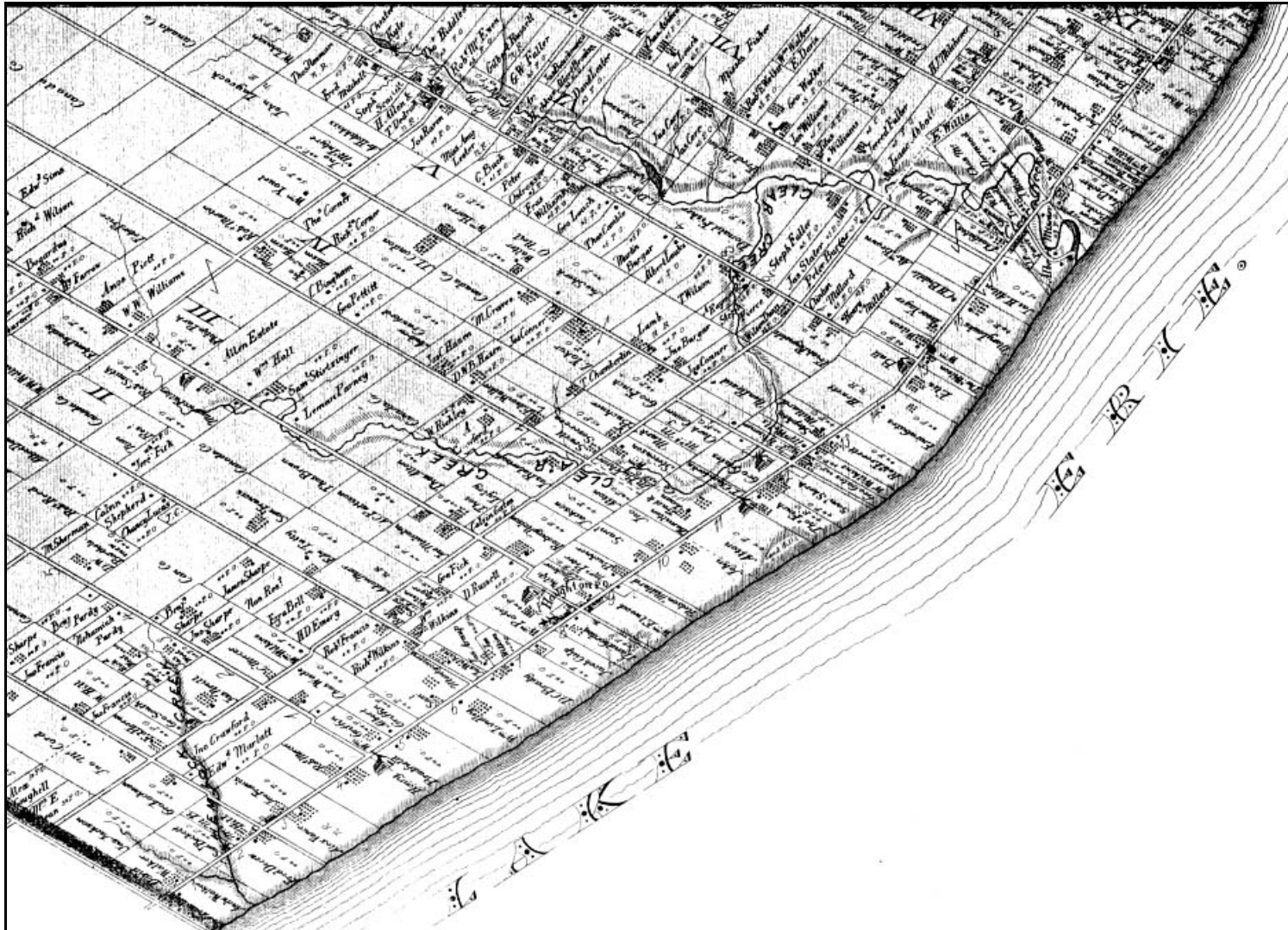
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