



# Town of Whitby

## By-law # 7976-23

### Heritage Designation By-law

#### Designation of the Malcolm McTaggart House, 9455 Baldwin Street North as being of Cultural Heritage Value and Interest

Being a By-law to designate the Malcolm McTaggart House on the property municipally known as 9455 Baldwin Street North, PLAN 111 PT LOT 28, 29, 32, 38, as being of cultural heritage value and interest.

Whereas, in accordance with the provisions of Section 29 of the **Ontario Heritage Act**, R.S.O. 1990, c. 0.18, as amended, the Council of The Corporation of the Town of Whitby considers it desirable to designate the exterior of the building known as the Malcolm McTaggart House on the property hereinafter described to be of cultural heritage value and interest;

And whereas, the Council of the said Corporation has caused to be served on the owners of the property municipally known as 9455 Baldwin Street North, Whitby, Ontario, and upon the Ontario Heritage Trust, notice of its intention to designate the exterior of the Malcolm McTaggart House and the associated property at the aforesaid address to be of cultural heritage value and interest and has caused such notice to be published in a newspaper having general circulation in the Town of Whitby;

And whereas, a notice of objection was received to the proposed designation by the Clerk of the said Corporation, which has subsequently been withdrawn;

Now therefore, the Council of The Corporation of the Town of Whitby hereby enacts as follows:

#### 1. General

- 1.1. The building known as the Malcolm McTaggart House and its associated property, municipally known as 9455 Baldwin Street North, PLAN 111 PT LOT 28, 29, 32, 38, east side of Baldwin Street North, and more particularly described in Schedule 'A' attached to and forming part of this by-law as a property of cultural heritage value and interest in the Town of Whitby, under Part IV, Section 29 of the Ontario Heritage Act, R.S.O. 1990, c. 0.18, as amended.
- 1.2. This designation shall not preclude any changes that may be deemed necessary for the efficient use of the building provided that any changes shall be in keeping with the current character of the building and shall be carried out in accordance with the applicable Heritage Permit processes at the Town of Whitby.

## **2. Schedule(s)**

- 2.1. Schedule 'A' – Legal Description
- 2.2. Schedule 'B' – Designation Report and Statement of Significance of 9455 Baldwin Street North, Whitby as prepared by D. Gardner.

## **3. Effective Date**

- 3.1. The provisions of this by-law shall come into force and take effect on the day of the final passing thereof.

By-law read and passed this 20th day of March, 2023.

---

Elizabeth Roy, Mayor

---

Christopher Harris, Town Clerk

**Schedule 'A'**  
**To By-Law No. 7976-23**  
**Legal Description**

PLAN 111, PT LOT 28, 29, 32, 38; Town of Whitby

# **Schedule 'B'**

## **To**

### **By-Law No. 7976-23**

#### **Description Of Property – 9455 Baldwin Street North**

9455 Baldwin Street North is one-and-a-half storeys and of frame construction with a board and batten finish. The house is rectangular in plan with a rear extension and a side gable. The house was built in Myrtle Station in circa 1867 in the Ontario Gothic Cottage style for Malcolm McTaggart, a prominent local farmer. The style was one of the most pervasive Ontario residential styles in the late nineteenth century. The style was promoted in the Canadian Farmer in the 1860s and was extremely popular in rural architecture for farm residences.

#### **Statement of Cultural Heritage Value or Interest**

The cultural heritage value of 9455 Baldwin Street North is evident in its design, historical and associative values. The house is a well-preserved residential house form and historically authentic example of a late nineteenth century Ontario Gothic Cottage constructed in the mid to later 19<sup>th</sup> century in Whitby Township and throughout Ontario. Typical of the style, the well-proportioned building form along with its road setback and positioning on the roadway are all essential to its character. The house has design and physical value because it is a representative example of the Ontario Gothic Cottage style, one of the most pervasive Ontario residential styles promoted in the Canadian Farmer in the 1860s and extremely popular in rural architecture for farm residences.

