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ONTARIO HERITAGE TRUST

January 23, 2012

JAN 30 2012

RECEIVED

Ontario Heritage Trust
10 Adelaide Street East
Toronto, Ontario
M5C 1J3

Dear Sir / Madam:

**RE: 1407 FLOS ROAD EIGHT WEST
AND
OLD PENETANGUISHENE ROAD ALLOWANCE/TRAIL**

At the meeting of January 16, 2012, Springwater Township Council passed By-law No. 2012-002 and By-law No. 2012-003 to designate the following properties under Part IV of the *Ontario Heritage Act*:

By-law 2012-002 – 1407 Flos Road Eight West
By-law 2012-003 – Old Penetanguishene Road/Trail

A copy of By-law No. 2012-002 and By-law No. 2012-003 are enclosed for your reference. Please accept this letter as our notice to the Ontario Heritage Trust as required under section 29(6) of the *Ontario Heritage Act*.

In the event that you have any questions about this process, please do not hesitate to contact me at (705) 728-4784 ext. 2042 or erin.devreede@springwater.ca.

Sincerely,

Erin DeVreede
Deputy Clerk

Encl.

THE CORPORATION OF THE TOWNSHIP OF SPRINGWATER

BY-LAW 2012-003

A By-law to designate the property known municipally as the Old Penetanguishene Road Allowance under Part IV of the *Ontario Heritage Act* as being of Cultural Heritage Value or Interest. (Old Penetanguishene Road Allowance/Trail)

WHEREAS Part IV of the *Ontario Heritage Act*, R.S.O. 1990, Chapter O. 18, as amended, authorizes the Council of a municipality to enact a by-law to designate real property including all buildings and structures thereon, to be of cultural heritage value or interest; and

WHEREAS Council of the Corporation of the Township of Springwater has appointed the Springwater Heritage Committee and the said committee has recommended that the Municipality designate the hereinafter described property pursuant to the *Ontario Heritage Act*; and

WHEREAS Council of the Corporation of the Township of Springwater has given Notice of Intention to Designate the hereinafter described property to be of cultural heritage value and interest pursuant to the *Ontario Heritage Act*; and

WHEREAS no Notice of Objection to the proposed designation has been served on the Clerk of the municipality; and

WHEREAS the Council of The Corporation of the Township of Springwater deems it desirable to designate the Old Penetanguishene Road Allowance/Trail as a property of cultural heritage value or interest under Part IV of the *Ontario Heritage Act*;

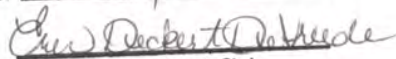
NOW THEREFORE the Council of The Corporation of the Township of Springwater enacts as follows:


1. THAT the property known as the Old Penetanguishene Road Allowance/Trail located more particularly described in Schedule "A", attached hereto, be hereby designated as being of cultural heritage value and interest.
2. THAT the Statement of Cultural Heritage Value or Interest and Description of Heritage Attributes set out in Schedule "B," attached hereto and forming part of this By-law, are hereby adopted.
3. THAT the Clerk is hereby authorized to cause a copy of the By-law to be registered on title for the aforesaid property with the proper Land Registry Office.

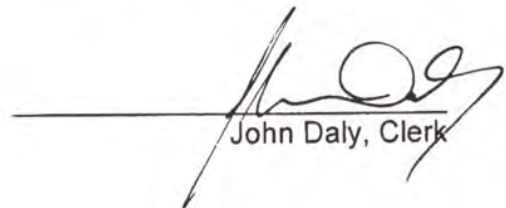
4. THAT the Clerk is hereby authorized to cause a copy of the By-law to be served on the owner of the aforesaid property and on the Ontario Heritage Trust and to cause notice of the passing of this By-law to be published in the same newspaper having general circulation in the municipality.
5. THAT this By-law shall take force and effect upon final passage hereof.

BY-LAW READ A FIRST AND SECOND AND THIRD TIME AND FINALLY PASSED this
16th Day of January, 2012.

I, ERIN DECKERT, DEPUTY CLERK OF TOWNSHIP OF SPRINGWATER
DO HEREBY CERTIFY THIS TO BE A TRUE COPY OF A RECORD OF THE
CORPORATION OF THE TOWNSHIP OF SPRINGWATER.
DATED THIS 23rd DAY OF January 2012


Erin Deckert, Deputy Clerk


Linda Collins, Mayor


John Daly, Clerk

SCHEDULE "A"

LEGAL DESCRIPTION

PT RDAL BTN TWP OF FLOS & TWP OF MEDONTE LYING S OF PT 1, R0731635 &
N OF PT 2, R07311635; SPRINGWATER; PIN 58371-0135

AND

PT RDAL BTN TWP OF FLOS & TWP OF MEDONTE ABUTTING LT 61,62,63 & 64;
ORO-MEDONTE; SPRINGWATER; PIN 58375-0100

AND

PT RDAL BTN TWP OF FLOS & TWP OF MEDONTE BTN COUNTY RD 30 & ORR
LAKE; SPRINGWATER; PIN 58374-0345

AND

PT RDAL BTN TWP OF FLOS & TWP OF MEDONTE BTN HWY 93 & 51R28288; PT
LT 1 PL 342 ORR LAKE; PT LT 2 PL 342 ORR LAKE PT 4, 51R29202; PT RDAL BTN
TWP OF FLOS & TWP OF MEDONTE CLOSED BY R01408449, PT 1 51R28288;
SPRINGWATER; PIN 58374-0482.

