

St. Catharines Heritage Advisory Committee

Agenda

Thursday, June 10, 2021

Electronic Participation at 2:30 pm

As part of the City's commitment to safety during the COVID-19 pandemic, this meeting will be held electronically.

This Meeting may be viewed online at www.stcatharines.ca/youtube

Public Comments: The public may submit comments regarding agenda matters by contacting mseaman@stcatharines.ca by Wednesday, June 9, 2021 before 3:00 p.m. Comments submitted will be considered as public information and entered into public record.

-
1. **Call meeting to order (Chair)**
 2. **Recognition of Traditional Territories**
 3. **Additions / Deletions to the Agenda**
 4. **Motion to approve the agenda**
 5. **Motion to adopt the minutes of the previous meeting**
 - April 8, 2021
 6. **Declarations of Interest**
 7. **Presentations (invited guests)**
 - None
 8. **Business arising from the minutes**
 - 8.1 Welcome new members
 - Holly Washuta
 - John CrawleyMichael Seaman, Senior Project Manager, Acting Staff Liaison
 - 8.2 Pony Mini Mart – 321 St. Paul Street
Michael Seaman, Senior Project Manager, Acting Staff Liaison

- Nothing to report – defer to the July 8, 2021 meeting

8.3 St. Catharines Museum WordPress – Heritage Committee Articles
Michael Seaman, Senior Project Manager, Acting Staff Liaison

- Nothing to report – defer to the July 8, 2021 meeting

9. Business

- a) **9.1** Changes to Ontario Heritage Act., In effect July 1, 2021
New Ontario Heritage Toolkit Released
Michael Seaman, Senior Project Manager, Acting Staff Liaison
- b) **9.2** Update from Chair Narhi regarding inquiries received following the April meeting regarding properties on Edmund Street and Norris Place.
- c) **9.3** St. Catharines Municipal Heritage Register (non-designated) Update
Michael Seaman, Senior Project Manager, Acting Staff Liaison

10. Updates from Sub-Committees

- 10.1** Designations, Plaquing and Ceremonies
- 10.2** Public Outreach and Education (POE)
- 10.3** Research and Inventory (R & I)

11. Items of Correspondence

- a) Sub-Item 9.1 – Correspondence from Lisa Beaudin (MHSTCI) on behalf of Kevin Finnerty, Assistant Deputy Minister, Heritage, Tourism and Culture, Division.
- b) CHO News: Spring 2021 Edition
- c) Port Dalhousie Conservation Management Plan - Willowbank

12. Date of next meeting

Thursday, July 8, 2021

13. Motion to Adjourn

CORRESPONDENCE

ITEM 9.1

On Behalf of Finnerty, Kevin (MHSTCI)

Subject: Changes to Ontario Heritage Act, Ontario Heritage Toolkit released in draft form

Dear partners and community members,

Changes to the *Ontario Heritage Act* (OHA) are coming into effect on July 1, 2021. In 2019 amendments were made to the OHA through the *More Homes, More Choice Act, 2019* (Bill 108). These amendments aimed to increase consistency, transparency and efficiency in municipal decision-making under the OHA to support the Housing Supply Action Plan, while continuing to protect the cultural heritage resources that communities value.

A regulation is required to implement the amendments made through Bill 108. Both Ontario Regulation 385/21 and the Bill 108 amendments to the OHA will also be proclaimed into force on July 1, 2021. O. Reg. 385/21 (General) can be found [here](#) on e-laws.

Please find attached a series of Q&As to support transition to the new legislative and regulatory requirements.

New Guidance Materials

To assist with the transition to the new legislative and regulatory processes, the ministry has updated five guides in the Ontario Heritage Tool Kit to reflect the amendments and new regulation. The Tool Kit will be published in electronic format only. Draft guides are now available for review on the [Environmental Registry of Ontario website](#).

Through the ERO portal, the Ministry invites your input on the draft guides. We want to hear what you find improved, as well as any areas that may require further clarification.

The guides will be available on the site for comment until June 30, 2021.

Additionally, we will offer three virtual sessions with ministry staff where you can learn more about the *Ontario Heritage Act* in its new form.

- **June 10** or **June 17** (same presentation both days) – a session for those familiar with the OHA, providing specific guidance on the recent changes.
- **June 22** – a ‘Heritage 101’ overview providing a broad overview of the conservation tools under the amended OHA.

Please keep an eye out for an invitation in the days ahead that will allow you to select the session of your preference.

We look forward to your participation.

Thank you,

Kevin Finnerty

Assistant Deputy Minister

Heritage, Tourism and Culture Division

Ontario Heritage Act Amendments and New General Regulation

Questions and Answers

Q: What did the ministry do with the feedback that was received regarding the Regulation?

A. The ministry posted a draft of the proposed regulation on the Environmental Registry and the Regulatory Registry for 45 days from September 21, 2020 to November 5, 2020. The ministry received comments from municipal, development and heritage stakeholders. Some adjustments were made to help improve implementation as well as some more significant changes to help ensure that the regulation supports the objectives of the Housing Supply Action Plan.

Q. How do the changes impact proposed designations or applications for alteration or demolition that are already underway at the time of proclamation?

A. The regulation contains transition provisions governing how municipalities and property owners will shift to the new requirements and processes under the OHA. The general rule is that those OHA processes that are initiated prior to July 1, 2021 will continue under the OHA as it read on June 30, 2021. The regulation sets out the specific triggers for determining if a process has commenced. Please see the regulation for full details.

Q: Does this mean the new 90-day timeline on issuing a notice of intention to designate will only apply to prescribed *Planning Act* applications submitted on or after July 1?

A: The changes to the OHA include a new 90-day timeline for issuing a notice of intention to designate where a property is subject to an application for an Official Plan Amendment, Zoning Bylaw Amendment or Plan of Subdivision. This timeline will apply where notices of complete application are given on or after July 1, 2021. This means that the 90-day timeline will apply to some applications that are submitted before July 1. The ministry is providing this advanced notice of proclamation to help municipalities plan accordingly.

Q: How do the transition rules apply to proposed designations initiated prior to proclamation?

A. Municipalities are required to make a final decision on any outstanding notices of intention to designate (NOID) within 365 days of proclamation, or the NOID will be considered withdrawn. Where there was an objection to the NOID and the matter was referred to the Conservation Review Board (or Ontario Land Tribunal, as the case may be), the municipality will have 365 days from the date of the tribunal's

report to pass the by-law. This 365-day timeline can only be extended through mutual agreement between the property owner and the municipality. Please see the regulation for full details.

Q: Are there any other important changes?

A. An amendment made to the OHA through the *Protecting What Matters Most Act, 2019* (Budget Measures) to include email as a form of delivering documents under the OHA is also being proclaimed into force on July 1, 2021. This change will help modernize services and allow for more efficient delivery.

Q. When will the final Tool Kit be available?

A. The final Tool Kit will be posted on the Ministry's website this autumn

ONTARIO'S MUSICAL HERITAGE SITES

MICHAEL SEAMAN

When we think of local heritage, we think of buildings and places occupied by people who lived long ago and shaped the foundation of our communities. As time passes, communities are becoming aware of and celebrating other aspects of their recent history. One such area is in the realm of popular music, which has become an increasingly important source of civic pride and identity in communities around the world. Unlike national historic sites which tend to focus on the most representative site that an individual, industry or event was associated with, the commemoration of musical heritage takes in the everyday places where groups and musicians lived and played on their journey to music stardom. Music aficionados are known to regularly travel thousands of miles in search of the places that their musical heroes frequented, places such as New Orleans, Memphis, Nashville and Liverpool.

Ontario has a rich popular music tradition and several communities are celebrating and marketing their musical heritage. The City of St. Catharines has taken the lead in this area recently with its efforts to commemorate the legacy of its famous son, Neil Peart. Peart, the drummer and

songwriter of Canada's Hall of Fame rock'n'roll trio, Rush, passed away on January 7, 2020. Not long after his passing, both the community and Rush fans worldwide lobbied for a commemorative work of art to be located in Lakeside Park. Lakeside Park is where a young Peart worked the Bubble Game and Ball Toss at the amusement park, which inspired his well-known 1975 song of the same name. As a



Neil Peart Pavillion in Lakeside Park, Port Dalhousie
 Photograph: M. Seaman

result, St. Catharine's City Council established the Neil Peart Commemorative Task force, which is responsible for reviewing options for the scope and type of memorial, site selection, consideration of operating and maintenance costs and securing funding, design, and installation. In January 2021, the City put out a call for proposals to create the design for the memorial, and the response has been phenomenal. According to

Mayor Walter Sendzik, the outpouring of support for the statue is proof of how important the project is not only to St. Catharines, but to the broader music community. It also underscores the need to take such a methodical approach, to ensure that it truly is a worthy tribute.

