

The Corporation of the City of Kawartha Lakes
Agenda
Kawartha Lakes Municipal Heritage Committee Meeting

KLMHC2024-005

Thursday, May 2, 2024

5:00 P.M.

Council Chambers

City Hall

26 Francis Street, Lindsay, Ontario K9V 5R8

Members:

Councillor Ron Ashmore

Ann Adare

William Bateman

Athol Hart

Julia Hartman

Skip McCormack

Ian McKechnie

William Peel

Jon Pitcher

Tyler Richards

Sandy Sims

Accessible formats and communication supports are available upon request. The City of Kawartha Lakes is committed to accessibility for persons with disabilities. Please contact AgendaItems@kawarthalakes.ca if you have an accessible accommodation request.

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- 7. New or Other Business**
- 8. Next Meeting**
- 9. Adjournment**

The Corporation of the City of Kawartha Lakes
Minutes
Kawartha Lakes Municipal Heritage Committee
Meeting

KLMHC2024-004
Thursday, April 4, 2024
5:00 P.M.
Council Chambers
City Hall
26 Francis Street, Lindsay, Ontario K9V 5R8

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1. Call to Order

A. Hart called the meeting to order at 5:01 p.m. with the following members present: Councillor Ashmore, S. McCormack, I. McKechnie, J. Pitcher and S. Sims.

Regrets: A. Adare, W. Bateman and J. Hartman

Absent: T. Richards

Staff: E. Turner, Economic Development Officer - Heritage Planning, L. Love Economic Development Officer - Curatorial Services, and M. Faulhammer, Planner II

1.1 Land Acknowledgement

A. Hart read the land acknowledgement.

2. Administrative Business

2.1 Adoption of Agenda

KLMHC2024-036

Moved By S. McCormack

Seconded By I. McKechnie

That the agenda be adopted as circulated.

Carried

2.2 Declaration of Pecuniary Interest

There were no declarations of pecuniary interest disclosed.

2.3 Adoption of Minutes

2.3.1 Minutes of the March 7, 2024 Municipal Heritage Committee Meeting

KLMHC2024-037

Moved By J. Pitcher

Seconded By S. Sims

That the minutes of the Municipal Heritage Committee meeting held on March 7, 2024, be adopted as circulated.

Carried

3. **Presentations and Deputations**

There were no presentations or deputations.

4. **Reports**

4.1 KLMHC2024-023

Heritage Planning Update

E. Turner provided an overview of the heritage planning activities for March 2024 including items received by Council, the upcoming Ontario Heritage Conference and the status of the Rural Zoning By-law consolidation project.

KLMHC2024-038

Moved By I. McKechnie

Seconded By S. McCormack

That Report KLMHC2024-023, **Heritage Planning Update**, be received for information.

Carried

4.2 KLMHC2024-024

Proposed Heritage Designation of 16-22 King Street East, Village of Omemee

E. Turner provided an overview of the proposed designation of 16-22 King Street East in Omemee.

KLMHC2024-039

Moved By I. McKechnie

Seconded By S. Sims

That Report KLMHC2024-024, **Proposed Heritage Designation of 16-22 King Street East, Village of Omemee**, be received;

That the designation of the property known municipally as 16-22 King Street East be endorsed; and

That the recommendation to designate the subject property be forwarded to Council for approval.

Carried

4.3 KLMHC2024-025

Proposed Heritage Designation of 24-26 King Street East, Village of Omemee

E. Turner provided an overview of the proposed designation of 24-26 King Street East in Omemee.

KLMHC2024-040

Moved By S. McCormack

Seconded By Councillor Ashmore

That Report KLMHC2024-025, **Proposed Heritage Designation of 24-26 King Street East, Village of Omemee**, be received;

That the designation of the property known municipally as 24-26 King Street East be endorsed; and

That the recommendation to designate the subject property be forwarded to Council for approval.

Carried

4.4 KLMCH2024-026

Planning Act Application Review - 77-83 William Street North, Lindsay

The Committee reviewed the revised drawings for 77-83 William Street North. I. McKechnie noted that he liked the new design and it was an improvement on the previous version. He said that the brick in the drawing looked aged and he would like to see that when the building is construction. A. Hart felt that the white on the upper storeys of the building was too stark and would like to see it as a beige or biscuit colour. I. McKechnie agreed and pointed out that the set back was more of a grey that was less noticeable. A. Hart will compose a letter conveying the Committee's comments to Planning.

KLMHC2024-041

Moved By S. McCormack

Seconded By I. McKechnie

That Report KLMHC2024-026, **Planning Act Application Review – 77-83 William Street North, Lindsay**, be received; and

That comments be provided to Planning staff through the Chair.

Carried

4.5 KLMHC2024-027

Planning Act Application Review - 26 Country Club Drive, Verulam Township

The Committee reviewed the proposed rezoning application relating to 26 Country Club Drive and the relationship of the main building and its proposed extension to Dunsford House on the main property. A. Hart felt as though the changes would have little impact on Dunsford House and S. McCormack agreed. I. McKechnie felt that the extension had architectural interest and fit with the overall design of the existing hotel. A. Hart will compose correspondence to Planning staff on behalf of the Committee regarding the application.

KLMHC2024-042

Moved By I. McKechnie

Seconded By S. Sims

That Report KLMHC2024-027, **Planning Act Application Review – 26 Country Club Drive, Verulam Township**, be received; and

That comments be provided to Planning staff through the Chair.

Carried

5. Subcommittee Updates

5.1 Heritage Properties Subcommittee

There was no update from the Heritage Properties Subcommittee.

5.2 Outreach Subcommittee

5.2.1 Minutes of the March 25, 2024 Outreach Subcommittee

I. McKechnie provided an update on the Outreach Subcommittee and Doors Open planning. The subcommittee was contacting sites in Fenelon Falls, Sturgeon Point and Bobcaygeon to get confirmations for the event in September.

Seven sites have either confirmed or are tentatively confirmed. The subcommittee is aiming for 10-15 sites in and around the three communities. The subcommittee discussed marketing strategies and L. Love and E. Turner are going to meet with the City's Communications team to develop a marketing plan.

KLMHC2024-043

Moved By S. McCormack

Seconded By J. Pitcher

That the minutes of the March 25, 2024 Outreach Subcommittee be received for information.

Carried

5.3 Listed Properties Subcommittee

There was no update from the Listed Properties Subcommittee.

5.4 Scugog River Subcommittee

There was no update from the Scugog River Subcommittee.

5.5 Heritage Conservation District Subcommittee

There was no update from the Heritage Conservation District Subcommittee.

6. Correspondence

There was no correspondence received by the Committee.

7. New or Other Business

7.1 Fenelon Falls 150

A. Hart raised the matter of the Committee participating in Fenelon Falls' 150th celebrations such as doing an event or having a booth or table at another event, such as at Maryboro Lodge. I. McKechnie noted that the Committee was already doing Doors Open events around Fenelon Falls to celebrate and that there was not the capacity to do more. He said it might be feasible to man a booth at an event but not to plan anything. The Committee generally agreed. A. Hart suggested he might talk to Maryboro Lodge and see if there was an event the Committee could participate in. The Committee agreed that A. Hart should reach out to Maryboro Lodge to inquire.

8. Next Meeting

The next meeting will be Thursday, May 2 at 5:00 p.m. in Council Chambers at City Hall (26 Francis Street, Lindsay).

9. Adjournment

KLMHC2024-044

Moved By I. McKechnie

Seconded By S. McCormack

That the Municipal Heritage Committee Meeting adjourn at 5:41 p.m.

Carried

Municipal Heritage Committee Report

Report Number:	KLMHC2024-030
Meeting Date:	May 2, 2024
Title:	Heritage Inventory Update
Description:	Update on the City's Ongoing Heritage Inventory
Author and Title:	Emily Turner, Economic Development Officer – Heritage Planning

Recommendations:

That Report KLMHC2024-030, **Heritage Inventory Update**, be received; and

That the presentation from staff be received for information.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At its meeting of February 8, 2022, Council received a presentation and report from staff on a new Heritage Inventory Framework and associated heritage inventory project. The goal of the project was to undertake a comprehensive inventory of the City's heritage assets to assist with understanding and decision-making. This type of inventory has not been undertaken at the City-wide level before and is intended to be undertaken over a period of approximately 5 to 10 years. The Heritage Inventory Framework is the guiding document for the project and outlines the goals, process and priority areas for the inventory. Council passed the following resolution:

CW2022-032

Moved By Councillor Ashmore

Seconded By Councillor Yeo

That Report ED2022-006, **Heritage Inventory Framework**, be received;

That the Heritage Inventory Framework as outlined in Appendix A be adopted.

Carried

The approved Heritage Inventory Framework is attached to this report as Appendix A for the Committee's information.

The project launched in early summer 2022 with initial field surveys undertaken in Bobcaygeon and Bethany. Several public information sessions were held at that time to inform the community about the project and invite them to participate. A Jump In project page and dedicated webpage on the City's website were also developed at this time for public awareness. Additional field work in Fenelon Falls and Omemee took place in 2024, along with research on inventoried properties.

Staff will provide a presentation on the current status of the project, next steps, and goals and a timeline for the project for 2024.

Rationale:

The Heritage Inventory is a significant multi-year project which will have a large impact on the heritage planning program in Kawartha Lakes by providing data for decision making and long-term planning. The intent of this presentation and associated report is to provide an update to the Committee on the current status of the project.

Field Work

Inventory field work in Bobcaygeon and Bethany was completed in 2022 and large amounts of field work was undertaken in Fenelon Falls and Omemee in 2023, although there still area additional areas to survey in these communities. Staff are anticipating that the fieldwork in Fenelon Falls and Omemee will be completed throughout May 2024.

The field work and data collection in Lindsay is scheduled to begin in summer 2024. It is anticipated that this field work will take place over 2024 and 2025 given the large number of heritage resources in Lindsay and the time required to survey the town.

Public Engagement

Public engagement meetings and trainings for volunteers have been held in each community where survey work has taken place. In 2022, there was a considerable amount of interest in both Bobcaygeon and Bethany, while the public engagement sessions in both Fenelon Falls and Omemee were poorly attended and yielded few volunteers.

A public meeting for the Lindsay portion of the fieldwork is scheduled for May 27, 2024 at the Lindsay Armoury from 7pm to 9pm. This meeting will introduce the public to the project in Lindsay and discuss the project fieldwork in Lindsay. It will also launch the public facing map viewer.

Heritage Context Statements

One of the aspects of the inventory is the creation of heritage context statements which serve as background reports related to the thematic and geographic history of Kawartha Lakes. These statements can be used to help analyze historic properties and link them to key themes and events in the development of Kawartha Lakes.

The preparation of historic context statements was paused in 2023 as staff addressed the workload resultant from Bill 23 and the changes to listing and designation. Staff have now begun to develop these documents again. The Lumber Industry Historic Context Statement was released in 2022 and a new Tourism Historic Context Statement has been prepared and is attached to this report as Appendix B. It is anticipated that additional historic context statements will be developed and released in 2024. Historic context statements are added to both the project webpage and to Jump In.

Mapping

Prior to the initiating of inventory fieldwork in 2022, staff created a map layer in ArcGIS, the City's mapping platform, to collect and display the data collected as part of the inventory with the intention of the map eventually being made public. The mapping has been developed in the platform's back end with points collected though 2022 and 2023 entered into the dataset.

A public facing mapping application has now been developed and will be presented to the public at the May 27 public information session. It will also be released in late May to Jump In and the City website. The public facing map displays the data currently collected as part of the inventory and is dynamic in that data collected as part of the inventory project automatically updates the public facing map viewer.

Webpage and Jump In

The project has both a webpage and Jump In page to provide updates to the public and to assist with public engagement. The Jump In page is currently off line as it is being updated ahead of the late May public information session and will be re-released to the public in early May.

Other Alternatives Considered:

There are no recommended alternatives.

Financial/Operation Impacts:

There are no financial or operational impacts as a result of the recommendations of this report.

Consultations:

N/A

Attachments:

Appendix A – Heritage Inventory Framework



Adobe Acrobat
Document

Appendix B – Tourism Historic Context Statement



Adobe Acrobat
Document

Department Head email: lbarrie@kawarthalakes.ca

Department Head: Leah Barrie, Director of Development Services



Heritage Inventory Framework

Kawartha Lakes



February 2022

The City of Kawartha Lakes has a wealth of heritage resources. Many of these have been identified and protected through designation under Parts IV and V of the Ontario Heritage Act or added to the Heritage Register as listed properties. However, the majority of the heritage resources in the municipality have not been formally identified or evaluated. An inventory of the resources within the municipality is required to assist with sound and transparent decision making and to ensure that the City's heritage planning program is data-driven.

The heritage inventory will identify and evaluate all heritage resources within the municipality, including built heritage resources, natural heritage resources, and cultural heritage landscapes. This inventory will form a large data set from which decisions regarding heritage resources can be made. An up-to-date heritage inventory provides an accessible and transparent tool for Council, staff and members of the public with regard to local heritage resources.

Why Inventory?

Inventories provide important information for short and long term preservation efforts and inform growth and development planning throughout the City of Kawartha Lakes. Heritage inventories are:

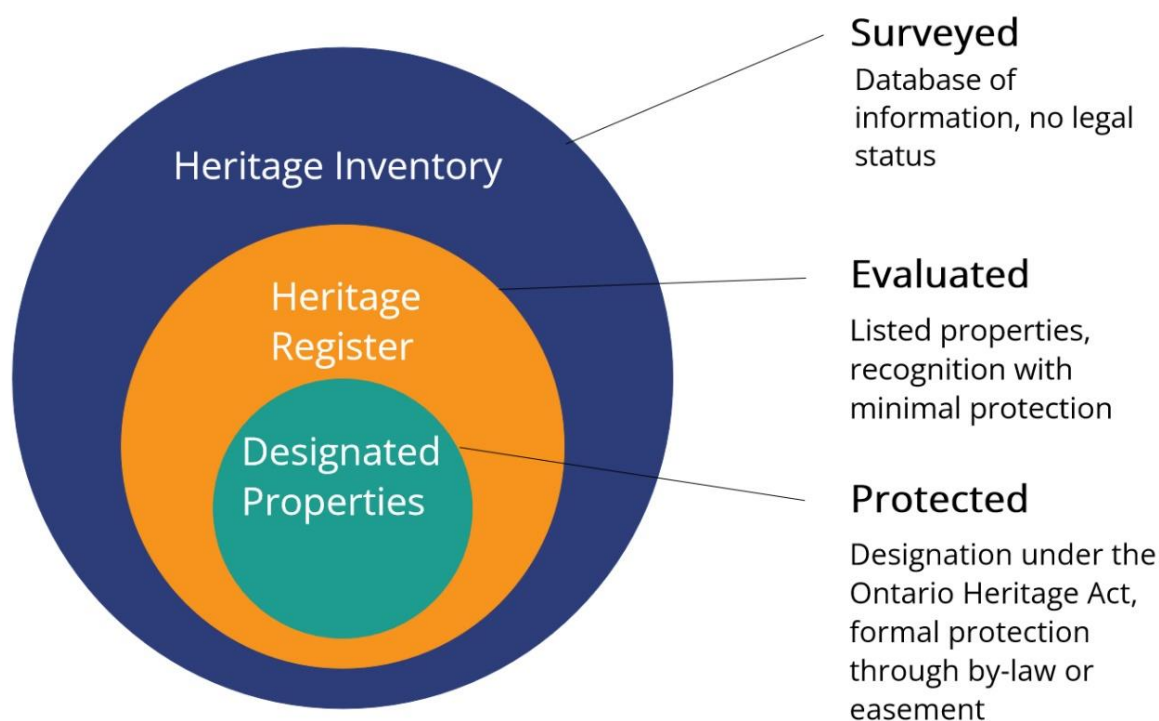
- Data driven: the goal of inventories is to provide data for future analysis and planning.
- City-wide and comprehensive: inventories are comprehensive throughout the entire City and allow for the understanding and analysis of wider trends geographically and through time. Inventories also assist in identifying resources which are previously unknown or outside the traditional scope of heritage preservation.
- Consistent and transparent: inventories provide a consistent benchmark across the City that are transparent in how they are carried out.

A comprehensive understanding of what historic properties exist within the municipality will allow for better planning for growth by identifying, prioritizing and protecting key resources which provide a sense of place and are integral to the identity of the diverse communities across Kawartha Lakes. Inventories are a proactive method of heritage asset management which assist municipalities in its long term planning and informed decision-making.

Inventories are particularly important for identifying properties which may not be well-known in the community, have diverse histories, or are not what might be considered typical heritage properties. Without inventorying, it is possible that these types of properties that do not fall within the prevailing view of a heritage property may be missed and not considered as part of the heritage planning program or wider City planning initiatives. There are no legal or

administrative restrictions on inventoried properties. The inventory is solely a data set that can be used as part of future decision making processes.

Not all of the inventoried properties will end up as designated or listed properties. The inventory takes stock of the resources which are present in the municipality so that they can be evaluated based on provincial criteria and recommended for listing or designation if it is appropriate. However, the inventory will inform the potential for certain properties to be afforded heritage protection in future and may identify priority properties for protection as well as the most appropriate protection mechanism. At the same time, the inventory will provide the appropriate data to recognize wider historic neighbourhoods, communities and landscapes which may currently not be fully understood within the land use planning context.



Planning and Development

Provincial policies – specifically the Provincial Policy Statement (2020) and the Growth Plan for the Greater Golden Horseshoe (2019) – direct municipalities to conserve their heritage resources as part of the land-use planning process. This is supported by the cultural heritage policies in the City of Kawartha Lakes Official Plan. Heritage inventories form an important data set for

complying with these policy directions and implementing a place-based approach in policy and decision making.

An understanding of heritage resources, and by extension the wider heritage character of an area, allows for evidence-based planning in areas where these resources exist. Proactive identification ensures that heritage resources are understood and integrated into the development process at an early stage, both from the City's perspective and that of private property owners, investors, and developers.

The data gleaned through heritage inventories can also be used to inform policy planning initiatives. This includes large, City-wide policies, such as the Official Plan, and associated Secondary Plans, and the zoning by-laws. However, it may also be used to inform more area-specific policies in order to create more nuanced and dynamic community planning that takes into account the heritage character of a place and where heritage resources may be used as a springboard for sensitive and appropriate new development. These may include, but are not limited to:

- Place-based architectural design guidelines
- Form based code
- Heritage zoning overlays
- Tertiary plans
- Pattern zoning

The data from the inventory can be used to plan for growth in a proactive manner that both allows for new development and the conservation of heritage assets. As the conservation of heritage properties is increasingly addressed through the land use planning process, this data provides important information for both policy development and development application review. Understanding the existing built and natural heritage fabric of a community is integral to planning for sustainable growth.

Capital Projects

The Environmental Assessment Act defines the environment as including the social, cultural and economic conditions of a community, and cultural heritage resources are identified and analyzed as part of an Environmental Assessment. EAs are completed for City of Kawartha Lakes capital projects as part of the due diligence process prior to the beginning of construction and are intended to identify, predict and evaluate the potential environmental impacts of a proposed project.

The inventory will be of assistance to inform the EA process by providing accurate, current cultural heritage data. This will help in long-term capital project planning and execution by identifying opportunities and barriers related to cultural heritage resources in the early planning stages.



Understanding heritage resources also assists the City when planning for grants, funding and incentive programs; downtown revitalization; and undertaking education and outreach regarding the history and heritage of our communities.

Types of Heritage Resources

There are several different types of heritage resources which are important to identify and document as part of the wider land-use planning process. These includes:

- Built heritage resources
- Natural heritage resources
- Cultural heritage landscapes
- Archaeological resources

A summary of each type of resource can be found below. The inventory will strive to identify and document these resources present within the municipality and provide an analysis of their cultural heritage value.

Built Heritage Resources

Built heritage resources include a diverse range of buildings and structures associated with the history of a place. These may include buildings, monuments, structures, installations or remains. These are the most commonly recognized type of heritage resources. Different types of built heritage resources may include:

- Residential buildings
- Commercial buildings
- Industrial buildings
- Institutional and government buildings
- Places of worship
- Sculptures and monuments
- Bridges and engineering works
- Gravestones and cemetery markers

Built heritage features are often known as architectural resources but offer a greater range of diversity than architecture. These resources provide information on the social, cultural, economic, political or religious history of a community or place through their design, context or historical associations. They are above ground and visible without excavation, but may include feature such as ruins which are not fully intact from their time of construction.

Natural Heritage Resources

Natural heritage resources are features and areas from the natural world, including wetlands, forest, rivers, and grasslands. These are significant areas of natural and scientific interest which also have social and cultural value for their relationship to human society and may have been modified through human interaction. Examples of natural heritage resources may include:

- Forests and trees
- Waterways and waterbodies
- Grasslands and pasture
- Ecosystems
- Geological structures

Natural features are important and may be protected in their own right through other environmental-specific policies and legislation, but their cultural significance gives them additional heritage value. For examples, trees planted

as part of an estate or streetscape yield information about the history of human settlement and landscape design and may be integral parts of a cultural heritage landscape.

Cultural Heritage Landscapes

Cultural heritage landscapes are a type of heritage resource which is a physical representation of how humans have shaped their environment through time and contain a grouping of interrelated heritage resources. Practically, they are generally more complex than singular built heritage resources and often include multiple buildings, structures, and/or natural features. Examples of cultural heritage landscapes include:

- Commercial downtowns
- Residential neighbourhoods
- Cemeteries
- Rural areas
- Farmsteads
- Battlefields
- Parks
- Industrial complexes

These are only a few examples of different types of cultural heritage landscapes.

UNESCO defines three different types of heritage landscapes. These are:

- Designed Landscapes: a defined landscape created intentionally by humans
- Evolved Landscapes: a landscape which has evolved through time in response to its environment. These may include both relict landscapes, which have stopped evolving, and continuing landscapes, which continue to play a role in the contemporary context and continue to evolve.
- Associative Landscapes: a landscape which holds meaning through its religious, cultural or artistic associations, as opposed to its built features, and may have had limited human intervention.

Cultural heritage landscapes may span multiple properties or may be a complex heritage resource located on a single property. They are often protected as heritage conservation districts, but may also be protected through alternative means as appropriate. Cultural heritage landscapes are defined and protected by the Provincial Policy Statement.

Archaeological Resources

The City of Kawartha Lakes has a wealth of archaeological resources, including significant concentrations of pre-settlement indigenous sites in some areas of the municipality. Some of these sites have been identified through archaeological investigations and are documented while there are also certainly some of which the City is not yet aware which may or may not be identified in the future.

