



Thompson-Scott House, October 2023

Town of Caledon

Heritage Designation Report

Thompson-Scott House
13940 Airport Road
Part of Northeast Part of Lot 27, Concession 6 EHS
Former Geographic Township of Chinguacousy

February 2024

1.0 PROPERTY SUMMARY

Municipal Address	13940 Airport Road
Legal Description	Part of the Northeast Part of Lot 27, Concession 6, EHS, Chinguacousy Township; Part 1, Plan 43R4733, except Part 10, Plan 43R19839, Town of Caledon
Settlement Area	Sandhill
Roll Number	212413000902600
PIN Number	14298-0128
Ward	3
Current Owner	Airport Caledon Inc.
Owner Concurrence with Designation Recommendation	Yes
Official Plan Designation	Prime Agricultural Area
Property Zoning	A1, EPA 2, CH-563
Current Property Use	Vacant, Agricultural
Historical Property Name	Thompson-Scott House
Notable Property Owners	James Clark, Arthur and John Thompson, Thomas Scott
Property Heritage Resources	Dwelling
Date of Construction	c. 1861
Current Heritage Status	Listed

2.0 REPORT OBJECTIVE AND METHODOLOGY

This Heritage Designation Report is an evaluation of 13940 Airport Road as a candidate for designation under Part IV, Section 29 of the *Ontario Heritage Act* (the "Act") This evaluation requires the application of *Ontario Regulation 9/06: Criteria for Determining Cultural Heritage Value or Interest* ("O. Reg. 9/06 Criteria"). Preparation of this report included historical research, review of existing reports, and site investigation.

3.0 EVALUATION CRITERIA

O. Reg. 9/06 Criteria sets the minimum standard for criteria to be used when evaluating the cultural heritage value or interest of a property being considered for designation under section 29 of the Act. A minimum of two of the regulation's nine criteria must be met for the property to be designated. These criteria were applied in compiling this Heritage Designation Report.

4.0 SUBJECT PROPERTY

4.1 Property and Site Description

The property at 13940 Airport Road (the "Property") is located on the west side Airport Road, approximately 170 metres south of King Street at the southern limit of the historic settlement of Sandhill. The 47.02 acre parcel is within the northeast part of Lot 27, Concession 6, EHS, former geographic Township of Chinguacousy. It contains a one and a half storey, Neoclassical brick dwelling facing east toward Airport Road. The Property is planned for industrial redevelopment.

4.2 Heritage Status

The Property is listed on the Town of Caledon Heritage Register by Council Resolution 2020-07, as prescribed by Section 27 of the Act. It is described as a Highly Significant property containing a brick house with a panelled embrasure around the front door and returned eaves.

5.0 HISTORICAL AND ASSOCIATIVE VALUE

The following section outlines the history of the Property, which is the basis for determining the value of Criteria 4, 5 and/or 6 of O. Reg. 9/06 Criteria.

5.1 Indigenous Settlement and Treaties

The lands that now comprise the Town of Caledon has been occupied by Indigenous peoples for millennia. The earliest evidence of human activity in the region dates back approximately 13,000 years, as the last of the glaciers retreated northward. Many of these early peoples were highly mobile hunters and gatherers relying on migratory fish and game along with wild plants. Over time, as the climate became more temperate, human habitation became more settled and was based around extensive regional trading networks with reliance on local food sources. This led to the establishment of agriculturally based settlements, predominantly located on well-drained sandy or gravel soils adjacent to major watercourses. The area was occupied and used by the Anishinaabe, the Haudenosaunee, and the Huron-Wendat peoples. European contact in conjunction with the growth of the fur trade and conflicts resulted in various land occupation changes amongst these groups. Displacement caused by European settlement further weakened Indigenous peoples' traditional economy and impacted their population numbers.

The lands within the Town of Caledon are part of the Treaty Lands and Traditional Territory of the Mississaugas of the Credit First Nation, having been acquired from them by the British Crown through the Ajetance Purchase (Treaty 19) in October 1818. Treaty 19 transferred 648,000 acres of the Mississauga Tract to the British who surveyed the area in 1819 and divided it into the townships of Toronto, Chinguacousy, Caledon, Albion and Toronto Gore. These lands are also within the traditional Territory of the Huron-Wendat and Haudenosaunee peoples and the Anishnabek of the Williams Treaties.

5.2 Chinguacousy Township

The Property is within the former Chinguacousy Township in the former County of Peel. The area comprising the former Chinguacousy Township was originally included within the limits of the “District of Nassau,” which was formed and governed from Niagara between 1788 and 1796. This name was subsequently changed to that of the “Home” District in 1792. The “Niagara District” was separated from the Home District in 1800, after which York (Toronto) became the administrative centre for the Home District. The new county of “Peel”, which was named for the British politician Sir Robert Peel (1788-1850), was created in 1851 in union with York and Ontario Counties. This judicial union was dissolved in 1866-67, at which time Peel was elevated to independent county status, with the town of Brampton becoming the county seat.

The name Chinguacousy is believed to have been taken either from the Mississauga name for the Credit River, which means “young pine”, or in honour of a Chippewa chief named Shinguaccose or Chinguacose (ca. 1773-1854). The township is bisected by Hurontario Street, an early transportation route stretching north from Lake Ontario to Lake Huron. In 1819, six concessions were laid out on either side of Hurontario Street by Provincial Land Surveyors Richard Bristol and Timothy Street. The new “double-front” survey system was used, which introduced square, 100 acre half-lots, with each half of the full 200 acre lot fronting on a different concession road. This new lot configuration was intended to facilitate farming practices and access to transportation corridors.