St. Catharine's tribute to Peart is not only confined to the future public artwork. In 2020, Council, with the support of

Continued on page 3.

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www.communityheritageontario.ca

PRESIDENT'S MESSAGE



I hope that this finds you well and still engaged in conserving your community's cultural heritage despite the complications of the pandemic.

Heritage Property Insurance

Almost since I began my involvement with CHO/PCO, this has been a reoccurring issue. It has been the theme of sessions at our annual conferences, at workshops and most recently, in an article written by two CHO/PCO directors for the last issue of CHO/PCO News. Keep in mind that, relative to the more than 10,000 properties designated under Parts IV and V of the *Ontario Heritage Act*, it is a relatively small matter, but it does seem to keep reoccurring, grab the attention of municipal councils and create fear among some heritage property owners.

To assist municipal heritage committees, we have created a folder on the CHO/PCO website with articles and brochures that address this topic. If you have any additional information that might benefit other MHCs, please contact us so that we can post it on our website.

When dealing with this issue and property owners, the best response is to tell them to shop around for another insurance company if their insurer refuses to renew their policy if the property is designated. An insurance company may refuse to renew a policy for any number of reasons to reduce their perceived risks. Without endorsing it, one insurance company that specializes in heritage properties, both privately and publicly owned, is Ecclesiastical Insurance; their website is <https://ecclesiastical.ca>.

Minister's Orders – Zoning and Subdivision

Under the *Planning Act*, the Minister of Municipal Affairs and Housing may issue orders related to zoning and subdivision control permitting development that by-passes municipal planning processes including the right to appeal. Such orders may be for privately or publicly owned lands, including lands owned by the province and its agencies. Until the most recent provincial government came to power, such orders were infrequently used; now they are used with great frequency. The saving grace with such orders, often referred to as MZOs, was that they had to comply with the Provincial Policy Statement (PPS). Section 2.6 deals with cultural heritage and archaeology and requires that "Significant built heritage resources and significant cultural heritage landscapes shall be conserved" (Section 2.6.1). Now the provincial government is proposing in Bill 257 to pass legislation to exempt MZOs from the PPS except in the Green Belt Planning Area. If passed, there would be no requirement that the provincial government conserve heritage resources, except in the Green Belt, when issuing MZOs. CHO/PCO has written to the Ministers and posted comments on the Environmental Registry objecting to the proposed legislation. In our objection, we have suggested an alternative that would still require the conservation of cultural heritage resources.

Stay safe and continue your work on heritage conservation.

Wayne Morgan

CHOnews

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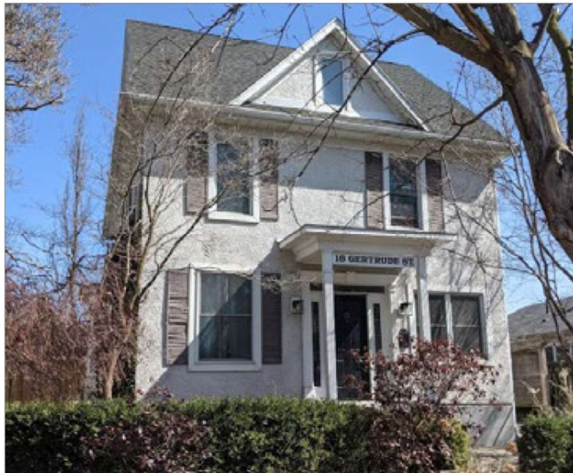
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Newspaper articles as updates to MHC activities cannot be used without permission of the newspaper and/or the original author. Text written by the MHC is encouraged.

Articles are published in the language they are received.

Continued from page 1.

the community, voted to name the newly rebuilt pavilion at Lakeside Park after Neil Peart. In downtown St. Catharines, the Local BIA included Peart in a series of lamp post banners celebrating local heroes from all corners, including other famous musical luminaries such as Canada's Grammy Award winning "Polka King" Walter Ostanek and Juno winning singer-songwriter Ron Sexsmith. The St. Catharines Municipal Heritage Advisory Committee has identified and protected at least one former Peart family home located within the Port Dalhousie Heritage Conservation District and is working to identify other properties associated with Peart during his boyhood.



One of Neil Peart's boyhood homes
Photograph: M. Seaman

The profession of a musician often results in journeys to many places. Singer, songwriter, and musician Gordon Lightfoot, famous for such hit songs as "You can read my mind" and "The Wreck of the Edmund Fitzgerald" over a sixty-year career, is one musician for whom several communities can lay claim. The statue "Golden Leaves" located in Gordon Lightfoot Sculpture Park, honours him in his hometown of Orillia.

Lightfoot is also commemorated in Hamilton, home of the historic Grant Avenue studio, where for 40 years he and the likes of Johnny Cash and U2 made legendary music within the confines of a red-brick Victorian era house. A great source of community pride, the heritage of Grant Avenue Studio was one of the most well-received stories told at the National Trust for Canada Conference that was held in Hamilton in 2015.

Like many Canadian musicians, a pivotal stop on Lightfoot's career was Toronto, and here his career is similarly commemorated. In Toronto's Yorkville, where Bruce Cockburn, Buffy Sainte-Marie, and Neil Young also

paid their dues, locations of coffee houses including the Riverboat, Mynah Bird, Purple Onion and Penny Farthing are now marked with illustrated plaques by Heritage Toronto. Toronto has also made significant efforts to preserve and protect the major venues where so many Canadian and international musicians entertained: Massey Hall, the Silver Dollar Room and even Maple Leaf Gardens, known best for hockey but also where Elvis, The Who and the Beatles gave legendary performances.



Plaque featuring Gordon Lightfoot and Buffy Sainte-Marie
Photograph: City of Toronto

Probably the most famous Canadian pop musician of the early rock'n'roll era is Paul Anka, known for such hits as "Diana" and "Put your head on my shoulder". Anka was born in 1941 in Ottawa. While the most visible reminder of Anka's Ottawa roots is the street named for him, another of his musical connections to Canada's capital is the former St. Elijah, Antiochian Orthodox Church located in Centertown. As a choir member, St. Elijah was one of Anka's key stops along the way to superstardom. When the building was sold in 1989 to facilitate the congregation's move to a larger church, the building became a pioneering example of a successful adaptive reuse of a place of worship when it was converted into non-profit housing. The project's success in retaining the building's architectural character received a City of Ottawa Heritage Award.

Peterborough is another community which has a rich musical heritage in its downtown bars and clubs. In 1952 Hank Williams, after consuming one too many beverages at the late, great Pig's Ear Tavern, fell down on the stage prior to a show he never gave. It is said that the injury sustained in the fall led to his declining health and untimely death less than a year later. Another story is that on Canada's 100th birthday in 1967, Charles Thomas Connors was first introduced onstage as "Stompin' Tom" before a concert at the King George Tavern. Some claim that it was there that he first used his trademark sheet of plywood to stomp on so as not to put his foot through the stage. Peterborough was clearly a most important place on Connors' journey. When

he passed away in 2013, his memorial service, attended by Canadians of all walks of life was held as he wished in the Peterborough Memorial Arena.¹



Paul Anka outside the Chateau Laurier in Ottawa
Photograph: Pictorial Press Ltd / Alamy Stock Photo

While famous for losing its status as Canada's national capital in 1844, on August 20, 2016 there was no doubt that Canada's music capital was the City of Kingston, when it hosted the final concert of hometown band and national treasure, The Tragically Hip. Recognizing the importance of music to community heritage, in 2012 Kingston renamed a portion of the historic Barrack Street, "The Tragically Hip Way" and following the 2016 final show, a stone was laid in honour of the band and their concert in Market Square. When Gord Downie passed away, this stone served as a point of focus for community mourning of a local hero. Kingston has designated the high school that members of The Tragically Hip attended, Kingston Collegiate and Vocational Institute, under Part IV of the *Ontario Heritage Act*.