The house was built in North Myrtle in circa 1867 for Malcolm McTaggart. 9455 Baldwin Street North has historical value because it has a direct association with the McTaggart family, early settlers, and farmers in the community. The multi-generational family were associated with several properties in the area including 9455 Baldwin Road North, the residence and farm of both Malcolm and his son, George McTaggart.

9455 Baldwin Street North has associative value due to its connection to the community and the McTaggart family, early settlers, landowners, farmers, and members of the neighbouring Methodist Church. Malcom McTaggart was a prominent local resident who served as Councillor and Reeve of Whitby Township and developed the Plan of Myrtle Village in 1894. The McTaggart family made a significant contribution to the local rural community.

#### **Description of Heritage Attributes**

Key exterior attributes that exemplify the heritage value of the Malcolm McTaggart House as an example of an Ontario Gothic Cottage style include:

- The setback, placement, and orientation of the building on Baldwin Street North
- The scale, form and massing of the building preserving the integrity of the original building design
- Rectangular plan with symmetrical front façade featuring a three-bay design and incorporating a medium pitched roof
- One-and-a-half-storey with a side gable and rear extension
- Exterior board and batten finish
- Original wooden window frames

- Centre pointed arch gable with pointed arch window opening

## **Context**

Whitby Township was part of Ontario County. Whitby Township and the town of Whitby were named for the town of Whitby in Yorkshire, England. Whitby Township was established as a municipality in 1849. In 1851, the large area identified as the Home District was divided into York, Peel and Ontario Counties and Whitby was included as part of Ontario County. In 1855, the south-west part of the Township was incorporated as the Town of Whitby. The eastern portion of the Township separated in 1858 and formed the Township of East Whitby. In 1968, the Town of Whitby and the Township amalgamated to form the Town of Whitby. In 1974, this amalgamation was incorporated in the newly created Regional Municipality of Durham which extends to the City of Oshawa in the east, to Pickering and Ajax in the west and to Scugog Township in the north.

## **Lot 20 And 21, Concession 9, Whitby Township**

In 1840, Donald McTaggart purchased 100 acres north of the ninth concession on the west side of the primary road known as the Centre Road (Highway 12). Over the next four years, more families arrived including the three Wells brothers, Mile, Jesse and Gardner, the Hodgson, Shearer and Briggs family, William Blight, Seth Hubbell, Ira Brown, Steven Hoyt, George Derby and John Carmichael. The families settled within a mile of the intersection of the Ninth Concession later named Myrtle Road and the road referred to as the Centre Road which ran north from Whitby. The road was planked between 1845 and 1848.

Myrtle was described in the Province of Ontario Directory of 1869: "A Post Office village in the Township of Whitby, County Ontario. It is situated on the grand road leading to the Town of Whitby and is distant from there 9 miles. Population 75. By the 1870s, Myrtle was an established hamlet at the crossroads of the intersection. The early settlers who had arrived in the area between 1833 to 1844 had established themselves.

External access to the community was provided by stagecoach. The Port Whitby & Port Perry Railway (PW&PP) was chartered on March 4, 1868, with authority to establish a railway from Whitby north to Port Perry on Lake Scugog. The Port Whitby & Port Perry Railway was established in 1871. Known as the Nip and Tuck locally, the train followed a course almost due north from a dock at Port Whitby to its own two-storey station in Whitby, then northward to stations at Brooklin, Myrtle, south of Manchester, south of Prince Albert and finally running northeast into Port Perry.

## **History of Myrtle and Myrtle Station**

In the 1840s at the intersection of the Centre Road (Highway 12) and the 9th concession of the Township of Whitby, a settlement was established. Many of the early settlers arrived in the mid-1830s. Donald McTaggart purchased Lot 21, Concession 9 in 1840, but may have settled in the area at an earlier date since his children were born in Canada.

Originally, the town was called Wells Corners due to the influence of Gardner Wells. In 1856 the name was changed to Lenwood and then in 1860 renamed Myrtle. The origins

of the name Myrtle is not known but it has been suggested the name referred to the Myrtle flower that grew in the church yard.