The southern slope of the Niagara Escarpment cuts diagonally across the northeast corner of Chinguacousy Township, with the Credit River running at its base. The balance of the township is characterized by the flat tablelands of the Peel Plain, transected by south-extending tributaries of Etobicoke Creek. The township has generally been described as having fertile agricultural lands.

Colonial settlement in Chinguacousy Township began in 1819. Many of the first settlers were children of United Empire Loyalists, or of Scottish, English and Irish origin. Most were farmers. Settlement duties included the construction and occupation of a home and clearance of land. The population of the Township grew as new settlers arrived, numbering 412 in 1821 and increasing to 6,897 by 1861.

Various settlements were established in the Township around water powered mill sites (e.g., Cheltenham, Terra Cotta) and at crossroads (e.g., Campbell’s Cross, Tullamore). These historic settlements provided a range of commercial, institutional and industrial facilities and services that directly supported the surrounding agricultural areas. Chinguacousy’s fertile soil brought prosperity to the township during the 1850s-60s wheat boom caused by the Crimean War and helped to accelerate

settlement. The arrival of several railways through the region in the 1870s, improved access to markets and secured the prosperity of the township in the latter decades of the nineteenth century.

5.3 Village of Sandhill

The village of Sandhill is an historic crossroads settlement situated on tableland in the central part of the Peel Plain close to Salt Creek, a tributary of the Humber River. It straddles the boundary between the former townships of Albion and Chinguacousy. The crossroads village was established at 6th Line East Chinguacousy Township and 10 Sideroad Albion Township, now known as Airport Road and King Street respectively.

Settlement of the crossroads began in the 1830s, and the village slowly developed as an agricultural service centre for the surrounding area. In 1835, the first doctor, Dr. Thomas Henry from Sandy Hill, Ireland, arrived, followed by innkeeper Thomas Johnston and his wife, Mary, in 1838. On July 6, 1841, the 'Sand Hill' post office was established near the community with Henry Yeoman Sr. appointed as its first postmaster.

The area's fertile soil helped to accelerate settlement quickly brought prosperity to the area. By 1851, the village had expanded to include a range of new trades: weaver, tailor, builder, carpenter, mason, carriage maker, wagon maker, as well as multiple boot and shoemakers, in addition to the hotels and stores that already existed.

The village, once known as Newton Hewitt, officially assumed the name 'Sandhill' when Robert Dwyer became postmaster and relocated the post office to his village store at the crossroads. Sandhill was the early site of one of Peel County's Division Courts, which met quarterly at the Four Alls Inn until 1857 when the court relocated to Caledon East. By 1859, the village boasted three general stores, a painter, plasterer, and stagecoach proprietor. In 1866, in the aftermath of the Fenian Raids, No.10 Infantry Company Sandhill was formed as part of the 36th Peel Battalion.

By-passed by the railways that arrived in the area in the 1870s, Sandhill gradually declined. By 1910, all that remained of its commercial core was the general store and post office. In recent decades, the widening of both Airport Road and King Street has obliterated Sandhill's original four corners. Today, only a small cluster of early buildings remain, including the dwelling at 13940 Airport Road, reminders of this once dynamic 19th century crossroads settlement.

5.4 Town of Caledon

On January 1, 1974, the County of Peel was replaced by the Regional Municipality of Peel, which included the new municipalities of Caledon, Brampton, and Mississauga. The Town of Caledon is an amalgamation of Albion, Caledon and the northern half of Chinguacousy townships and the incorporated villages of Bolton and Caledon East. Caledon is the northernmost municipality in the Region of Peel and is largely rural. In 1976, with the opening of Caledon Town Hall on Old Church Road, Caledon East became the civic centre for the new Town of Caledon.

Since 1974, farm consolidation and urban pressures have decreased the amount of land in agricultural production, which has led to substantial urban growth along the Caledon/Brampton border in the south and rural residential and estate lots to the north.

5.5 Property and Ownership Chronology/Site History

The property at 13940 Airport Road is within the northeast quarter (50 acres) of Lot 27, Concession 6, EHS, Chinguacousy Township, near the southwest corner of Sandhill. It is the remnant 47.02 acres of a combined farm acreage and two village lots fronting on Airport Road. The dwelling at 13940 Airport Road is at the northeast corner of Part 1, fronting on Airport Road.

5.5.1 Earliest Ownership of Lot 27

The 200 acres of Lot 27, Concession 6 EHS, Chinguacousy Township, were patented from the Crown on January 3, 1824, by Edward Freeman. According to Peel County historian William Perkins Bull, Freeman was a yeoman (farmer) living in Loughborough Township, Frontenac County.

Albert Finch bought the 200 acres from John Freeman on June 14, 1825. The purchase price of £30 suggests that Freeman had never settled on the lot and may have been exempt from any settlement duties to clear acreage and build a first house.

In 1835, Albert Finch sold the linear north half 100 acres of Lot 27 to John McConnell for £46.5. In 1849, McConnell sold the northeast 47 acres to James Clark for £300.

5.5.3 Clark Family (1849-1861)

The acreage incorporating the Property was owned by the Clark family from 1849 until 1861.

James Clark was born about 1817 in England. He is believed to be the son of Thomas and Hannah Clark. James married Ann Wingrove, who was born in England about 1828. Based on the Abstract of Title, it appears James Clark accumulated most of the 200 acres of Lot 27, Concession 6, EHS, Chinguacousy Township, between 1847 and 1857. The 1859 *Tremaine's Map of the County of Peel* indicates that James Clark owned the full 200 acres of Lot 27 except for several building lots sold at the crossroads hamlet of Sandhill (Figure 2). The map plots a dwelling fronting on Airport Road in the southeast quarter of Lot 27, likely the dwelling at 13846 Airport Road that was demolished in 2009.

