

ADDENDUM

**Heritage Guelph Meeting
12:00 noon – 2:00 pm**

Monday, August 14, 2017

1 Carden St., City Hall

COMMITTEE ROOM C

Additional Information for Current Agenda Items

5.1 69 Woolwich Street

Heritage Background Report for 69 Woolwich Street compiled by Heritage Guelph,
dated August 1, 2017
(See Attachment 1)

6.1 62, 68, 74-76 Yarmouth Street

Preliminary background research compiled by Heritage Planning staff
(See Attachment 2)

6.2 Metcalfe-Huron Pedestrian Bridge

Preliminary background research compiled by Heritage Planning staff
(See Attachment 3)

August 1 2017 Heritage Guelph Background Report

1855 vernacular stone building, 69 Woolwich St, Guelph, Ontario



69 Woolwich. Front façade, July 2016. Image: Google Earth

Research on 69 Woolwich St. Guelph, (subsequent to the Scott cHc Ltd. report 2017) shows that this building and its history of use on Lot 61 demonstrate themes of change in industry, transportation, architecture, and the social and cultural landscape of Guelph over the last 162 years. On this basis this property is worthy of protection through designation under the Ontario Heritage Act.

On July 14, 2017 Heritage Guelph passed a motion recommending that Guelph City Council designate the property at 69 Woolwich Street, Guelph to avert its demolition. The property meets criteria for protecting heritage structures under Regulation 09/06 of the Ontario Heritage Act, outlined at the end of this report.

69 Woolwich Street - Lot 61, Registered Plan 8

“Listed as a non-designated property on the Municipal Register of Cultural Heritage Properties, 69 Woolwich Street is a 2 storey, 5,003 ft.² administrative office annex for the Wellington Catholic District School Board. The original building is of local, limestone rubble and was likely constructed as a residence. The current building has a stone addition at the rear, built between 1892 and 1911” (Scott 2017:19.)

Situated across from the historic Wellington County Courthouse, 69 Woolwich Street is a pre-Confederation vernacular structure of locally quarried limestone situated on Lot 61, Plan 8, City of Guelph. The building is single story, centre gabled at street level and two-storey at the rear with a downward slope toward the Speed River. It was constructed c.1855 by John Harrison, a local contractor who built St. Georges church in St. Georges Square in 1851. The building has served as a residence, workshop, doctor’s office, livery, grocery and feed store and presently

houses offices. It formed part of the mid- to late-19th century mixed streetscape of stone and frame buildings along the east side of Woolwich Street from the Priory to what is now Heffernan's bridge. In the 1860s this streetscape included a carriage works, residences, hotel, and workshops linked directly to the Courthouse, the milling industry on the Speed River, and the construction of commercial stone buildings in Guelph's downtown that still define Guelph today. The building site and history of use on Lot 61 demonstrates themes of change in industry, transportation, architecture, and the social and cultural landscape of Guelph over the last 162 years.

History of Property

Tax assessments indicate that John Harrison built at least one structure on the property by 1855, and this is represented on the plan of subdivision for Lots 63 and 64, dated 1856. By the 1858 tax assessment, John and James Harrison are each assessed for one building on Lot 61. The buildings appear to have been used as a residence and workshop by Harrison and his sons. The building at the street-side in the 1856 map is 69 Woolwich Street.



Kerr, F. *Plan of Subdivision of Lots Nos 63 and 64 in the Town of Guelph Canada West 1856*. F Kerr PLS. Guelph Civic Museums Catalogue No. 1984.4.2. Indicating 69 Woolwich Street in red.

The property was sold to David Kennedy in 1863, a well-known Guelph builder who owned a quarry (now Do-Lime) on Waterloo Avenue for his operations. During the time he owned 69 Woolwich, Kennedy built the Alma Block, Kennedy Block, and several other properties in Guelph. Kennedy was an elder in St. Andrews Church and a town councilor. Gardens and a stone wall along the riverfront are visible in photographs from 1866 of the property; it is unknown if they were built by Harrison or Kennedy. The 1873 Directory shows Lot 61 as being the home of David Kennedy and a photo of the property taken two years later in 1875 shows that the property still has two structures.