While it is most well-known for its association with Shania Twain, the City of Timmins was similarly pivotal in the career development of Stompin' Tom. It was there in his mid-20s after 13 years of hitchhiking with his guitar across Canada, he found himself a nickel short of a 35-cent beer at the Maple Leaf Hotel. Fortunately for Canada and the world, the bartender accepted the 30 cents and offered another beer if he would play a few songs. These few songs turned into a 14-month run at the hotel, a radio show, eight 45 rpm singles, and marked the beginning of one of Canada's most remarkable music careers.²

While there is a growing awareness of the importance of these touchstones to the musical history of Canada and the world, their modest, often dishevelled nature

and modernity often makes them vulnerable. Some municipalities for example, have a self-imposed 100-year minimum age requirement for heritage designation, which can see many of these sites fall through the cracks. In others, a drive for development and intensification in downtowns as articulated in documents like the Ontario Government's Growth Plan, see them under threat of redevelopment. As a result, many of our most significant musical heritage sites are either lost or under severe threat of loss. Winnipeg's famed Blue Note, where the City's finest musicians regularly performed, and Timmins' Maple Leaf Hotel, are now vacant lots; Peterborough's Pig's Ear Tavern closed in 2017 after 152 years of operation, its future so uncertain that it was added the same year to the National Trust's Top 10 Endangered Places list. It's clear that communities need to do more to identify and protect their musical heritage sites before they and the opportunity that they represent for cultural and economic enrichment, are lost.



The Pig's Ear Tavern building in Peterborough
Photograph: City of Peterborough

There are many positive examples of communities developing innovative solutions for using musical heritage as a cultural and economic development catalyst. In Minnesota for example, the City of Minneapolis has been completing a musical history inventory, in which the careers of local stars Bob Dylan and Prince loom large. In San Francisco,

¹ Letter from Erik Hanson, Heritage Coordinator, City of Peterborough, October 2019.

² Lepine, Gaëtan (March 7, 2013). "The bartender who discovered Stompin' Tom Connors". Day 6 (Interview). Interviewed by Brent Bambury.

California, long established small businesses of over 30 years of age, such as musical venues, are eligible for a grant which allows them to survive in their traditional neighbourhoods. In England, a national Blue Plaque program led by English Heritage, commemorates special places in Liverpool where the likes of John Lennon, Keith Moon and Brian Jones once lived, played and wrote songs. And then there is the Winnipeg, Manitoba, hometown of Neil Young, Randy Bachman and Burton Cummings. Winnipeg has used its musical heritage to shine the light of cultural vitality upon the City, contributing to making it an attractive place to live and invest once again.

From Orillia (Gordon Lightfoot) to Kingston (The Tragically

Hip) and Ottawa (Paul Anka), there are several communities across Ontario that have launched talented musical artists onto national and international stardom. Perhaps celebrating musical heritage will provide a lucrative road map to cultural and economic vitality for more communities.

Michael Seaman is a Senior Project Manager with the City of St. Catharines. He is also currently serving as Ontario's member on the Board of Governors of the National Trust for Canada and as Chair of the Town of Lincoln Municipal Heritage Advisory Committee.

Annual General Meeting

THIS YEAR THE ANNUAL GENERAL MEETING WILL BE A VIRTUAL MEETING USING ZOOM.

THE AGM WILL BE SATURDAY, MAY 29, 2021 AT 10 AM.

IF YOU WISH TO PARTICIPATE, PLEASE EMAIL
ginetteguy@communityheritageontario.ca

THE AGENDA AND DOCUMENTS PACKAGE WILL BE FORWARDED IN THE CONFIRMATION EMAIL, ALONG WITH THE ZOOM LINK.

WE HOPE TO SEE YOU ALL AT THE AGM.

HERITAGE GENERAL STORES

NANCY MATTHEWS

The General Store was of huge importance to early pioneering communities, whether 1790s along the Great Lakes or much later in settlements like "The Queen's Bush", a forested tract of Crown land in south Grey County that didn't officially offer land grants until 1850.

For early settlers, a local general store supported their arduous task of carving a living out of virgin wilderness. Pioneer farmers worked long hours to clear land for cultivation but rarely produced enough excess crops or meat to justify taking a full day (or more) away from farm work for a difficult trip to market over bad roads. Instead, the store owner accepted bits and pieces from the entire

community until he had enough to fill a wagon. The cash from selling assorted goods at a larger center provided the means of paying for a return wagonful of mercantile goods for his customers.

In addition to food and kitchen staples, the general store stocked many other necessities such as pots and pans, yarn & dry goods, hardware, school supplies, tools, seeds, agricultural equipment, and a wide selection of other paraphernalia ranging from buckets to string to candles – in fact almost anything pioneering homesteaders might regularly require but couldn't grow and/or make for themselves. Rural general stores usually housed the post office; and in many cases offered other public services such as a

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lending library or clothing exchange.

A barter system compensated for the scarcity of cash money. A farmwife might bring maple syrup, butter, eggs, soap to trade for a bolt of cotton to make clothing. Her husband might bring game or ham or a bushel of potatoes to exchange for a steel trough or a new saw blade. Everyone brought their own tins or jars to refill with sugar, flour, oil, or other staples stored in large bins or vats.

Carefully kept accounts were tallied once a month for "reckoning day". Both parties often agreed to a carry-over credit rather than a cash payment. For farmers, a credit balance after autumn harvest was something to "live off" in the lean winter months. For a shop keeper, barter credit given to farmers meant having cash to pay itinerant salesmen for new stock.

The first "general stores" in many pioneer hamlets were the front room of a farmhouse near cross-roads.

As population increased, larger more functional structures were erected, often by entrepreneurs with cash to invest. When fire took toll of wooden structures housing oils, paraffin and other flammables, early general stores were generally rebuilt of brick.

A typical rural General Store had at least 2 full height floors plus cellar and attic storage. The main floor ceiling height of 10-12 feet allowed for hanging cumbersome articles like washtubs, copper boilers

and farm implements. The owner's family generally lived above and shared their living space with excess goods. A covered porch for display of goods often had a bench where customers could sit and visit.

By 1867, larger rural communities in the "Queen's Bush" had two or more general stores, one of which served as the Post Office. On rural stretches of the Toronto-Sydenham Road (Highway 10), there was some sort of store every mile or two from south of Dundalk to far north of Markdale.

By the 1940s when better roads and improved vehicles made "trips to town" a pleasant and convenient option, many of these country stores gradually became private homes or converted to other retail uses like restaurants, antique stores, or art galleries – a locally appreciated repurposing of such long-cherished community bulwarks.

The Municipality of Grey Highlands, located in the heart of "The Queen's Bush", is proud to have three heritage general stores not only listed to our heritage register, but also still operating as such, and all of them well worth a visit.

Visit the register at https://www.greyhighlands.ca/en/visit-and-explore/heritage-grey-highlands_copy.aspx.

Nancy Matthews is the Chair of Heritage Grey Highlands.

The Feversham General Store has been in continuous operation since 1885. After a fire destroyed the original wooden structure in 1932, a more solid brick replacement was built. Recently, residents formed a cooperative enabling the store to continue providing staples, including whatever might be on the LCBO outlet shelves.



Feversham General Store today
Photograph: N. Matthews



Feversham General Store in the 1890s
Photograph: N. Matthews

The Badjeros General Store has been in continuous operation since 1885. The simple, well-maintained, purpose-built structure is mostly un-changed except for modification to the front porch. Triple-arched windows allow maximum interior light. Original wooden cabinetry and counters grace the interior.



Badjeros today
Photograph: N. Matthews



Badjeros in the 1890s
Image courtesy of Heritage Grey Highlands

Founded c. 1850, Kimberley became a bustling commercial hub with gristmills, sawmills, three blacksmiths, two hotels (one temperance, the other decidedly not) as well as various stores serving the extensive agricultural community in Euphrasia Township. Over several decades of agricultural decline, changing uses for the Kimberley General Store (built 1906) included a bank, housing the manager of the nearby creamery, serving as the library, an art gallery, and periodically the Post Office.