The 1861 Personal Census for Chinguacousy Township (District 6) lists James Clark, aged 44, born in England, a farmer, and member of the Church of England. His spouse, Ann, was 29 and born in England. In the household was another Anne Clark, aged 73, a widow, born in England. The children in the household were Thomas, 9; Mary, 8; Catherine, 2; and Elizabeth, 1, all born in Canada. They lived in a two storey, brick, single family house.

The 1861 Agricultural Census for Chinguacousy Township confirms that the James Clark household was on Lot 27, Concession 6, EHS. James held 186 acres, with 144 acres of crops, 2 acres of

orchard or garden, 20 acres of pasture, and 20 acres of woods or wild. The farm was valued at \$8,000, equivalent to the highest value for comparative acreage in the area at that date.

The 1871 Personal Census for Chinguacousy Township lists the Clark household as James, 53, a farmer; Ann, 40; Thomas, 19, a farmer; Mary, 17; Catherine, 11; Elizabeth, 9; James, 7; and Mary Ann, 2. They held in total 194 acres, two dwellings, and five barns/stables/outbuildings.

The 1877 *Illustrated Historical Atlas of Peel County* (Figure 3) shows James Clark as owner of the east half of Lot 27, with a laneway from Airport Road leading to a farmstead and orchard (13846 Airport Road) in the southeast quadrant. James McNiece is recorded as owner of the west half of Lot 27, with a farmstead fronting onto King Street.

The Last Will and Testament of James Clark was written on February 14, 1872. He died on December 23, 1880, aged 64. In his Will, James provided for the care of his widow Ann and their children. His son Thomas received “the southeast half of east half” of Lot 27 Concession 6, EHS, Chinguacousy Township (50 acres). His other son, James, Jr., received the “northwest half of east half” of Lot 27. The Will authorized James’s executors “to build a small house 18x24 on the land wherever best for wife and family to live.” It is not known if this “18x24” dwelling was constructed or could possibly be part of the structure at 13940 Airport Road.

On February 16, 1881, the southeast half (50 acres) of Lot 27 was transferred to James’s son Thomas Clark. The 1881 Personal Census for Chinguacousy Township lists Ann Clark as a widow, 53, now of Canadian Methodist faith. In her household were Catherine, 21; James, 17, “a farmer’s son;” and Mary Ann, 11. Once attaining the age of 21, James Clark, Jr., would become the owner of the northeast part of Lot 27.

On October 8, 1861, Arthur Thompson of Albion Township, a waggonmaker, sold a $\frac{3}{4}$ acre parcel of the northeasterly part of Lot 27 to James Clark for \$350. On the same day, James Clark and his spouse Ann sold it back to Arthur Thompson for \$400. Although these deeds were registered on the same day, with the sale from Thompson to Clark being first, there is no record on the Abstract of Title of Thompson owning any part of Lot 27. This may have been a sale by Clark to Thompson, followed by the equivalent of a mortgage arranged between the two parties.

5.5.4 Thompson Family (1861 to 1893)

The acreage incorporating the Property was owned by the Thompson family from 1861 to 1893.

The 1861 Personal Census for Albion Township lists John Thompson, 24, and Arthur Thompson, 21, living in the same household. Both are identified as carpenters. Their proximity of age and living situation suggest that the men were closely related, likely brothers. This indicates that at the time of Arthur’s purchase of the $\frac{3}{4}$ acre parcel, he was living in Albion Township.

According to a Thompson family history, John was born in 1837 in Chinguacousy Township, the son of Michael and Jane Thompson. On October 28, 1863, in York Township, John Thompson married Mary

Hewitt. He married again on October 7, 1868, to Mary Hogg, in Chinguacousy Township.

In 1869, Arthur Thompson sold the $\frac{3}{4}$ acre parcel he'd purchased from Clark to John Thompson for \$1,200. This high price for a $\frac{3}{4}$ acre parcel, a steep \$850 increase in value since its last sale in 1861, indicates that the Thompson-Scott House had been constructed at some point during Arthur's ownership. Arthur had taken out a mortgage from John Thompson in 1864, possibly to finance construction of the extant brick house.

John Thompson is listed in the 1869 *Province of Ontario Gazetteer and Directory* as a carriage maker in Sandhill and in the *Directory of Peel County for 1873-4* as a wagon maker.

The 1871 Personal Census for Chinguacousy Township lists the James Clark household with 194 acres, two dwellings and five barns/stables/outbuildings. The next household enumerated is that of William Mitchell, 70, a blacksmith, and his spouse Jane, 70. Next to the Mitchells is the John Thompson household. This placement suggests that the Mitchells and the Thompsons were immediate neighbours at the south end of Sandhill, abutting the Clark farm acreage. John Thompson, then 34, was described as a carriage maker of Irish descent. His spouse, Mary, was 24, and their daughter "Margrity" was nine months. The Thompsons had one village lot, one house, and one warehouse/shop/factory.

Peel County historian William Perkins Bull noted the birth of "Margaret Jane, on May 17, 1870, daughter of John and Mary Thompson, manufacturers, Sandhill." Margaret Jane was their first child, followed by Bertha Lucinda in 1873. Both were born in Chinguacousy Township. At some point in the late 1870s, the Thompsons moved to Vaughan Township as their next four children, John Alexander (1877); Mary Elizabeth (1878-1934); Margaret Edith (1881); and Alfred (1883-1964) were all born in Vaughan Township, where the family was enumerated in the 1891 census.