A view of the Myrtle General Store and Post Office c. 1880 - 1890. The general store was opened within the hamlet of Myrtle in 1873 by David A. Brown and David L. Briggs. David L. Briggs left the partnership in 1884. The store was situated on the north-west corner of the intersection. Prior to this building being built there was a store run by Mr. Bateman that was destroyed by fire. The people in the photo have been identified as many of the hamlet residents. The building was destroyed by fire about 1889. Whitby Archives Collection, #26-000-005.



(Left) View of Myrtle looking south, c. 1910. The building at left on the north east corner of Highway 12 and the 9th Concession was the general store. In 1910, the general store was operated by Thomas William Brookes. It was demolished in 1967. Whitby Archives Collection #26-000-030. (Right) T. W. Brookes General Store c. 1910. T.W. Brookes operated the general store and Post Office at Myrtle starting in 1903. Brookes later moved to Oshawa where he operated a grocery store on Celina Street. The Myrtle general store was demolished in 1967. Whitby Archives Collection #26-000-031.



(Left) The blacksmith shop in Myrtle c. 1908 which was located on the south-west corner of the 9th Concession (Myrtle Road) and Highway 12. The building was later modified and used as a garage. In 1984, the building was demolished. Whitby Archives Collection, #26-000-037. (Right) The blacksmith shop in c. 1910 with horse drawn carts and horses with Highway 12 in the foreground. Whitby Archives Collection d #26-000-029.

## Myrtle Public School, S.S. No. 4

The Myrtle Public School was built in 1880 on the south side of the 9<sup>th</sup> Concession (Myrtle Road) of Whitby Township west of Highway 12. It had a board and batten exterior finish. In July 1940, the building was raised, and a basement was added to the building and stairs were added to the front door. The school building was demolished in 1978. Whitby Archives Collection #29-000-011.



(Left) Class photo c. 1890 at Myrtle School. (Right) View of the school in 1940 after a basement and front stairs were added. The school had a board and batten finish and twelve-over-twelve sash.

## Methodist Episcopal Church

A log building was built to be used as a school and for church services. Land was purchased for a church building, driving shed and cemetery from Stephen Hoyt who had settled on the south-east corner of the intersection. There was an early cemetery on the property of Seth Hubbell one mile west of Myrtle. The Methodist Episcopal Church was completed in 1857. In June 1908, the church building was moved to Myrtle Station and was later used as a garage. The building was demolished in 1980.



(Left) View of Myrtle Methodist Church c. 1908. The church was built in 1857 on the east side of Highway 12, south of the 9<sup>th</sup> concession of Whitby Township intersection. In June 1908, the church building was moved to Myrtle Station and converted to a garage. The building was demolished in 1980. Whitby Archives Collection #26-000-009 (Right) Daniel Parrott was hired to move the former church to Myrtle Station. Whitby Archives Collection #29-000-28. The building was relocated to the east side of Highway 12 at Myrtle Station. In 1920, it was moved to the west side of the road north of the CPR tracks where it became a service station operated by Elmer Cooke (1895-1977) and demolished in 1980.



9465 Baldwin Street North is known as the Myrtle United Church and was built in 1908 in a Gothic Revival style. At the time of construction, the church was the Myrtle Station Methodist Church. The church is located on the east side of Highway 12 and is a distinct community landmark. View of Myrtle Station Methodist Church c. 1910. Whitby Archives Collection #27-000-029 and 27-000-30



View of the Myrtle United Church in c.1911 and a view from c. 1925 from Highway 12. 9455 Baldwin Street North with barn and picket fence is visible on the right beside the church. Whitby Archives Collection #27-000-015 and 27-000-040

At the turn of the century, the board of the Methodist Church at Myrtle decided the 1857 building was no longer repairable, and in the absence of two members sold the church building to John Bright, a resident of Myrtle Station. The board had to find a new site for a new church. Although Myrtle and Myrtle Station were only one mile apart, there was discord about the choice of a new location. Reverend Edwy E. Howard (1843-1922) made a private deal to purchase a piece of land from John Bright located on the corner lot beside 9455 Baldwin Street and the corner of Ontario Street. The congregation split at this point with some members attending services at the new church while many set up a service at the Temperance Hall with a visiting minister. The new Myrtle United Church was built at a cost of \$4,000 and was dedicated on January 31, 1909.