"Aerial views of downtown Guelph, c. 1866". Wellington County Museum and Archives, Gordon Couling Collection, Accession A1985.110, Slide 9431, "Courthouse and neighbourhood."



from Grange Street looking towards Woolwich Street (69 Woolwich in the centre with 1½ storey rear addition) 1875

From Scott, Owen (cHc Ltd.), *Cultural Heritage Evaluation, 69 Woolwich Street (with references to 59, 63-67, and 75 Woolwich Street) Guelph, ON*. July 3, 2017. Appendix 3. Image; unattributed

Kennedy sold the property to Charles Davidson in 1886, another elder in St Andrews church, where he served as clerk of the sessions until his death in 1898. Likewise Davidson was a significant figure in Guelph, a member of the town council and deputy-reeve of the County. Davidson lived across the river at Sunnyside (a City of Guelph designated structure) that was built for him and his wife Jennie Kennedy as a wedding gift by his father-in-law William Kennedy, a locally celebrated stonecutter. Davidson's brother-in-law David Kennedy is a well-known artist who painted scenes of Guelph in the 1850, including the one below dated 1853 that shows Lot 61 vacant at that time.



David Johnston Kennedy, "Sketch of part of the town of Guelph, Canada West, 1853." Art Gallery of Guelph, University of Guelph Collection, Accession UG1973.031

Charles Davidson was a founding member of the Guelph Junction Railway, incorporated in 1884. The board was a consortium of local merchants who identified a strategy to avert the high rates charged by the Grand Trunk Railway that serviced Guelph: they proposed building a rail line from Guelph to join the Canadian Pacific Railway rail line south of city. Davidson likely purchased the property in 1886 to facilitate the building of the rail line along the rear of this property. He did not personally reside on the property at 69 Woolwich, but during his ownership the property served a residential use.¹

Some years after Charles Davidson's death in 1898 his heirs sold the property in 1906 to George W. Palmer who operated a livery from the building. It served as a livery until 1920 when automobiles were quickly replacing horse and buggy transportation. From that point forward the building served as a grocery and feed store under several different ownerships until 1970, by which time large scale grocery operations had opened in downtown Guelph, and the Roman Catholic School Board purchased Lot 61. At that time the east side of Woolwich Street was undergoing a wholesale demolition to accommodate automobile traffic.

¹For Davidson's full biography see

<http://www.wellingtonadvertiser.com/index.cfm?page=colDetail&itmno=826>

Thorning, Stephen. *Valuing Our History Series*, "Charles Davidson was an important figure in local history" Wellington Advertiser, Volume 44, No.26.



"Woolwich Street - 1967". Gordon Couling Collection, Accession A1985.110, Slide 9482
Wellington County Museum and Archives



"First Victims", *Guelph Mercury* June 3, 1971, Accession A1985.110, "Gordon Couling Architectural History Records, 1960-1982," MU246, Series 9, "Guelph Streets," File 24, "Woolwich Street and County Buildings." Courtesy of Wellington County Museum and Archives.

Criteria Met for Designation of 69 Woolwich Street→

According to Regulation 09/06 of the Ontario Heritage Act the property needs to meet one of the following criteria needs to be met to identify heritage significance.

(1) Has design or physical value:

69 Woolwich is an early pre-Confederation example (c.1855) of a locally quarried vernacular stone building with Neo-Classic features – pedimented front gable with round vent window (since filled in with stone); raised (stone) corner pilasters that appear as columns and contribute to the temple-like front façade typical of the mid-19th century architectural design.

(2) Has historical or associative value because it is:

Associated through ownership and use with several significant builders and developers in the history of Guelph:

Built by John Harrison: contractor for St. Georges Church in St. Georges' Square. Housed Harrison and part of the property served as his machine shop.

Owned by David Kennedy – Well-known Guelph builder and quarry-owner, who died while constructing the Opera House on Wyndham Street in 1893.

Owned by Charles Davidson - prominent Guelph businessman and politician, one of the founders of the Guelph Junction Railway.

69 Woolwich Street is associated with the following industries in Guelph:

- Building industry – 1850s -1880s.
- Transportation: Livery: 1906-1920; rear of lands used for Guelph Junction Railway
- Milling: Served as Doughty and MacFarlane feeds outlet associated with their mill on the west side of Wellington Street across from Allan's Mill.
- Retail: Served as grocery for Co-op and other grocery operations.

(3) Has contextual value because:

An integral part of the pre-Confederation 19th century streetscape of Woolwich Street between the Priory and Heffernan Bridge. Today only this building and 59 Woolwich remain as remnants of this landscape.

Sixty-nine Woolwich Street is one of two extant buildings on the Speed River side of Woolwich Street, south of St. George's Church, that date from the pre-Confederation period and serves to maintain the original and historic character of early Woolwich Street and area. The property is now visually linked with other extant mid-19th century buildings on both sides of Woolwich Street in this area – i.e. Wellington County Court House and Jail.”