In 1879, John and Mary Thompson mortgaged their $\frac{3}{4}$ acre property in Sandhill with The Canada Permanent Loan and Savings Co. in the amount of \$450; they took out additional mortgages on November 22, 1879, for \$150 and on February 18, 1889, for \$464.

John Thompson sold the $\frac{3}{4}$ acre parcel containing the Property to his wife Mary on January 8, 1891, but the Canada Permanent Co. foreclosed on the Thompsons due to default on the mortgages. The parcel was then sold at public auction on January 23, 1893, to Thomas Scott, another Sandhill blacksmith, subject to the payment of the outstanding mortgages.

5.5.5 Scott Family (1894-1933)

The acreage incorporating the Property was owned by the Thomas Scott family from 1894 until 1933.

Thomas Scott was born in Caledon Township in November 1841, the son of Irish-born Andrew and Catherine Scott. His obituary states he moved to Sandhill in 1870. The 1871 Personal Census for Caledon Township enumerated him with his parents and siblings Charles, Susan, William, Elizabeth, and Andrew. He is identified in this census as a blacksmith, with the notation "particulars can't be given. Has a shop elsewhere." Given the statement in his obituary, it is likely Thomas Scott was working in

Sandhill at that time. He is listed in Sandhill for the *Directory of Peel County for 1873-4*.

Thomas Scott married Eleanor Corbett, who was born in Ireland about 1852, the daughter of Samuel R. Corbett and Jane Tubman. The Corbetts had emigrated from Ireland about 1865 as their son, Samuel R., was born in Canada about 1865-1866; the family was enumerated in Chinguacousy Township in the 1871 Personal Census.

In July 1880, Thomas Scott acquired a ½ acre parcel on the northeast corner of Lot 27, Concession 6 EHS for \$160.00 at a mortgage sale held by public auction in Sandhill. This parcel is believed to have held a blacksmith/carriagemaker shop.

The 1881 Personal Census for Albion Township lists Samuel R. Corbett as age 50, born in Ireland, a farm labourer. His spouse Jane, 47, was also born in Ireland. In the household were the Irish-born children Margaret, 26; and Thomas, 19, a carriage maker; and their Ontario-born son Samuel R., 16, also a carriage maker. The next household enumerated was that of Thomas Scott, 35, a blacksmith; and his Irish-born spouse “Ellenor,” 29, daughter and son-in-law of Samuel and Jane Corbett.

The 1891 Personal Census lists Thomas Scott and his family as living in Albion Township in a wood house with six rooms. At that time, the household comprised Thomas, 40; Eleanor, 38; John, 8; William, 7; and Ruby, 5.

On September 14, 1894, the local newspaper noted: “Mr. Thomas Scott, blacksmith of Sandhill, bought the property of Mr. [Samuel G.] Atchinson.” This is believed to be the ¾ acre parcel on Lot 27 on the west side of Airport Road that Scott had purchased at public auction the previous year, and likely refers to him having now cleared payment of the outstanding mortgages. There is no reference to Atchinson as an owner of any part of Lot 27. He was identified in the 1891 Personal Census of Chinguacousy Township as a carpenter and may have been renting the property from John Thompson who had moved to Vaughan Township about 1877.

On November 10, 1894, Scott mortgaged both his newly acquired ¾ parcel and his abutting ½ acre property to the north that contained his blacksmith shop with Canada Permanent for \$600. The mortgages were discharged in 1899.

The newspaper reported on November 30, 1894: “Thomas Scott our genial blacksmith moved to premises lately vacated by [Samuel G.] Atchinson our carriage builder.”

An article in the *Bolton Enterprise* of June 29, 1894, notes “Thomas Scott, blacksmith, Sandhill, is talking of building an addition to his already extensive buildings.” No specific location is given. The *Bolton Enterprise* of December 9, 1898, notes: “Sandhill. William Scott of Tullamore has rented Thomas Scott’s vacant house at Sandhill and will open up a shoe shop”. This vacant house is presumed to be the Scotts’ earlier frame house on the east side of Airport Road (Albion Township).

In the 1901 Personal Census for Chinguacousy Township, the Scott family is recorded as living on Lot 27, Concession 6, EHS, Chinguacousy, and held a total of 1¾ acres, which included a vacant wood

house (possibly on the Albion Township side of Airport Road) and an inhabited brick house. The brick house is believed to be the brick dwelling on the $\frac{3}{4}$ acre parcel at 13940 Airport Road.

The 1911 Personal Census for Chinguacousy Township lists the Thomas Scott household on Lot 27, Concession 6, EHS. Thomas is still described as a blacksmith, but his son John is a farmer. His other sons William and Stanley are “farmer’s sons”. The 1921 census records the Thomas Scott household as living in a brick house with eight rooms.

Thomas Scott died on February 15, 1933. The *Brampton Conservator* of February 23, 1933, provided his obituary (Figure 4). According to Thomas’s grandson, Warren Scott, son of Stanley E. Scott, Thomas lived in the house at 13940 Airport Road from 1894 (when Stanley E. was born) until his death in 1933. His death registration indicates he had been resident in Sandhill for 62 years (from 1870 or 1871; this likely reflects his combined Albion and Chinguacousy Township residency). He was survived by his wife, Eleanor.

Following Thomas Scott’s death, his properties, including the parcel containing the Thompson-Scott House, transferred to two of his children, William Scott and Ruby M. Scott. An article published in *The Bolton Enterprise* on August 20, 1980, discussed the pending loss of a former carriage works and blacksmith shop of stone construction at Sandhill resulting from a road widening. While this was not the Thomas Scott blacksmith shop in Chinguacousy Township, the article mentioned the following:

Mrs. Lois Houston, curator of the Sandhill Women’s Institute Tweedsmuir Book recalls that the blacksmith shop burned to the ground in 1954. It was owned by Miss Ruby Scott and occupied by Bert Hopper, the welder.