Kimberley is now a heritage tourism destination. Beautiful local scenery, nearby ski hills, challenging terrain and relaxed lifestyle attracts artists, bikers, hikers, photographers, and retirees.

In 2010, a new owner restored the General Store to its origins and once again it is a focal point of village life and a popular stopping place for tourists, offering locally produced foods as well as healthy, home-cooked lunches. The two-story covered veranda added in 1916 protects customers from Grey County winter snow, and in summer provides shade to visit with friends, enjoy a drink or a snack, admire the view of escarpment landmark Old Baldy, or just to sit and watch the world go by.



Kimberley General Store today
Photograph: N. Matthews



Kimberley General Store in 1910
Image courtesy of Heritage Grey Highlands

PROPERTY INSURANCE ON DESIGNATED PROPERTIES

PAUL R. KING

I have always understood that property insurance premiums were based on the replacement value of the building(s) being insured and, therefore, it was irrelevant whether a property was designated under the Ontario Heritage Act. My understanding has changed. Some insurance companies are concerned that if a building on a designated property is destroyed in whole or in part, the insurance company holding the policy will not have control over the cost of any reconstruction or replacement. Members of local municipal heritage committees or perhaps local municipal councils, will dictate what is to be done—all at the expense of the insurance company. This extra regulatory step is of concern to some insurance companies. Hence, some insurance companies either refuse to insure designated properties or they set very high replacement values based on restoring the heritage buildings on the properties exactly as existed prior to the damage. This, of course, results in very high insurance premiums. I know of a designated property where the premiums increased 400% over a ten year period with the latest annual increase being 150% in spite of the fact that the home was well maintained, no changes to the home were made during this period, and no insurance claims had ever been made over a quarter century ownership period. The final kicker is that the insurance premiums would have increased by another 40% if the homeowner had not been a loyal long-term customer

with additional insurance coverage for vehicles. This issue is particularly acute for large heritage designated homes (i.e., over 5,000 square feet).

So, what are the solutions? Firstly, if you do not have a mortgage registered against the property, you may be able to avoid coverage for full replacement value. For example, the cost of restoration or repairs may be shared between the insurance company and the property owner so that the insurance company might pay for 80% of the restoration/repair cost and the owner might pay for 20% thereof. With somewhat less risk for the insurance company, the premium would be lower. Secondly, insurance premiums are lower if the insurance deductible is higher. Thirdly, search for an insurance company that is not spooked by designated heritage properties. This may take some time but there are such companies. Fourthly, if you do not have a mortgage registered against the property, do not insure your property. This last option is not recommended for obvious reasons. If you own a designated heritage property, do not despair. There are solutions.

If you disagree with the above analysis or if you have further information or solutions, please speak up and share your thoughts with board members of Community Heritage Ontario.

Paul R. King is a past board member of CHO/PCO.

THE ONTARIO BARN PRESERVATION ORGANIZATION

JON RADOJKOVIC

We'd like to introduce you to **Ontario Barn Preservation**. We are a not for profit organization that began in 2018, dedicated to being a point of contact for those looking for information about Ontario's barns built primarily before 1950. This includes barns built as far back as when the first settlers of European descent arrived here in the late 1700s, when Ontario was still called Upper Canada.

First and foremost we want to celebrate the incredible craftsmanship of these buildings, many of which have withstood the test of time and are one of the last pioneer-made tributes to Ontario's history. Our organization looks at all aspects of old barns including restoring, converting, repairing, removing, selling, studying, documenting, photographing, touring, measuring and much more. We offer membership for barn owners, barn lovers and many related organizations, such as local historical societies. Our membership is increasing and we welcome volunteers.

OBP is also cognizant of the rural-urban divide and are determined to do what we can through education to bridge

that divide to everyone's advantage.

As an organization we have no interest in forcing heritage designation on any old barns. We recognize the costs and



Barn frame

restrictions of that potential designation and don't want to restrict agricultural use for the future if the barn and farm land changes ownership, but we would support individuals who proceed down that route.

Some of the tasks we are working on include lists of contractors and barn specialists, a barn bibliography, advocacy around government policy and one of our main projects, a census with photos and detailed descriptions of all the historic barns in Ontario.

We hope to lead barn tours in all corners of Ontario in the future and for now we have special events on line and a weekly blog written by barn specialists. Visit us at <https://ontariobarnpreservation.com/> and please feel free to contact us at info@ontariobarnpreservation.com.

Jon Radojkovic is President of Ontario Barn Preservation. Photography by Jon Radojkovic.



Beaver Valley farm (above) and a Durham barn (below)



CHO/PCO MISSION STATEMENT

To encourage the development of municipally appointed heritage advisory committees and to further the identification, preservation, interpretation, and wise use of community heritage locally, provincially, and nationally.

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I began my professional career in Heritage Planning at the North York Historical Board in the early 1980s. My work initially involved making measured drawings of important buildings listed on the North York Inventory of Architecturally and/or Historically Significant Properties. My project supervisor was the late Anne M. de Fort-Menares, Architectural Historian for the City, a distinguished member of the Association for Preservation Technology. At the North York Historical Board offices, I became familiar with Heritage Structure Reports prepared by Ms. de Fort-Menares on many of the heritage buildings included on the Inventory. I believe she designed the format for these research reports. I learned much about early Ontario architecture from working with Ms. de Fort-Menares both directly and through her excellent Heritage Structure Reports.

When it came time for me to prepare research reports on heritage buildings, I followed the format established at North York. The Heritage Structure Report began with the historical name of the structure, its address and legal description, its original and present uses, the owner's name and the historical community where it was constructed. Following this basic listing of information there was the Architectural Description, a detailed section that described the existing appearance of the building. The focus of the architectural description was the building exterior; however, if access to the interior was permitted by the owner, a description of the floor plan and interior features was included.

The next section of North York's Heritage Structure Report was Stylistic Characteristics, sometimes titled Stylistic Analysis. This section of the report examined the building in terms of architectural style, and looked at the influences reflected in the design and details. It also covered the historical development of the building and included comments about alterations. Site Considerations followed this section of the report, looking at the characteristics of the property and the surrounding environment. This information provided contextual information, and was similar to what one would find in a report for a development application where the context of a property was being described.

The final section of the Heritage Structure Report was the Historical Significance or Historical Background section, which placed the building and property into an historical context. The contents of this section were backed up with a list of sources at the end of the document.

All of the elements of the Heritage Structure Reports that I encountered in the early 1980s at North York contained the necessary information to establish the suitability of a property for designation under the Ontario Heritage Act long before the province's Regulation 9/06 came into effect.

Other communities call these reports a Research Report, Designation Proposal, or a Designation Report, but the overall idea is the same – to make a convincing case for protecting a property through designation under the Act.

In 2021, the world of heritage conservation is much more sophisticated than it was when I entered the field. When the Ontario Heritage Act was still rather new, research and reports on heritage properties were often done by community volunteers and summer students. Now, many municipalities have heritage staff, or make use of professional consultants. The field has matured and become part of main-stream municipal planning. Research reports potentially leading to heritage designation are given much closer scrutiny in the current planning environment, and therefore it is essential that these reports are done with care.

Over time, I modified the format of the Heritage Structure report as I became more established in the field of heritage conservation. I eventually moved the Historical Background to the front of the report, followed by Architectural Description, Stylistic Analysis, and Context. In the early years of my career, I focussed my attention on architecture, but by the late 1980s, I had the good fortune to begin to work with the late Janet Fayle of Richmond Hill, a very skilled historical researcher. I learned a great deal about historical research methods and sources during my many years working with Ms. Fayle, which significantly enriched the quality of the Heritage Structure Reports that I prepared.

I have learned a number of things during my many years in the field. It takes experience to describe and interpret architectural features and construction methods. Published reference books are valuable for ensuring that the details of a building are properly described. Most buildings that the average municipal heritage committee will deal with will tend to be vernacular in character, with one or more stylistic influences reflected in their design. Again, reference books are an essential resource to consult, and it is not unusual to find a building that is difficult to place in a stylistic category, especially if alterations and additions have been made over time. Style can be a tricky aspect of heritage building analysis to get right. Mistakes can be costly when a proposed designation is challenged.