Archaeological resources are protected under Part VI of the Ontario Heritage Act and regulated by that section of the Act, as well as the Funeral, Burial and Cremation Services Act for those which contain human remains. As a result, they fall under a separate protection framework than built and natural heritage features which may be protected through Parts IV and V of the Act. In general, the location of archaeological sites is also confidential and cannot be published to the wider public.

These types of resources will not be documented as part of the heritage inventory framework because of their unique characteristics and protection status. The archaeological resources in the City are intended to be documented separately through an Archaeological Management Plan which will better address the role of archaeological resources within the planning process.

Current and Existing Data

The City has almost no current data on the state of heritage resources within the municipality. The only formal and current data the City has is its Heritage Register, which includes individually designated properties, heritage conservation districts and listed properties, as required by Section 27 of the Ontario Heritage Act. The lack of current data on existing historic properties without current protection provides difficulties in identifying properties worthy of inclusion on the Register as well as understanding what heritage resources are present within the municipality and may have an impact on development and growth.

Data does exist from historic sources and inventories but this is not complete and not current. All of the data from older sources will need to be checked for accuracy and to ensure that the resource is still extant before adding it to the current inventory. Select surveying has been completed by various Municipal Heritage Committees and their predecessors, Local Architectural Conservation Advisory Committees (LACACs), but this data is far from complete and is generally very selective

There are two known surveys of heritage resources within the municipality which are more comprehensive:

- Lindsay LACAC Heritage inventory, completed in 1999
- Ops Township Farm Buildings inventory, date of completion unknown

Both of these surveys are significantly out of date and new data collection will be required. They also do not contain the degree of information required in a contemporary survey for fully understanding the history and significance of a place. Information also exists in various local histories and similar sources of varying ages. These will be important secondary sources for undertaking research and evaluation, but the data is not reliable or current enough to be added directly to a new inventory.

Inventory Process

The inventory will involve surveying, evaluating and making recommendations regarding the historic properties in the municipality. The ultimate goal is to develop a publically accessible map-based database which identifies historic assets within the municipality and is both transparent and complete.

The inventory process is firstly a reconnaissance-level survey to gather data on what heritage resources exist and where they are located. It then uses this data to undertake additional analysis to make recommendations regard the potential for properties to be afforded protection through designation, listing, or an alternative method, such as through Planning Act processes or higher level policy initiatives. The process can be divided into the following steps:

Survey

- Undertake a windshield survey of historic properties by priority area
- Complete a digital heritage survey form and photograph the property
- Enter the location of the property into ArcGIS Collector
- Engage appropriate and interested stakeholders and community members

Evaluate

- Evaluate properties based on a preliminary screening framework rooted in Ontario Regulation 9/06
- Prepare Historic Context Statements for each area and thematic group
- Undertake additional background research on inventoried properties
- Identify properties for potential inclusion on the Register or individual designation or as part of a heritage conservation district

Recommend

- Recommend properties for listing or designation
- Consult with property owners

Inventory Criteria

A property will be inventoried if it is 60+ years old (predating 1960). This will ensure that all historic properties are identified as part of this process. Where the date of a property is not known and it is possible that it falls within the stated timeframe, the inventory will err on the side of caution and include the property as part of the inventory.

Properties which are younger than 60 years old will also be included in the inventory if they meet one of the following criteria:

- The property holds specific architectural or artistic merit, or was designed by a significant architect
- The property has specific and known importance in the community or a person in the community
- The context in which it is located makes it a significant property
- The property is located within an identifiable cultural heritage landscape which has known significance to a community

While these properties are not historic, they have identifiable significance to local communities and may warrant future protection so should be included as part of the data set. It is generally assumed that these properties will be identified based on research or will be known within the community as opposed to through the windshield surveys, with the exception of those with particular architectural merit.

After the inventory has been carried out, properties will be evaluated based on the criteria outlined in Ontario Regulation 9/06. These criteria are intended to evaluate property for designation under Part IV of the Ontario Heritage Act, but the City typically uses these to undertake any heritage evaluation for a property in order to provide consistency in its approach to evaluation. All evaluations will include an evaluation matrix outlining briefly which criteria the property meets and how.

Criteria for Determining Cultural Heritage Value or Interest under Ontario Regulation 9/06

A property may be designated under section 29 of the Act if it meets one or more of the following criteria for determining whether it is of cultural heritage value or interest:

1. The property has design value or physical value because it,
 - i. is a rare, unique, representative or early example of a style, type, expression, material or construction method,

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

Historic Context Statements

Historic context statements will be drafted for different, distinct geographic areas of the City. This may include villages, neighbourhoods and rural areas. Context statements will also be drafted for specific themes which have significance to the community, which will allow properties to be related to wider themes which have informed the development of Kawartha Lakes. These themes may include broader concepts, such as tourism or agriculture, which are not geographically defined. Context statements are intended to inform the evaluation of the property with its specific physical and thematic context, whether that be a commercial building in a historic downtown or a farmstead in a rural area. Context is vital to each property and forms part of each evaluation as required by Ontario Regulation 9/06. These statements address the following aspects of a heritage evaluation:

- How does the property interact with its surroundings?
- How did the physical and social context of the property inform its development?
- Are there intangible aspects of the property which are also important to its heritage value (i.e. views)?
- Is the property a landmark?
- Is the property part of a wider cultural heritage landscape?

Some properties may be defined by more than one context statement, particularly those which have specialized functions where it may be more appropriate to analyze them from multiple lenses. These may include buildings

such as churches, schools, and government and institutional buildings. In the Kawartha Lakes context, specifically, it may also include buildings associated with specific industries which may not be geographically contiguous, such as those associated with the lumber or tourism industries.

Priority Areas

This framework identifies short and long term priority areas to guide the inventory process. While this does not mean that properties outside of the priorities areas will not be inventoried or protected in the short term, it means that the focus will be on completing the inventory of the short term priority areas and these properties will take precedence. Priority areas have been identified based on the highest perceived development pressure in the short long term of the properties located in these areas as well as properties that may be considered at risk of demolition. Some properties have also been identified as priority properties based on a thematic, as opposed to geographic, connection.

Short Term Priorities

- Properties within and adjacent to the five settlement areas (Lindsay, Fenelon Falls, Bobcaygeon, Woodville and Omemee)
- Places of Worship
- Schools
- Waterfront properties
- Properties that predate 1850
- Properties and resources related to First Nations communities

Long Term Priorities

- Agricultural properties
- Hamlet residential and commercial properties
- Rural properties
- Engineering works
- Natural heritage resources
- Cultural heritage landscapes

Cultural heritage landscapes have been identified as a longer term priority because it is more challenging to identify and define them without a fulsome understanding of the built and natural resources of a place. It is anticipated that these types of resources will be identified throughout the process and further refined as part of the longer term inventory. Similarly, natural heritage features may be more challenging to identify because it is not always evident as to whether a natural feature has cultural heritage value within a broader understanding of its context and surroundings and will be more accurately identified once data regarding other heritage assets has been collected and

analyzed. In general, more in-depth research is required to identify natural heritage resources.

Properties that predate 1850 may not always be evident as part of the inventory process but effort will be made to identify and include them in the first phase of data collection. Those which are known to exist will be surveyed in the early stages of the process.

Relevant Legislation and Policy

Ontario Heritage Act, R.S.O. 1990, s.O.18

Planning Act, R.S.O. 1990, c.P.13

Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33

Environmental Assessment Act, R.S.O. 1990, c.E.18

Provincial Policy Statement, 2020

Growth Plan for the Greater Golden Horseshoe, 2019

City of Kawartha Lakes Official Plan, 2012, including Official Plan Amendment 26, 2017

Heritage Master Plan, 2012



Heritage Inventory
Tourism Historic Context Statement
Kawartha Lakes Economic Development





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Tourism in Kawartha Lakes

The Tourism Historic Context Statement examines resources related to the tourism industry which began in the former Victoria County in the mid-nineteenth century. Throughout the second half of the nineteenth century and into the twentieth century, the arrival of tourists in Kawartha Lakes had a significant and profound impact on local economies and shaped a unique cottage culture that can still be found within the region. It had an important impact on local landscape with the growth of local cottage communities, camps, and resorts directly catering to the seasonal population and also directly related to the natural landscape of the area. These resources cover a wide time period, beginning in the second half of the nineteenth century and continuing on to the present day, and includes a wide range of resources including cottages, resorts, businesses, and transport routes and relate directly to the region's seasonal population and indirectly to the local residents who supports and facilitated this economic driver.

Resources which relate to tourism in Kawartha Lakes are architectural and geographically diverse, but are primarily located in close proximity to waterbodies throughout the region. As tourism remains a key economic driver in Kawartha Lakes and is still centred on seasonal, recreational cottaging, many of these resources remain extant and still in their original use. The geographic range of these resources covers the entirety of the municipality but are more heavily focussed in the central and northern sections of the municipality and along its major waterbodies: Pigeon, Sturgeon, Cameron and Balsam Lakes and the Trent Severn Waterway. Beginning in the nineteenth century and continuing today, the area was generally identified as part of a broader tourist region not confined to municipal boundaries and including a large portion of northern Peterborough County due to the interconnectedness of the lake system and the growth of the Trent Severn Waterway. As a result, there may be key resources related to the tourism industry in Kawartha Lakes outside of its municipal boundaries, primarily in and around the other key waterbodies in the region which are mostly located in Peterborough County.

Context Summary

Summary Statement of Significance: Tourism began in Kawartha Lakes in the middle of the nineteenth century as urban dwellers arrived in the region to enjoy their leisure time in nature. Throughout the second half of the nineteenth century and the early twentieth century, the area increasingly drew more and more tourists to its many lakes as a new culture of visiting summer resorts and building summer cottages arose throughout Ontario. The arrival of seasonal visitors and residents had a significant impact on the local economy as it allowed new businesses, from transport to manufacturing, to form to cater to tourists and their needs. At the same time, a unique cottage culture emerged in the region with the growth of cottage communities with resources and activities devoted to summer leisure. Resources related to this theme include buildings, structures, and landscapes which support and facilitate outdoor recreation opportunities, and include elements of the natural landscape which were, and continue to be, the primary draw for visitors coming to the region.

This theme, although it has significant historic roots, continues to directly impact the development of Kawartha Lakes in the present day.

Primary Period of Significance: 1850 to present day

Period of Significance Justification: The first tourists arrived in Kawartha Lakes in the mid-nineteenth century to explore its lakes and rivers. Throughout the second half of the nineteenth century and into the early twentieth century, the tourist industry grew exponentially with the establishment of recreational cottages, resorts and camps to serve urban dwellers looking to escape to nature. By the middle of the twentieth century, the growth of the road network throughout the region continued to open up the area for increased visitation. The tourist industry continues to be a primary economic driver in Kawartha Lakes in the present day and accounts for a wide array of built and natural resources throughout the municipality.

Geographic Location: Citywide, with a higher concentration of resources in the northern half of the municipality and in close proximity to waterbodies.

Context Statement

The Beginnings of Nature-Based Tourism in Canada

For over two centuries, tourism in Canada has largely centred around the exploration and enjoyment of nature. In 1913, Frank Yeigh wrote in his tourist manual, *Through the Heart of Canada*:

Nature has been truly prodigal in her good gifts to Canada as a land of scenery and resources. The Dominion is one vast playground. From the picturesque coves of Cape Breton, from the sylvan valleys of Nova Scotia, from the game haunted forests of northern New Brunswick and the sweeping wilds of Quebec, to the northland stretched of Ontario, the billowy plains of the West and the snow-crowned peaks of British Columbia, each province of Canada has its own charm of sea or lake or clear watered river, of hill or mountain, of rock-ribbed coast or smiling fertile valley. (Frank Yeigh, *Through the Heart of Canada* (Toronto: S.B. Grundy, 1913), 139).

Yeigh was writing at a time of massive growth for tourism in Canada – railways had opened new areas up for visiting and new wealth in urban centres vastly increased the number of people with the time and means to take holidays – but his ideas were not new. The portrayal of Canada as a natural playground ripe for tourists to experience had taken root over a century previously and profoundly shaped the growth of the tourist industry from the eighteenth century to the present day.

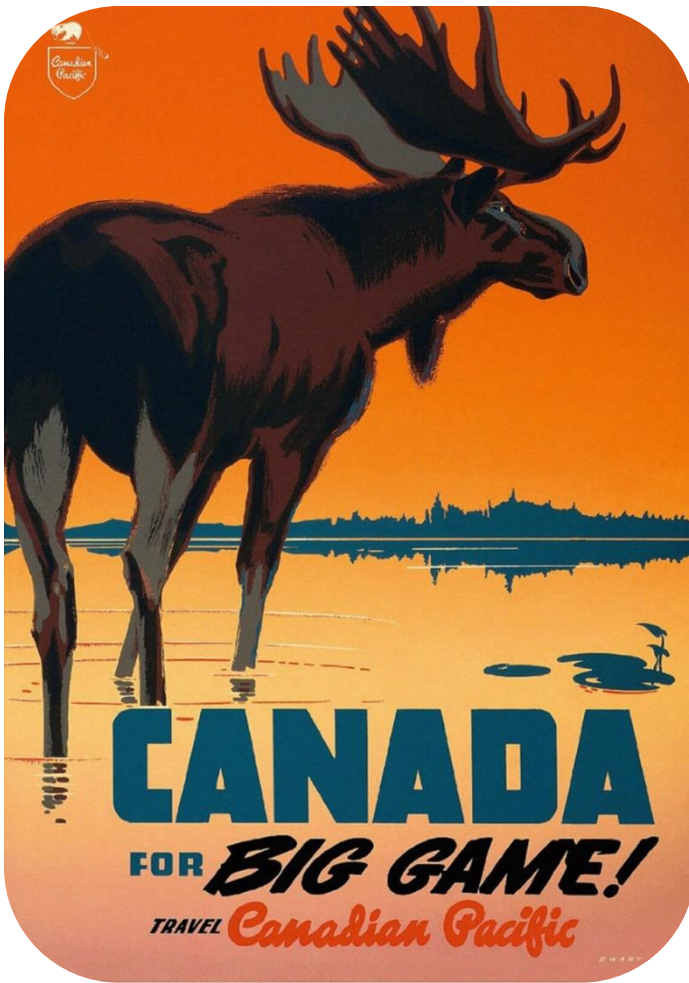
Nature-based tourism in Canada first arose near the end of the eighteenth century. It developed in conjunction with the romantic movement which emphasized the emotional impact of picturesque and sublime landscapes. Tourism and the promotion of destinations for visitors at this time began to emphasize the contrast between civilization and the wilderness and the experiential nature of being in natural settings. Nature was a place of adventure, beauty and romance and visitors wanted to experience these; this was particularly the case in Canada much which was seen as being



Victorian couple at Niagara Falls, n.d.

uninhabited and unexplored by non-indigenous people. In Ontario, the first manifestations of this desire to visit natural places came in the form of site seeing to places such as Niagara Falls where the natural beauty and awe-inspiring grandeur of the Falls drew in visitors for an experiential holiday. However, as the nineteenth century unfolded and different places in Canada became more and more accessible, the types of natural settings visited by tourists expanded to include different types of activities and places.

Beyond site seeing, early nature tourists also pursued recreational pursuits and relaxation. One of the earliest of these was hunting and fishing. The activity of hunting and fishing, at this time, fell primarily into two categories: that done by Indigenous people and rural settlers for subsistence and that done by upper and upper middle class people for recreation and sport. Canada, throughout the nineteenth and even into the early twentieth century, was seen as a wilderness to be tamed and, for the sportsman, a veritable paradise of untapped hunting and fishing opportunities with land untouched by human activity. The landscape and its fish, game and fowl, were regularly written about in these terms, attracting sportsmen – and they were mostly men – to Canada to hunt and fish. William Francis Butler, a nineteenth century British army officer and adventurer, wrote



CPR Travel Advertising, c. 20th century

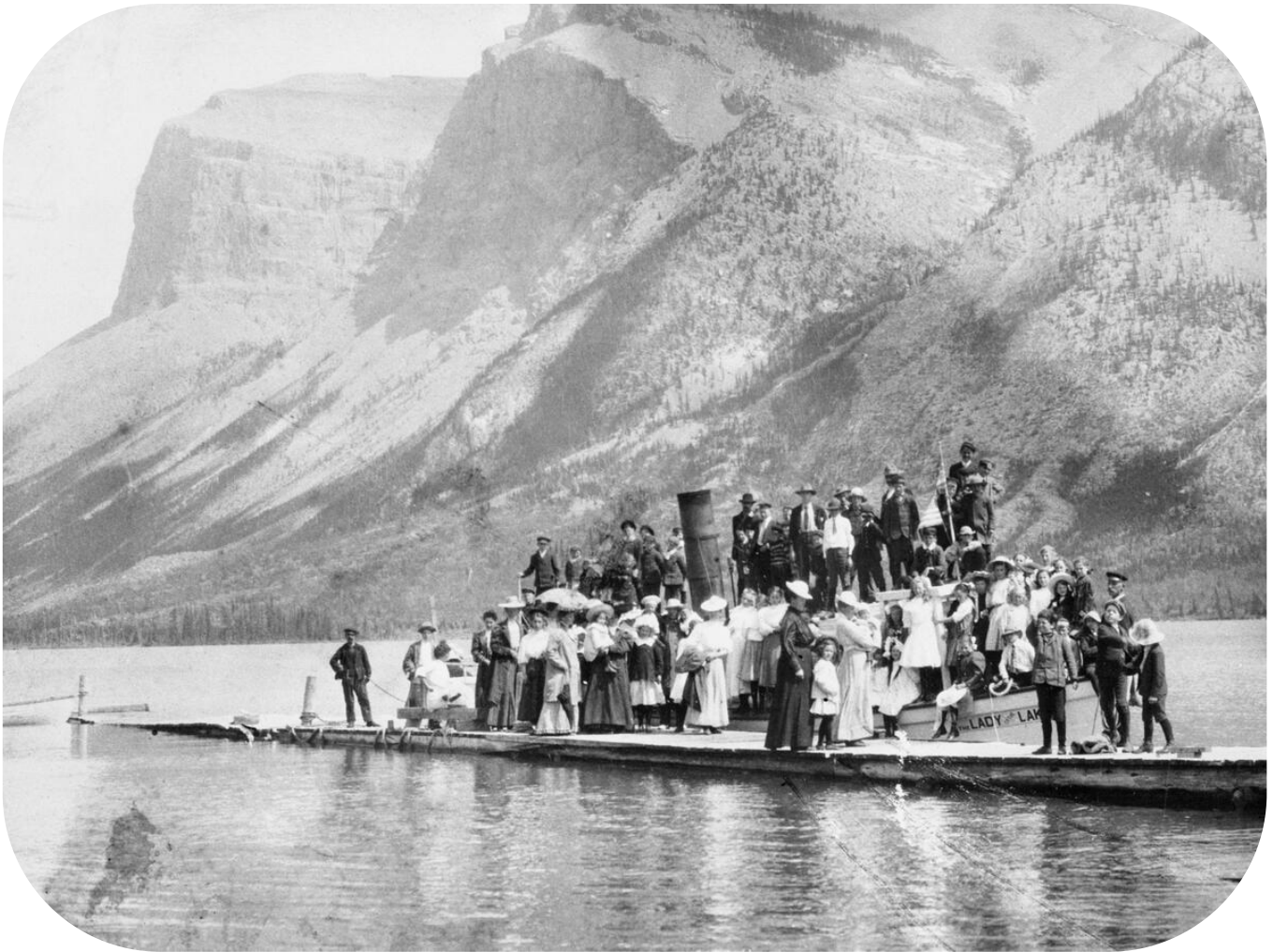
extensively about the abundance of game and the Eden-like qualities of the Canadian wilderness in his well-known 1874 publication, *The Wild North Land*, narrating his travels across western Canada. Of travelling west of Hudson's Hope along the Peace River, he recounted:

Game was abundant; the lower hills were thickly stocked with blue grouse – a noble bird, weighing between three and four pounds. The bays of the river held beaver, swimming through the driftwood, and ere we had reached the mountain gate, a moose had fallen to my trusty smooth-bore, in one of the grassy glens between the river and the snowy range. It was literally a hunter's paradise. (William Francis Butler, *The Wild North Land: Being the Storey of a Winter Journey, with Dogs, Across Northern North America* (Montreal: Dawson Brothers, 1874), 264-265.)

The view displayed by Butler, and others like him, was, of course, a highly colonial mindset – Indigenous people had hunted and fished throughout Canada for thousands of years – but it

nevertheless drove an important sporting sector in the Canadian tourist economy throughout the nineteenth century and developed a culture of sport hunting and fishing that attracted sportsmen both from Canada's burgeoning urban centres eager to try their hand at hunting and fishing in the backwoods and from abroad, primarily from Britain and the United States.

Alongside hunting and fishing holidays, people increasingly wanted to participate in outdoor recreation pursuits, which ranged from the strenuous and dangerous to the pleasant and relaxing. Mountaineering, for example, did not arise as a recreational pursuit until the late eighteenth century with the ascent of peaks in the mid-European Alps, including Mont-Blanc in 1786 but, by the late nineteenth century, European mountaineers had turned their eye to the Canadian Rockies with landmark ascents of major western peaks such as Mount Sir Donald in 1890, Mount Temple in 1894 and Mount Assiniboine in 1901. The romanticism of the Canadian wilderness was on full display within this pursuit with James Outram, the British climber who along with Christian Hasler and Christian Bohren, reached the summit of Assiniboine in September 1901, noting that as he approached the ascent, "[h]ere for some moments I stood in solemn awe, perched like a statue in a lofty niche, cut in the topmost angle of a vast, titanic temple, with space in front, on either side,



Tourists at Lake Minnewanka, Banff National Park, 1907

above, below, the yawning depth lost in the wreathing mists that wrapped the mountain's base." (James Outram, *In the Heart of the Canadian Rockies* (Toronto: Macmillan Company, 1906), 61.)