SCHEDULE "B"

Description of the Property:

The Old Penetanguishene Road Allowance/Trail is located on the original road allowance between the former Township of Flos and former Township of Medonte, now in the Township of Springwater, as described more particularly in Schedule "A".

Statement of Cultural Heritage Value or Interest:

The Old Penetanguishene Road Allowance/Trail is of cultural heritage value as an example of an early roadway surveyed and constructed for the military. It has historical and associative value due to its association with early military activity in Canada. It is also historically significant as it was surveyed prior to the Townships in the area.

The Old Penetanguishene Road Allowance has associative value because of its direct associations with early important political figures. During the autumn of 1793, Governor Simcoe travelled to Penetanguishene Bay with the view to establish a naval and military station as a base for supplies and for defense. Simcoe was firm on the plan to put Canada in a state of defense. His deputy surveyor made a complete survey of the Penetanguishene harbour and in 1798, the bay and islands were purchased from the Chippewa.

Governor Simcoe had arrived at the bay via the Humber River by portaging through the Oak Ridges to the Narrows, through Lake Couchiching and on to Matchedash Bay. As there were many portages, the route was long and inconvenient and another route was needed. With the threat of war with United States looming for some time, and the Treaty of Versailles had the effect of plunging the Canadian fur trade into a state of anxiety, with passage routes being disrupted. If United States took the British fort at Detroit, there would be a bottleneck that would block all shipping to the upper great lakes. Fort Michilimackinac at the north of Lake Huron was strategic to Britain's claim to the west. If Detroit was taken, Fort Michilimackinac would be isolated. Therefore, the Penetanguishene plan was imperative.

In 1811, The North-West Co. suggested the establishment of a road from Kempenfeldt Bay to Penetanguishene and appealed for a grant of land at each end of the route, as boats and property were constantly seized by the U.S. Customs officials. Finally, in 1808, Samuel Wilmot, the deputy surveyor of Upper Canada, was instructed to survey a road near the old Indian path leading from Kempenfeldt Bay on Lake Simcoe to Penetanguishene Bay. Yet, despite the survey, no actual work had begun on the road at the time of the American declaration of war in 1812. The fall of Detroit in 1813, and the severing of its lines of communication to the west, gave the British the incentive to finally commit men and resources to the endeavour.

General Gordon Drummond saw all too well the urgent necessity of completing the Penetanguishene Road because it was very impractical to transport anything via the route until a road being cut upwards of 30 miles in length was made. It was calculated that it would take 200 men at least three weeks to cut the road before it could be made passable. In December 1814, Dr. William (Tiger) Dunlop was placed in charge of a party and instructed to hack the road from the wilderness. The War of 1812 was over before the road was completed.

However, in its original form, the Penetanguishene Road was little more than an uneven, stump-ridden trail that became all but impassable after heavy rainfall. Travel along it by wagon was limited to a jarring 12 miles per day at the best of times. Now the route north began at York; Yonge Street to the south shore of Kempenfeldt Bay; across the bay either by raft, or sleigh once the bay was frozen, where there was a log house to stay overnight. Then travelled up the new road, across Orr Lake, again by raft, or sleigh, staying overnight at a way-station south of Wyebridge and on to Pentenanguishene the next day. Eventually, when the settlers came up the road, the road deviated at Hillsdale to go around Orr Lake. The original road over the hill towards the lake stills remains today.

The property has design and physical value as an early example of construction methods for roadways in the province, as there are reports that the logs of a 'corduroy road' still in place.

The Old Penetanguishene Road Allowance/Trail has contextual value as it is an integral part of the community landscape.

Description of Heritage Attributes

The key attributes that contribute to the cultural heritage value, associative value, and physical value of the Old Pentanguishene Road Allowance and should be preserved include:

- The original form and layout of the road allowance, including the length and width of the original road allowance as surveyed.
- The form and appearance to the existing surface and natural heritage features.
- Material or construction method.
- Original elevation.

The key attributes that express value of the road allowance as a landmark and that continues to define the history of the village and should be preserved include:

- Its location which forms a significant pedestrian trail through the village to the shores of Orr Lake
- Trail setting

The designation applies to the entire road allowance but does not include the travelled portion of Old Penetanguishene Road in part of PIN 58371-0135 and PIN 58375-0100.