Historical research is another skill involved with report preparation that requires considerable time to master. Primary sources should always be checked to ensure the history of the property, building, and associated people are correct. Experience is an asset when interpreting deed abstracts, census data, assessment rolls and genealogy. To rely too much on secondary sources is not advisable, even when the history has been published and has been

established for a long time. I learned this when fact-checking some well-known heritage buildings in Unionville and Markham Village that turned out to have originally been owned by people different from the local tradition.

When it comes to context, there are different kinds of context. There is the context of the building on its lot, which may contain other features, and the context of the building and property within the neighbourhood or larger community. Other kinds of context include how the building relates to the history of the community and other examples of the same building type, architectural design, or method of construction that are found locally.

Ultimately, when preparing a report on a property of potential cultural heritage significance, it is essential that contents of the report can be related back to the province's

criteria for designation. This is how consultants working on behalf of property owners are doing their research reports in the present context. Municipalities should be sure to have reports that can be compared on a similar basis with those prepared by consultants, especially when a heritage designation needs to be defended. Communities have the advantage of knowing their history and built cultural heritage resources better than anyone, and this 'local intelligence' should be leveraged to its full advantage as municipal heritage committees work to protect their legacy of significant structures.

George Duncan is a former Senior Heritage Planner with the City of Markham.

Do you know someone on your Municipal Heritage Committee who should be recognized for their work?

Every year Community Heritage Ontario awards members who have contributed to the cause of heritage in Ontario. All it takes is for you to submit a nomination form to CHO/PCO and wait and see who wins!

If you have any questions regarding the annual awards and nominations, please email Matthew Gregor at matthewgregor@communityheritageontario.ca

NEWS FROM THE BOARD OF DIRECTORS

RICK SCHOFIELD

As a result of the Pandemic, the Board held a Zoom meeting on March 28th.

On behalf of CHO/PCO, the President has submitted objections to Bill 257 allowing the province to ignore its own policy statements which could impact on heritage properties. A virtual workshop on OHA regulation 9/06 was held in Caledon in January and the President attended a Zoom workshop organized by Robert Shipley. Insurance issues relating to heritage properties has been an ongoing concern and information will be posted on the website.

The Corporate Secretary/Treasurer reported that MHC renewals are slowly being received as some municipal offices and/or MHC Chairs are gaining access to their facilities and getting the financial issues resolved with municipal clerks. There are still a number of MHCs that did not renew in 2020 and a few from 2019 indicating that the pandemic is affecting the ability of MHCs to function in the usual manner.

Correspondence has been received from MHC members concerned about local issues such as Bill 108, the demolition of Dominion Foundry buildings, changes to access to the Land Registry files, MZOs and their affect on heritage properties, Schedule 3 of Bill 257 and the aforementioned

insurance issues.

From a financial point of view, CHO/PCO has adjusted its activities in an effort to balance the budget. With the slow rate of renewals, revenue has been affected, but with the Board meeting by Zoom, travel expenses have been reduced. While it is sometimes ideal to meet in person to discuss issues facing CHO/PCO, it is not possible at this time.

The newsletters will be produced in the usual manner. Some MHCs have indicated that their copies are going to spam filters and are switching back to delivery of hard copy. CHO/PCO will provide hard copies or electronic versions of CHOnews based on individual requests.

The Conference Committee has been dealing with the COVID-19 affect on future planning. The conference for 2021 has been postponed and with the uncertainty of pandemic issues and municipalities getting back to normal, Brockville has declined to host the 2022 conference. The good news is that London has confirmed interest in hosting the 2023 conference. Due to space limitations in smaller communities, a smaller conference may be possible as well. A conference in 2022 is expecting to be planned once a host site can be found.

In-person workshops and programs are on hold but

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the Program Officer indicated that eleven videos are on YouTube with lots of views.

Regarding the Heritage Awards, CHO/PCO is still looking for applications, especially from MHCs who have someone who would qualify for outstanding service to their local MHC.

CHO/PCO has received various concerns about over-priced insurance issues placed on heritage properties. While a few companies feel that restoration of heritage properties is an added burden to costs, there are many companies who accept heritage buildings has any other building and premiums are set accordingly. CHO/PCO will contact the Ministry to ascertain if it is possible to pressure the few companies that are not treating owners of heritage buildings fairly.

Some companies have been reported as using the once-in-lifetime 2011 Goderich tornado costs as an excuse to

raise premiums across the province. Shopping around is recommended.

Concerning issues relating to heritage listing and designation, the Board felt that it might be difficult to create a generic presentation for the website since each municipality has its own policies and procedures. However, the basics for listing and designation such as property descriptions and working with the property owner might be useful to some MHCs struggling with these issues.

With the uncertainty of the pandemic, the Board agreed to meet "virtually" again with the next meeting scheduled for June 27th. MHCs with questions, issues or concerns are invited to seek comments from the CHO/PCO Board by email to the Corporate Secretary.

Rick Schofield is the Corporate Secretary/Treasurer of CHO/PCO.

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BOARD MEETINGS

CHO/PCO Board of Directors meetings are open to any MHC member. Meetings will be held virtually until further notice. Please contact the Corporate Secretary if you wish to attend.

ARTICLE DEADLINES

JANUARY 10

MARCH 10

JUNE 10

OCTOBER 10

Article submissions are always welcome.



Conservation Management Plan for Port Dalhousie

Prepared by: Willowbank School of Restoration Arts Class of 2022
Krys Dale, Bonnie Liu, Rick Pali, Holly Thompson, Chris Thorne Report
Finalized: April 08, 2021

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Bibliography

Executive Summary

In September of 2020, Willowbank School of Restoration Arts Class of 2022 was contacted by the Port Dalhousie Conservancy to conduct a Conservation Management Plan on Port Dalhousie, a community within the City of St. Catharines, Regional Municipality of Niagara, Ontario.

The conservation management plan was developed using the 'bowtie method'. The 'bowtie method' begins with an examination of archival sources, on-site observation and community engagement to develop a deeper knowledge of the study area. This information is then used to produce a statement of significance for the study area. The statement of significance is then used to develop a series of recommendations focused on the management and conservation for the study area.

The study area within Port Dalhousie can be seen in the image below. Bordered by Lake Ontario to the North, Lakeport Road/Lock Street to the South, Main Street to the west and Twelve Mile Creek to the east.

Port Dalhousie was founded in the early 19th century and quickly became a boom town, benefiting from a prime location at the head of the Welland Canal. For three iterations of the Welland Canal Port Dalhousie served as the Lake Ontario terminus point. Port Dalhousie grew as a working-class community associated with the Welland Canal, with many of the shops/workers in the town servicing the canal. By the mid-20th century, the economic activity in Port Dalhousie had changed, with the fourth iteration of the Welland Canal bypassing Port Dalhousie for a new Lake Ontario terminus point further east at Port Weller. Tourism became the new major economic draw in Port Dalhousie until the beginning of the 21st century when development became a major issue within the community.



*Above: Satellite image outlining entire study area
(Ministry of Natural Resources)*

Since the arrival of major development changes within Port Dalhousie many of the existing tourism industry has changed. Heritage buildings have been demolished and left abandoned for a number of years along Lakeport Road. Despite attempts to implement various heritage legislation to protect the community of Port Dalhousie, development has continued to encroach on the center of Port Dalhousie. As pressures for redevelopment of the commercial core mount there is a need to implement strong safeguards to protect the remaining heritage fabric within Port Dalhousie.

Port Dalhousie is a town which captures the remnants of the 19th century Welland Canal town. The town has experienced little change within the historic layout which many other canal towns underwent in relation to the changes & expansion brought about by the construction of the fourth Welland Canal.

The following recommendations are made to protect and manage Port Dalhousie as a heritage conservation district.