5.5.5 Gregoria and Filomene Siggillino

On November 23, 1976, the parcel with the Thompson-Scott House was sold by Stanley W. Scott as the administrator for the estate of Stanley E. Scott, himself, Sarah Scott, and Blanche (Scott) Reynolds, to Gregoria and Filomene Siggillino. Stanley E. Scott and Blanche Reynolds were the surviving children of Thomas and Eleanor Scott.

Plan of subdivision 43R4733 was registered in February 1977, although the new parcel descriptions were in use a year prior. The subject Property of 47.02 acres became Part 1, Plan 43R4733, merging the 45 acres with the $\frac{1}{2}$ and $\frac{3}{4}$ acre parcels. (The discrepancy of the additional $\frac{3}{4}$ acre in size requires further investigation.)

6.0 DESIGN AND PHYSICAL VALUE

6.1 Architectural Style

The east-facing building at 13940 Airport Road is a representative example of a mid-19th century vernacular brick dwelling with Neoclassical and Gothic Revival influences. The mortgage between Arthur and John Thompson in 1864, and the increase in property value when John purchased the $\frac{3}{4}$

acre from Arthur in 1869, suggests the Thompson-Scott House was constructed in the mid-1860s. Interestingly, an Irish-born bricklayer, Henry Montgomery, is enumerated in the 1861 Personal Census for Albion Township directly after the listing of the Arthur and John Thompson household. It is possible that this bricklayer was involved in the construction of Arthur Thompson's brick residence.

This construction date is supported by the nature of the wood joists in the second storey ceiling, visible in interior photographs, which appear to be dimensional, albeit large, lumber (Figure 11). Interior photographs of the rear doorway show the brick wall is three wythes thick, an uncommonly substantive form of construction (Figure 12).

The Neoclassical style is associated with balance, symmetry, and decorative details associated with ancient Greek and Roman architecture. In domestic architecture, the most common element of this style was a wide front entrance with a transom and sidelights; the Gothic Revival style is associated with increased ornamentation, including dichromatic brick patterning, elaborate wood detailing, and incorporation of lancet windows.

Elements from a combination of these styles are evident in the dwelling at 13940 Airport Road. The rectangular, one-and-a-half storey dwelling is capped by a medium pitched, side gable roof with returned eaves and a dentil molded fascia board along the front façade with simpler wood molding in the gable ends. It is constructed of red brick laid in a common bond pattern with buff brick detailing, including quoins, voussoirs, and decorative horizontal banding.

As was common practice in the 19th century, the structure's public-facing front façade was more ornately styled than the side and rear façades. The symmetrical three-bay front façade features a wide centre entrance flanked by rectangular windows (Figure 6). The front doorway and windows are distinguished by tall, jack arch voussoirs and one-course quoins in buff brick. The buff quoins around the windows and doors are an uncommon treatment and may be the signature style of a local builder or mason. An historic photograph of the dwelling indicates the original doorway was recessed with a transom and sidelights with patterned tracery (Figure 5). The recess has since been infilled with faux stone and a modern double door; it is unknown whether the original transom and sidelights still exist under the faux stone. Running below the roofline of the front façade is a denticulated frieze, a projecting brick course, and a five-course band of buff brick with a checkerboard and hourglass pattern picked out in red brick.

A second projecting, single stretcher course runs across the front (east) façade below the patterned brick, wrapping around the side façades (north and south) just below the upper storey side windows. The side façades each have one rectangular lower storey window on the west side of the façade and two smaller upper storey windows (Figures 8 and 9). All of the original windowsills, likely wood, have been replaced with concrete, as evidenced by brick repairs around each of these window openings.

The dwelling's original end chimneys and six-over-six sash wood windows and shutters, evident in the historic photo of the dwelling, have been removed. What is presumed to be a rubble stone foundation is currently obscured by a concrete pad that runs around the exterior of the building. Wood ledger boards are set into the brick across the front and side façades below the projecting stretcher course, possibly

indicating the presence of former porches or lean-tos, although none are visible on the south and east façades in the historic photograph (Figure 5).

On the rear (west) façade, a plain fascia board and sections of wood soffit run underneath the roofline (Figure 7), indicating that the wood soffit may also be extant elsewhere on the building beneath the modern aluminum soffit cladding.

The dwelling was originally T-shaped in plan with a rectangular, one-and-a-half storey, gable-roofed rear addition. This addition was lost to fire in 2019. Boarded-up openings on the rear west wall of the main house, two each on the first and second storeys, indicate the interior connections between the main house and the addition. The nature of the exposed brickwork where the brick addition joined the main house suggests the addition was original to the dwelling.

A portion of the original rear addition is visible in the historic photograph, showing a shed-roofed side porch on its south side. Based on Google Maps photography, the rear addition had been heavily modified over time. At some point in the late 20th or early 21st century, it was enlarged with a steep gable roof constructed against the addition's west façade and the porch was enclosed. Both the original and later rear additions were lost to fire in 2019.

Alterations to the dwelling over time include:

Unknown Date

- Replacement of what are presumed to have been wood lug sills with concrete sills on side facades
- Aluminum soffits

Pre-2009 (as per Google Maps, streetview photographs)

- Infill of the front door transom with faux stone
- Replacement of front door and sidelights with modern, glazed double doors
- Removal of wood window shutters
- Replacement of all original wood windows with vinyl
- Addition of front pedimented portico
- Modification and enlargement of rear addition

2019

- Loss of enlarged rear addition to fire

These alterations are largely considered reversible as the original attributes can be replicated based on the historic photograph.