Most people, however, were not interested in dangerous and demanding activities in nature, and rather wanted to participate in activities that were enjoyable, safe and relaxing. This included a range of activities, largely dependant on location, such as gentle hikes and walks, swimming, boating, berry picking, picnicking, sketching, staying for a time at a lakeside cottage, or seeking out unique natural features such as hot springs. These were activities that were more accessible to people without specific training or equipment but also could accommodate families. At a time when the idea of leisure time was growing as an acceptable way to spend time, particularly amongst the upper and middle classes, spending that leisure time in nature participating in a variety of pursuits was extremely pervasive in the collective imagination, and led to a huge uptick in tourists in Canada's nature spaces, including the Rockies, the lakes and rivers of Central Canada, and the seashore of the East Coast. Transcending what activity tourists participated in and their location was a desire to escape to the countryside from their urban homes and play in and experience the Canadian wilderness in contrast to their every day lives in the city. A retreat to the countryside was certainly



Cottages in the Thousand Islands, near Gananoque, c.1880

not new; wealthy urban dwellers had travelled to their country homes in Europe for generations. However, in late nineteenth and early twentieth century Canada, the rationale had changed with new emphasis on experiencing the natural world and its perceived primitive landscape, in contrast to the industrialized city. There was broad recognition that tourists did not have to participate in months-long expeditions to enjoy the natural world; as James Dickson, himself an experienced adventurer, noted in his 1886 book *Camping in the Muskoka Region*, that, even compared when compared to the experience of travelling to remote wilderness areas in the country, “there are scenes of equal, if not greater, beauty almost at our doors, where, though the extent of the county is not so vast nor the streams so majestic, there are many fairy nooks, lakes, and islands, rolling rivers, tumbling brooks, and wimpling burns, of pine-clad hills and lovely forest dells, which would task the powers of the most gifted pen to describe or pencil to illustrate. (James Dickson, *Camping in the Muskoka Region* (Toronto: C. Blackett Robinson, 1886), 15.)

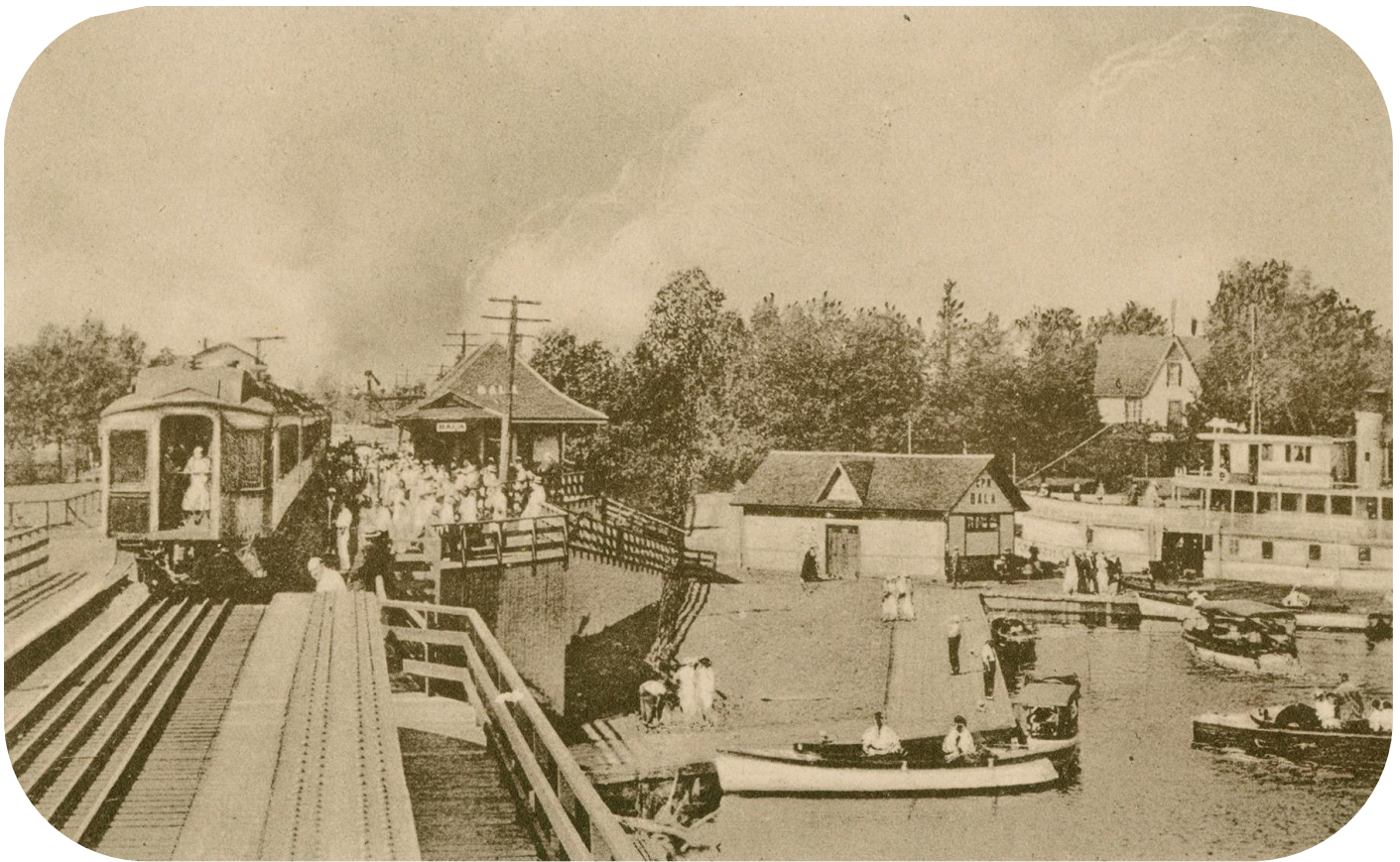
The desire to retreat to the countryside also aligned with new ideas regarding health and wellbeing in Victorian Canada. With more and more people living in urban areas, the countryside took on the role of somewhere that stressed and busy urbanites could come to rest, recuperate and relax while taking in the healthful benefits of exposure to nature. For many people, living in urban settings was seen as economically necessary, but unnatural and a return to an idealized countryside where there was pure air and clean water, away from the hustle and bustle of the city, was viewed as an important tonic. This was particularly the case for the business and professional classes who often viewed a holiday in

nature as the respite they needed from the office, and a reinvigorating break which would allow them to return to work refreshed and more productive. One turn of the century magazine dubbed the revitalizing power of the holiday in nature a “rest cure in a canoe.”

These holidays and their healthful benefits were highly gendered. For men, being in nature was an opportunity to reconnect and refocus on masculinity and what that meant in an urban environment; being in nature and participating in activities such as hunting, fishing and canoe tripping was viewed as a way to restore their toughness, virility and endurance, in contrast to their usual routine of sitting in an office. For women, especially married women, being in nature was an opportunity to step out of some of the expected societal norms for upper and middle class women and participate in physical and traditionally masculine activities, such as canoeing and camping, that would not have been seen as acceptable in an urban setting. Similarly, being in the countryside was also seen as being beneficial for perceived nineteenth century conditions such as anxiety and nerves which were generally viewed as being prevalent among upper and middle class women who were primarily operating within the domestic sphere at this time. These ideas were based heavily in nineteenth century gender roles, but both encouraged men and women to seek healthful benefits in nature.

The ability to participate in these activities was initially limited only to the upper classes and most tourists, particularly those who came to Canada from the United States and Europe, were of means. Travel, and the ability to not work for the time it took to travel in natural settings, required financial resources and was not accessible to the majority of people. However, as the nineteenth century progressed, the interest in and ability to participate in a wilderness holiday also expanded to include the middle and professional classes. With industrialization, more individuals and families were interested in escaping urban life for a retreat to the country and the experience of Canada’s natural assets while at the same time, having more disposable income to do so. Nevertheless, nature-based tourism remained largely out of means for most people who often did not have time off from their job, whether in a factory, on a farm or in a shop, to go on holiday at all nor the money required to purchase train tickets or stay at hotels.

Participation in nature-based pursuits was also divided along racial lines. The majority of people who participated in these types of activities were white and remained so, well into the twentieth century. Part of this was socio-economic: the majority of the people in Canada and international visitors with the means and time to climb mountains, take canoe trips or go to a cottage were wealthy white people from the business, professional, and political classes. Most non-white urban dwellers of the late nineteenth and early twentieth century did not have the means to participate in these activities, but they were generally unwelcome in these spaces in any case. However, there was also a strong undercurrent of colonialism and the idea of the white man conquering the wilderness inherent in nineteenth and early twentieth century tourism in Canada’s natural spaces. Indigenous people, who had traditionally inhabited the spaces where now tourists were entering, were often viewed as part of the romanticized landscape and of the primitive experience of being in the wilderness. At the same time, Indigenous people provided invaluable to tourists as guides, notably in remote regions of northern Ontario such as Nipigon and Temagami, where they were often treated as both valuable for their wilderness skills, but also as employees and racially inferior in alignment with the broadly racist view of Indigenous people in Canada during this period.



Arrival of the Muskoka Express C.P.R. Train at Bala, c.1922

One of the attractions of Canada's wilderness landscape was their remoteness and distance from urban centres, but this presented the challenge of access across large spaces and challenging terrains. The ability to visit the countryside was facilitated, in large part, by the development of the railways, both throughout Canada and Ontario, in the second half of the nineteenth century. While early tourists used whatever means available to visit natural sites – whether that be canoe, steamer, horse, or cart – these were not efficient or easy. The advent of the railway, beginning around the middle of the century, opened up huge parts of the country to new visitors who simply had to hop on a train to at least travel the majority of the way to their destination with relative ease.

These trains were not constructed with tourists in mind. The vast majority of nineteenth century train lines in Canada were constructed primarily for the movement goods and resources, not people. However, rail companies were quick to realize that tourists were a lucrative secondary source of revenue and actively began to advertise the railway as a way to reach natural destinations across the country. As the century progressed, rail companies further increased their investment in promoting and supporting the growth of the tourist industry in Canada with investment in their lines, new stations suitable to tourist traffic and the construction of infrastructure such as railway hotels. By far the largest, most successful and most well known of these was the Canada Pacific Railway whose transcontinental line was used by tourists to visit flagship destinations, such as the new national park in Banff, established in 1885. However, regional railways, such as the Midland Railway which developed an extensive network throughout central Ontario, also got in on the tourist business, creating new marketing materials aimed at getting urbanites to come to the northern lakes and

forests for a visit. In many areas, the railways partnered with other transportation companies, particularly with steamship lines, to support and promote the growing tourism industry.

By the beginning of the twentieth century, Canada and its natural features and landscapes were being actively promoted both locally and internationally as a tourist destination, and had been since the 1860s and 1870s. In particular, the railways, which were benefitting substantially from increasing interest in tourism and their place as the growing primary transportation method for tourists, took the lead in promoting different locations across the country. Railway companies produced pamphlets, booklets and posters for both the domestic and international market in an attempt to lure visitors to growing tourist destinations and, by extension, support their business and profits. These advertisements focussed on Canada's natural resources and landscapes and the ability of tourists to experience those, whether through a hunting or fishing expedition where men were taking on the wilderness or a stay in a genteel hotel to look at panoramic natural views, hotels that, increasingly, were constructed by railway and steamship companies to help expand the tourist trade. These advertisements showed Canada as a natural and untamed wilderness, in line with current thoughts around Canadian natural spaces, and promoted romantic views of the portions of the country outside of urban centres and agricultural areas, including both natural elements, such as mountain vistas, lakes and rivers, and animals, as well as human presence within it, including fashionable white people undertaking various outdoors activities and heavily stereotyped and romanticized depictions of Indigenous people.

Kawartha Lakes Tourism in the Nineteenth Century

When viewed in this context, Kawartha Lakes was a prime location for the growing interest in nature based tourism in the nineteenth century. In Ontario, the areas that were easiest access from major urban centres developed first as popular destinations. These included Muskoka and the Thousand Islands which were among the first areas to develop as tourist regions as affluent Canadians and Americans flocked to these areas to experience the lakes and rugged natural environment as early as the 1850s. Soon areas in Peterborough County and the former Victoria County were also becoming desirable as tourist destinations, particularly with the significant growth of the railway through the region in the 1870s. By the end of the century, these areas had become a summer playground for Ontario's urbanites, particularly from Toronto, where a return to nature was combined with summer fun and pleasure seeking. In fact, the name Kawartha, to refer to the lake country in what is now Kawartha Lakes and northern Peterborough County, was developed as a tourist marketing descriptor from Anishinaabemowin around 1900. Throughout the nineteenth and twentieth century, these areas, and the chain of large lakes within them, was generally referred to and marketed together as the Kawartha lakes.

Kawartha Lakes' development as a late nineteenth and early twentieth century tourism spot was aided by a number of factors. Its natural landscape with a multitude of lakes and forest made it highly attractive, but other factors also drove its popularity. The first was its location. Unlike areas further to the north, such as Temagami, Kawartha Lakes, as part of the broader Kawartha region, was close to Toronto where the majority of Ontario's urban tourists came from and, due to its relatively early date of non-Indigenous settlement beginning in the 1820s, it had existing towns and communities that could provide services to tourists. It was also easy to access. The first railway



Fishing trip through the Kawartha lakes, early twentieth century

arrived in Lindsay in 1857 and the rail network throughout the nineteenth century grew from there. By the 1880s, Lindsay had become a major railway hub in central Ontario as the headquarters of the Midland Railway, later absorbed into the broader Grand Trunk System and which itself had absorbed several smaller regional railways including the Toronto and Nipissing and Victoria Railways, established in Kawartha Lakes before 1880. The abundance of railways in Kawartha Lakes, which were not intended as tourist lines, meant that many of its communities, even in more remote locations, were easy to get to by the standards of the day. At the same time, a robust and well-trafficked steamship network was growing in the region to transport people throughout the lakes, facilitated by the growing network of locks that would eventually be linked together to form the Trent-Severn Waterway. The first lock in this system was built in Bobcaygeon in 1833, not to facilitate tourism, but as a commercial venture to facilitate the transport of timber by water. By 1920, the entirety of the system had been developed as a through waterway, but it was the Kawartha sector that was completed first. Together, the railways and steam ships formed a transport network that allowed tourists to get into Kawartha Lakes and travel within it.

Kawartha Lakes' first tourists were not cottagers, but rather hunters and anglers. Upon arriving in Kawartha Lakes in the first half of the nineteenth century, early settlers had made note of the area's

abundant fish and game. Although most were hunting and fishing for subsistence, there was certainly a recognition of the ability to hunt and fish for sport. John Langton, an early settler in Verulam Township and later a prominent Canadian political figure, wrote extensively in his letters of the region's abundant game which he hunted both as a necessary food source, but also as a recreational pursuit. He noted in an 1833 letter:

Our fish are the bass, the maskinonge – a most excellent species of pike, as fat almost as an eel – and the eel itself; the sunfish I believe we have but I have never seen nor tasted any; the whitefish abound above and salmon trout below. The bass is our staple commodity and a most excellent one it is; if you are on the lake, tie a line, baited with a piece of red cloth, round your wrist and proceed on your journey, and it is ten to one that, before you have got a quarter of a mile, you will feel your prize....For game, we have an abundance of venison, which is becoming more plentiful as the clearings increase, affording them more food and driving off the wolves...Partridge and rabbit are pretty plentiful, but the former difficult to get without a dog. Ducks, in thousands and tens of thousands, frequent the rice beds at the moult of the Scugog. (John Langton, *Early Days in Upper Canada: The Letters of John Langton*, ed. W.A. Langton (Toronto: Macmillan Company of Canada, 1896), 34-35.)

As accounts such as Langton's reached those outside of Kawartha Lakes, the region's potential as a hunting and fishing destination quickly became recognized and soon people, mostly men, were travelling to the region to camp, hunt and fish. By the second half of the nineteenth century, Kawartha Lakes, as part of the wider Kawartha region, was well-known both nationally and internationally as a destination for hunting and fishing. The large number of waterbodies which were slowly being connected by locks, meant that travel between the large lakes was easy and allowed for visitors to fish easily in prime locations. Similarly, the still remaining large tracts of forests that had not yet been cleared were particularly well suited for deer hunting, and ducks were also abundant, as Langton had promised in his correspondence.

Kawartha Lakes' reputation as a prime fishing destination was reinforced by marketing, particularly by railway companies. The Toronto and Nipissing Railway, for example, which reached Coboconk, its terminus, in 1872, published a tourist guide in 1874 which actively promoted the region as a destination for anglers. The guide stated:

The rivers and lakes abound in excellent fish – maskinonge, black bass, and trout being as numerous as minnows in a rivulet. The woods are well stocked with partridge and deer during the season; wild duck in flocks frequent the lakes and rivers. To those whose tastes lead them to enjoy the lonely forest in quest of game, or who love to linger along the shady and cool streams, sporting with the finny inhabitants of the clear waters, the route north of Coboconk combined every advantage with economy. It is easy of access, it affords excellent sport, and abounds in scenery sufficiently interest to the most romantic nature. (*The Nipissing Guide and Holiday Companion* (n.p.: 1874), 10.)



Deer hunting camp, early twentieth century

Hunting and fishing were primarily recreation activities undertaken by men during this time, although women did sometimes participate in fishing excursions. Early visitors lodged with local people or camped, but by the second half of the century, a range of hotels had developed to cater to visitors, including those who came specifically to hunt and fish. The Rockland House in Bobcaygeon, for example, was first built in the mid-nineteenth century and later, after the original hotel burned down replaced by an ornate Victorian structure in 1875; it was known as a prestige hotel for fishermen and patronized particularly by wealthy Americans who came to Bobcaygeon in large numbers throughout the second half of the nineteenth century specifically to fish. The sporting holiday continued to be an important driver of tourism in Kawartha Lakes throughout the nineteenth and early twentieth century and sportsmen were served by a wide variety of accommodation. The 1889 publication *Guide to the Fishing and Hunting Resorts in the Vicinity of the Grand Trunk Railway of Canada* advertised a wide array of hotels for hunter and anglers in Kawartha Lakes, including four hotels in Bobcaygeon, two in Coboconk and three in Kinmount, as well as the types of fish and game to be found in abundance, the names of guides, and availability of gear and transportation. This did not, however, mean that camping and canoeing was no longer part of the hunting and fishing vacation, but alternative accommodation became increasingly available for those who desired a more comfortable experience. In some areas, groups of hunters and fishermen established their own clubs and camps exclusive for



Hotel Kawartha, Fenelon Falls, c.1902

their use, including the Lakewood Club in Coboconk, the former house of local businessman and community leader Adam Carl that was purchased and turned into a summer residence by a group of American fishermen from Lakewood Ohio, and the Longford Reserve, where a group of American sportsmen purchased the majority of Longford Township in the mid-twentieth century for use as a private fish and game reserve.

However, while hunting and fishing trips provided a summer recreation escape for men, and would continue to do so throughout the nineteenth and twentieth century, they did nothing to provide a getaway for women and children, who were also seen, in the context of broader nineteenth century thought surrounding the purity and virtue of the wilderness environment in contrast to the industrialized city, as needing a retreat and respite from everyday urban life. Some women accompanied their husbands, fathers and brothers on camping trips, but they were in the minority and it became difficult when also trying to accommodate children. Initially, some women travelled north from the city to Kawartha Lakes with their husbands and children to stay at hotels while the men canoed and camped. New hotels were constructed to help create a summer experience for those who were not intending on sleeping in a tent, including the Sturgeon Point Hotel, discussed in more detail below, and Hotel Kawartha, a renovated version of the older Clifton House Hotel, which opened in 1902 specifically to cater to tourists. Even with the development of private family cottages by the turn of the century, hotels continued to be well-trafficked by summer tourists, including both families and sportsmen. New hotels continued to open and be operated well into the twentieth century, such



Family at their cottage, early twentieth century

as Locust Lodge in Bobcaygeon which opened in 1924 and which remains in operation as the Bobcaygeon Inn. These hotels and resorts were by no means rustic; most summer resorts established throughout the late nineteenth and early twentieth century, in Kawartha Lakes and other summer tourist destinations including Muskoka, were well-appointed and intended primarily for an upper and upper middle class urban elite who sought comfort in the midst of a wilderness, whether real or imagined.

However, by the late decades of the nineteenth century, a new form of summer accommodation had emerged: the summer cottage. Beginning in the 1870s, private cottages began to be constructed, primarily by wealthy city dwellers; the earliest cottage in the region was constructed on Stoney Lake in the 1860s, with development slowly expanding westwards through Peterborough and then Victoria Counties. Looking for a more private, less communal experience than staying at a hotel or resort, the cottage was developed in the tradition of the summer house, but specifically with a rustic focus, where city dwellers could stay for the season and participate in nature-based activities, relaxation and leisure.

One of the challenges in establishing cottages around this time was access. Although there were train stations dotted throughout Kawartha Lakes by the final quarter of the nineteenth century that made accessing the region from larger urban centres fairly straightforward, getting further away from a



Steamer Lintonia at Thurstonia, n.d.

settlement site to a remote cottage was not feasible without some sort of additional mode of transportation. In nineteenth and early twentieth century Kawartha Lakes, the main mode of transport to cottaging areas was by steamship. The earliest steamships had appeared in the broader region in the 1830s and throughout the first half of the nineteenth century were developed primarily as a mode of transport for new settlers and for the transport of goods. However, by the mid-nineteenth century, steamships were firmly ensconced as part of the tourist economy; in a region with substantial waterways, steamships provided a key mode of transportation and connected Kawartha Lakes with the waterways throughout the broader region and were actively advertised at tourists and site seers. It was also at this time that the lock system was rapidly developing throughout the region, allowing for through navigation between many of the larger lakes along what would eventually become the Trent Severn Waterway. By the last quarter of the nineteenth century, a fleet of steamships, including well-known vessels such as the *Ogemah*, the *Esturion*, the *Manita*, and the *Kenosha*, plied the waters of Kawartha Lakes, taking day-trippers from towns across the lakes, organizing excursions and facilitating travel between towns. They also provided a vital service in establishing new cottage areas, particularly along Sturgeon Lake.

The limitations of using mass transportation to travel to a summer residence was that steamships could not stop at every dock and bay. As a result, early cottages developed accordingly and were primarily clustered in groups or subdivisions where steamships could access them. These cottage communities came to define the summer recreation experience of the late nineteenth century, with summer homes clustered together alongside amenities and recreation facilities to help provide an

enjoyable and convenient experience for families. The first of these is the broader Kawartha region was at Chemong Park, on Chemong Lake in Peterborough County, which developed as a recreational summer subdivision in the early 1880s around an existing hotel. Parallel developments were occurring throughout the 1870s and 1880s throughout Ontario's growing recreational zone, including Muskoka and the Thousand Islands where there was also existing access to areas suitable for cottaging by rail and steamship.