- keeping these buildings within the commercial core 2-3 storeys tall to enhance the canal village aesthetic
- Maintain and conserve the native trees in the area
- Initiate a traffic study to develop new traffic calming methods within Port Dalhousie
- Examine & develop alternative travel options to and from Port Dalhousie
- Develop a lighting plan for the commercial core of Port Dalhousie
- Increase pedestrian access to Port Dalhousie
- Implement & support community gatherings/festivities such as the Emancipation Day Celebration
- Develop a series of educational plaques to identify historic elements within Port Dalhousie
- Move the Port Dalhousie Jailhouse to a location where it retains affiliations with both the Welland Canal & Lakeside Park
- Implement an adaptive reuse plan for publicly owned historic structures within Port Dalhousie
- Any new development within the study area should be submissive to the existing structures & visually complimentary yet distinct

Section I: Introduction

A: Study Area

Port Dalhousie is a community within the City of St. Catharines, located on the southwestern bank of Lake Ontario. Prior to amalgamation with St. Catharines, Port Dalhousie was a town located at a terminus point along the former Welland Canal. Port Dalhousie originated as a boom town associated with three iterations of the Welland Canal before transitioning into a tourist town after the fourth iteration of the Welland Canal moved the Lake Ontario terminus to Port Weller.

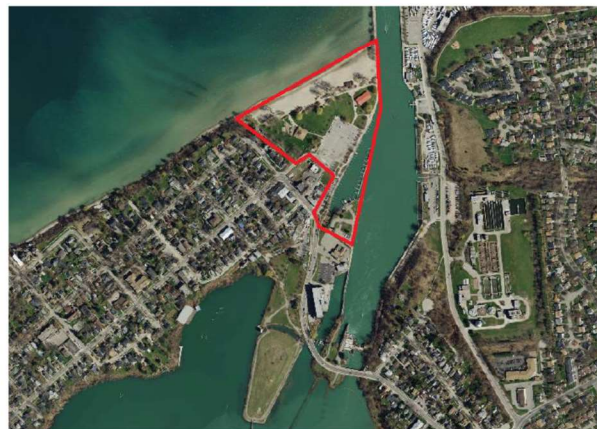


Above: Satellite image outlining entire study area (Ministry of Natural Resources)

The Port Dalhousie study area is broken down into three areas, as described below:

i. Lakeside Park & Canalway

This area consists of the Lakeside Park grounds, the Port Dalhousie marina, the Port Dalhousie waterfront trail and the western side of the former Welland Canal. This area is roughly bordered by Lake Ontario to the west, north and east and Gary Road, Main Street and Lakeport Road which act as a border between Lakeside Park and the rest of the town to the south.



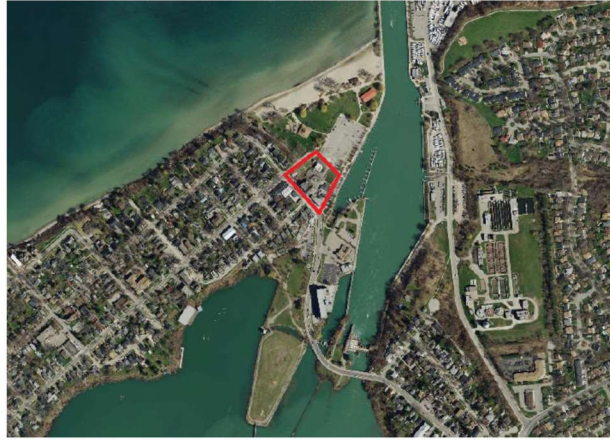
Above: Satellite image outlining Lakeside Park & Canalway (Ministry of Natural Resources)

ii. The Commercial Core (formerly the Hotel Block)

This area consists of a portion of the commercial core within Port Dalhousie. Historically known as the hotel section of town, as noted in the 1876 atlas. The commercial core is bordered by Lakeport Road to the north and east, Main Street to the West and Lock Street to the south. Hogan's Alley roughly divides the Hotel Block in two, with much of the land to the east occupied by standing structures while the property to the west is largely vacant.

The former jailhouse sits in the northwestern corner of the Commercial Core with vacant gravel lots to the south and east of the jailhouse. 16 Lock Street is the westernmost structure facing Lock Street in the Hotel Block. Immediately adjacent is 12 Lock Street, which faces both Lock Street to the south and Hogan's Alley to the east. 10 Lock Street sits just east of Hogan's Alley on Lock Street and faces Hogan's Alley, Lock Street and Lakeport Road. 38 Lakeport Road is

attached to the southern face of 10 Lock Street and faces Lakeport Road. 28 Lakeport Road sits to the south of 38 Lakeport Road, facing Lakeport Road. 26, 18 and 14 Lakeport Road are all connected structures facing Lakeport Road. A vacant lot formerly occupied by the Port Mansion sits in the northeastern corner on Lakeport Road.



Above: Satellite image of the Commercial Core (Ministry of Natural Resources)

iii. The Former Industrial Lands

This area consists of a portion of the former industrial lands within Port Dalhousie. This area is roughly bordered by the remains of the canal to the north, Twelve Mile Creek to the east, and Lakeport Road to the west and south. Two structures once occupied the area, colloquially known as the Old Legion Hall and the Lincoln Fabrics building.

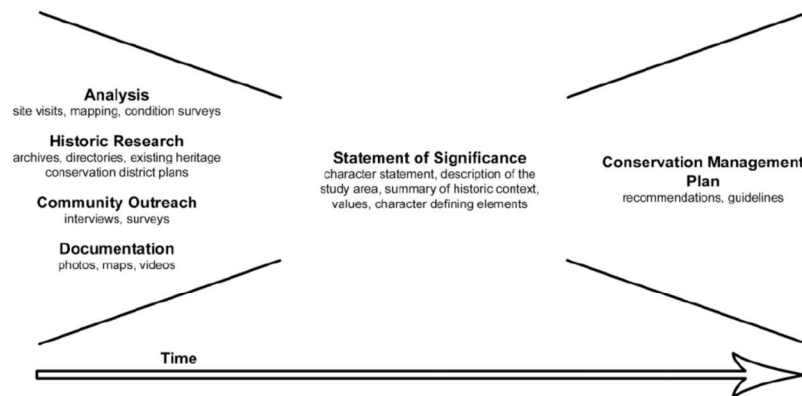
The Old Legion Hall once occupied the northernmost section of the industrial lands; however, it was torn down in 2018. Currently, a 51-unit condominium is under construction where the Old Legion Hall once stood. To the southeast of the Old Legion Hall a temporary building has been set up to display the condo units. Further south of this is a parking lot, which acts as a barrier between the Old Legion Hall and the Lincoln Fabrics building. The Lincoln Fabrics building occupies the southernmost section of the industrial lands, the property terminating at the meeting point of Lakeport Road and Twelve Mile Creek.



Above: Satellite image of the Industrial Lands (Ministry of Natural Resources)

B: Methodology

The process of researching Port Dalhousie began in September 2020 by second year students from Willowbank School of Restoration Arts. Students used “the bowtie method”, taught in Willowbank’s curriculum in the approach for this conservation management plan. The “bowtie method” takes a holistic approach, a complete understanding of the study area informs the development of a ‘statement of significance’, a detailed description of the values and attributes which should be protected to maintain the character of the specified area. This statement of significance is then used as the foundation for a comprehensive management plan.



Section II: Understanding the Study Area

A: Historical Background & Context

Prior to the arrival of Europeans to Canada, the Niagara region was occupied by the Neutral Confederacy or Attawandaron Peoples. Etienne Brule, a guide to Samuel de Champlain, is considered the first European in Southern Ontario, arriving approximately in 1610 to establish good relations with the local Aboriginal communities. This resulted in the first description of the Neutral peoples as “la Nation neutre” by Samuel de Champlain in 1615, due to the Neutral Confederacy’s peace with the Five Nations and Huron-Wendat.

Throughout the middle of the 17th century a series of conflicts collectively known as the Beaver Wars or the French and Iroquois Wars resulted in the destruction of the Neutral Confederacy, likely by the Haudenosaunee. The oral traditions of the Mississaugas, as recalled by Chief Robert Paudash in 1904, indicate that by the end of the 17th century the Mississaugas had settled the Niagara region, displacing the Mohawk.

In 1701, A Dish with One Spoon wampum was formed between the Haudenosaunee and Anishinaabe peoples, resulting in the creation of the “Great League of Peace” and bringing relative stability to Southern Ontario.

European settlement continued in the 18th century, encroaching on the various Indigenous groups occupying Southern Ontario. Treaty Number 381, known as the Niagara Purchase, was signed between the British, the Mississaugas and the Chippewas in 1781 resulting in British control over “land four miles in width along the western bank of the Niagara River”.