7.0 CONTEXTUAL VALUE

The Thompson-Scott House has contextual value as it is important in defining and maintaining the character of the historic crossroads village of Sandhill. It is one of the last extant 19th century dwellings

in the village. Set back from Airport Road, the Thompson-Scott House is still accessed by its original laneway.

The Property is historically and visually connected with the abutting property to the north, which was the site of Thompson and Scott's blacksmith shop/carriageworks. Along with other extant historic buildings in Sandhill, including the Sandhill United Church and former St. Mark's Anglican Church, the Thompson-Scott House is a reminder of this once dynamic rural service centre that has slowly disappeared over the years. Additionally, the Thompson-Scott House stands out proud on the landscape and, along with Sandhill United Church on the east side of Airport Road, is an identifiable landmark at the south entrance to the village of Sandhill.

8.0 EVALUATION AND APPLICATION OF O. REG. 9/06 CRITERIA

Evaluation of the property is guided by the nine provincial criteria for determining cultural heritage value or interest outlined in O. Reg. 9/06 Criteria. A property may be designated under Section 29 of the Act if it meets two or more of the nine criteria. The following is an evaluation of the subject lands for each of the nine criteria.

Criterion	Assessment Yes/No	Evaluation/Rationale
1. The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.	Yes	The Thompson-Scott House is a representative example of a mid-19 th century vernacular dwelling with Neoclassical and Gothic Revival influences. Constructed c.1861, it is an unusually substantial brick building with three wythes brick walls.
2. The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.	Yes	The Thompson-Scott House displays a high degree of craftsmanship or artistic merit through its incorporation of extensive buff brick detailing, including a checkerboard and hourglass band beneath the front fascia, buff brick quoins on the corners and around the front door and windows, and projecting brick courses. These decorative details and the thickness of the walls indicate that it was constructed by a skilled builder.
3. The property has design value or physical value because it demonstrates a high degree of technical or scientific achievement.	No	The Thompson-Scott House does not demonstrate a high degree of technical or scientific achievement. It was constructed using materials and methods common in the mid-19 th century .
4. The property has historical value or associative value because it has direct associations with a theme,	Yes	This property has an early and long-standing association with blacksmiths and wagon and carriage makers in the village of Sandhill. It is associated with the theme of Sandhill's

event, belief, person, activity, organization or institution that is significant to a community.		prosperity in the mid-19 th century as a rural agricultural service centre. It is also directly associated with the Thompson and Scott families, who played important roles in the Sandhill community through the late 19 th and early 20 th centuries.
5. The property has historical value or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.	No	While the Thompson-Scott House is integral to Sandhill's community as the residence of successive blacksmiths and waggon/carriage makers, the working buildings with which it was associated are no longer extant, limiting the amount of further information the Property can yield. However, archaeological assessment of adjacent properties may provide further information on this connection in the future.
6. The property has historical value or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	No	The Thompson-Scott House is not known to demonstrate or reflect the work of a builder significant to the community. No information on the builder was found during the research of the property.
7. The property has contextual value because it is important in defining, maintaining or supporting the character of an area.	Yes	The Thompson-Scott House is one of the last extant dwellings in Sandhill and is important in maintaining the village character.
8. The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings.	Yes	Along with other extant historic buildings in Sandhill, including the Sandhill United Church and St. Marks' Anglican Church, the Thompson-Scott House functions as a reminder of this once dynamic community that has slowly disappeared over the years.
9. The property has contextual value because it is a landmark	Yes	The Thompson-Scott House stands out proud on the landscape and is an identifiable landmark at the south entrance to the village of Sandhill.

The Property has cultural heritage value or interest because it meets six criteria prescribed in O. Reg 9/06 (1, 2, 4, 7, 8, 9).

8.0 STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST

8.1 Description of Subject Property

The property at 13940 Airport Road is located on the west side Airport Road, approximately 170 metres south of King Street at the southern limit of the historic settlement of Sandhill. The 47.02 acre parcel is within the northeast part of Lot 27, Concession 6, EHS, former geographic Township of Chinguacousy. It contains a one and a half storey, Neoclassical brick dwelling facing east toward Airport Road, set back from the road along a gravel laneway.

8.2 Statement of Cultural Heritage Value or Interest

The design value or physical value of the property at 13940 Airport Road relates to the Thompson-Scott House, a representative example of a vernacular dwelling with Neoclassical and Gothic Revival influences. Constructed c.1861, the rectangular, one-and-a-half storey brick dwelling is capped by a medium pitched, side gable roof with returned eaves. While its builder is unknown the Thompson-Scott House demonstrates a high degree of craftsmanship in its substantial, three wythe red brick construction and extensive decorative buff brick detailing, including a patterned band beneath the front fascia, buff brick quoins on the corners and around the front entrance and windows, and projecting brick courses. A one-and-a-half storey rear brick addition was recently lost to fire, but its placement and connection to the main house remain evident.

The property has historical value and associative value for its early and long-standing association with John Thompson and Thomas Scott, blacksmiths and wagon and carriage makers in the crossroads village of Sandhill. Thomas Scott, especially, was known to have lived in the house from 1894-1933, and his family retained ownership of the property into the 1970s. Thompson and Scott's blacksmith shop/carriageworks was located on the adjacent property to the north. It is associated with the theme of Sandhill's prosperity in the mid-19th century. It is also directly associated with the Scott family, who played an important role in the Sandhill community through the 19th and 20th centuries.