The earliest and most well-known of these communities in Kawartha Lakes is Sturgeon Point. The Point, as it is frequently referred to, was first used as a picnicking and day trip location as early as the 1830s and the first regatta was held here in 1838. Throughout the middle decades of the nineteenth century, it was regularly used, particularly by people from Lindsay, as a day tripping location and for camping. By 1876, 100 acres there were purchased by George Crandell, a shipbuilder and steamboat operator from Lindsay, who proceeded to build a three-storey forty room hotel for summer visitors. As with other summer hotels from this period, it offered a wide array of recreational activities for visitors, who came from both Lindsay and from urban centres further afield, including dances, picnics and boating regattas. Crandell, of course, served the burgeoning recreational destination with his own steamships, including the Vanderbilt, the largest ship in the broader Kawartha region in the late nineteenth century.

By the early 1880s, Crandell had begun to sell off individual lots at Sturgeon Point for cottages and the community rapidly developed into a vibrant summer settlement, attracting urban families, as well as those from Lindsay. By the turn of the twentieth century, the community boasted sixty-seven cottages with more constructed throughout the 1900s, 1910s, and 1920s. Cottages were constructed in a variety of sizes although some, particularly for wealthier residents, were very large, including that constructed for the Flavelle family along Lake Avenue. As cottages developed, so too did amenities, including a church and golf course, and community activities, including the boating regatta, provided community spirit and vibrancy to the summer community. The development of a cottage community around an early summer resort was not uncommon in late nineteenth century Ontario; a similar dynamic was playing out contemporaneously at Mount Julian on Stoney Lake where a resort was established in 1885 and, soon after, a cottage community grew up around the hotel.

At the cottage, families were given the opportunity to play at what was viewed as a more primitive life, away from the modern conveniences of the city. When viewed in contrast to the lives of Indigenous people or Kawartha Lakes' early settlers, the cottage experience was nothing of the sort, but it was certainly less regimented than late Victorian and Edwardian urban life, with fewer conveniences and access to activities in nature, including swimming, canoeing, and fishing. Often, the wife and children, and in many cases their servants, would come and stay for the entire summer while the husband would join them as his work schedule permitted. This was not immersion in the untamed wilderness by any means, with access to other families and transportation into town as required, but it certainly would have seemed so for many urban families who, even as wealthy members of society, would not have necessarily had access to the kind of environment they found at places like Sturgeon Point where they lived in rustic buildings with few modern amenities and took part in leisurely outdoor activities outside the social norms of urban Edwardian society. Dress was more casual and the social standards of Edwardian society relaxed. Days were filled with enjoyable,



Sturgeon Point Regatta, 1907

but respectable, activities, including visiting friends, picking berries, boating, and sketching. These activities were both family and community focussed, with the period of time at the cottage seen as a time to engage in enjoyable pursuits with family and friends and build those relationships between family members and with other cottagers in the context of nature.

By the early decades of the twentieth century, new cottage communities were developing as the desire for this type of summer recreational experience grew, with summer cottages established in places such as Pleasant Point on Sturgeon Lake and Long Point on Balsam Lake, where cottages grew up in close proximity to one another alongside recreational and service facilities intended to serve the cottagers throughout the summer months. The broader Kawartha region had become a well-known tourist destination and was actively promoted as such, particularly by the railway companies who increasingly relied on tourist traffic for their revenue, with a significant number of visitors from Toronto and from the United States who either purchased or rented cottages. A 1911 reference guide to the Trent system produced by the Department of Railways and Canals recognized the rapid pace of tourism development in the region stating:

The route of the Trent Canal consists of a chain of lakes and rivers unsurpassed on the Continent in their varied attractiveness as tourist resorts. It is only within recent years that these picturesque waters have been commercialized in the matter of being advertised as tourist resorts but to-day there is not one available point or island on the lakes and rivers throughout the entire system



Picnicking on Stoney Lake, early twentieth century

that is not dotted with pretty summer homes and comfortable hotels, maintained almost exclusively for the tourist traffic. The growth of the popularity of these waters, as an ideal spot to spend the summer months, has been really astonishing, and to-day they are receiving a degree of advertising by railway companies equal to that give to the much older established, but no more attractive resorts, such as the Thousand Islands or Muskoka. (Department of Railways and Canals, *Reference and Guide Book: The Trent Canal* (Peterborough: The Peterborough Examiner, 1911), 27.)

This period also saw the rise of summer camps as a recreational opportunity for children, particularly for young boys for whom the first summer camps were established in order to provide them with the moral and physical benefits of an extended block of time in the wilderness; girls camps were also established, but these were fewer in number. The oldest of these camps in Ontario was established



Swimming at Camp Kagawong, 1925

in 1894 in Temagami and others soon followed in rural areas of the province. In Kawartha Lakes, the oldest of these was Camp Kagawong, established in 1908, located on Balsam Lake; camps such as this were both established in Kawartha Lakes as permanent sites and the area was also used by other camps for trips travelling through the area, particularly on canoe trips. Camp Kagawog on Balsam Lake, along with many of the other original summer camps in Ontario, was advertised in the 1915 Grand Trunk Railway publication, *The Playgrounds of Canada*, which stated:

Camp Kagawong was organized with a definite aim, based on many years of successful work with boys. This aim is to provide a place where boys may lead a simple, manly, outdoor life, in which emphasis is placed upon clean, sturdy living upon reverence of manners, upon self-reliance, and physical accomplishments. (Grand Trunk Railway, *The Playgrounds of Canada* (1915), 54.)

As in other areas of tourism, summer camps were intended to immerse children in nature, not

just as a fun experience but also build character and experience the benefits of being in nature for an extended period of time. Children were also taught valuable life skills, from the practical to the intangible, emphasized through an outdoor recreation program. This was particularly the case for boys, for whom camps were seen to build a ruggedness and resilience that they would need in their adult life and which could only be found outside of an structured urban Edwardian childhood; as the Victorians viewed getting into nature as vital for men in building their masculine character, so too it was for boys attending summer camps where they were to have access to the perceived unspoilt wilderness. These clearly gendered views of childhood and growing up vitally shaped the camp experience and the development of boys camps and their activities, such as extended canoe trips, intended to build strength, teamwork, and manliness. There was also an underlying current of Christianity in most of these early summer camps, allied with the idea of muscular Christianity where moral and spiritual virtue was to be gained through outdoor physical pursuits. This included camps that were both explicitly associated with church groups – including the well-known Brotherhood of St. Andrew camp whose members were involved in a tragic canoeing accident on Balsam Lake in 1926 –

and those without specific religious affiliation where summer camp was seen as a method for supporting and promoting Christian leadership in what was, at the time, still largely a Christian country.

Despite the rise of more comfortable and permanent tourist accommodation, camping still remained an active pursuit, both for anglers travelling through the area in the summer and for families who could not afford a cottage or hotel stay. In the early twentieth century, it was not an uncommon sight to see the shores of the major lakes, including Balsam, Cameron, Pigeon and Sturgeon, dotted with tents. These campers were both from Kawartha Lakes' urban communities – primarily Lindsay – as well as from further afield, with campers reported as coming from the northern United States for a week or more of camping on the lake. As the *Lindsay Daily Post* reported in July 1907:

With the near approach of the hot season, the annual camper out is getting in readiness to enjoy the hot weather away from the busy towns and cities under canvas in the cool delight of the lake margin. Ever popular with the campers and tourists, the Kawartha lakes are already beginning to swarm with summer visitors. Sturgeon Point is now largely private property and offers little opportunities for the campers. There are number other pretty and inviting spots on Sturgeon Lake on which to pitch a tent and spend a few weeks or a month. Bobcaygeon offers attractive facilities for campers and the season there promises to be better than ever. Pigeon Lake, on the other side of 'Caygeon, is the rendezvous of hundreds of visitors yearly. Fenelon Falls, Rosedale, Coboconk and other points on the northern division of the Kawartha lakes hold first place in the hearts of many as ideal haunts in which to spend the summer. ("The Camping Season," *Lindsay Weekly Post*, July 12, 1907, 6.)

For local residents, the arrival of hunters, anglers, resort-based tourists and cottagers in the late nineteenth century had major economic impacts. Despite the fact that many urban dwellers who arrived to holiday at the lake saw the area as an empty and untapped wilderness, people lived there and non-Indigenous people had been settled in Kawartha Lakes since the 1820s. Although Kawartha itself was derived from an Anishinaabemowin word, there was limited recognition of the Indigenous presence on the land and, by this time, Indigenous people had primarily be pushed off their land and onto reserves at Curve Lake and Scugog Island. In the late nineteenth century, Kawartha Lakes' economy was primarily based around agriculture and the lumber industry, and this did not change until well into the twentieth century, but tourism became an increasingly important part of the local economy. While there may have been challenges accommodating increasing numbers of visitors, the arrival of seasonal residents brought money to the region, and had impacts on the development of businesses and employment for local people. The hotel businesses became a lucrative source of income and both large and small accommodations could be supported by the large number of visitors throughout the summer months. The produce served in hotels largely came from local farms and provided farmers with an additional source of income. Young men worked as guides and provided labour for cottagers, including construction, while young women could find work housekeeping and working in hotels. Businessmen like George Crandell made significant profit from transportation and



Grand Trunk Railway Travel Pamphlet, 1903

twentieth century were poor and had developed sporadically throughout the course of the period. Colonization roads, such as the Bobcaygeon Road, Monck Road, Cameron Road and Victoria Road, were cut from the forest in the 1840s and 1850s to assist new settlers travel north in the northern parts of Kawartha Lakes. These roads were of mixed quality and often no more than dirt tracks through the forest. As new communities developed and settlers established their farms, additional roads were created, but there was no overarching program of road building and most roads outside of towns and villages, even by the early twentieth century, were rough and even impassible.

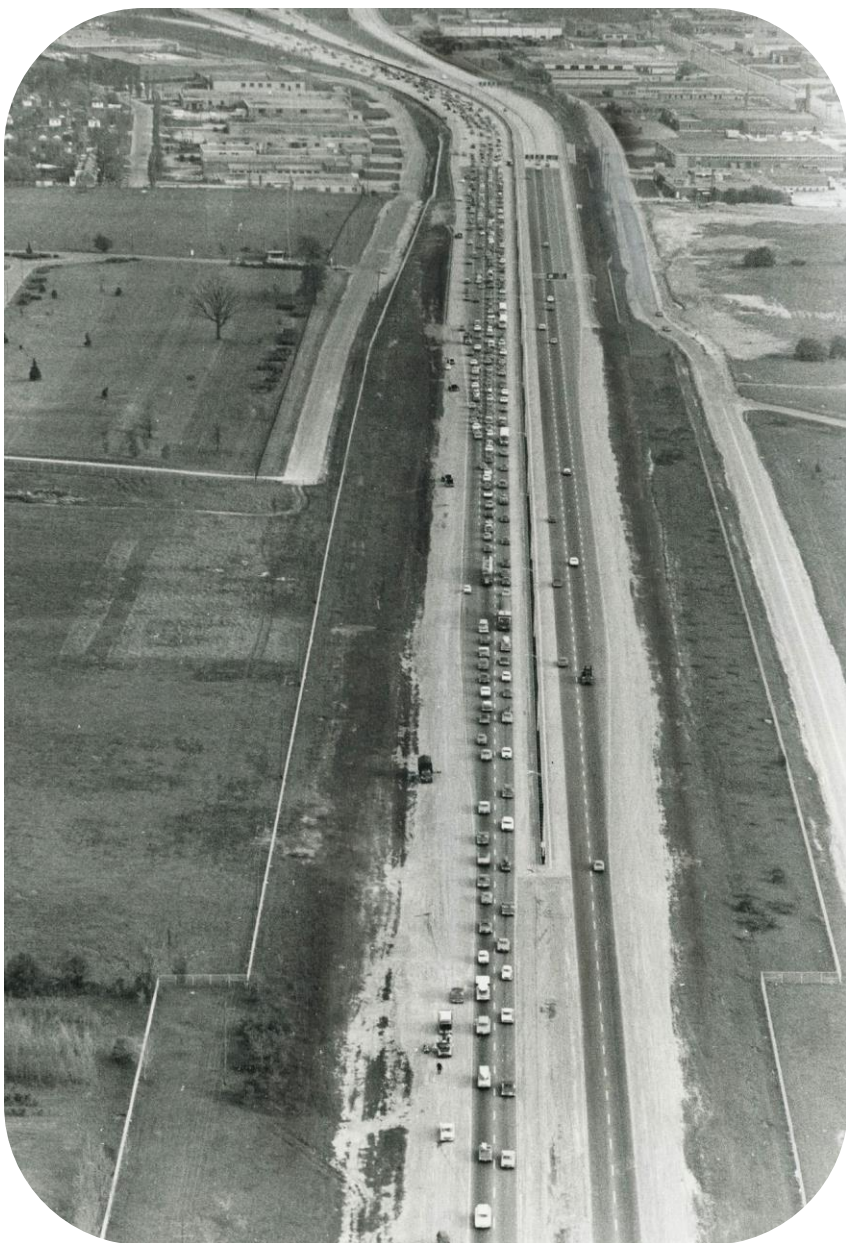
For late nineteenth and early twentieth century tourists, roads were not a good option to reach resorts and cottages because they were not good enough for sustained or expedient travel. For example, an early road trip by car taken by Lindsay dentist Dr. H. Irvine in 1911 between Lindsay and Minden – a trip of under 80 kilometres – included an overnight stay in Coboconk. Prior to the rise of the automobile, train and steamship travel did the job, but was not necessarily perfect or luxurious. Passengers were at the mercy of large corporations with fixed schedules and routes, and were subject to a range of inconveniences beyond the traveller's control. Similarly, while train lines existed to a large number of cottage country destinations, cottagers were often required to change trains or boats multiple time or take multiple forms of transportation. For Americans, who came to

land speculation and thus the summer recreation industry became integrated into Kawartha Lakes' broader economic fortunes.

Highway-Based Tourism

By the middle of the twentieth century, however, the recreational landscape in Kawartha Lakes was undergoing a major shift. This was due to the rise of the car as the primary transportation methods for getting to and from seasonal properties. With the growth of the road network and the increased mobility of visitors, the way in which visitors traveled, stayed and interacted with Kawartha Lakes underwent a significant change.

Roads in Kawartha Lakes in the late nineteenth and early



Highway 400 northbound traffic on the May long weekend, 1969

Kawartha Lakes in large numbers around the turn of the century, this was accentuated by the long distances and border crossing. However, even with the arrival of the automobile in the early twentieth century, car travel was slow to take off as a method of getting to and travelling around Kawartha Lakes as roads remained generally poor, and cars out of reach financially for the majority of people.

Throughout the first several decades of the twentieth century, road quality gradually improved and rates of car ownership slowly increased as they became more accessible for more families. In the interwar period, the provincial government embarked on a variety of infrastructure and road building projects, in response to the Great Depression and also to regularize the wide array of roads and highways across the province. In Kawartha Lakes and the surrounding area, the need for better roads came, in part, due to the recognition that they were required for the increasing number of tourists arriving by car. The Department of Highways, now MTO, assumed the Cameron Road from Lindsay to Fenelon Falls in 1931 and designated it as Highway 35; at the same time, the

province initiated a relief project constructing a road from Coboconk to Dwight, which would eventually form the northern section of the highway. Throughout the decade, the province gradually finished construction and assumed the entirety of what is now Highway 35. Paving began in the mid-1930s and continued throughout the 1940s and 1950s. A similarly process was occurring around this time with Highway 46 and 48, now Portage Road, which were absorbed into the provincial highway system in 1937, with paving taking place throughout the 1950s.

The shift to tourism driven by road-based transportation meant changes to the area's summer recreation culture. Throughout the first half of the twentieth century, and accelerating after the Second World War, the preference of summer visitors for their summer accommodation definitively shifted from luxurious resorts to family cottages. This change was already occurring by the turn of



Avery Point Cottages, Lake Dalrymple, early twentieth century

the century, but accelerated as the car became the preferred mode of transportation, as the convenience of the resort due to its proximity to, or even ownership by, railway and steamship companies, was surpassed by the ability of individual families to take themselves to their own cottages; it was also exacerbated by the Great Depression, which saw the definitive decline of the luxury resort and its replacement by modest and rustic summer homes. In fact, the impact of the growth of the car as the primary mode of transportation to the cottage in Ontario was the most marked in Kawartha Lakes and the surrounding region because of the collapse of the steamship companies in the core of the Trent system in the 1920s which forced holidaymakers to get to their cottages on their own.

The ability of people to transport themselves to their own cottages also impacts where those cottages were located. The necessity of using trains and steamships to reach cottages meant that many cottages were located either close to train stations or on major lakes where steamships travelled; many, as at Sturgeon Point, were clustered in small summer communities to help provide amenities nearby. However, cars allowed people to make their own way to their cottages and, as a result opened up large areas of Kawartha Lakes off the main travel routes and on smaller lakes where there had previously been no recreational properties. This can be seen most notably in the Kawartha Lakes in its northern lakes, such as Dalrymple, Four Mile and Head, which were not navigable from the Trent Severn system but were opened up for cottage construction in the middle of the twentieth century with the construction of new roads. The Department of Lands and Forests, which surveyed



Aerial View of Emily Provincial Park, late 1950s

and sold most cottage lots in Ontario prior to the Second World War, made note of this change in their 1939 *Annual Report*, stating:

A remarkable increase in the number of interested inquiries for cottage sites has been the result of an opening of new roads into the watered areas of the North. A large number of these inquiries have been from American citizens which affords striking evidence that the building of roads in these areas has been justified. (Ontario Department of Lands and Forests, *Annual Report* (1939), 11.)

A knock-on effect of the car as the primary mode of transportation to recreational areas across the province, including Kawartha Lakes, was that more people visited them. As rates of car ownership increased, particularly among middle and working class people, the families that owned them increasingly used them to travel to holiday destinations. This also corresponded with the development of paid holidays for the majority of workers, particularly for working class people who generally did not have vacation time until after the First World War and, as such, no ability to take time off to travel to the countryside for a summer retreat. Kawartha Lakes, with its close proximity to the rapidly growing Greater Toronto Area was a popular destination for travellers and the rates of cottage ownership and visitation increased dramatically in the interwar period. Local newspapers



Gil-Mar Lodge, Sturgeon Lake, mid-twentieth century

reported record numbers of visitors by the end of the 1930s as motorists arrived in Kawartha Lakes. Owning a cottage, however, remained inaccessible for many families and many of these visitors spent their holidays at rented cottage resorts, lodges, private campsites and trailer parks or the two new provincial parks, Emily, established in 1957 and Balsam Lake, established in 1968.

New accommodation businesses, such as Gil-Mar Lodge on Sturgeon Lake which was founded in the 1930s, became new fixtures on the landscape and catered to a middle and working class clientele looking for an affordable and rustic holiday experience, as opposed to the higher end resorts of the late nineteenth century. Most of these resorts were comprised of a central lodge building and smaller rustic cottages where families could stay. Generally, they included recreational facilities, such as shuffleboards and tennis courts, gathering space and sometimes dining facilities in the main lodge building, and water access with docks and beaches for families to swim and boat. These resorts were extremely important in driving the growing tourist economy, allowing more people without the means to buy a cottage to visit Kawartha Lakes and take part in summer recreation activities. Many families came to the same cottage resort year after year, identifying it as their own cottage or resort and a core part of their family's summer traditions.

Although the mid-twentieth century saw the democratization of summer recreation in Kawartha Lakes with the middle and working classes able to take their vacations in the region, Ontario's tourism industry was not immune to discrimination. Cottage country visitors in the middle of the century were



Fenelon Falls Tourist Camp, Garnet Graham Park, c.1940

overwhelmingly white and Christian and many accommodations actively discriminated against non-white and non-Christian people, notably against Jews. By the middle decades of the twentieth century, Jews formed the largest ethno-cultural minority group in Toronto and many wanted to participate in the same summer recreation activities and holidays in cottage country as their non-Jewish neighbours but, at many resorts and cottage communities, they were not welcome as a result of the period's rampant anti-Semitism. In Kawartha Lakes, the response to this trend was the opening of a Jewish resort in Pontypool in the late 1910s which catered exclusively to working class Jewish families from Toronto. From its opening in 1916, it expanded from the hosting of other Jewish families at the Pontypool home of Polish-immigrant Moishe Bernstein to a community of nearly 50 cottages, a resort, and seasonal synagogue by the middle of the twentieth century. Resorts such as this, both in Kawartha Lakes and across Ontario, signalled the beginning of a shift in cottage country summer demographics. Whereas in the nineteenth century, participating in nature based recreation was defined very strongly along racial, religious and demographic lines, these boundaries had begun to loosen by the middle of the twentieth century to attract a more diverse tourist population, although it should be noted that, even by the late twentieth century, cottaging and its associated activities were still viewed very much as a holiday option undertaken primarily, but not exclusively, by white people.

For families coming up to cottage or stay at resorts, trailer parks or provincial parks, the activities they participated in were fairly continuous from the mid-nineteenth century. Activities such as



Boat in the Fenelon Falls Lock, 1975

swimming, canoeing and fishing retained consistent appeal, and some events, including the Sturgeon Point Regatta continued from their origins in the nineteenth century. The strong focus on family-focussed relaxation from early cottaging period also remained a consistent emphasis. However, some activities, particularly canoe tripping, waned in popularity with the increased development of the shoreline which did not allow for camping in non-designated locations or travelling out for the day and picnicking on points and islands, most of which were quickly being sold into private hands. Camping became highly reliant on serviced campgrounds, both private ones such as the campground opened at Log Chateau Park in 1967, those developed and operated by local municipalities including the Fenelon Falls Tourist Camp, and those at Emily and Balsam Lake Provincial Park and expanded to include caravans and trailers alongside tents, and provided amenities not found in nineteenth century ad hoc campsites such as electrical hook ups, fire pits, and tuck shops. These campgrounds were accessed by car and were a significantly different experience than their nineteenth century predecessors. However, with the decline of canoe tripping, came the rise of motor boating. The earliest private gasoline powered launch arrived in the region in 1898, but vessels such as this were not widespread or accessible to the majority of people until after the Second World War. With the proliferation of private motor boat ownership beginning in the 1950s and accelerating in the 1960s, recreational boating became a major aspect of the summer experience in Kawartha Lakes. The introduction of this new activity was aided by the widespread upgrade of the Trent-Severn locks and facilities at this time by the Ministry of Transport which increasingly recognized the value of the



Snug Harbour Marina and Campground, mid-twentieth century

system as a recreational resource throughout the second half of the twentieth century. This included upgrades to the locks themselves but also with the addition of new facilities, including washrooms and picnic areas, to cater to both day trippers and through boaters who began to form a greater number of visitors in the region in the last quarter of the twentieth century.