References Cited

Plan of Subdivision of Lots Nos 63 and 64 in the Town of Guelph Canada West 1856. F Kerr PLS. Guelph Civic Museums Catalogue No. 1984.4.2.

Scott, Owen. cHc Limited, *Cultural Heritage Evaluation, 69 Woolwich Street (with references to 59, 63-67, and 75 Woolwich Street) Guelph, ON.* July 3, 2017.

62, 68 & 74-76 Yarmouth Street Guelph

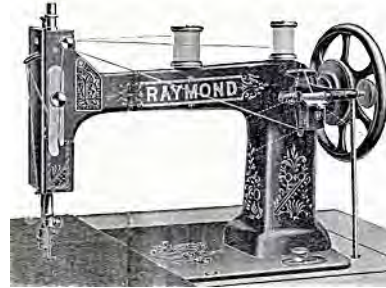


Fig. 8. Raymond's Improved Family Sewing Machine was the first machine made in Guelph by Charles Raymond (height 20 cm, length 21 cm). Collection: Guelph Civic Museum, cat. no. 962:2:1.

#62 Yarmouth (formerly #70), Two-Storey Stone house Plan 8 Pt Lot 938

- **By 1857** the lot has been subdivided
- **Likely house is built for James Davey.** Davey purchases part of lot in 1857 and sells in 1871 to John Hogg (clergyman). Hogg sells to John Tovell in late 1870s/early 1880s. John Tovell corresponds to the listed occupant in 1882-1883 Directory
- **John** Tovell is identified as a carpenter, Reuben Tovell is a sewing machine machinist, and the Tovell family has deep roots in Guelph from 1832
- **By** the 20th century Directories, #62 is owned and occupied by Jacob and Marie Kloepfer (Kloepfer Coal Company) from 1923 through 1935
- **From** the late 1930s, the house is shared apartments/accommodations with grocer James A Benson (grocer), Ross Klinck (druggist), and Mrs R Gorman among the assorted residents



#68 Yarmouth 2.5 storey brick house Plan 8 Pt Lot 938

- Later addition to Yarmouth streetscape replacing earlier frame dwelling
- According to the *Guelph Weekly Mercury & Advertiser, November 20, 1913 edition*, William P Hourigan builds a two and a half-storey brick and stone house on Yarmouth Street for \$2,700.00.
- According to the land registry abstract index, Hourigan owns a portion of the lot by 1897
- William P Hourigan is a shoemaker and owner of W.P. Hourigan Boots and Shoes and he is identified at this address from 1923-1953.



74-76 Yarmouth Street **(formerly #84) Plan 8 Pt Lot 938**

- Stone house likely built for Francis Marriott (1859+), gentleman and “Corporations Officer”
- Charles Raymond is owner in 1874. The 1875 revised 1878 Fire Insurance Plan identifies the house as a dwelling and office. Perhaps a Raymond Manufacturing office circa 1874-early 1880s?
- From 1923-1926, the building is occupied by Miss Lydia Anderson of *C Anderson and Company* (“booksellers, stationers, china and fancy goods”) then there are a series of vacancies and occupancies.
- By the mid-1930s the directories break the building down into units; from 1938- 1940 it is referred to as the “Argyle Apartments”
- By 1935, T Ross Barber is the owner and he has taken out a mortgage for \$6,000 –this is likely when the brick second-storey addition is put on (T Ross Barber owns a painting / décor store in Guelph)
- Building seems to be tied to merchant class and middleclass occupants (booksellers, Hales meat market, **Kresge’s** assistant manager, various labourers)



Fire Insurance Plans

1881 revised 1892 FIP:

- #84 (now #74-76) Stone one-storey with frame extension.
- #70 (now #62) Two-storey stone house
- Between these are two frame houses and a brick home



Fire Insurance Plans

1922 revised 1929 FIP:

- #76 Stone one-storey with brick extension.
- #68 is now present as a two and a half storey brick home replacing the earlier frame house
- #62 Two-storey stone house with brick extension.