The property has contextual value as it is one of the last extant 19th century dwellings in the village of Sandhill and an important link to this once dynamic rural service centre. The Thompson-Scott House stands proud on the landscape and is an identifiable landmark at the south entrance to the village of Sandhill.

8.3 Description of Heritage Attributes

Heritage attributes that convey the property's design value and physical value as a representative example of a vernacular dwelling with Neoclassical and Gothic Revival influences:

Thompson-Scott House

- Rectangular floor plan
- One-and-a-half storey massing
- Medium-pitched side gable roof with returned wood eaves and wood molding in the gable ends

- Three-wythe thick red brick construction
- All original door and window openings
- Dentil-molded fascia board
- Projecting stretcher brick courses on front and side façades and beneath
- Buff brick detailing including:
 - projecting stretcher brick course below the fascia (front façade)
 - checkerboard and hourglass banding under the projecting buff brick coursing (front façade)
 - quoins on corners and around windows and doors (front façade)
 - jack arch voussoirs above the door and windows (front and side façades)

Heritage attributes that convey the property's design value and physical value as being of high degree of craftsmanship or artistic merit

Thompson-Scott House

- Three wythe brick construction
- Projecting stretcher brick course running underneath the upper storey windows on the sides of the building and along the front façade
- Buff brick detailing including:
 - projecting stretcher brick course below the fascia (front façade)
 - checkerboard and hourglass banding under the projecting buff brick coursing (front façade)
 - buff brick quoins on corners and around windows and doors (front façade)
 - buff brick jack arch voussoirs above the windows (front and side façades)

Heritage attributes that convey the property's contextual value in defining, maintaining, and supporting the character of the area:

Thompson-Scott House

- Scale and massing as a one-and-a half storey vernacular dwelling with Neoclassical and Gothic Revival influences.
- Setback from Airport Road
- Laneway location from Airport Road along the northern property boundary
- Visibility of the Thompson-Scott House from Airport Road

9.0 CONCLUSION

Staff have completed the Research and Evaluation Report for the property located at 13940 Airport Road and determined that it meets at least two criteria in O. Reg 9/06. As such, the property merits consideration for designation under Part IV, Section 29 of the Act.

10.0 SOURCES

Abstract of Title, Lot 27, Concession 6, EHS, Chinguacousy Township, and related documents. Peel Region Land Registry Office and Peel Art Gallery, Museum and Archives.

Census enumerations for Chinguacousy Township, 1851-1921. Ancestry.ca

Family histories. Ancestry.ca

Directories for Peel County. Online and private collection.

Lovell, John. *The Canada Directory for 1857-1858*. Canadiana.ca online database.

Lynch, John. *Directory of Peel County for 1873-4, 1874*.

McEvoy, Henry. *Province of Ontario Gazetteer and Directory, 1869*. Robertson & Cook, 1869.

Sandhill Women's Institute Tweedsmuir History. Region of Peel Archives

Tremaine, G., *Tremaine's Map of the County of Peel, Canada West, 1859*.

Post Office Records. National Archives of Canada online database.

Region of Peel Archives, Peter Elms fonds (not yet released).

Region of Peel Archives, William Perkins Bull Collection, property file for Lot 27, Concession 6, Chinguacousy Township.

The assistance of Nathan Hiller, Fay McCrea, Su Murdoch, and the staff of the Region of Peel Archives is appreciated.

11.0 FIGURES



Figure 1: 2023 aerial photograph showing location of 13940 Airport Road.

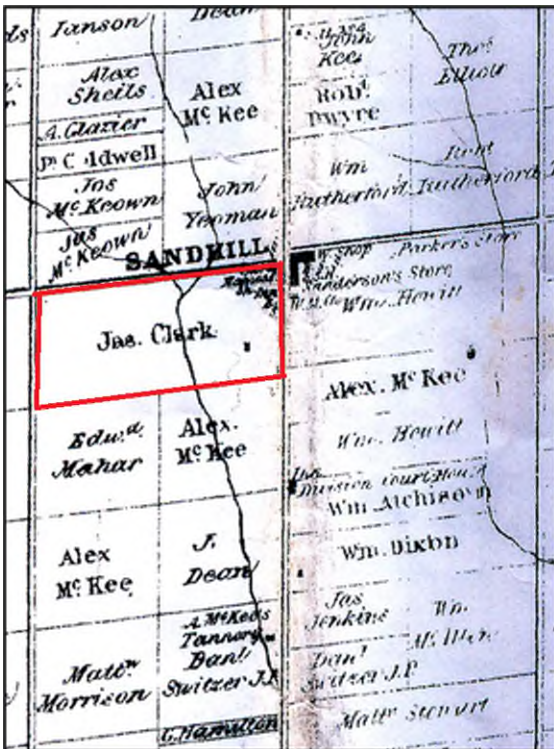


Figure 2: Detail from the 1859 *Tremaine's Map of the County of Peel*, showing Lot 27, Concession 6 EHS, Chinguacousy Township, owned by James Clark. The dwelling indicated toward the southeast corner of the property was located at 13846 Airport Road (now demolished).