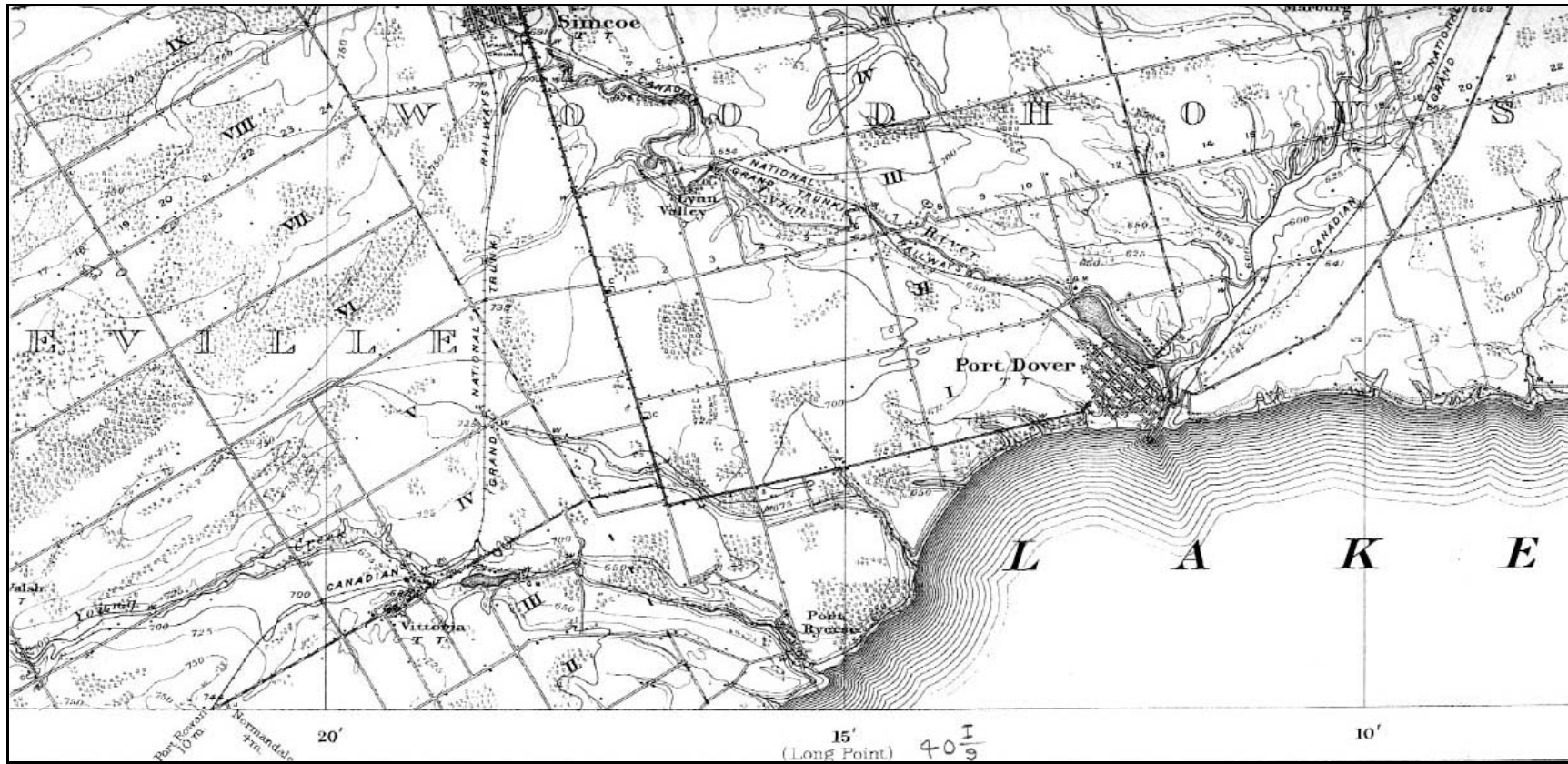
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