Inventory view of the Myrtle Church in 1978 with a view of the barn that was positioned behind 9455 Baldwin Street North.



## The Railways



(Left) View in 1908 of the railway station located in the 9<sup>th</sup> concession west of Myrtle used by the Nip and Tuck Railway from Port Whitby to Port Perry that was completed in 1871. The tracks were removed in 1941. (Right) The Nip and Tuck Railway Station in Myrtle Station in c.1920. Built in 1871 and torn down in 1937, Whitby Archive Collection 26-000-01 and 26-000-01.



(Left) C.P.R. Station, Myrtle Station c.1925. The grain elevator was built in 1887 and destroyed by fire on January 25, 1968. (Right) View of the station in 1966. The station was built in 1884 on the south side of the CPR tracks east of highway 12 and demolished in 1977. Whitby Archive Collection #27-000-009 and 27-000-013.

In 1884, the Ontario and Quebec Railway which was part of the Canadian Pacific Railway constructed a railway that passed through the area referred to as North Myrtle which was now known as Myrtle Station. The railway route extended from Toronto to Smith Falls. The Ontario and Quebec Railway intersected with the north-south 'Nip and Tuck' Railway just west of the village.

The station at Myrtle followed the design of the standard Van Horne station named after the C.P.R executive, William Cornelius Van Horne. Myrtle Station was one mile north of the hamlet of Myrtle. Several buildings were completed near the railway station at the time of construction of the railway including a hotel and store north of the tracks, and several new houses including the station masters house located at 25 Station Road. The Myrtle grain elevator was built in 1887 by William Ledingham (1834-1901) on the north side of the tracks for local farmers. <sup>1</sup> At the time, the cattle and grain market had a major impact on rail service. Myrtle Station was at its peak in the 1890s when as many

---

<sup>1</sup> Winter, Brian. *Chronicles of a County Town: Whitby Past and Present*. Published by the Author, 1999. Page 176-179

as 26 trains passed through Myrtle Station in a 24-hour period.<sup>2</sup> The elevator was purchased by Cephus Goode in 1890 and remained in the Goode family into the 1970s.

Land transactions indicate that Malcolm McTaggart sold land to the Ontario Quebec Railway for construction of the railway. The water supply for Myrtle Station needed during the steam engine era was brought from Mud Lake to a reservoir at the railway station by way of a pipe that was one and a half miles long. The pipe was constructed by Malcolm McTaggart running from the middle of Mud Lake which was near his residence on Mud Lake Road that he inherited from his father, Donald.



(Left) The Myrtle House Hotel in c. 1900. The hotel in this photo was destroyed by fire and a second hotel was built which was also destroyed by fire. (Right) J. W. Disney's Livery barn and house c. 1911 located on the south side of the CPR tracks. The livery barn was demolished in 1927. Whitby Archives Collection #27-000-033 and 27-000-037.



(Left) The Beacock General Store in c. 1906. The building was destroyed by fire on October 6, 1933 (Right) View of Station Street, south side, and 25 Station Road on the right. 25 Station Road was built in 1884 as the Station Master's House in a Gothic Revival style. The house was originally owned by the Ontario and Quebec Railway part of the C.P.R. The Myrtle Railway Station was built on the south side of the C.P.R. tracks east of Highway 12. Whitby Archives Collection # 27-000- 27-000-005.

<sup>2</sup> Winter, Brian. *Chronicles of a County Town: Whitby Past and Present*. Published by the Author, 1999. Page 176-179



(Left) Myrtle House Hotel and Myrtle Station store c. 1900. Myrtle Station was completed in 1884. The hotel and store were destroyed by fire before 1900 and a second hotel and store were destroyed by fire. (Right) View of the hotel and store from the top of the grain elevator in 1887. The house on the left in the distance is the Malcom McTaggart residence later owned by John Bright. Whitby Archives Collection 27-000-004 and 27-000-003.