The arrival of tourists in cars had a large effect on the economy, just as the arrival of the first tourists in the previous century had. Not only were more people able to access the region more easily, but new businesses sprung up to serve these arriving motorists. These included: services stations where travelers could have their cars repaired and purchase gas, snacks and other necessities for a long trip by road; roadside inns and motels for overnight accommodation; trailer parks, campsites, cottage resorts, and lodges for those who wanted to come to Kawartha Lakes but could not afford to purchase a cottage of their own; and restaurants, diners and snack bars to stop for food along the routes. Although these businesses also catered to local residents, a significant portion of their clientele were from other parts of the province, country or from the United States and tourism continued to form an increasing part of the area's economic backbone, particularly as other industries which drove the nineteenth century economy, such as the lumber industry and its associated businesses, declined throughout the twentieth century. Similarly, with increasing number of summer visitors, businesses also developed to serve their needs such as marinas for the serving and storage

of boats, gift and souvenir stores in communities, and construction businesses that built, repairs and looked after seasonal residences.

The arrival of more and more cottagers also had an impact on land division and the settlement land grants of the nineteenth century. Although southern Kawartha Lakes had proved a successful agricultural environment, large areas of northern Kawartha lakes were not, with poor or little soil, swamp and rocks making profitable agriculture extremely difficult. The increased demand for cottages meant that families with farms along waterways suddenly had a new source of income: either the creation of lodges to cater directly to new tourists, or the severing of cottage lots from their properties. Many farmers took this second option and were able to add to their income through land sales. Many also undertook work for the new cottagers, particularly through constructing the new cottages, as an added source of income, and maintenance when cottagers were away for the majority of the year. This new source of income was extremely important for many rural families and helped continue a shift away from resource extraction based economic activities to supporting the local tourism economy.

By the end of the twentieth century, tourism had become firmly entrenched as one of Kawartha Lakes' primary economic drivers. As in the nineteenth century, participation in nature based tourism and outdoor recreation remained the primary reasons tourists chose to come to the region, including some families who had been coming to the region since the early development of resorts and cottages in the late nineteenth century. Even as new tourist opportunities developed, particularly outside of the summer season, and the number of people coming to the area increased, cottaging and its associated activities, including boating, swimming, and other nature-based and family-focussed pursuits, remained core aspects of the reason tourists came to Kawartha Lakes centred on relaxing and resetting in nature.

Types of Heritage Resources

The types of heritage resources related to the development of recreational tourism in Kawartha Lakes encompasses built and natural resources dating from the mid-nineteenth century until the present day as this economic driver remains a key aspect of the Kawartha Lakes economy. Although many of these resources have been lost, there are a significant number of resources which remain extant and used for their original purpose. Most of these resources are related to or in close proximity to the wide range of waterbodies throughout Kawartha Lakes. They can be generally categorized into the following types of resources:

- Cottages
- Inns and tourist accommodation
- Camps, including both summer and hunt camps
- Boathouses and docking
- Commercial and institutional establishments related directly to providing services for tourists
- Industrial establishments related to products aimed at tourists (i.e. boatbuilding)

- Transportation routes and associated structures including roads, waterways, railways, and bridges
- Trails
- Recreational facilities
- Waterways and waterbodies
- Natural features

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For more information on the Heritage Inventory, please contact:
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Kawartha Lakes
Jump In 



Municipal Heritage Committee Report

Report Number:	KLMHC2024-028
Meeting Date:	May 2, 2024
Title:	Heritage Planning Update
Description:	General Update on the heritage planning program
Author and Title:	Emily Turner, Economic Development Officer – Heritage Planning

Recommendations:

That Report KLMHC2024-028, **Heritage Planning Update**, be received.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

April 30 Council: Council will consider reports recommending the designation of 35 Bolton Street, 97 King Street, 34-36 King Street East, and 49 King Street East at its meeting of April 30. There is also correspondence and a deputation on the agenda requesting that 49 King Street East in Bobcaygeon not be designated. By-laws for the designation of 91 William Street North, 37 King Street East, 31-35 King Street East and 13-17 King Street East will also be considered by Council at this meeting. Additionally, a report will be coming forward to authorize the City entering into an agreement with the federal government and the National Trust for Young Canada Works funding.

May 7 Committee of the Whole: Reports will be presented to Committee of the Whole at its May 7 meeting recommending the designation of 16-22 King Street East and 24-26 King Street East.

Procedural By-law Update: At a Special Council meeting on April 4, Council adopted a number of updates to the procedural by-law which governs how Council and City Committee meetings are conducted. Generally, these changes will not substantially impact the operations of the Municipal Heritage Committee, but the by-law does clarify that Committees may only meet in closed session as specified in their terms of reference and as defined under the Municipal Act. The Municipal Heritage Committee is not permitted to conduct closed session meetings under their terms of reference.

Letters to Listed Property Owners: Staff will be sending out letters to the owners of listed residential properties to inform them of the changes to listing and the impact on their property. Council has indicated it does not favour designating listed residential properties unless an owner is on board with the designation. Staff will be letting property owners know that, if they wish to pursue designation, they should reach out to staff for information.

Upcoming Workshops: There are two heritage-related workshops and public meetings in May. The workshop, Designating Your Heritage Property, will take place at St. Andrew's Presbyterian Church in Lindsay on May 22 at 7pm. The public meeting for the Heritage Inventory kick off in Lindsay will take place at the Lindsay Armoury on May 27 at 7pm. Committee members are invited to attend one or both of these meetings. Advertising for these events will take place beginning the first week in May.

Canadian Canoe Museum Opening: The Canadian Canoe Museum in Peterborough is reopening to the public at its new location beginning on May 13.

Reflections of Old Victoria County: A book launch for Reflections on Old Victoria County will take place on May 18 at St. Andrew's Presbyterian Church in Lindsay from 2pm to 4pm. The book is a collection of local stories and articles in tributes to the late local historian, Dr. Rae Fleming.

Next Great Save: The National Trust for Canada launched its Next Great Save contest to provide funding to protect, adapt, renew or improve a heritage place in Canada. Voting is open for the twelve finalists from April 18 to May 6 on the National Trust website.

Rationale:

This report is intended to provide a general update to the Committee on the activities of the heritage planning program.

Other Alternatives Considered:

There are no recommended alternatives.

Financial/Operation Impacts:

There are no financial or operational impacts as a result of the recommendations of this report.

Consultations:

N/A

Attachments:

N/A

Department Head email: lbarrie@kawarthalakes.ca

Department Head: Leah Barrie, Director of Development Services

Municipal Heritage Committee Report

Report Number:	KLMHC2024-029
Meeting Date:	May 2, 2024
Title:	Proposed Provincial Planning Statement Draft Review
Description:	Review of revised draft of the Provincial Planning Statement
Author and Title:	Emily Turner, Economic Development Officer – Heritage Planning

Recommendations:

That Report KLMHC2023-029, **Proposed Provincial Planning Statement Draft Review**, be received;

That comments be prepared for Planning staff by the Chair.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

Land use planning in Ontario is guided by legislation, including the Planning Act and the Ontario Heritage Act, and by provincial policy. The primary guiding document for land use planning decision making in the province is the Provincial Policy Statement (PPS) which is periodically revised and was last updated in 2020. The PPS provides high level policies intended to guide municipal decision making with regard to land use planning matters and provide overarching direction to planning and development across the province. Municipalities must comply with the intent of the PPS in their decision making processes as well as in their planning policies.

As with all municipalities across Ontario, Kawartha Lakes is subject to the policies contained in the Provincial Policy Statement. It is also subject to the Growth Plan for the Greater Golden Horseshoe (2019), a secondary planning document that provides specific guidance for communities within the Greater Golden Horseshoe. Kawartha Lakes is located on the outer edge of the Growth Plan area. This document was last updated in 2019.

Both the PPS and the Growth Plan contain specific policies related to cultural heritage resources. In general, these policies recognize the importance of cultural heritage resources in promoting a sense of place in communities across the province and direct municipalities to identify and conserve cultural heritage resources, generally and through the land use planning process. These policies provide the underpinning for a wide range of heritage processes, including the designation of property and the review of Planning Act applications which are associated with heritage properties.

In April 2023, the province introduced Bill 97, the Helping Homebuyers, Protecting Tenants Act which made a number of changes to the Planning Act, specifically the creation of a new Provincial Planning Statement which will replace the Provincial Policy Statement and the Growth Plan with a single overarching planning policy document for the entirety of the province. Practically, the new PPS is a revised version of the old PPS while the Growth Plan, which only applies to a certain geographic area within the province, will be repealed when the new PPS comes into effect.

At the time of its initial release, the province posted the draft new PPS on the Environmental Registry of Ontario for comments. Comments were submitted both by the City as a whole, including heritage staff comments, and by the Municipal Heritage

Committee. The Committee's comments are attached to Appendix A of this report for reference.

Initially, municipalities had anticipated the new PPS coming into effect in fall 2023. However, in response to the substantial number of comments received by the province during the initial commenting period, revisions to the draft PPS were made and a revised draft released on the ERO for commenting on April 10, 2024. The commenting period concludes on May 12.

The Committee is encouraged to provide comments on the updated PPS draft. Planning staff are developing a coordinated response to the province and have requested comments by May 3 to allow time to put together a response including comments from various City staff and committees. In the past, the Committee had struck a subcommittee to draft comments. However, the tight deadline does not allow time for a subcommittee to be struck and the comments will need to be formulated within the Committee meeting itself. Staff will provide an more in depth review of the new PPS policies at the meeting.

Rationale:

The policies contained within the PPS guide municipal decision making and strategic and policy direction in relation to land use planning matters. Cultural heritage preservation decisions are made using the policy as guiding principles and justification. As the proposed policies in the new PPS have the potential to substantially impact the heritage related work undertaken by the City, it is prudent for the Municipal Heritage Committee to review and comment on these policies during the commenting period. In the past, a subcommittee has been struck to review the changes more in-depth and provide feedback on behalf of the Committee. A summary of the changes is outlined below and a red-line version of the policy wording is attached to this report as Appendix A. The Cultural Heritage Policies have not changed since the first draft of the new PPS.

Cultural Heritage and Archaeology Section

The Cultural Heritage and Archaeology in the new PPA is similar but not identical to its predecessor and is formatted in the same manner. The majority of changes are changes to wording which, while still allowing municipalities to conserve heritage resources, weaken the general policy direction. Notably, wording regarding significant heritage properties has been removed and been replaced with protected heritage

properties and wording related to development adjacent to heritage properties has been changes.

Definitions

A number of definitions related to cultural heritage resources have been revised. Notably, the definition of “significant” has been removed in line with the wording changes in the policy itself. Similarly, the definition of adjacent has been narrowed to remove scope for municipalities to establish what counts as an adjacent property. Examples previously contained as part of the definitions have been generally removed. The definition of heritage attribute has also been revised considerably to relate more specifically to built attributes, as opposed to tangible attributes such as views and visual settings.

Growth Plan Items

Certain items from the Growth Plan will not be carried over to the new Policy Statement. These are related to language noting the role of cultural heritage resources in fostering a sense of place and direction to consult with stakeholders in developing and implementing official plan policies and strategies for the identification, wise use and management of cultural heritage resources.

Other Relevant Items

A number of other items have been added, removed or modified in the new Policy Statement which relate to cultural heritage resources:

- Wording has been maintained and moved to the preamble elaborating on municipalities’ duty to consult indigenous communities within the land use planning and development process.
- The “Vision” section of the new statement notes that “Cultural heritage and archaeology in Ontario will provide people with a sense of place.”
- Language related to the impact of cultural heritage resources, a sense of place, and well designed built form on economic vitality has been removed.

Other Alternatives Considered:

There are no recommended alternatives.

Financial/Operation Impacts:

There are no financial or operational impacts as a result of the recommendations of this report.

Consultations:

N/A

Attachments:

Appendix A – June 2023 Municipal Heritage Committee PPS Comments



Adobe Acrobat
Document

Appendix B – Red Line New Heritage Policies



Adobe Acrobat
Document

Department Head email: lbarrie@kawarthalakes.ca

Department Head: Leah Barrie, Director of Development Services

June 2, 2023

Provincial Land Use Plans Branch
13th Floor, 777 Bay Street
Toronto ON M7Z 2J3

To Whom It May Concern;

RE: Response to the Proposed Provincial Planning Statement Cultural Heritage Policies and Definitions

The Kawartha Lakes Municipal Heritage Committee has reviewed the proposed Provincial Planning Statement and the policies and definitions related to cultural heritage resources. The Committee would like to offer the following comments on the proposed policies:

- The removal of “significant” from both the definitions and policy 4.6.1 does not align with the relevant legislative direction under the Ontario Heritage Act and Ontario Regulation 9/06 which identifies how significance is determined. The change from “significant” cultural heritage resources to “protected” heritage resources does not recognize the need for or ability of municipalities to preserve and protect heritage resources which are not necessarily protected through the land use planning process. Given the limited resources of most municipalities to identify and protect heritage resources in advance of the receipt of development proposals, it does not allow for flexibility or scope to protect resources within the context of the land use planning process which may have a detrimental impact on communities which value these resources and liveable vibrant communities within Ontario.
- The revisions related to development and site alterations related to adjacent properties under policy 4.6.2 do not identify how a proponent can demonstrate that the heritage attributes of a protected heritage attribute will be conserved. The former policy, which expressly directs evaluation of the proposal to occur, was clearer for both a municipality and proponent as to how this policy direction could be fulfilled.
- Policy 4.6.5 correctly adds that municipalities should engage early with indigenous communities which provides additional direction as to the expectation with regard to indigenous engagement. However, further clarification as to the meaning of “early” needs to be identified within this policy to ensure expectations

between indigenous communities and municipalities are the same and reflective of the duty to consult as delegated to municipalities by the Crown.

- Similarly, the scoping of the matters on which municipalities must engage with indigenous communities is problematic within this policy. As written, the policy direct planning authorities to engage in relation to “archaeological resources, built heritage resources, and cultural heritage landscapes” as opposed to “cultural heritage and archaeological resources” more broadly. This limits the direction to municipalities to engage on matters related to intangible indigenous cultural heritage and other heritage resource that do not fall within the specific categories mentioned in the proposed policies. This has the potential to violate indigenous treaty rights and the constitutional duty to consult by limiting the scope of consultation and should be reconsidered.
- The removal of municipal discretion in defining the definition of adjacent is problematic in light of the many municipal Official Plans across the province which have alternative or expanded definitions of adjacent. In particular, it is problematic in rural municipalities where properties may be visually contiguous but not legally contiguous through land features such as unopened road allowances and where there may be substantial scope for impact on an adjacent heritage property.
- The change in definition of archaeological resources means that archaeological fieldwork is no longer required to identify and evaluate archaeological resources. This has the potential to significantly impact development by not undertaking appropriate on-site due diligence prior to development approval and increases the likelihood of unexpected finds during construction and the delay of project completion.
- This change in definition to archaeological resources and the removal of the requirement to do fieldwork may also have the potential to impact indigenous treaty rights by not requiring a level of due diligence that could identify indigenous archaeological concerns on a site and identify mitigation measures prior to construction. Through a lack of due diligence, there is the potential to have a negative impact on indigenous cultural heritage resources, which may result in delays for development proponents, challenges for municipalities and potential violation of treaty rights.
- The new definition for areas of archaeological potential notes that areas are to be evaluation using processes and criteria established under the Ontario Heritage Act. These processes and criteria do not exist and will need to be established for this definition to mean anything.
- The new definition of heritage attributes limits the heritage attributes of a property to physical features on a property and exclude a range of intangible heritage attributes that may have a significant bearing on the cultural heritage value of the property. This definition does not align with the criteria identified for

designation under Ontario Regulation 9/06 which explicitly identify categories for evaluation based on intangible attributes. From a more practical perspective, it limits the ability of municipalities to address attributes such as views and viewscares when evaluating a development proposal which may have significant impact on both a heritage property and streetscapes and landscapes in general and, by extension, a substantial impact on how communities develop and livability for their residents.

- Similar to other amendments being proposed, the change of definition to heritage attributes also has the potential to impact indigenous treaty rights by limiting the scope of heritage attributes as many heritage attributes related to indigenous cultural heritage resources are intangible and cultural features. The inability to consider these within a development proposal may have substantial impact on indigenous cultural heritage resources and limit the ability of municipalities to fulfil their delegated obligations with regard to the duty to consult to mitigate impact on indigenous cultural heritage resources.

The Committee recognizes that the province is reviewing and updating provincial policies and legislation to help advance the construction of new homes across the province. The Committee recognizes that new and affordable homes are needed in our communities and supports smart and sustainable growth which benefits Ontario residents and communities. However, as the province grows, the Committee would like to emphasize that in Kawartha Lakes, as in communities throughout Ontario, cultural heritage resources are significant and important places in our communities that promote our history, confer pride of place on our residents and promote economic development and investment in unique and desirable places and spaces. The policies contained within the new Provincial Planning Statement directly impact the ability of local communities to protect their heritage resources and provide livable, vibrant and healthy communities for current and future residents.

Sincerely,

A handwritten signature in black ink, reading "Athol Hart". The signature is written in a cursive, flowing style.

Athol Hart
Chair, Kawartha Lakes Heritage Committee

Proposed Provincial Planning Statement

Cultural Heritage Track-Changes

Compiled: April 13, 2023

2.64.6 Cultural Heritage and Archaeology

2.6.11. Significant Protected heritage property, which may contain built heritage resources ~~and or significant~~ cultural heritage landscapes, shall be conserved.

2.6.22. Planning authorities shall not permit Development development and site alteration ~~shall not be permitted~~ on lands containing archaeological resources or areas of archaeological potential unless ~~significant~~the archaeological resources have been conserved.

2.6.33. Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property ~~except where the proposed development and site alteration has been evaluated and it has been demonstrated that~~unless the heritage attributes of the protected heritage property will be conserved.

2.6.44. Planning authorities ~~should consider and promote~~are encouraged to develop and implement:

- a) archaeological management plans ~~and cultural plans in for~~ conserving cultural heritage and archaeological resources; ~~and~~
- b) proactive strategies for identifying properties for evaluation under the Ontario Heritage Act.

2.6.55. Planning authorities shall engage early with Indigenous communities and ~~consider~~ ensure their interests are considered when identifying, protecting and managing cultural heritage and archaeological resources, built heritage resources and cultural heritage landscapes.

Definitions

Adjacent lands: means

- d) for the purposes of policy 2.6.34.6.3, those lands contiguous to a *protected heritage property* ~~or as otherwise defined in the municipal official plan.~~

Archaeological resources: includes artifacts, archaeological sites, ~~and~~ marine archaeological sites, as defined under the *Ontario Heritage Act*. The identification and evaluation of such resources are based upon archaeological ~~fieldwork undertaken in accordance with the~~ assessments carried out by archaeologists licensed under the *Ontario Heritage Act*.

Areas of archaeological potential: means areas with the likelihood to contain *archaeological resources*. ~~Criteria to identify archaeological potential are established by the Province. The as evaluated using the processes and criteria that are established under the~~ *Ontario Heritage Act* requires archaeological potential to be confirmed by a licensed archaeologist.

Built heritage resource: means a building, structure, monument, installation or any manufactured or constructed part or remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Indigenous community. ~~Built heritage resources are located on property that may be designated under Parts IV or V of the Ontario Heritage Act, or that may be included on local, provincial, federal and/or international registers.~~

Conserved: means the identification, protection, management and use of *built heritage resources*, *cultural heritage landscapes* and *archaeological resources* in a manner that ensures their cultural heritage value or interest is retained. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment, and/or heritage impact assessment that has been approved, accepted or adopted by the relevant planning authority and/or decision-maker. Mitigative measures and/or alternative development approaches ~~can~~ should be included in these plans and assessments.

Cultural heritage landscape: means a defined geographical area that may have been modified by human activity and is identified as having cultural heritage value or interest by a community, including an Indigenous community. The area may include features such as buildings, structures, spaces, views, archaeological sites or natural elements that are valued together for their interrelationship, meaning or association. ~~Cultural heritage landscapes may be properties that have been determined to have cultural heritage value or interest under the Ontario Heritage Act, or have been included on federal and/or international registers, and/or protected through official plan, zoning by-law, or other land use planning mechanisms.~~

Development: means the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the *Planning Act*, but does not include:

- a) activities that create or maintain *infrastructure* authorized under an environmental assessment process; or
- b) works subject to the *Drainage Act*; ~~or,~~
- c) ~~for the purposes of policy 2.1.4(a), underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as under the Mining Act. Instead, those matters shall be subject to policy 2.1.5(a).~~

Heritage attributes: means as defined under the Ontario Heritage Act, the principal features or elements in relation to real property, and to the buildings and structures on the real property, the attributes of the property, buildings and structures that contribute to a protected heritage property's ~~their~~ cultural heritage value or interest, ~~and may include the property's built, constructed, or manufactured elements, as well as natural landforms, vegetation, water~~

~~features, and its visual setting (e.g. significant views or vistas to or from a protected heritage property).~~

Protected heritage property: means

- ~~property designated under Parts IV, V or VI of the *Ontario Heritage Act*;~~
- ~~property included in an area designated as a heritage conservation district under Part V of the *Ontario Heritage Act*;~~
- ~~property subject to a heritage conservation easement or covenant under Parts II or IV of the *Ontario Heritage Act*;~~
- ~~property identified by the Province a provincial ministry and or a prescribed public bodies body as provincial heritagea having cultural heritage value or interest under Part III.1 of the *Ontario Heritage Act* and the heritage standards and guidelinesproperty under the Standards and Guidelines for Conservation of Provincial Heritage Properties;~~
- ~~property with known archaeological resources in accordance with Part VI of the *Ontario Heritage Act*;~~
- ~~property protected under federal heritage legislation, and~~
- UNESCO World Heritage Sites.

Significant: means

- e) ~~in regard to cultural heritage and archaeology, resources that have been determined to have cultural heritage value or interest. Processes and criteria for determining cultural heritage value or interest are established by the Province under the authority of the *Ontario Heritage Act*.~~

Site alteration: means activities, such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of a site. ~~For the purposes of policy 2.1.4(a), site alteration does not include underground or surface mining of minerals or advanced exploration on mining lands in significant areas of mineral potential in Ecoregion 5E, where advanced exploration has the same meaning as in the *Mining Act*. Instead, those matters shall be subject to policy 2.1.5(a).~~

Municipal Heritage Committee Report

Report Number:	KLMHC2024-031
Meeting Date:	May 2, 2024
Title:	Proposed Heritage Designation of 1884 Pigeon Lake Road, Geographic Township of Emily
Description:	Proposed heritage designation of 1884 Pigeon Lake Road (Gamiing Nature Centre) under Part IV of the Ontario Heritage Act
Author and Title:	Emily Turner, Economic Development Officer – Heritage Planning

Recommendations:

That Report KLMHC2024-031, **Proposed Heritage Designation of 1884 Pigeon Lake Road, Geographic Township of Emily**, be received;

That the designation of the property known municipally as 1884 Pigeon Lake Road be endorsed; and

That the recommendation to designate the subject property be forwarded to Council for approval.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

The City of Kawartha Lakes designates properties under Part IV of the Ontario Heritage Act. Properties are recommended for designation by their owners, members of the public, local organizations, the Municipal Heritage Committee, Council or staff. Properties proposed for designation are reviewed by the Municipal Heritage Committee, as required by subsection 29(2) of the Ontario Heritage Act, and their recommendation is brought forward to Council under the cover of a staff report.