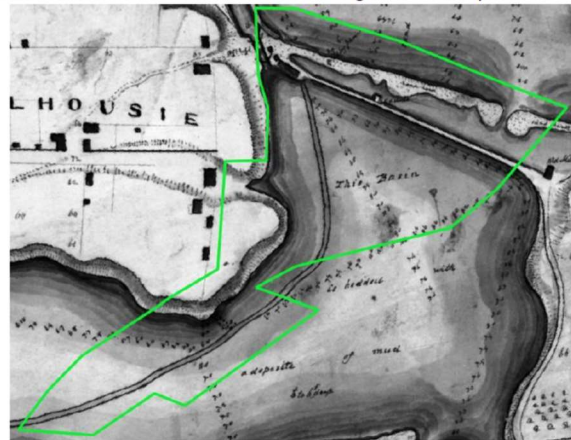
Euro-Canadian Settlement of Port Dalhousie

The first survey of Grantham Township was in 1788, undertaken by Daniel Hazen, a land surveyor, to provide land settlement for refugee settlers following the War of 1812. Squatters first settled the regions as early as the mid-1780s; however, the survey did not recognize these squatters, and formal settlement of the region began in 1796. Peter TenBroeck, an early United Empire Loyalist from New York state, first settled on 800 acres in Grantham Township, including the land that would become Port Dalhousie. In December 1821, Peter TenBroeck sold the land where Port Dalhousie is situated to Henry Pawling, his cousin. Henry Pawling, in the same month, deeded the land of Port Dalhousie to his brother, “Squire” Nathan Pawling, a merchant and land speculator.

Nathan Pawling is considered the founder of Dalhousie (later Port Dalhousie), having surveyed the town streets and lots in 1826, after initial construction of the first Welland Canal began. The village was originally named Dalhousie in honour of Sir George Ramsay, the 9th Earl of Dalhousie who was Governor General of Canada between 1820 and 1828. The name was officially changed by proclamation on November 2nd, 1829.

Construction for the Welland Canal began under the supervision of the Welland Canal Company, occurring between 1824-1829, stimulating economic activity in the region. Pawling ran an advertisement in the *Farmer's Journal and Welland Canal Advertiser* in April of 1826, announcing that town plots had been laid out on “an extensive scale, with regular and spacious streets, on his premises, now offers BUILDING LOTS For sale to Actual Settlers on moderate terms. Located on a Peninsula at the confluence of the WELLAND CANAL with Lake Ontario.”

Town lots sold slowly initially, with many complaints about pricing, Pawling seeming to prefer leasing his lots over selling them. The first lots sold were purchased in 1826 by Thomas Read, a local innkeeper. Lots 1 through 6 were sold to William Budden between 1827 and 1828. The sale of village lots by Pawling continued into the mid-1860s. By 1830 a mill had been established on the “dyke of the great mill pond” and, within a few years, was a cornerstone of the early Port Dalhousie economy.

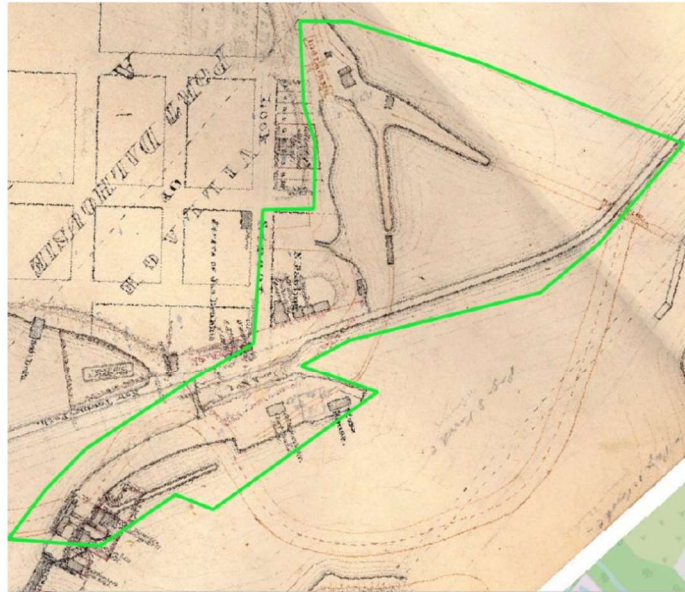


Above: Study area outlined on the 1839 Hawkins' Map

Between 1839 and 1842, Port Dalhousie contained at least three taverns along with 12-14 families. In 1846 the population of Port Dalhousie was approximately 200, with amenities including a tavern, two stores, two blacksmiths, a telegraph line, a gaol (jailhouse) and a post office. These amenities were centered around the north-eastern corner of the intersection of

Lock and Main Streets. The shipyards and dry docks were fully established by 1850 through the work of Robert Abbey and Alexander Muir, construction taking place in conjunction with construction on the second Welland Canal.

Plans for the second Welland Canal occurred as early as 1841, after the Welland Canal was purchased by the government due to the Welland Canal Company's debt. Construction on the second canal began approximately in 1845 and was completed by 1853.



Above: Study area outlined on the 1850 Welland Canal Survey

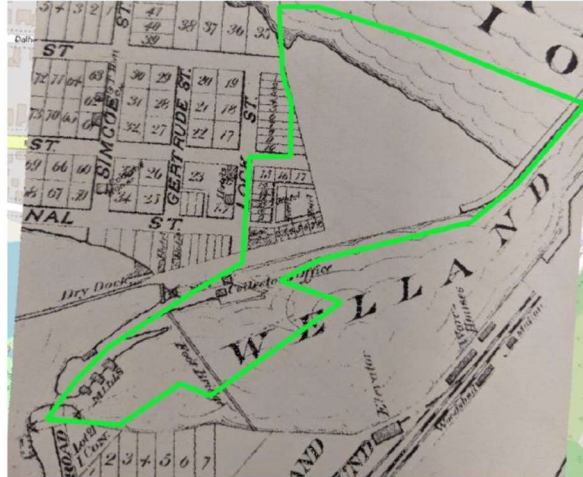
The completion of the second canal brought another boom to Port Dalhousie and ensured the continued growth of the town. In 1853 the Port Dalhousie, St. Catharines and Thorold Railway was incorporated, linking with the Great Western Railway in Merritton. This railway was completed in 1858 and allowed Port Dalhousie to act as a terminus between the railway in Niagara region and steamships on Lake Ontario.

In 1869 a major fire overtook much of the area within Front Street (now Lakeport Road), almost destroying the commercial block (Lock and Lakeport) and many businesses with it. Another fire broke out in 1878; however, a Hook and Ladder Company had been founded in that same year, mitigating the damage.

By 1877 Port Dalhousie had grown significantly, with five blacksmiths, two merchant tailors, four grocers, two grocer/bakers, four shoe/bootmakers, three dry goods stores, three booksellers, a stationer, two butchers, a barber, a chemist/druggist/physician/coroner, a coal merchant, two

ship builders, a livery stable, a sail maker, a veterinary surgeon, four ship chandlers, a tug office, a post office, four halls, five taverns and two telegraph agents.

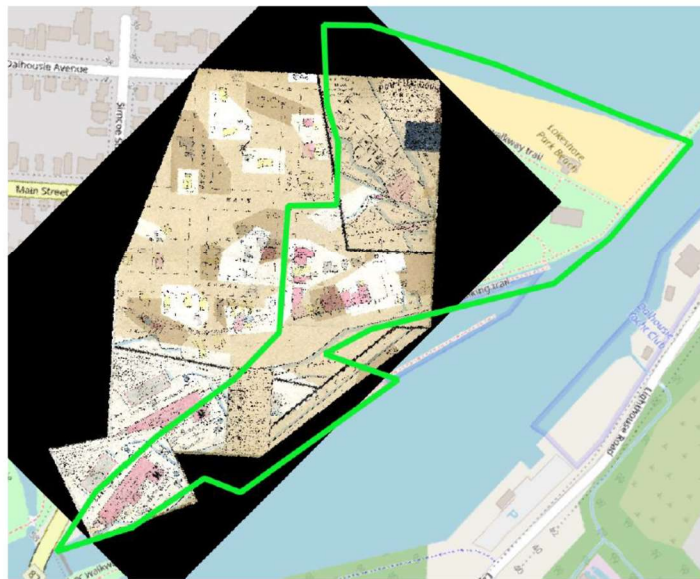
In 1882 the Grand Trunk Railway purchased many of the existing railways in the Niagara Region, consolidating the various systems and purchasing the Port Dalhousie, St. Catharines and Thorold Railway. In 1887 construction began on the third Welland Canal, which saw continuous use until the construction of the fourth Welland Canal in 1931. By 1889, a total of 820 steamships and 1141 sailing vessels were reported to have traversed the canal. The third Welland Canal would be decommissioned in 1934 and take with it much of the shipbuilding industry.