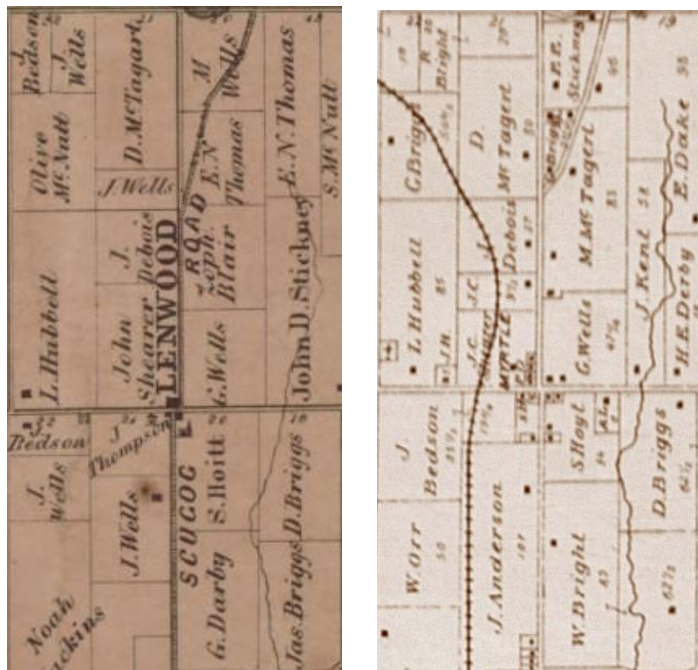


(Left) Postcard of the Myrtle Station in 1906 with the CPR station complex with grain elevator. The building at the far right was the livery stable operated by J.W. Disney until it was demolished in 1927. (Right) Beacock's General Store and Post Office at Myrtle Station in c. 1925 located on the east side of Highway 12 north of the CPR tracks. The store was destroyed by fire on October 6, 1933. Whitby Archives Collection 27-000-32 and 27-000-007.



(Left) Beacock's General Store and Post Office at Myrtle Station in c. 1911 (Right) Myrtle House Hotel c. 1910 located on the north side of the CPR tracks. Whitby Archives Collection #27-000-023 and 27-000-044.

## Land Transactions



(Left) Historical County Map of Ontario County from 1860 published by Tremain. Myrtle at this time was named Lenwood.  
 (Right) Map of Ontario County from the 1877 Illustrated Historical Atlas.

The land transactions for Concession 9, Lot 20 and 21 are evident on the two historical maps of the area. In 1860, the Tremain Map shows Myrtle was called Lenwood and there are a few buildings drawn on the map. Lot 20 on the east side of the Centre Road (Highway 12) north of Concession Road 9 is owned by G. Wells, W. Blair and Eber N. Thomas. On the 1877 Illustrated Historical Atlas, the same property was owned by Malcolm McTaggart. On the Tremain Map of 1860, D. McTaggart is shown as owning a lot west of the Centre Road on Lot 21. On the illustrated Historical Atlas of 1877, Donald continues to be identified as the owner of this property. New to the map is a dot indicating a house had been constructed on the property. The 1877 Atlas indicated he owned 80 acres and included an illustration of his farm and house. This house is located at present-day 9560 Mud Lake Road and is a listed property (located at concession 9, part lot 21 and 22). 9560 Mud Lake Road was built in circa 1875.



View of Donald McTaggart's house on Mud Lake Road from the 1877 Illustrated Historical Map.

Donald McTaggart (1798–1884) was born in Scotland in 1798 and married Mary Armour in Campbelltown, Argyllshire, Scotland in 1827. Since the census of 1851 confirmed that their children were born in Upper Canada, they probably emigrated to Canada shortly after their marriage. They settled in Myrtle in circa 1840, settling on the north half of Lot 21, Concession 9. The census of 1851 lists the McTaggart family members as Donald (54) and Mary (56) born in Scotland, and their children John (20), Ann (18), Malcolm (16), Margaret (13), and Jane (10). In the 1851 census, the family's name is spelt Mc Tagert and Donald is listed as "Daniel". Spelling errors were often made in early census depending on the person completing the enumeration.