1884 Pigeon Lake Road is a rural agricultural property in Emily Township that is now home to Gamiing Nature Centre. The property contains an early twentieth century farmhouse and barn, alongside natural elements including open fields, rewilded woodland, and wetland along Pigeon Lake, and is an important example of a rural cultural heritage landscape in Kawartha Lakes. The property has significant historical association with the Irish Catholic settlement of northern Emily Township.

The designation of this property was requested by the owner who reached out to staff in February 2024. Staff undertook a site visit to the property and met with the owner in March 2024 and subsequently have prepared a heritage evaluation report for the property. Through the heritage evaluation report, staff have determined that the property is eligible for designation under Part IV of the Act.

This report provides the background information regarding the cultural heritage value of the property.

Rationale:

1884 Pigeon Lake Road has cultural heritage value as a representative example of a rural agricultural cultural heritage landscape in Emily Township. The property was first settled in 1825 and have evolved from this period as an agricultural property, through the clearance of the land in the nineteenth century, to a contemporary rural property and nature centre. The property contains an early twentieth century concrete block Edwardian Classical house which is an important example of this construction type and material, and a gambrel roof barn from around the same period. The property has significant historical value for its association with the history of Irish Catholic settlement in northern Emily Township, through its succession of owners who yield information as to Irish Catholic migration to the township and community and familial connections in the nineteenth and early twentieth centuries. The property maintains and supports the

rural and historic agricultural character of northern Emily Township through its retained buildings, natural heritage features and placement within the broader landscape.

A heritage evaluation report outlining the full reasons for designation and the property's heritage attributes is attached to this report as Appendix A.

The designation of this property supports the Council-adopted Cultural Heritage Landscapes Strategy through its protection of a rural CHL under Part IV of the Ontario Heritage Act. Specifically, it supports the following goals:

- Ensure that important urban, hamlet and rural landscapes are identified, evaluated and preserved
- Promote and support the unique sense of place of Kawartha Lakes communities through the identification and protection of CHLs
- Support and promote historic and ongoing traditions and ways of life in Kawartha Lakes such as farming and nature based tourism through the protection of CHLs across the City of Kawartha Lakes

The CHL at 1884 Pigeon Lake Road is confined to a single property with defined boundaries and, in alignment with the strategy, Part IV designation is the best mechanism for the protection of this landscape.

Other Alternatives Considered:

There are no recommended alternatives.

Financial/Operation Impacts:

There will be costs associated with the provision of public notice and for the registration of the designation by-law associated with this application which are covered by the existing Heritage Planning budget.

Consultations:

Property owner

Attachments:

Appendix A – Heritage Evaluation Report: 1884 Pigeon Lake Road



Adobe Acrobat
Document

Department Head email: lbarrie@kawarthalakes.ca

Department Head: Leah Barrie, Director of Development Services

1884 Pigeon Lake Road, Geographic Township of Emily

Heritage Designation Evaluation

Emily Township
CON 11 PT LOT 19
2024



Statement of Cultural Heritage Value or Interest

The subject property has been researched and evaluated in order to determine its cultural heritage significance under Ontario Regulation 9/06 of the Ontario Heritage Act R.S.O. 1990. A property is eligible for designation if it has physical, historical, associative or contextual value and meets any two of the nine criteria set out under Regulation 9/06 of the Act. Staff have determined that 1884 Pigeon Lake Road has cultural heritage value or interest and merits designation under the Ontario Heritage Act.

1. The property has design value or physical value because it:

i. is a rare, unique, representative or early example of a style, type, expression, material, or construction method:

The property is representative of a historic agricultural landscape in Emily Township. The property was first developed by non-indigenous settlers in the mid-1820s and the property has evolved from that period and is representative of the evolution of these landscapes from early settlement to the present day. The property includes both an early twentieth century concrete block farmhouse and barn, alongside limited fields, replanted forest lands and shoreline.

ii. displays a high degree of craftsmanship or artistic merit:

The property displays a typical degree of craftsmanship and artistic merit for a property of this type.

iii. demonstrates a high degree of technical or scientific achievement:

There are no specific technical or scientific achievements associated with this property.

2. The property has historical or associative value because it:

i. has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to the community:

The property has historic associations with the Peter Robinson settlement through its first owner, John Collins and his family. Collins arrived as part of the settlement scheme in 1825 with his family of ten and settled on this property which later passed through the hands of two of his children. Additionally, it has associations with the wider Irish Catholic community in Emily Township through its successive owners throughout the nineteenth and early twentieth century.

ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture:

The property yields information regarding the patterns of Irish Catholic settlement in Emily Township from the early nineteenth to early twentieth century through its succession of owners. Through these owners, it speaks to the impact of Irish Catholic settlers on the cultural

heritage landscape of the northern part of the township, highlighting the successive waves of settlement in the nineteenth century and the familial connections within the township.

iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to the community:

The designer or builder of the structures on the property are not known.

3. The property has contextual value because it:

i. is important in defining, maintaining or supporting the character of an area:

The property is important in maintaining the historic rural character of the majority of Emily Township. The township remains primarily rural and agricultural and is comprised of a mix of cultivated and forested lands on large historic land grants and including a mix of historic structures, such as barns and farmhouses.

ii. is physically, functionally, visually, or historically linked to its surroundings:

The property is historically linked to its surroundings as part of the historic agricultural development of rural Emily Township dating from the early nineteenth century.

iii. is a landmark.

The property is not a specific landmark.

Design and Physical Value

1884 Pigeon Lake Road has design and physical value as a representative example of a nineteenth century rural farm in Emily Township and as evolved cultural heritage landscape. First settled by non-Indigenous settlers in 1825, the property typifies the 100 acre parcels granted to settlers in the township throughout the first half of the nineteenth century, retaining its lot layout from the time of its land grant. Although it was extensively reforested in the late twentieth century, the property retains key features of a historic farmstead, including cleared property, an early twentieth century farmhouse, and historic barn. The house is an important example of a concrete block Edwardian Classical house in Emily Township, while the barn demonstrates the evolution of agricultural structures by the turn of the twentieth century.

1884 Pigeon Lake Road is located on the east half of lot 19 in concession 11 of Emily Township and is approximately 100 acres in size, typical of surveyed agricultural lots from the early nineteenth century. The property was first surveyed in 1818 as part of the broader survey of Emily Township at this time that divided the township into 200 acre lots. The lots were granted to non-Indigenous settlers in half lots of 100 acres throughout the township to clear and develop into farms. The subject property has remained in its original size and orientation since its survey except for the southeast corner of the property; this section was originally a small wetland, but the area of wetland has expanded with the rise in water levels of Pigeon Lake in the late nineteenth century due to the development of the Trent Severn Waterway and the development of critical infrastructure, including mills and their associated dams. This had made the land area of the property slightly smaller than when originally surveyed and created a different landscape on the south side of the property than initially, both before and after it was surveyed.

The property was cleared for agricultural use beginning in 1825 when it was first granted to non-Indigenous settlers. From this time period, it followed a typical pattern of farmstead evolution in Ontario. This included the creation of cleared areas for crop cultivation and grazing, retained wooded and wetland areas that were either retained to denote areas within the property or because they were not suitable for agriculture, and built heritage features, notably the farmhouse and the barn. The farm, as a landscape, evolved slowly over time, as vegetated areas were gradually cleared as the settlers were able to do so and new buildings were constructed and then replaced as families became more settled and grew in prosperity.

The layout of the farm fifty years after it was initially settled can be seen on the 1877 map of Victoria County. The farmhouse, which was likely not the original structure, was located on the north side of the property, where the current house is located and surrounding by orchards. The location of the barn is not indicated on this map but it was likely in close proximity to the house

and orchards. The extent of clearing is not indicated on the map but the 1877 assessment roll indicated 40 of 100 acres were cleared at this time. These were likely arranged in defined fields on the north half of the property, closest to the built features and furthest from the wetland on the south side of the property.

The property continued to operate as a farm well into the twentieth century. The farmhouse and barn were replaced around 1920 with the current extant structures. This is very typical of agricultural buildings on nineteenth century farms which underwent periods of evolution. The earliest buildings – both residential and agricultural – were rudimentary and log, serving a purely utilitarian purpose as settlers established themselves on the land. They were replaced as the farm family became more established with frame buildings and larger barns and, often, those residential buildings were then again replaced with masonry structures. The fields also evolved as more land was cleared although, generally, by the late nineteenth century, the layout of spaces for grazing and cultivation had been established. The field layout and orientation can be seen in the 1954 and 1965 aerial photos which shows the buildings in their current location and several distinct fields along the north half of the property. The fields are distinguished with wooded areas, with the wetland portion of the property clear in its southern area. When viewed in relation to the farms in the surrounding area, this is the typical pattern of development, with farm parcels including fields, built structures, wooded areas and, in some cases, water features included wetlands and streams.

This layout is typical of a nineteenth century 100-acre farm, with closely clustered built features, and fields defined by vegetated areas. The wetland area is distinct to this property but is resultant from factors other than human design. The property, however, has had some substantial changes since it was originally cleared, notably that most of the rear fields have been replanted as part of a broader rewilding approach to the property, leaving on the area at the north end of property around and immediately adjacent to the house and barn without tree cover. However, the outlines of the fields are still visible though differentiation in the tree species between the newly planted areas and the historic field edges, particularly when viewed in contemporary aerial photos. In its historic and continued patterns of settlement, clearance and usage, the property is demonstrative of the nineteenth century farmstead, and forms an evolved cultural heritage landscape. The property has evolved from a natural space prior to settlement, to a nineteenth century farmstead with its associated build heritage and landscape features, to a contemporary rural property that includes both features of the nineteenth century farmstead as well as modifications overtime, including its more recent rewilding.

In addition to the broader significance of the property as a cultural heritage landscape, the property contains an early twentieth century farmhouse and

barn of around the same time period. These two structures each, on their own, have cultural heritage value as representative examples of their respective structural types. The house, constructed around 1920, is a representative example of a concrete block Edwardian Classical farmhouse while the barn, constructed around the same time, is representative of turn of the century barn design when older, smaller agricultural structures were supplanted by larger buildings with gambrel roofs to accommodate increasing agricultural yields.

Concrete developed as a construction material throughout the second half of the nineteenth century. Although concrete had been used as far back as the Roman Empire where it was used extensively for infrastructure, it was not a widespread or traditional building material in Europe or North America. It was not until the seventeenth and eighteenth centuries that European architects and builders began to investigate the potential for a modern form of cement that could be used in both architecture and infrastructure with modest successes in the late eighteenth and early twentieth centuries.

In 1824, English mason Joseph Aspdin patented Portland cement, the first reliable artificial cement to be used in concrete construction. While this development occurred in the early decades of the nineteenth century, concrete was still not widespread as a building material as the formula and production methods were developed and refined throughout the nineteenth century. By the 1870s, Great Britain was the largest producer and exporter of cement and concrete products, although it was surpassed by the United States by the end of the century, a time in which cement and concrete production increased exponentially across both Europe and North America.

Until around 1900, concrete was primarily used for industrial construction, particularly when combined with structural steel to create reinforced concrete, which could support the large structures required in growing industrializing cities. It was, however, occasionally used in residential construction at least as early as the 1870s but was generally not seen as a preferred material for residential buildings, particularly detached and semi-detached housing. Concrete did, however, have several benefits, namely that it was relatively inexpensive, particularly when compared with stone, and it was fire resistant. It was not, however, easy to use as it generally had to be cast in place, or was integrated into other masonry buildings as architectural elements as opposed to being used for an entire structure.

This changed around the turn of the century with the development of technology to cast concrete blocks. Although there had been experimentation with this type of technology for several decades, a patent was filed in 1900 by Harmon S. Palmer in the United States for a cast iron machine to allow the mass manufacture of hollow concrete blocks and, with that, the technology

took off. Within the next ten years, companies had sprung up across North America manufacturing these construction components and they were quickly integrated into new buildings including residential structures. These blocks were extremely easy to make and the machines that made them were small enough to be used outside of a factory context; by 1905, mail order companies such as Sears were actually selling concrete block making machines for home use, allowing construction amateurs and individuals to manufacture concrete blocks for their own homes.

Around this time, concrete also began to become accepted as a material for residential construction, specifically because it was durable and because it was viewed as a cheaper alternative to stone. Designs for concrete block houses began to appear in patterns books in the early twentieth century and by 1910 were being offered as part of kit homes by Sears, a major provider of mail order home kits during this period that shipped house kits across North America. In order to create a less industrial look to these homes, the blocks were manufactured using pigments or with ornamental, rusticated faces in an attempt to mimic stone. Machines that people bought to make concrete blocks from places like Sears generally included moulds to make rusticated faces which would be oriented to the outside of the house. Large block manufacturer also produced rusticated blocks and regularly marketed them as “cast stone” or “rockface” blocks. As a result, concrete became substantially more popular as a building material during this period as, although still more expensive than wood, it was cheaper than stone in general, but it could also be cheaper than brick to lay because the blocks were larger, allowing people to construct masonry homes at a lower expense. It also allowed for the creation of ornate decorative elements, as concrete could be cast in a variety of mould to imitate decorative stone and terracotta work popular in Edwardian Classical architecture – the preferred domestic architectural style at the time – at a lower cost.

The use of rusticated concrete blocks for residential construction persisted from about 1900 to 1930, although there are certainly examples from after this period. It was often viewed as a construction material of the middle and lower middle classes; throughout this period, there was a significant amount of snobbery in architectural circles over the use of concrete blocks as a form of imitation stone but this did not lessen its popularity for modest and mid-sized homes across both Canada and the United States where it was used with regularity in both urban and rural settings.

The house on the property at 1884 Pigeon Lake Road is an excellent example of this construction type in rural Emily Township where there are few examples of rockface concrete block construction; other examples do exist in Kawartha Lakes and were constructed around the same time period. The house was constructed around 1920, at the height of the popularity of this

construction method and uses concrete blocks in a number of ways; the 1921 census shows that it was in place on the lot with 6 rooms occupied by the Twomey family who lived there. Standard plain face blocks have been used for the foundation, a common practice, while the bulk of the house was constructed with rockface blocks with a tooled edge and quoins accentuated by the use of panel faced blocks. All three of these block types were very common in the 1910s and 1920s and could be both purchased from manufacturers and manufactured by the builder using a home-use machine and its associated design inserts; all three of these design inserts were sold for use by amateur manufacturers. Concrete elements have also been used for lugsills and lintels, as well as the concrete piers for the porch on the front of the house and the chimney, while wooden elements are used for columns, railings, windows, soffits and fascia, as well as the dormers. The interior of the house is much as any other house from the early decades of the twentieth century with wooden trim and flooring and plaster walls; there is no evidence from the interior of the building of the house's primary construction material.

Stylistically, the house is built in the Edwardian Classical style which, as noted above, was the preferred domestic architectural style of the early decades of the twentieth century. By the late nineteenth century, European and North American architects were turning away from the flamboyant and medieval-inspired architecture of the Victorian period, in favour of a more subdued and restrained Classical aesthetic. Throughout the long Edwardian period, architecturally from about 1890 to 1930, Classical styles prevailed in domestic, commercial and institutional architecture. In institutional and public building design, in particular, this shift manifested with the reintroduction of exaggerated Classical features, such as columns, pediments, and porticos, and heavy decorative elements. In domestic design, however, the style was expressed more simply through selective application of Classical design elements to buildings with solid and regular massing.

Two primary domestic types emerged: the Edwardian gable front house and the Edwardian foursquare. The Edwardian gable front, defined by their large front gable and entrance porch, were more typically found in urban centres as their tall and narrow massing was suitable for narrow lots in cities and towns. Edwardian foursquares, of which the house on the subject property is a representative example, were more commonly found in both urban and rural locations, with massing that could suit either a city lot or a farm, as can be seen in the subject property.

Edwardian foursquares were typically constructed on a square plan with a wide-eaves hipped roof and symmetrical massing and included two full storeys plus a half storey in the attic illuminated by dormer windows. These houses typically had a verandah across the full width of the front of the house where the primary entrance was located although occasionally, as is the case in the

subject property, the verandah was inset into the corner of the front elevation; the house at 1884 Pigeon Lake Road also includes an upper storey balcony which is uncommon but not atypical of this house type. Generally, these houses have a limited amount of decoration with a few Classical elements to associate them with the wider Classical stylistic type. These features typically include porches with columns and entablatures and heavy lintels and lug sills, as can be seen on the subject property. Edwardian foursquare houses are extremely common across Ontario, particularly in urban areas where houses of this style were constructed with regularity, particularly throughout the 1910s and 1920s.

The house is representative of this stylistic form and a good example of the use of the Edwardian Classical style in rural Emily Township, although aspects, such as the inset porch and balcony, are unusual for in a foursquare house. The use of concrete in an Edwardian foursquare, however, is not uncommon. While most examples of this house type in Ontario are built of brick, they were also built with concrete blocks on a relatively frequent basis. The rise of the Edwardian Classical style corresponded directly with the development of concrete blocks as a viable material for residential construction. When looking at both extant examples of the construction material as well as designs in pattern books for concrete block homes, most of these were designed in the Edwardian Classical style because they rose to popularity at the same time in the early twentieth century.

In addition to the house, the property also contains a turn of the century barn. The barn is believed to have been constructed around 1920, at about the same time as the house, and is a representative example of a gambrel roof barn constructed around this period. The barn, as with many other barns constructed around this time, includes a lower masonry storey stable and an upper loft, constructed using post and beam and with a gambrel roof. It shows how barns were constructed on Ontario farms in the late nineteenth and early twentieth century and the evolution of agricultural buildings during this period.

The earliest barns, and likely what was constructed originally on this property when it was settled in 1825, were rudimentary structures. Generally one to one-and-a-half storeys in height, they were built quickly and, to today's viewers, would not be recognizable as a barn, but more closely resemble a medium sized shed. Roughly constructed, they were intended to house the limited number of livestock and feed that early settlers had. They were recognized as temporary buildings and usually constructed on a rectangular in log with either shed or gable roofs, with the understanding that they would be replaced by larger and more permanent structures as farms grew and prospered.

By the mid-nineteenth century, these rudimentary barns were being replaced with larger structures, generally of frame or post and beam construction with a

stable on the lower level and hay loft above. The stable was constructed from rubble stone and around seven feet in height, while the hay loft was erected above with wood construction. Sizes and shapes of these barns varied but, even in the mid-nineteenth century, were still usually fairly small, reflecting the still limited amount of livestock and more localized nature of farming at this time; farming was still primarily subsistence employment at this time in central Ontario and farms did not produce as much or have as much livestock as they would by the end of the century. It was around this time that the first bank barns in Ontario emerged, with the stable portion of the building integrated into the slope of a hill, where the landscape allowed it, to take advantage of the terrain to allow for at grade entrance into the barn from both levels. Most of these barns were still fairly simple structures with a gable roof and a rectangular plan and, with exceptions, were not overly large, but were still larger than their early log predecessors and more functional as part of a working mid-nineteenth century farm.

By the later decades of the nineteenth century, however, changing economic conditions charged farmers with the need for new barns and agricultural structures. By this period, farming, in most areas of southern and central Ontario, had evolved beyond a subsistence activity and into a business. Farms were producing more and selling their products further afield, leading to greater prosperity and the ability to expand their operations. Most farms at this time had more horses than previously as they worked more land than fifty years before and, as a result, need to house them and their feed, alongside that for cattle, pigs and other livestock. Mid-century barns were no longer adequate for their need and, from about 1880 to 1920, there was a significant uptick in the construction of new barns across the region to support increasingly large and prosperous farms. Some farmers simply added a wing onto their existing barn, but many built new.

The barn of the late nineteenth and early twentieth century was, in many ways, similar to its immediate mid-nineteenth century predecessor, but larger and consistently constructed using post and beam construction to accommodate for their size. The stable was housed on the lower level, in both bank and conventional arrangements, with the hay loft above; in some cases, as with the barn on the subject property, earthworks were undertaken to create a bank for at grade access to the hay loft. While they were most often constructed on a rectangular plan, both T- and L-shaped plans were also used, particularly on larger farms where additional space was required. These barns generally either had a gable roof, like their predecessors, or a gambrel roof, a relatively new design feature in barn design that emerged in the late nineteenth century.

Gambrel roofs had first appeared on residential, commercial and institutional architecture in North America in the seventeenth century. Examples exist in the eastern United States from the mid-1600s and in Atlantic Canada from the

early 1700s; the oldest documented house in Nova Scotia, the de Gannes-Cosby house in Annapolis Royal, is constructed using this roof form. This roof line was prized because it maximized useable attic space and often features dormer windows to let light into the attic of the house. It had fallen out of favour in residential construction by the early nineteenth century but, by the end of that century, had found favour in barn construction for the same reason it was favoured in residential architecture: the addition of space within the roofline. With a gambrel roof, the hayloft was given additional volume without increasing the height of the sidewalls, allowing more hay to be stored within the barn on a similar footprint and height. Although gambrel roofs were more difficult to construct, their advantages from a storage perspective made them extremely attractive for farmers. They were also seen as being more windproof because of their roofline and could also be balloon framed, although many farmers in the late nineteenth and early twentieth century continued to use traditional post and beam construction to erect barns of this style.

The extant barn on the property is highly typical of this type of gambrel roof barn from the turn of the twentieth century. This example is not particularly large but exemplifies the larger agricultural structures constructed in the late Victorian, Edwardian and interwar periods. It is built using post and beam construction with rough hewn, squared timbers throughout; the rafters and some of the smaller beams are rounded timbers while sawn lumber has been used for the knee braces and interior partitions. The stable walls are constructed from concrete, typical of this period when, as is evidenced by the house, concrete construction was increasing in popularity and accessibility across North America. It is built on a rectangular plan, as were most barns from this period. It is not known what this barn replaced, but there were certainly agricultural buildings on the property prior to the construction of the current barn. It is likely that it is the third generation of agricultural buildings on the property, replacing structures from the early and mid-nineteenth century, as the farm grew and developed.