Fire Insurance Plans

1960 FIP:

- #76 Two-storey with brick extension.
- #68 Two and a half storey brick home
- #62 Two-storey stone house with brick extension
- #64 (brick) and #70 (frame) likely demolished post-1960



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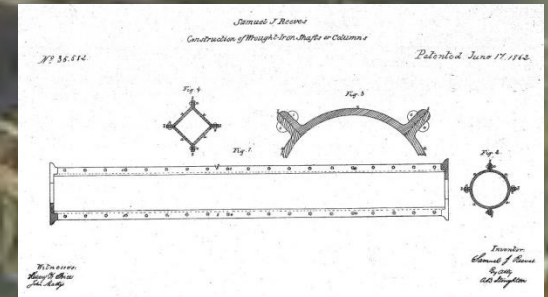


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UNITED STATES PATENT OFFICE.
 SAMUEL J. REEVES, OF PHILADELPHIA, PENNSYLVANIA.
 IMPROVEMENT IN THE CONSTRUCTION OF COLUMNS, SHAFTS, BRACES, &c.
 Specification forming part of Letters Patent No. **25,582**, dated June 17, 1858.



1909 Huron- Metcalfe Pedestrian Bridge "Hundred Steps"

GUELPH MONDAY, SEPTEMBER 20 1909

THE ERECTION OF A FOOT BRIDGE OVER METCALF STREET WILL BE RECOMMENDED BY THE RYS. AND MRS. COMMITTEE

The construction of a foot-bridge over the Grand Trunk tracks at Metcalf street will be recommended to the city council this evening by the Railways and Manufactures Committee, following a meeting held this morning. The recommendation, however, so far as the council is concerned, covers no expenditure, but is merely to allow the Grand Trunk the permission to construct the bridge under certain conditions. The company pay the first cost of construction and they will also pay for maintenance, but they ask that the city make an agreement not to ask for a wider bridge for wheeled traffic in the future. This is a condition which will no doubt bring forth much discussion at the council meeting this evening.

The Railways and Manufactures Committee is of the opinion that the footbridge, which will be eight feet in width, will take care of all the traffic that there will ever be a this point. The formation of the ground, and the very steep hill makes it almost impossible to have a road constructed through this part of the city, while the conditions do not promise that there ever would be the traffic in any event to demand it. On the other hand, however, there are some of the opinion that the city could not be bound up in this manner to the railroad company.

Plans for the proposed bridge have been sent to Chairman Ald. Pequegnat. They provide for a steel structure over the track and leading some distance up the grade. On the south side there will be steps leading to the bridge level, which is met by the hill on the other side. The length of the whole structure is about a hundred feet, and the cost will be considerable to the company.

THE WESTERN CROPS.

NOVEMBER 13, 1909

PRICE TWO CENTS

TO BE BUILT THIS YEAR

The Overhead Bridge at Metcalf Street to be Undertaken at Once.

The construction of the big overhead bridge over the Grand Trunk at Metcalf Street is to be commenced immediately and the work is to be rushed through to completion this fall. This is the effect of a promise which has just been received from Vice-President Fitzhugh of the Grand Trunk Company by Ald. Pequegnat, chairman of the Railways and Manufactures Committee.

After the agreement had been received by the city from the company and after it had been passed by the council, the impression was that it was too late for work to be done this year but Ald. Pequegnat communicated with the officials and now has this reply. Mr. Fitzhugh states that with the agreement signed there is no reason for a further delay and that the work will be commenced as soon as possible.



December 23rd 1909

“To-night the new footbridge over the Grand Trunk at Metcalf street will be opened for traffic, according to a telegram received yesterday by Ald. Pequegnat, chairman of the Railways Committee, from Mr E R Fitzhugh, the second Vice-President of the Company”

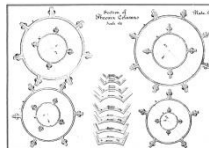
WORK ON BRIDGE NOW COMPLETED

The Metcalf St. Bridge Will be Opened to the Public Tonight.

To-night the new footbridge over the Grand Trunk at Metcalf street will be opened for traffic, according to a telegram received yesterday by Ald. Pequegnat, chairman of the Railways and Manufactures Committee, from Mr. E. R. Fitzhugh, the second Vice-President of the company.