Donald was listed in the 1861 census as age 63, a farmer, married, and an Episcopal Methodist living in a one and half storey frame house. Donald died on the 18<sup>th</sup> of January 1884 and is buried in Hubbell's cemetery. His wife Mary (April 8, 1796 – February 27, 1882) is also buried there.



(Left) View of the McTaggart House later the John Bright House in c.1910 Whitby Archives Collection #27-000-003. An archival photo from c. 1910 showed a full width verandah with turned posts and decorative brackets. The house is in the Gothic Revival style. In 1884, the house transferred to Malcolm McTaggart, son of Donald and Reeve of Whitby Township. (Right) Present-day view of the house on Mud Lake Road.

Malcolm McTaggart purchased land on the east side of the Centre Road from Emer N. Thomas. Land transactions indicate that in 1867, Eber N. Thomas sold 35 acres of the south half of the north half of Lot 20 in the 9<sup>th</sup> concession to Malcom McTaggart. The Thomas family including the brothers, Stephen, Hiram, John, and Eber were early settlers to the area. 9455 Baldwin Street North was built on the property circa 1867. Around eight years later, Malcom McTaggart built another house on his property slightly north of 9455 Baldwin Street North. 9585 Baldwin Street North was probably completed in circa 1877 in a Gothic Revival style as a new house for Malcolm McTaggart. When the house was completed, the railway at Myrtle Station had not yet been established north of Myrtle having been completed in 1884.<sup>3</sup>

Malcolm McTaggart married Mary Barton. The 1871 Census lists the McTaggart Family as: Malcolm (34), Mary (66), Maggie (8), George (6), Louis (4) and William (2). The 1881 Census lists the family as: Malcolm (44), Mary (40), Maggie (18), George (16), Louis (14), William (12), Mary E. (9), Eva J. (7), Florence (5), Donald (82) and Mary (84).

<sup>3</sup> Historical Whitby by Brian Winter, Whitby Free Press, June 30, 1976, p.7

Malcolm McTaggart was active in local politics and served on the Whitby Township Council, as a councillor from 1872 to 1877, 1892 to 1896 and in 1898. In 1878, he was Deputy Reeve and he was acclaimed as Reeve in 1897 as noted in the Whitby Chronicle of January 1, 1897 when Mr. M.L. Smith “decided to retire from the reeveship and leave the field clear to Mr. McTaggart who has been an able and faithful councillor. This would cause Mr. McTaggart’s return by acclamation, an honour well deserved, and would enable the ratepayers to congratulate themselves upon having a good man for reeve.”<sup>4</sup>

Malcolm McTaggart was also a Director of the Midland Mutual Fire Insurance Co., a “company that insures nothing but farm buildings and their contents, isolated dwellings and their contents, churches and schoolhouses and pays all losses within 6 days” as noted in the Whitby Chronicle on June 7, 1895, page 6.<sup>5</sup>

According to land records, Malcom McTaggart purchased 50 acres of the N½ of Lot 20 Concession 9 in 1877 from John Almond and took out two mortgages (\$3,000 and \$1,000) on his other property (9455 Baldwin North) located on Lot 20, Conc. 9. This was probably when he built the house slightly north of 9455 Baldwin Street North.

The house located at 9585 Baldwin Street North was completed in a Gothic Revival style as a new house for Malcolm McTaggart and family. Based on the style of the house, and a later reference in a newspaper clipping to the house being Malcolm McTaggart’s, the house is known as the James Beacock House because he rented the house from Malcolm McTaggart for many years. James Beacock was the storekeeper and postmaster for the Town of Myrtle Station from 1906 to 1936. Part of this parcel of land with part of his land to the south where 9455 Baldwin Street North is located, was subdivided by Malcolm McTaggart in 1894 as village lots in the registered Plan of Myrtle Village.

Donald McTaggart built the brick Victorian farmhouse on Lot 21, Concession 9 (9560 Mud Lake Road) circa 1875. After his death in 1884, the house on Mud Lake Road transferred to Malcolm McTaggart. In 1902, it was sold to John Bright (1865-1917) a prominent resident of Myrtle Station and farmer specializing in the breeding of shorthorn cattle and Clydesdale horses.