Overall, the property has layers of design and physical value, both as a whole and through its individual built elements. As a whole, the property is representative of a nineteenth century 100-acre farm in Emily Township, despite changes to the landscape through the water level changes to Pigeon Lake and the more recent late twentieth century rewilding of large portions of the property. It is demonstrative of this type of evolved cultural heritage landscape through its build heritage elements, including the house and barn, the lot size and orientation, and its field layout, both former and current. Its two primary built elements, the house and barn, also exhibit cultural heritage value of their own as representative example of early twentieth century residential and agricultural building design trends.

Historical and Associative Value

1884 Pigeon Land Road has historic and associative value through its pattern of settlement throughout the nineteenth and early twentieth century. First settled by non-Indigenous settlers in 1825, it was originally occupied by John Collins, who arrived in Emily Township as part of the Peter Robinson settlement and subsequently by other Irish Catholic settlers and families who arrived in Emily Township throughout the nineteenth century and occupied the property into the twentieth century. Through this pattern of settlement, the property yields information regarding Irish Catholic settlement in northern Emily Township throughout the nineteenth century, its impact on the landscape and the demographics of the community.

The area on in which the subject property is located did was not settled by non-indigenous people until the early nineteenth century. The land, located on the western side of Pigeon Lake, is the traditional territories of the Michi Saagiig Anishinaabe who occupied the land prior to the arrival of non-Indigenous settlers. There is not a specific narrative of occupation for the subject property itself but both oral histories and archaeological sites in the surrounding area speak to their long-standing occupation and traditional uses of the area. It is important to note that the landscape changes to this and surrounding properties as a result of the rising water level of Pigeon Lake have changed the pre-settlement landscape and may have obscured records of Indigenous occupation. With the arrival of non-Indigenous people in the area and the influx of settlement into Ontario, the government of Upper Canada sought to make treaties with the Michi Saagiig to coopt their lands for settlement. The property, as with the surrounding area, was included as part of the land negotiated as part of the Rice Lake Treaty, signed in 1818 by colonial government representatives and Michi Saagiig chiefs, with the ultimate colonial goal of removing the Michi Saagiig claim to the land and instead support the transition of the environment into an agricultural landscape settled by non-Indigenous Europeans.

Emily Township was first surveyed for non-Indigenous settlement between October and December 1818 by government surveyor Samuel Wilmot as part of a broader survey effort in the Newcastle District to layout lots for settlement in Emily, Manvers, Cavan, Monaghan and Smith Townships. It is notable that this surveying, alongside that in adjacent townships, was initiated prior to the signing of the Rice Lake Treaty. When the lots were surveyed, as elsewhere, the half lots to be granted to settlers were around 100 acres, but these lots varied in size throughout Emily, in large part due to broken frontages along waterbodies, as well as large swampy areas that cut into arable land; this was the case for Lot 19 in Concession 11 – the subject property, where the southeast corner of the lot was primarily wetland.

The first lots in Emily were granted in 1819, but these were primarily located in the first six concessions in the south of the township and the earliest settlers arrived around this time. Over the next several years, more settlers gradually arrived in the southern portion of the township and around what is now Omemee, where a mill was established in 1825 by William Cottingham. The majority of these early settlers were Protestant and Irish, primarily from Armagh, Fermanagh and Cavan in the north of Ireland and had been directed by British land agents to Cavan and Emily Township in the Newcastle District.

The landscape of settlement changed substantially in 1825 and 1826 with the arrival of the Robinson settlers, a large group of Irish Catholic settlers, primarily from Cork, Kerry, Limerick and Tipperary, who came to Upper Canada as part of a planned settlement scheme pioneered by businessman and politician Peter Robinson. The early nineteenth century had brought significant economic challenges and societal upheaval to rural Ireland which was faced with massive over population, a decreasing market for Irish goods, and a potato crop failure in 1821; as a result, the idea came forward for a scheme of assisted emigration for rural Irish Catholic families to Upper Canada. Not only was a scheme of this type seen to help alleviate the challenges faced by large numbers of destitute tenant farmers in Ireland, it also provided an opportunity to populate the sparsely populated back townships away from Lake Ontario. Once in Upper Canada, Families would receive land, supplies and equipment and would be required to clear and cultivate the land. Once 20 acres of the land was cleared and under cultivation and they had lived there for five years, they would be granted the patent for their property. In response to the introduction of the scheme in Ireland, Robinson received thousands of applicants from families willing to emigrate and in 1823, the first group of just under 600 settlers departed on two ships from Cork for the Bathurst District (Lanark). The second group of settlers, comprised of just over 2,000 people on nine ships, left Cork in May 1825 bound for the Newcastle District where they were primarily settled across seven townships: Emily, Gore of Emily, Otonabee, Douro, Asphodel, Smith and Ops, although some settled elsewhere or stopped in settlements including Montreal and Cobourg. Of these, the over half of the families settled in Emily Township and Gore of Emily, later renamed Ennismore Township. These settlers were Catholic and primarily came in large family groupings with parents and children ranging from infants to young adults and sometimes including extended family members including grandparents, aunts, uncles or cousins. The majority had been farmers in Ireland, although Robinson allowed for a certain numbers of tradesmen as well.

The settlers arrived in Montreal then proceeded to Cobourg and then Peterborough, then known as Scott's Plains and later renamed in honour of Robinson, in the early fall of 1825. The group, now around 1,900 people, erected shanties nearby the small settlement and waited to receive their land throughout October and November of 1825; Robinson was criticized for

settling the families on their lands so late in the year when they would be unable to do much on their lands with the coming winter. Each head of family – generally the husband and father – was assigned 100 acres of land, as were most boys aged 18 and over. Just over 400 land grants were given out, with the majority of land – 13,800 acres – in Emily Township, by far the largest portion in any of the townships where land grants were made. In addition to their land grant, families were given set rations for the next eighteen months on a per person basis, including 1 pound of salt pork and 1 pound of flour per adult per day, with smaller rations for children. Families also received seed potatoes, seed corn, a cow, a handsaw, a kettle, an iron pot, an auger, axes, nails, gimlets, and hoes.

The subject property was granted to John Collins and his family in November 1825 who travelled from Peterborough to Emily Township and settled on the east half of Lot 19 in Concession 11; they had left Cork on May 11, 1825, travelling on the *Albion*, one of the smaller ships commissioned by Robinson to bring the settlers to Canada. John Collins is recorded in the ship's surgeon's list as being "rather dirty & of an unhappy temper." Collins' family, like many families who were part of the Robinson scheme, was large, consisting of Collins, who was around 40 years old, his wife Johanna and their eight children ranging in age from 1 to 20: Michael, Timothy, John, Catherine, Edmund, James, Bridget, and Maurice. Their son Timothy also received a grant of land, the west half of Lot 6 in Concession 11, but he is recorded as travelling and living with his parents and siblings in these early days.

Collins received the Crown Patent for the land around 1831, indicating that he had, by this time, cleared twenty acres of the property and it was under cultivation. A home of some variety was certainly erected on the property by this time, and likely outbuildings for tools and livestock. The property likely resembled most other Robinson homesteads in the area as the family gradually worked together to clear the land and begin to farm. Farm specific statistics are not available for this early period of settlement but broader comparisons of the output of Irish Catholic farms across the Trent Valley show a high reliance on potatoes, turnips and corn in the years immediately following the Robinson settlement, with wheat production increasing dramatically by the middle of the nineteenth century as more land was cleared and become the primary crop in the area by the 1851 census. With regard to livestock, hogs were and remained throughout the nineteenth century as the most common non-poultry farm animal, but this was the case across Ontario where there was a high reliance on pork as a significant part of the majority of people's diets for most of the nineteenth century.

John Collins died prior to the 1851 census but it not known when or in what circumstances. By 1851, Johanna Collins was a widow and living with her daughter Bridget. Bridget had married Denis Houlihan, likely around 1840, who

had also come to Emily Township as a child as part of the Robinson emigration scheme and with whom she had four children – Margaret, James, Timothy, and Denis. However, Denis had also died by the 1851 census and Bridget herself was a widow with four young children. Unlike many nineteenth century widows, Bridget took over her husband's family's farm on Lot 8 in Concession 10 and her occupation is listed as farmer in the 1851 census and as the head of household in the agricultural census. This was far from common practice. At this time, most widows were taken in by one of their sons and his family or another male relative and legally considered dependants. It was very rare for a woman to inherit a farm in this way and continue to operate it on her own but the census indicates that this is the path that Bridget took.

The original Collins farm itself appears to have been in a period of flux at this time. The farm passed from John Collins to his youngest son, Maurice in 1847, possibly around the time of the elder Collins' death. However, Maurice appears in the Ennismore census in 1851 and was likely farming there by the 1840s. As a result, in 1850, the farm passed to Bridget Houlihan in 1850, by then widow and already farming 100 acres elsewhere in the township. By this time, both Michael and John Collins, the younger, were married with their own farms and families in the township; John had taken over the land grant given to his brother Timothy, receiving the patent in 1854, nearly 30 years after it was granted. Timothy is believed to have died in Peterborough around 1842, while the whereabouts of Catherine, Edmund and James are not known. This dispersion of the children of the Robinson settlement families is very common. With large families, some stayed in the townships they settled in, while others moved to townships nearby and others dispersed to communities throughout Ontario and into the United States.

The impact of the Robinson settlers on Emily Township, however, was extremely significant. About 150 land grants were given out in the township to families who came as part of the settlement and they had a profound impact on local demographics. Whereas Emily's earliest settlers were mostly Protestant, the Robinson settlers brought large numbers of Catholics to the township which began a rapid change in demographics. In the earliest part of the century, Anglicans were the largest denomination and they settled primarily in the southern part of the township and were heavily concentrated around Omemee. However, by the mid-nineteenth century, Catholics – most of whom were Irish – and Anglicans each had around 1,000 adherents in Emily and Catholics quickly surpassed their Protestant counterparts and, by the end of the nineteenth century, were concentrated largely in the northern part of the township, concentrated around the predominantly Catholic settlement of Downeyville and St. Luke's Catholic Church, where the original Robinson settlers had received their land grants. This Catholic population was made up of both the Robinson settlers, their descendants and more recently arrived Catholic settlers, many of whom came to Emily Township in the 1840s at a

time of mass emigration from Ireland and settled in an area where there was already an established Catholic population. This concentration of Catholic settlers together in northern Emily Township is typical of denominational settlement patterns across Ontario, including in Emily and the surrounding townships, where Catholics and Protestants had a tendency to settle separately, reinforcing denominational and cultural differences between groups of settlers.

In 1857, Bridget sold the property to Thomas Brennan. Brennan was born in County Sligo, Ireland around 1826 to Thomas Brennan and Honora McCarrick and was the owner of the farm, along with his wife Ellen Guiry, for about 10 years. Information regarding Brennan's arrival in Canada is not known. Another Brennan family, Alexander and Catherine Brennan, along with a son, also named Thomas born in 1827, arrived in Ontario from Ireland around 1831. Five more children – Alexander, Margaret, John, Catherine and Ellen – were eventually born to the family between 1831 and 1844. It is not known where they originally settled but, in 1845, Alexander Brennan purchased the north half of lot 21 in concession 13; the Brennans also eventually purchased the adjacent north half of lot 20. They arrived at a time of gradual, but steady population increase in Emily Township in the late 1820s and early 1830s as more settlers, primarily Irish Catholics, arrived and took up land. It is likely that Thomas Brennan, the owner of the subject property, was a cousin.

Thomas Brennan's marriage to Ellen Guiry is recorded in the St. Luke's parish register on May 11, 1854, with Alexander Brennan as one of the witness, indicating a familial connection; the first church at Downeyville was built in 1835 as a log structure which served the Catholic population until the new church, the core of the current building, was erected between 1857 and 1858. Ellen Guiry, then aged 19, was also born in Ireland in 1835 and came to Emily Township at an unknown date with her parents, Michael Guiry and Mary Breslane and sister Margaret. They appear to have first settled in Ops in the early 1840s, where two boys, Michael and John were born in the early 1840s. The wider Guiry family owned several farms in Emily Township, although the relationship between Ellen Guiry and the broader family tree is not fully known. Ellen, at the time of her marriage, was an orphan; both her parents died in November 1847 and are buried at St. Luke's. She is listed by herself, age 16, on the 1851 census in the home of James Collins, a tavern keeper, and was probably a servant in the home. Her sister Margaret, then 11, is listed as a servant in another home and her brother Michael later appears as a hired boy elsewhere.

The couple's first home after their marriage is not known but by, 1857, had purchased the farm from Bridget Houlihan, taking out a mortgage from her for £82 pounds against the £112 pound purchase price. By 1861, they had four children – Michael, Thomas, Mary and Hannah – and had the farm well in hand,

with sixty acres under cultivation, and the farm and its products valued at \$2000, a high value for the time. The 1861 census shows the yields of the farm for the previous year, which were of a similar size to surrounding farms, including 150 bushels of fall wheat, 300 bushels of spring wheat, 100 bushels of peas, 180 bushels of oats, 200 bushels of potatoes and 150 bushels of turnips.

Additional mortgages were taken out on the property in 1860 and 1866, likely to build a new house for their growing family and replace the older house on the property which was constructed from log and still extant in 1861. However, by the end of the latter year, Ellen Guiry had died. The cause and exact date of her death is unknown, but Thomas is listed as a widower on the abstract book for the register in that year and soon sold the property. It is likely that with a hefty mortgage and a young family, Brennan was not able to cope with the familial and financial burdens of the farm; his mortgage was not discharged until 1871, five years after the property was sold. It is not known where Brennan moved to, although his son Thomas later appears in the Emily Township census with his mother's sister, so it is likely that the family stayed within the general area of the township.

The property was sold to Timothy Crowley in late 1866. Crowley was related to the Brennans through marriage; his wife, who he married in 1857 at St. Luke's Church in Downeyville, was Margaret Mary Brennan, the oldest daughter of Alexander and Catherine Brennan and cousin to Thomas Brennan. Before purchasing the property from Thomas Brennan, the young couple lived first lived with Thomas Brennan, Timothy's father, with whom they appear in the 1861 census, before moving to farm on the Brennan property where Catherine Brennan, now a widow, lived in the mid-1860s. It is possible that, when Thomas Brennan needed to sell the property, it was offered to his cousin and her husband, with a growing family and in need of their own establishment.

Crowley, as with the former owners of the property, was Irish and Catholic. Born in County Clare in 1829, he was the second of five children of Thomas Crowley and Jane Moore. In 1847, the family came to Canada, including both parents and all five children, then between the ages 23 and 9. They appear to have settled immediately in Emily Township; Mary, the oldest daughter was married at St. Luke's in 1850, to Thomas O'Dwyer of Emily Township.

The Crowleys arrived in Emily as part of a wave of Irish immigration to Canada in the wake of the Great Famine. The Great Famine, also known as the Irish potato famine, was a period of starvation and social upheaval in Ireland lasting from approximately 1845 to 1852 that profoundly impacted both Ireland and English-speaking locations across the globe. The central cause of the famine was a potato blight which severely impacted potato crops across Ireland; the potato, at the time, was the primary food source of the majority of people in the country, particularly in rural areas where tenant farmers subsisted on them.

As a result, widespread starvation swept across Ireland with the poorest and more rural areas the most impacted. However, as had been the case when the Robinson settlers set sail just over two decades before, the economic situation of Ireland was poor and the British government doing little to alleviate the challenges faced by tenant farmers, massively exacerbating a significant crop failure. During this period, around 1 million people died and 1 million more left the country, primarily to Canada, the United States, Australia and New Zealand, and the population of Ireland dropped around 25%.

County Clare, where the Crowleys originated, was one of the worst impacted counties on the island, with one of its highest death rates and the most evictions of any county in Ireland in 1851. Although there was less emigration from the county when compared to others, specifically because most of its occupants were too poor to pay for the cost of transport elsewhere, the county still saw a 30-40% reduction in population in its rural areas. The Crowleys were part of the emigration from the county, during this period, leaving Ireland for Canada in 1847, the worst year of the famine, along with around 100,000 other people from Ireland who arrived in Canada in 1847 alone.

Unlike in the United States, where most Irish immigrants who came during the Famine period settled in urban areas, the majority of Irish immigrants who came to Canada during this period settled in rural areas. This was certainly the case in Ontario where many cities, such as Toronto, had significant Protestant populations and large numbers of members of the Orange Order, making anti-Catholic bias rife within these centres. For immigrants such as the Crowleys, it was beneficial to seek out areas where Catholics were also settled and established, such as in north Emily Township which was almost an exclusively Catholic area. As it had been throughout the 1830s and early 1840s, the desire to settle near ethnically and religiously similar people continued and newly arrived Irish Catholics continued to arrive in Emily Township and take up farms there.

Timothy Crowley was 18 years old when he arrived with his parents in Emily Township and lived there until his death in 1911 at the age of 81. The majority of his life was spent on the farm at lot 19 in concession 11 after its purchase in 1866. Timothy and Margaret Crowley had five children raised on the property: Jane, Catherine, Thomas, Margaret and Elizabeth Ann. The farm grew and prospered. By 1871, the farm had sixty acres cleared, as it had under Thomas and Ellen Brennan, as well as four cows, four sheep, two hogs and two horses, a good number of livestock for a farm at this time. The farm continued to operate around these levels until and after Timothy's death when the farm passed to his son Thomas in 1911. Unfortunately, Thomas died soon after in 1917 at the age of 50 and without a family of his own and the farm passed on again, this time to his sister Jane.

Jane sold the property in 1918 to young farmer Angus Twomey. Twomey was 21 years old and unmarried, and the property was purchased by Twomey alongside his parents, Thomas Twomey and Margaret Ann Sullivan. Despite the sale, however, the property still remained within the family: Angus Twomey's maternal grandmother Catherine Brennan was the younger sister of Margaret Brennan, the wife of Timothy Crowley and his mother Margaret was Thomas and Jane Crowley's first cousin. His father's family had originally immigrated to Ennismore, but Thomas Twomey had moved to Emily when he married Margaret Sullivan, representative of the relatively fluid Irish Catholic population between the two areas; Angus Twomey himself an Irish Catholic would marry a woman from Ennismore, Bernice Scollard, in 1927, also a Catholic of Irish descent.

The progress of ownership of the property in the 100 years from 1825 to the mid-1920s demonstrates a number of key themes in the settlement patterns of northern Emily Township. First and foremost, it reinforces the heavily Irish Catholic demographic of this area of Kawartha Lakes. Every owner of the property in its first 100 years of non-indigenous occupation was both Catholic and either born in Ireland or of Irish descent, reflecting the broader demographic of northern Emily where the vast majority of settlers were of this ethnic and denominational group, moving between farms within the Catholic area and marrying within their own community. This is in stark contrast to southern Emily where most settlers were Protestants, although many were also Irish, but primarily from the heavily-Protestant north of Ireland. Consistently throughout the nineteenth and early twentieth century, these communities settled apart and this separation is starkly evident in both Emily Township as a whole and as a microcosm within the subject property. The Catholic population in northern Emily was significant and large, comprising over half of the township's population by the turn of the twentieth century and centred around parish life with St. Luke's Church, in both its earlier and current form.

The property also yields information regarding the waves of Irish settlement in Emily Township throughout the first half of the nineteenth century. Although the Irish Catholic population of the northern part of the township was an ethnically and religiously homogenous population, there was no one consistent settlement story across the township, as is evidenced by the successive owners of the property, and their families, and their routes to the township throughout the second quarter of the century. There were three primary narratives of immigration evidenced through this property. The first was through the organized settlement scheme of the Robinson settlement, which formed the initial influx of Irish settlement in northern Emily, as evidenced by the original non-indigenous settlers on the property, the Collins family who arrived are part of this planned settlement scheme and were initially settled on this property. The second is through the unorganized emigration from Ireland

that occurred beginning in the mid-eighteenth century; emigration from Ireland beginning around the Napoleonic Wars in response to local economic and social conditions; in the years between the end of the Napoleonic Wars in 1815 and the beginning of the Great Famine in 1845, it is estimated that 1.5 million people left Ireland for the New World. Not all of these emigrants during this period were Catholics, but many of them were and those like the Brennans and Guirys gradually came to North America on their own and settled in areas like Emily where there was an existing and established Irish Catholic population. The final narrative of settlement was through the mass relocation of Irish families as a direct result the Great Famine. Although Irish immigration had been occurring throughout the century, this last wave was the largest, and most well-known and brought huge numbers of Irish immigrants to Canada over a very short period of time. Families like the Crowleys represent a snapshot of this mass immigration event, demonstrating the patterns of settlement as a result of the Famine where new Irish families arrived to and settled in areas of ethnic and denominational similarity. It also demonstrates the success of many famine immigrants after arrival in North America; broader studies of Irish immigration to Canada from this period have shown the success of famine-era arrivals once they were able to arrive in communities and settle on farms and the long tenure and prosperity of the Crowleys on the property speaks to this trend.

The property also reinforces the deep and continuing familial connections present in Emily Township from the first half of the nineteenth century. Catholic Emily was, and remains in many respects, a tight and interconnected community, in large part due to its shared historic, cultural and religious values. Not included the original Collins occupation, the property, between 1857 and 1927, remained within the same extended family, connected through the wider Brennan family, including Thomas Brennan and the husbands and descendants of his cousins, Margaret and Catherine Brennan. Although the property changed hands and was sold several times throughout this period, its pattern of occupation demonstrates how the large Catholic families in nineteenth and early twentieth century Emily were interconnected with one another through marriage and property, alongside their country of origin and religious affiliation.

Contextual Value

1884 Pigeon Lake Road has contextual value as a contributing feature to the historic, rural agricultural landscape of Emily Township. The property, which was first settled by non-Indigenous people in 1825, is located in Emily Township's rural area which is characterized by farmland, forest, wetlands and historic agricultural buildings and itself supports these land uses across approximately 100 acres of property. In general, the historic survey patterns in this area have been retained, as have a variety of built and natural features that

reinforce the area's rural character. Although the subject property has been extensively replanted since it was originally cleared for agricultural purposes, the continued existence of its historic residential and agricultural structures, as well as cleared areas support its continuing value as a former agricultural property and a supporting feature in the wider landscape.