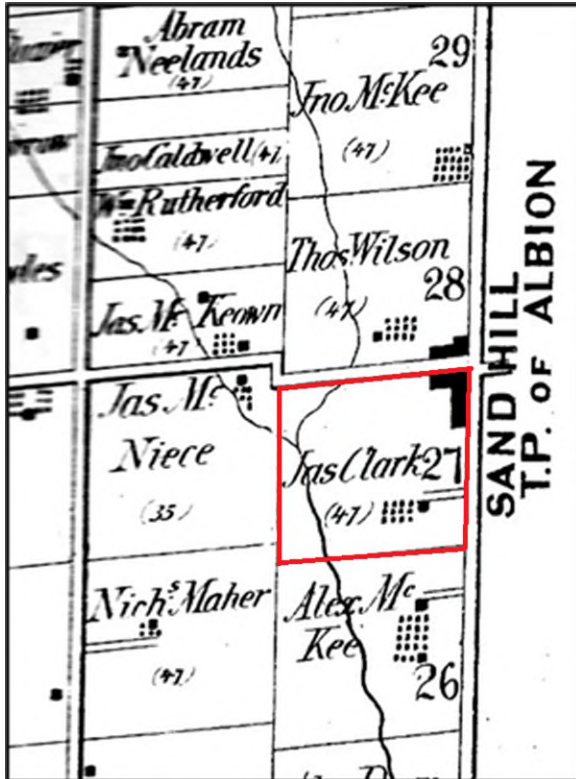


Figure 3: Detail from the 1877 *Illustrated Historical Atlas of Peel County* showing Lot 27 Concession 6 EHS, Chinguacousy Township, owned by James Clark. The Thompson-Scott House is located within the black band on the right side.

Thomas Scott

Thomas Scott, Peel pioneer and veteran blacksmith, died on February 15 at his home in Sandhill in his 93rd year, following a paralytic stroke. Born in Caledon Township, Mr. Scott could recall the days when wolves were plentiful in the township, then covered with dense forest. He moved from there to Sandhill in 1870, and had carried on business as a blacksmith since then, making his own horseshoes and nails, and building buggies, wagons, sleighs as a sideline. Besides his widow, formerly Ellen Corbett, he is survived by two daughters, Mrs. William Reynolds, Toronto, and Ruby, at home; three sons, John, William and Stanley, all of the Sandhill district, and one brother, Andrew, of Toronto.

Figure 4: Obituary of Thomas Scott, *Brampton Conservator*, February 23, 1933.



Figure 5: Undated historic photograph of the Thompson-Scott House showing members of the Scott family. *Courtesy Nathan Hiller; image owned by Warren Scott*



Figure 6: Front (east) façade of the Thompson-Scott House, January 2019.



Figure 7: Rear (west) façade of the Thompson-Scott House, October 2023.



Figure 8: Side (south) façade of the Thompson-Scott House, October 2023



Figure 9: Side (north) façade of the Thompson-Scott House, October 2023.

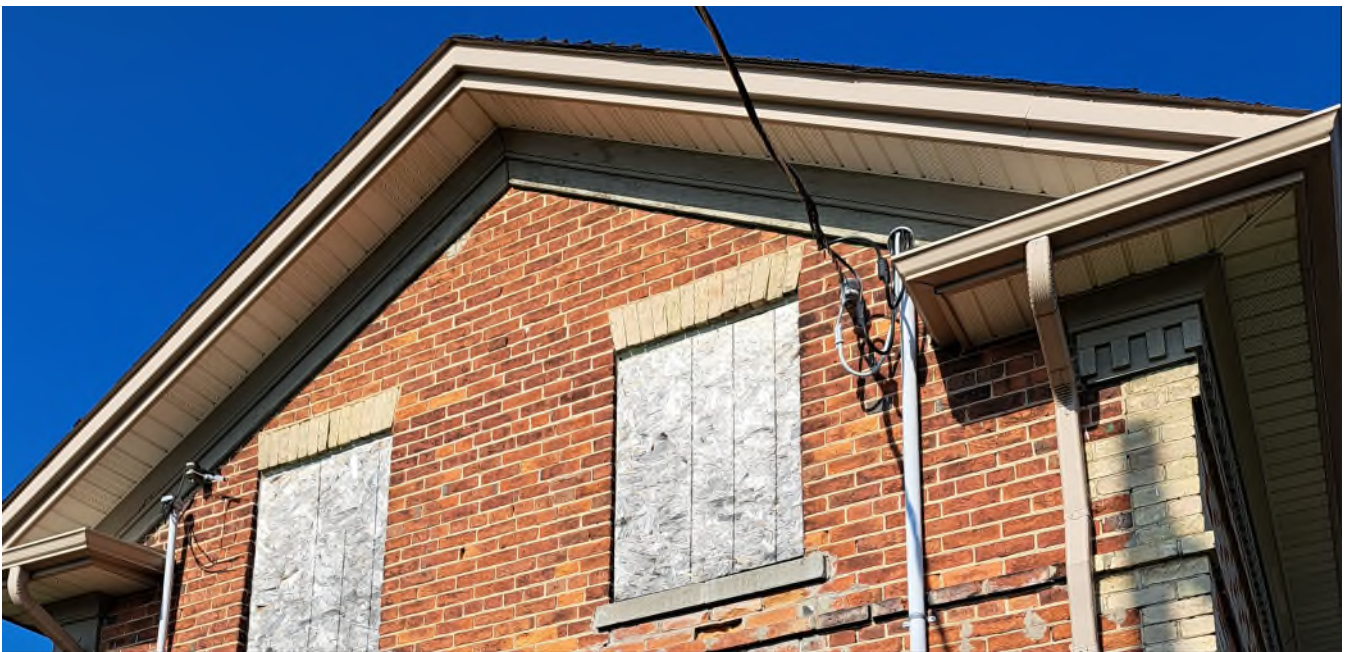


Figure 10: Detail of wood molding in the south gable end, October 2023.



Figure 11: Interior view of large dimensional lumber visible exposed in first floor ceiling near the main entrance to the Thompson-Scott House, October 2023.



Figure 12: Interior view of doorway on rear (west) façade showing the three wythes brick wall construction, October 2023.