---

<sup>4</sup> Nominations Whitby Township, Whitby Chronicle, January 1, 1897, p.6

<sup>5</sup> Malcolm McTaggart, Whitby Chronicle, June 7, 1895, p.1

A newspaper article that appeared in the local paper in 1901 that references Mr. Beacock living on Mr. McTaggart's farm after having rented it for years. Malcolm's son

**MYRTLE.**  
Mr. Beacock has commenced to move on to Mr. McTaggart's farm, having rented it for a term of years.  
Mr. Wesley Wiles has moved to Port Perry, where he has engaged to Courrice & Jeffrey in the harness business.  
Mr. George McTaggart is about to move on his own fifty acres just south of his father's farm, which George has been working for the past few years.  
Mr. and Mrs. Thomas Downey arrived home Tuesday evening, after having spent about two weeks in Toronto, the guests of their daughter, Mrs. R. Campbell.  
Flags are flying in our village in honor of the Canadian boys who have taken such an active part in bringing about the surrender of Gen. Cronje in South Africa.  
Mr. and Mrs. Malcolm McTaggart came down from the city to attend their sale on the 27th inst., which was such a grand success. Mr. McTaggart was favored with good weather, a good crowd, good prices and an abundance of buyers.

George is referenced as moving onto his own fifty acres south of his father's farm (9455 Baldwin Street North) which he had been working for the last few years.

In 1885, George McTaggart married Minnie Savage. The house at 9455 Baldwin North transferred to George in 1887 and remained in the George McTaggart family until George sold it in 1906. The family was listed in the 1901 census as: George (36), Minnie (35), Elmer A [Arthur] (13), Merle R. [Rena] (5). The George McTaggart family moved to Toronto around 1906 where George established himself as a builder in house construction at a time when Toronto was rapidly expanding and house construction was booming. In the 1911 census, the family included George (46), Minnie (45), Elmer (24) also a house builder, Rena [Merle] (14) and Barton Wesley (4) all residing at 268 Dovercourt Road.



View of 9585 Baldwin Street North known as the James Beacock's house in c. 1907. This house was known as Malcolm McTaggart's house and was probably built circa 1877 as a second, larger house for the McTaggart family. Whitby Archive Collection #27-000-03.

## Description of 9455 Baldwin Street North, Whitby

The house is one-and-a-half storeys and of frame construction with a board and batten finish. The house is rectangular in plan with a rear extension and a side gable. The roof is medium pitched with overhanging eaves. The front facade is symmetrical with a centre pointed arch gable with pointed arch window. There is a central door with two flanking windows with modern shutters. A front porch extends across the full width of the porch and wraps around extending over a one-storey addition on the south elevation which would have been a later modification. The north elevation has two ground floor windows, one central upper-storey window and a secondary side gable addition that extends across the rear elevation.



## Architectural Style



(Left) The Canadian Farmer, 1864, Vol 1, No. 22 drawing of Rural Architecture titled a Cheap Farm House. The style was popular in Ontario for rural architecture and farmhouses.

9455 Baldwin Street North was built in Myrtle Station in circa 1867 in the Ontario Gothic Cottage style for Malcolm McTaggart. The style was one of the most pervasive Ontario residential styles in the late nineteenth century. The style was promoted in the Canadian Farmer in the 1860s and was also popular because property tax in Upper Canada was based on the number of storeys in a residence. The Ontario Gothic Cottage provided a one and a half storey house with a window in the gable above the entrance door and often with a rear kitchen wing. The front façades were symmetrical with three bays often with a medium pitched

side gable and a centre pointed arch gable usually with decorative bargeboard and finials. The front doors were often four panelled sometimes with a transom and sidelights. The windows were usually two-over-two sash usually flat headed with board and batten finish and may include louvered shutters. The houses often would include full width verandahs or verandahs extending to rear wing. Typical exterior finishes included board and batten, vertical tongue and groove boards or clapboard.