Emily Township was first cleared for non-Indigenous settlement beginning in the early 1820s. Surveyed in 1818 into rectangular lots along concession lines, the first settlers in the township arrived in the early 1820s and primarily settled along its southern concessions and near the present-day site of Omemee, on 100 acres parcels. The area in which the subject property is located, in the northern half of the township, received its first settlers in 1825 with the arrival of the Robinson settlers who received land grants throughout the area, including for the subject property. Over the next century, the land, which until that time was primarily forested, was extensively cleared to make way for agricultural use. Clearing was gradual throughout the second quarter of the nineteenth century but, by the end of the century, most farms had in the realm of thirty to seventy acres cleared, dependant on the topography of the land, waterbodies, and the uses of the farms. Nearly all of the farms had retained woodland areas while others had substantial portions of swampland that could not be used for agriculture, resulting in a landscapes mixed with agricultural lands and areas of natural woodland and wetland, with the latter particularly present near Pigeon Lake, the Pigeon River, and Emily Creek. These vegetated areas were punctuated with built features, including farmhouses and barns that spoke to the non-Indigenous occupation of the landscape.

The landscape as it exists today has retained those settlement patterns and natural and built elements. The survey pattern of the township, particularly away from the waterfront, has remained effectively the same with a consistent lot layout from the nineteenth century, as has its predominant use for agriculture on 100 to 200 acre parcels. As in the nineteenth century, these lots are a mix of cultivated and forested land, although the proportion of forest land has increased since the late nineteenth century; this is particularly the case on the subject property which was extensively reforested in the late twentieth century. A substantial number of historic built resources also remain extant, including both farmhouses and agricultural buildings, from the late nineteenth and early twentieth century which reinforce the historic agricultural landscape of the township.

The subject property has retained its historic boundaries from the original land grant in 1825, as well as its historic built features from the early twentieth century, with a farmhouse and barn both constructed around 1920. Although the property has been substantially reforested since the nineteenth century and its original agricultural settlement, it retains cleared land on the north side of the property in close proximity to its historic agricultural structures that

speaks to its historic use and fits within the broader landscape context. Through these retained landscape features, it supports the broader character of northern Emily Township and its historic nineteenth and twentieth century uses.

The property also has a specific relationship to Pigeon Lake, which it borders on its south side. The southern portion of property is primarily wetland along the western shore of the lake. This is a significant landscape change from the early nineteenth century. When the land was first settled, this portion of the property was wetland along what was then Pigeon Creek, but the portion of wetland was much smaller. The level of the lake rose in the late nineteenth century with the construction of dams along the water system to facilitate both the development of the Trent Severn Waterway and critical settlement infrastructure such as mills. As a result, a substantial portion of this land was flooded and has developed into the large wetland that currently exists; the 1888 Assessment Roll noted that there were 25 acres of drowned land on the property, equivalent to around a quarter of its total area, where earlier maps and surveys show a substantial smaller portion of wetland within its southeast corner. This relationship has defined the development of the property since the late nineteenth century, and it retains this key relationship with the adjacent waterbody.

Summary of Reasons for Designation

The short statement of reasons for designation and the description of the heritage attributes of the property, along with all other components of the Heritage Designation Brief, constitute the Reasons for Designation required under the Ontario Heritage Act.

Short Statement of Reasons for Designation

Design and Physical Value

1884 Pigeon Lake Road has design and physical value as a representative example of a nineteenth century rural farm in Emily Township and as evolved cultural heritage landscape. First settled by non-Indigenous settlers in 1825, the property typifies the 100 acre parcels granted to settlers in the township throughout the first half of the nineteenth century, retaining its lot layout from the time of its land grant. Although it was extensively reforested in the late twentieth century, the property retains key features of a historic farmstead, including cleared property, an early twentieth century farmhouse, and historic barn. The house is an important example of a concrete block Edwardian Classical house in Emily Township, while the barn demonstrates the evolution of agricultural structures by the turn of the twentieth century.

Historical and Associative Value

1884 Pigeon Land Road has historic and associative value through its pattern of settlement throughout the nineteenth and early twentieth century. First settled by non-Indigenous settlers in 1825, it was originally occupied by John Collins, who arrived in Emily Township as part of the Peter Robinson settlement and subsequently by other Irish Catholic settlers and families who arrived in Emily Township throughout the nineteenth century and occupied the property into the twentieth century. Through this pattern of settlement, the property yields information regarding Irish Catholic settlement in northern Emily Township throughout the nineteenth century, its impact on the landscape and the demographics of the community.

Contextual Value

1884 Pigeon Lake Road has contextual value as a contributing feature to the historic, rural agricultural landscape of Emily Township. The property, which was first settled by non-Indigenous people in 1825, is located in Emily Township's rural area which is characterized by farmland, forest, wetlands and historic agricultural buildings and itself supports these land uses across approximately 100 acres of property. In general, the historic survey patterns in this area have been retained, as have a variety of built and natural features that reinforce the area's rural character. Although the subject property has been extensively replanted since it was originally cleared for agricultural purposes, the continued existence of its historic residential and agricultural structures, as

well as cleared areas support its continuing value as a former agricultural property and a supporting feature in the wider landscape.

Summary of Heritage Attributes to be Designated

The Reasons for Designation include the following heritage attributes and apply to all elevations, unless otherwise specified, and the roof including: all façades, entrances, windows, chimneys, and trim, together with construction materials of wood, brick, stone, stucco, concrete, plaster parging, metal, glazing, their related building techniques and landscape features.

Design and Physical Attributes

The design and physical attributes support its value as an nineteenth century evolved agricultural landscape, as well as the value of the house as a representative example concrete block Edwardian Classical architecture and the value of the barn as a turn of the century agricultural building.

Property

- Lot configuration
- Presence and relationship of house, barn, cleared areas, woodland, and wetlands
- Frontage onto Pigeon Lake Road
- Remaining evidence of field configuration
- Views within the property of elements including the house, barn, cleared areas, woodland, and wetlands

House – Exterior

- Two-and-a-half storey concrete block construction
- Rock face concrete blocks with tooled edges
- Hipped roof
- Dormers
- Panel faced concrete blocks
- Inset entrance porch and balcony including:
 - Square columns
 - Concrete piers
 - Entablature
 - Balustrade
- Fenestration including:
 - Sash windows with fixed multi-pane top sash
 - Grouped and single windows
 - Dormer windows
 - Concrete lintels
 - Lug sills
- Entrance and door

House – Interior

- Two-storey centre hall plan
- Staircases
- Wood flooring
- Trim
- Moulding
- Decorative grates

Barn

- Gambrel roof
- Timber frame construction including:
 - Squared posts
 - Squared beams
 - Round beams
 - Knee braces
- Ladders
- Sawn lumber granary
- Barn doors
- Vertical plank cladding
- Wide plank flooring
- Concrete stables including:
 - Doors
 - Fenestration

Historical and Associative Value

The historical and associative attributes of the property support its value in showing the pattern of settlement of Irish Catholic families in northern Emily Township throughout the nineteenth and early twentieth century.

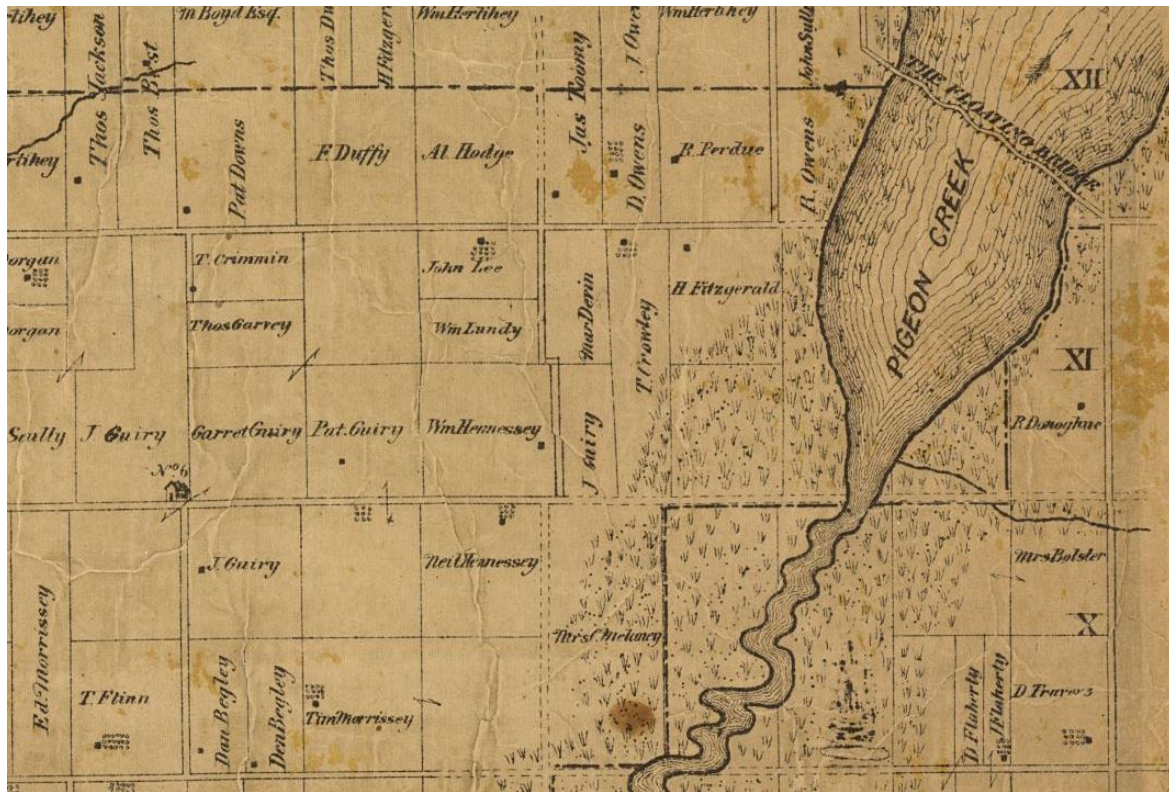
- Associations with the Robinson settlement
- Associations with additional waves of Irish settlement in Emily Township
- Local family histories associated with the property through the Collins, Brennan, Crowley and Twomey families

Contextual Value

The contextual attributes of the property support its value as a contributing feature to the historic agricultural landscape of rural Emily Township.

- Location along Pigeon Lake Road
- Frontage onto Pigeon Lake
- Proximity to rural lots of a similar age and size
- Views of the property from Pigeon Lake Road

Images



1877 Victoria County Map



1965 Aerial Photo, Trent University Aerial Photo Collection









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Municipal Heritage Committee Report

Report Number:	KLMHC2024-032
Meeting Date:	May 2, 2024
Title:	Municipal Heritage Committee Correspondence
Description:	Correspondence sent on behalf of the Committee by the Chair
Author and Title:	Emily Turner, Economic Development Officer – Heritage Planning

Recommendation:

That Report KLMHC2024-032, **Municipal Heritage Committee Correspondence**, be received for information.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

At its meeting of April 4, 2024, the Municipal Heritage Committee reviewed two Planning Act applications related to two properties in the City: 77-83 William Street North and 26 Country Club Drive. The Committee reviewed both reports and provided comments on them. After their review, the Committee passed the following motions:

KLMHC2024-041

Moved By S. McCormack

Seconded By I. McKechnie

That Report KLMHC2024-026, **Planning Act Application Review – 77-83 William Street North, Lindsay**, be received; and

That comments be provided to Planning staff through the Chair.

Carried

KLMHC2024-042

Moved By I. McKechnie

Seconded By S. Sims

That Report KLMHC2024-027, **Planning Act Application Review – 26 Country Club Drive, Verulam Township**, be received; and

That comments be provided to Planning staff through the Chair.

Carried

Rationale:

Traditionally, comments related to Planning applications have been discussed at Committee meetings and the comments have been communicated to Planning staff via correspondence from the Chair. This report provides copies of the correspondence composed by the Chair in response to the Committee's comments for the Committee's information.

Other Alternatives Considered:

There are no recommended alternatives.

Financial/Operation Impacts:

There are no financial or operational impacts as a result of this recommendation.

Consultations:

N/A

Attachments:

Appendix A – 77-83 William Street North MHC Comments



Adobe Acrobat
Document

Appendix B – 26 Country Club Drive MHC Comments



Adobe Acrobat
Document

Department Head email: lbarrie@kawarthalakes.ca

Department Head: Leah Barrie, Director of Development Services

April 18, 2024

Leah Barrie
Director, Development Services
City of Kawartha Lakes
180 Kent Street West
Lindsay ON K9V 2Y6

Dear Director Barrie;

Re: D19-2023-014, 77-83 William Street North, Lindsay

The Kawartha Lakes Municipal Heritage Committee has reviewed the revised site plan drawings for the proposed new apartment block at 77-83 William Street North and is pleased with the modifications made to the design to help integrate it into the existing historic streetscape and mitigate its size and more modern design. The Committee would like to offer the following comments as follow up:

- The Committee would like to see the specific brick on the first and second floors be chosen to reflect an aged aesthetic, with some variations in colour and tone.
- The Committee also feels the off white rendering on the upper storeys of the building is too stark and would like to see a more biscuit or beige colour which references traditional stucco colours on the upper storey to blend better with the traditional ambiance of the neighbourhood and to reduce its visual impact.

The Committee is supportive of new development and increased and diversified housing in downtown Lindsay and appreciates the modifications made to the original design in response to its comments.

Respectfully submitted,



Athol Hart
Chair, Kawartha Lakes Municipal Heritage Committee

April 18, 2024

Amanda Kivlichan
Planner, Urban and Community Planning
WSP Canada Inc.
100 Commerce Valley Drive West
Thornhill ON L3T 0A1

Dear Ms. Kivlichan;

Re: D06-2024-007, 26 Country Club Drive, Verulam Township

The Kawartha Lakes Municipal Heritage Committee has reviewed the application for Zoning By-law Amendment for 26 Country Club Drive. The subject property included the listed building, Dunsford House, an 1839 log estate house from Verulam Township's early period of settlement. Upon reviewing the application, the Committee would like to offer the following comments:

- The Committee has no issue with the proposed rezoning or the addition being proposed to the main hotel and spa building. There appears to be limited impact from the proposed development on the listed building on the property.
- The Committee would like to see the Dunsford House designated under Part IV of the Ontario Heritage Act as a condition of approval. Dunsford House has significant cultural heritage value in Kawartha Lakes and its designation as part of this application would ensure that its heritage value is preserved in future and as a result of any future applications related to the site.

The Committee is supportive of new development that supports tourist accommodations and amenities in Kawartha Lakes and believes the proposed development will be a positive addition to the site.

Respectfully submitted,



Athol Hart
Chair, Kawartha Lakes Municipal Heritage Committee

Municipal Heritage Committee Report

Report Number:	KLMHC2024-033
Meeting Date:	May 2, 2024
Title:	Alteration Application – 25 Pontypool Road, Manvers Township
Description:	Proposed alteration to 25 Pontypool Road (Pontypool Grain Elevator)
Author and Title:	Emily Turner, Economic Development Officer – Heritage Planning

Recommendations:

That Report KLMHC2024-033, **Alteration Application – 25 Pontypool Road, Manvers Township**, be received; and

That the proposed alteration be approved.

Department Head: _____

Financial/Legal/HR/Other: _____

Chief Administrative Officer: _____

Background:

Under the City of Kawartha Lakes' delegated authority by-law for the alteration of designated heritage properties (By-law 2019-154), approvals for minor alterations to properties designated individually under Part IV of the Act are delegated to staff in consultation with the Kawartha Lakes Municipal Heritage Committee. Minor alterations are defined in the by-law and include changes to the property including, but not limited to, the replacement of exterior elements, additions, the construction of accessory structures, hard landscaping, and the installation of utilities.

25 Pontypool Road is designated individually under the Ontario Heritage Act by By-law 2011-257. By-law 2011-257 is attached to this report as Appendix A. The property contains the Pontypool Grain Elevator, which was constructed in 1900 by the Good Grain Company and is the only remaining grain elevator of this type remaining in Kawartha Lakes. It is an important and well-known landmark in Pontypool and the surrounding area. The property is owned by the City of Kawartha Lakes but is leased to the Manvers Historical Society.

The Manvers Township Historical Society is looking to undertake some repair work on the interior of the structure to address water intrusion and mitigate rodent damage. They are intending to prepare the walls for parging, remove the sunken concrete floor and replace it, repair deteriorated floor areas and seal the new concrete floor. Photographs of the current condition of the concrete are attached to this report as Appendix B. The City's Building and Property Division had applied for a heritage permit on the Society's behalf.

Rationale:

Staff are supportive of the approval of this permit. The intention of this project is to restore deteriorating elements of the concrete foundation of the grain elevation to ensure its longevity and, overall, the proposed work supports the continued conservation of the structure. The property's designation by-law does not speak the concrete foundation of the structure.

Other Alternatives Considered:

There are no recommended alternatives.

Financial/Operation Impacts:

There are no financial or operational impacts as a result of the recommendation of this report.

Consultations:

Building and Property Staff

Attachments:

Appendix A – By-law 2011-257



Adobe Acrobat
Document

Appendix B – Condition Photographs



Adobe Acrobat
Document

Department Head email: lbarrie@kawarthalakes.ca

Department Head: Leah Barrie, Director of Development Services

THE CORPORATION OF THE CITY OF KAWARTHA LAKES

BY-LAW 2011-257

A BY-LAW TO DESIGNATE THE PONTYPOOL GRAIN ELEVATOR IN THE FORMER
GEOGRAPHIC TOWNSHIP OF MANVERS, CITY OF KAWARTHA LAKES

Recitals

1. Section 29 of the Ontario Heritage Act, R.S.O. 1990, provides that the Council of a municipality may pass a by-law designating a property within the boundaries of the municipality to be of cultural heritage value or interest.
2. Notice of Intention to Designate the Pontypool Grain Elevator in the former Geographic Township of Manvers, now in the City of Kawartha Lakes, described further in Schedule “A”, has been given in accordance with Section 29 of the Ontario Heritage Act.
3. No objection to the proposed designation has been served on the Clerk of the Municipality.
4. Reasons for Designation are set forth in Schedule “B”.

Accordingly, the Council of The Corporation of the City of Kawartha Lakes enacts this By-law 2011-257

Section 1.00: Definitions and Interpretation

1.01 **Definitions**: In this by-law:

- (a) **“By-law”** means this by-law, as it may be amended from time to time. The Recitals to, and the Schedules attached to this By-law are considered integral parts of it.
- (b) **“City”** means The Corporation of the City of Kawartha Lakes.
- (c) **“Clerk”** means the person within the administration of the City which fulfils the function of the City Clerk as required by the Municipal Act 2001 S. O. c.25.
- (d) **“Council”** means the elected municipal council for the City.
- (e) **“Heritage Victoria”** means the municipal heritage committee established by By-law 2002-49 pursuant to the Ontario Heritage Act.
- (f) **“Foundation”** means the Ontario Heritage Foundation
- (g) **“Property”** means property as set out in Section 2.01

1.02 **Interpretation Rules**:

- (a) Wherever this By-law refers to a person or thing with reference to gender or the gender neutral, the intention is to read the By-law with the gender applicable to the circumstances.
- (b) References to items in the plural include the singular, as applicable.
- (c) The word “include” is not to be read as limiting the phrases or descriptions that precede it.

1.03 **Statutes**: References to laws in this by-law are meant to refer to the statutes, as amended from time to time, that are applicable within the Province of Ontario.

1.04 **Severability**: If a court or tribunal of competent jurisdiction declares any portion of this by-law to be illegal or unenforceable, that portion of this by-law shall be considered to be severed from the balance of the by-law, which shall continue to operate in full force and effect.

Section 2.00: Designation

The Pontypool Grain Elevator in the Former Geographic Township of Manvers, now in the City of Kawartha Lakes, is designated as being of historic interest and value, described further in Schedule “A”. This designation shall not preclude any changes that may be deemed necessary for the efficient use of the building but that any and all such changes shall be in keeping with the original and present character of the building and in consultation with the municipal heritage committee.

- 2.01 The Municipality is hereby authorized to cause a copy of this by-law to be registered against the property described above in the proper Land Registry Office
- 2.02 The Clerk is hereby authorized to cause a copy of this by-law to be served on the owner of the aforesaid property and on the Ontario Heritage Foundation, and to cause notice of the passing of this by-law to be published in the newspaper.

Section 3.00: Administration and Effective Date

- 3.01 **Administration of the By-law:** The Manager of Economic Development is responsible for the administration of this by-law.
- 3.02 **Effective Date:** This By-law shall come into force on the date it is finally passed.

By-law read a first, second and third time, and finally passed, this 13th day of December, 2011.

Ric McGee, Mayor

Judy Currins, City Clerk

SCHEDULE 'A' TO BY-LAW 2011-257

BEING A BY-LAW TO DESIGNATE THE PONTYPOOL GRAIN ELEVATOR IN THE FORMER GEOGRAPHIC TOWNSHIP OF MANVERS, NOW IN THE CITY OF KAWARTHA LAKES BEING LEGALLY DESCRIBED AS PT LT 11, CON 2, BEING PT 1 ON 57R-9869; KAWARTHA LAKES (PIN 63269-0779(LT)) AS BEING OF CULTURAL HERITAGE VALUE AND INTEREST.

THE LANDS ARE MORE PARTICULARLY DESCRIBED AS FOLLOWS:

PT LT 11, CON 2, PT 1 57R-9869; KAWARTHA LAKES (PIN 63269-0779(LT))

SCHEDULE 'B' TO BY-LAW 2011-257

BEING A BY-LAW TO DESIGNATE THE PONTYPOOL GRAIN ELEVATOR, IN THE FORMER GEOGRAPHIC TOWNSHIP OF MANVERS, NOW IN THE CITY OF KAWARTHA LAKES BEING LEGALLY DESCRIBED AS PT LT 11, CON 2, BEING PT 1 ON 57R-9869; KAWARTHA LAKES (PIN 63269-0779(LT)) AS BEING OF CULTURAL HERITAGE VALUE AND INTEREST.

Statement of Cultural Heritage Value or Interest

The grain elevator is an unique example of the grain elevator structures that at one time were prevalent throughout Ontario. The structure is of heritage value because of its architectural features and its landmark status. The building was built in the early 1900's by the Good Grain Company and was of significant economic use for Canada's grain industry. It was used for weighing and grading agricultural goods and facilitated the transportation of locally grown agricultural goods via the Canadian Pacific Railway. This structure is located at the gateway to the Kawartha Lakes and is visible from provincial highway No. 35.

Description of Heritage Attributes

The heritage attributes of the structure include its plank on plank framing; its original construction features most notably the original post and beam construction and the exterior cladding of cedar shingles. A bronze survey plaque was added to the structure in 1918 and was used during the surveying of the surrounding area. The remarkable physical condition of the structure would easily lend itself to a heritage designation.