Above: Study area outlined on the 1876 H.R. Page & Co. atlas

In the 1890s Port Dalhousie was actively courting new industries to move into the town. The Maple Leaf Rubber Company moved into Port Dalhousie in 1890 and became one of the primary employers in Port Dalhousie.

Fire became a constant issue to the town in the late 19th century, with three major fires occurring. The Wood House Hotel caught fire in 1884, taking with it another hotel. The Muir Drydocks, considered one of the most important businesses in the community, caught fire in 1895 and had to be rebuilt. In 1898 a benzine fire destroyed another major employer, the Maple Leaf Rubber Factory, along with the flour mill. The Maple Leaf Rubber Company rebuilt in 1900 and went on to become one of the primary employers in the town until its closure in 1929.



Above: Study area outlined on the 1905 Goad's Fire Insurance Plan

The electric railway began to play a major role in Port Dalhousie towards the beginning of the 20th century. In 1893 the Port Dalhousie, St. Catharines and Thorold Electric Street Railway took over much of the existing electric railways in the



*Above: Aerial photograph of the industrial lands ca. 1929
(Provincial Archives)*

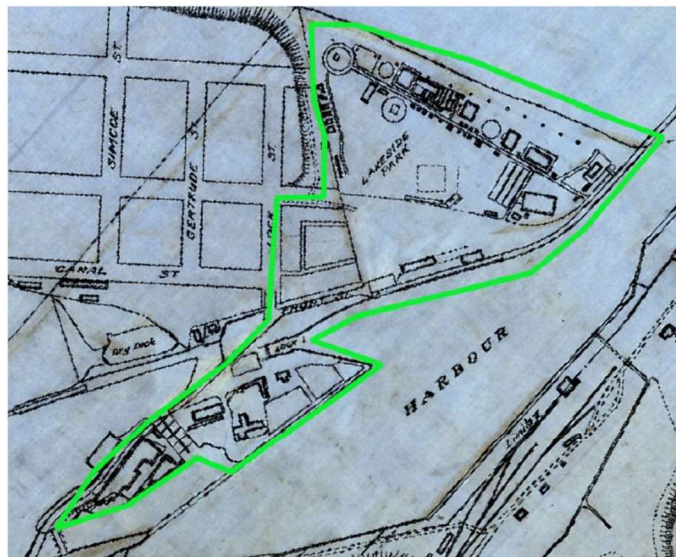
Niagara region. In 1899 a group of American investors bought out the Niagara Central Railway and renamed it the Niagara, St. Catharines & Toronto (NS&T). The NS&T continued to grow, adding a ferry service between Port Dalhousie and Toronto in 1902 and supporting construction of Lakeside Park in 1902. In the early 20th century the NS&T continued to thrive, despite a change in ownership to a crown corporation in 1918.

The creation of the NS&T, along with Lakeside Park, marked the beginning of a transition in industry in Port Dalhousie. Prior to the early 20th century, the

primary industry appears to have focused on shipping/production, surrounding the Welland Canal and the Maple Leaf Rubber Factory. Both these industries had disappeared by the late 1930s; however, the NS&T had brought in tourism as a replacement. The ferry service combined with an extensive electric rail network solidified Port Dalhousie's status as a tourist destination and terminus.

In 1930, Port Dalhousie had transitioned fully into a tourist town. In A.E. Coombs' "History of Niagara Peninsula and the New Welland Canal" there is mention that the population was normally around 1,500; however, that population doubled in the summer with the arrival of cottage owners from the surrounding region, ranging as far as Toronto and Niagara Falls, New York. In 1948 the village of Port Dalhousie had grown sufficiently to be incorporated as a town.

The NS&T faced increased competition from cars and buses into the mid-20th century. Service in St. Catharines first ceased in 1929; however, the Second World War brought the NS&T back into service due to a shortage of rubber and gasoline. Unfortunately, the NS&T did not recover, and in 1949 one of the two ferry's operating burned at dock in Port Dalhousie. In 1950, the NS&T sold Lakeside Park to a private owner. The final operation of the NS&T streetcar was in 1957, bringing about the end of Port Dalhousie as a terminus.



Above: Study area outlined on the 1935 atlas

With the decline of both tourism and manufacturing in Port Dalhousie, there was little left to the village aside from the commercial core and residential community. In 1961, the community of Port Dalhousie amalgamated with the city of St. Catharines. Port Dalhousie saw a resurgence in the 1970s through service sector jobs; however, population growth during this time was relatively minimal, especially in comparison with the decades prior.



Above: Aerial photograph of Port Dalhousie ca. 1965 (St. Catharines Library)

In the mid-1990s a bar scene began to develop in Port Dalhousie, likely capitalizing on the growing university/college population. The bar scene continued to grow into the mid-2000s, which became a major issue for many of the residents who vehemently opposed it. In 2004, a developer proposed the replacement of the bars and commercial structures within Lock Street, Lakeport Road and Main Street with a 27-storey multi-use tower. This development was subject to a decision by the Ontario Municipal Board in 2009, which resulted in a compromised 17-storey tower.

In April 2012, the bars within this development area were closed to begin development. Demolition of popular spots within the development area such as the Port Mansion and My Cottage occurs. In April 2013, the Royal Canadian Legion voted to sell off their Legion Hall in Port Dalhousie, making way for a new condo development at 57 Lakeport Road which is currently underway as of 2020. In June 2017, the remnants of the Maple Leaf Rubber Company factory were purchased by the Port Dalhousie Harbour Club Ltd. The former factory structures and grounds are slated for more condo development.

B: Commercial History

Welland Canal

Before the Welland Canal was built, shipping traffic between Lake Erie and Lake Ontario used a portage route from Chippewa to Queenston to travel around Niagara Falls. In order to make shipping cargo easier, and to compete with the nearly completed Erie Canal, the Welland Canal Company was formed.

The construction on the first Welland Canal began in 1824 in Allanburg with a sod turning ceremony and was finished in 1829 stretching from Port Dalhousie to Port Robinson. From Port Robinson, ships needed to sail east on Chippawa Creek (now the Welland River) and south on the Niagara River to reach Buffalo, the entire trip taking the first schooners being towed up the canal 5 days with various delays. The speed did improve however, for a tow team in 1872 completed the tow route from Port Dalhousie to Port Colbourne in 15 hours.



Above: Dredging the canal, ca. 1900 (Ontario Provincial Archives)

In 1833, the southern extension was finished running from Port Robinson to Port Colborne on Lake Erie, finally connecting the two lakes with the canal. The locks were small and shallow as they were meant to accommodate the small lake faring ships of the time.

By 1840, the first Welland Canal was in poor condition as the wooden locks rotted and the banks of the canal began to slump. By 1842, all stock of the Welland Canal Company was bought by the government of Upper Canada, and work was started to enlarge and improve the locks to accommodate bigger ships. The number of locks was reduced from 40 to 27 and cut limestone from the Niagara escarpment was used to rebuild the canal with a few adjustments to the route and was finished in 1845.

In 1853, the height of the locks and walls of the canal were raised to add another foot of depth to accommodate the increasing size of ships.

After confederation in 1867, the government recommended locks of uniform size to be constructed on the Welland Canal. In addition to enlarging the locks, the third Welland Canal also took a straighter route from Port Dalhousie to Thorold east of the first two canals but taking the same path from Allanburg to Port Colborne. The third iteration of the canal started construction in 1872 and was reopened in 1887, but there were already demands for a larger canal.

The northern terminus was eventually moved from Port Dalhousie to Port Weller, and the route straightened. Construction was started in 1913 and continued for 17 years, pausing between 1916-1919 and finishing in 1932.

Business History

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