View of 9455 Baldwin Street North in 1911 from Highway 12 with the Myrtle United Church on the left. Visible in the photo is the rear extension and former barn. Whitby Archives Collection #27-000-015.



## Designation

Under Ontario Regulation 9/06 of the Ontario Heritage Act for determining cultural heritage value or interest, which is required to designate a property under the provisions of Section IV, 9455 Baldwin Street North, Whitby meets the following criteria for designation:

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 house has design and physical value because it is a representative example of the Ontario Gothic Cottage style, one of the most pervasive Ontario residential styles in the late nineteenth century. The style was promoted in the Canadian Farmer in the 1860s and was extremely popular in rural architecture for farm residences.

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

9455 Baldwin Street North has historical and associative value because it has a direct association with the McTaggart family, early settlers to the community. The multi-generational family were associated with several properties in the community including 9455 Baldwin Road North, the residence of both Malcolm and George McTaggart, 9585 Baldwin Road North, the residence of Malcolm McTaggart and 9560 Mud Lake Road, the residence of Donald and Malcolm McTaggart.

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

9455 Baldwin Street North is connected to the McTaggart family, early settlers in the community and members of the neighbouring Methodist Church. Malcom McTaggart was a prominent local farmer who served as Councillor and Reeve of Whitby Township and developed the Plan of Myrtle Village in 1894. The McTaggart family made a significant contribution to the local rural community.

In summary, the property has design value, physical value, historical value, and associative value.

## Land Transactions – Mctaggart Family

### Lot 20 S ½ of N ½ Concession 9 (9455 Baldwin North)

1802 Patent George Lucas 100 acres N½ Lot 20 Concession 9

1845 Daniel Way

1850 Peter Perry purchased 35 acres from Daniel Way

1853 (June) William Blair from Robert Perry & Others

1853 (October) James Kennedy

1854 (September) Eber N. Thomas

1867 Donald McTaggart purchased 35 acres from Eber N. Thomas

1875 Malcolm McTaggart

1877 Malcolm McTaggart took out 2 mortgages for \$3,000 + \$1,000, possibly to build the house at 9585 Baldwin N.

1887 George McTaggart

1906 Alberta Tardiff for \$4,400

1934 Alvin E. Armstrong from Levi Tardiff

1936 Louisa Nattress

1950 Watson

1959 Wade

1962 Joseph Broady

### **Lot 20 N ½ Concession 9 (9585 Baldwin North)**

1840 patent James Henderson

1847 William Blair

1856 Zephanie Blair

1862 Isabella Blair & others

1862 John Burns

1871 John Almond

1877 Malcolm McTaggart purchased 50 acres from William Almond. This land purchase was probably part of the land that he subdivided into village lots in 1894 as the Plan of Myrtle Village

### **Lot 21 Concession 9 (9560 Mud Lake Road)**

1832 Patent Canada Company – All (200 acres)

1840 John Shearer S½ (100 acres)

1840 Donald McTaggart N½ (100 acres)

1902 John Bright from Malcolm & George McTaggart through David Adams

## **Bibliography**

### **Archival Sources**

Census of Ontario County, 1851, 1861, 1871, 1881, 1901, 1911

Land Records, Ontario County, 1853-1917

Tremaine Map of Ontario County, 1860

Photographs, Whitby Archives

Land and Article Research, Margaret Clayton, HWAC, February 2021

## **Books & Reports**

Beers, J.H. & Co. *Illustrated Historical Atlas of the County of Ontario*. Toronto, 1877

Myrtle Women's Institute Tweedsmuir History. Whitby Archives Collection, 1985.

Winter, Brian. *Chronicles of a County Town: Whitby Past and Present*. Published by the Author, 1999.

## **Articles**

Myrtle in 1884, Brian Winter, Whitby Free Press, June 6, 1979, p.8

Historical Whitby, Brian Winter, Whitby Free Press, June 30, 1976, p.7

Historical Whitby, Brian Winter, Whitby Free Press, May 30, 1979, p.10

Malcolm McTaggart, Whitby Chronicle, June 7, 1895, p.1

Nominations Whitby Township, Whitby Chronicle, January 1, 1897, p.6