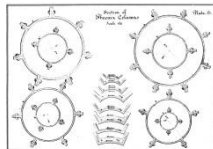
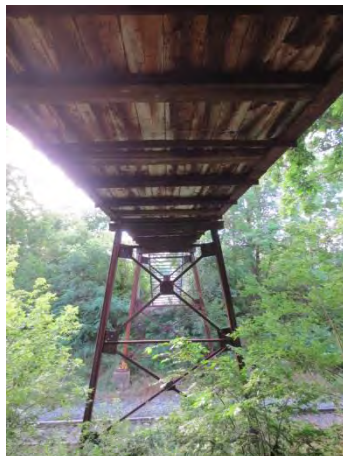
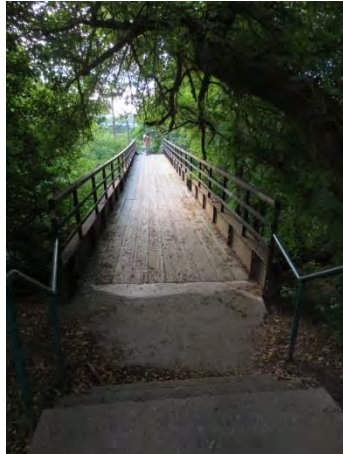
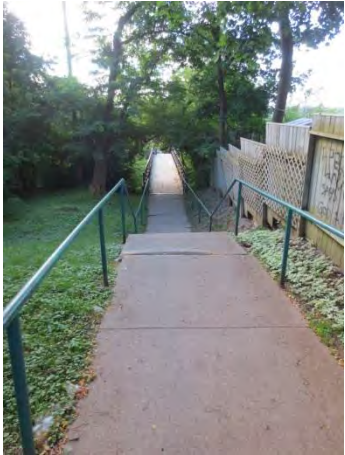
Little has been heard about the matter of late, that is since the order was given for the construction of the bridge, but the work has been going quietly on and Ald. Pequegnat has been urging that the work be completed this year. Now comes the word that the bridge has been completed. The people of the two wards most interested in the matter will now be able to use the bridge, which they look upon as a Christmas box from Ald. Pequegnat and the others interested.

Ald. Pequegnat has done good work in connection with this matter, assisted by Ald. Calvert and others, and he is to be complimented on having the work put through with such little delay.



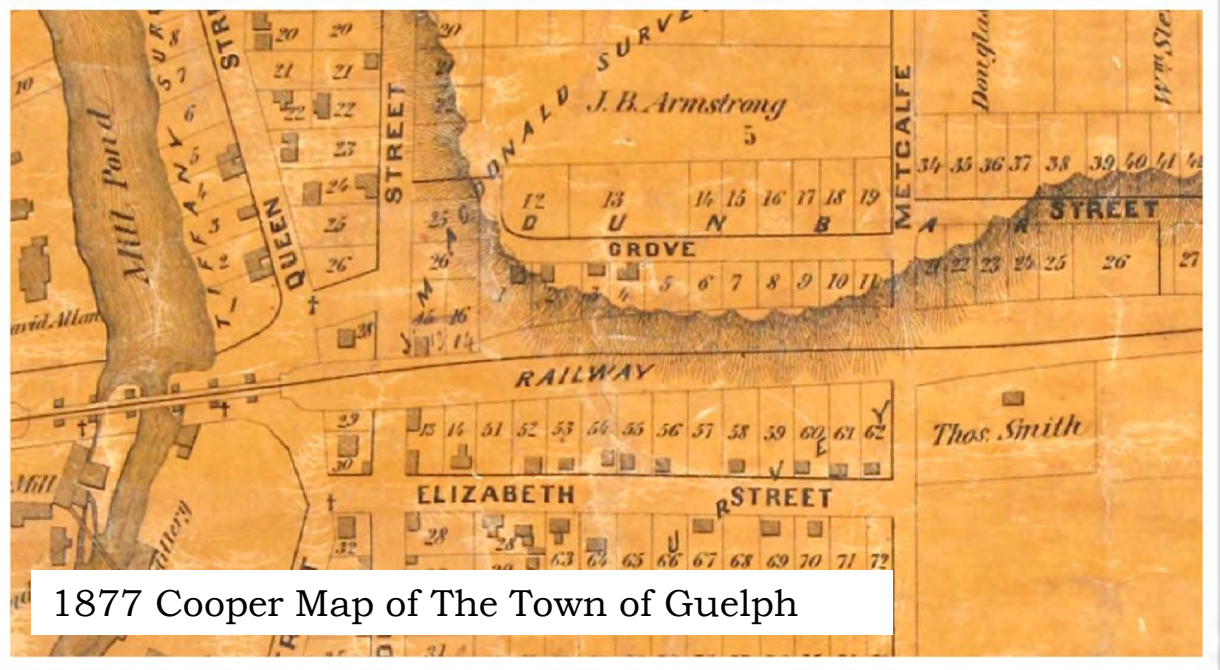
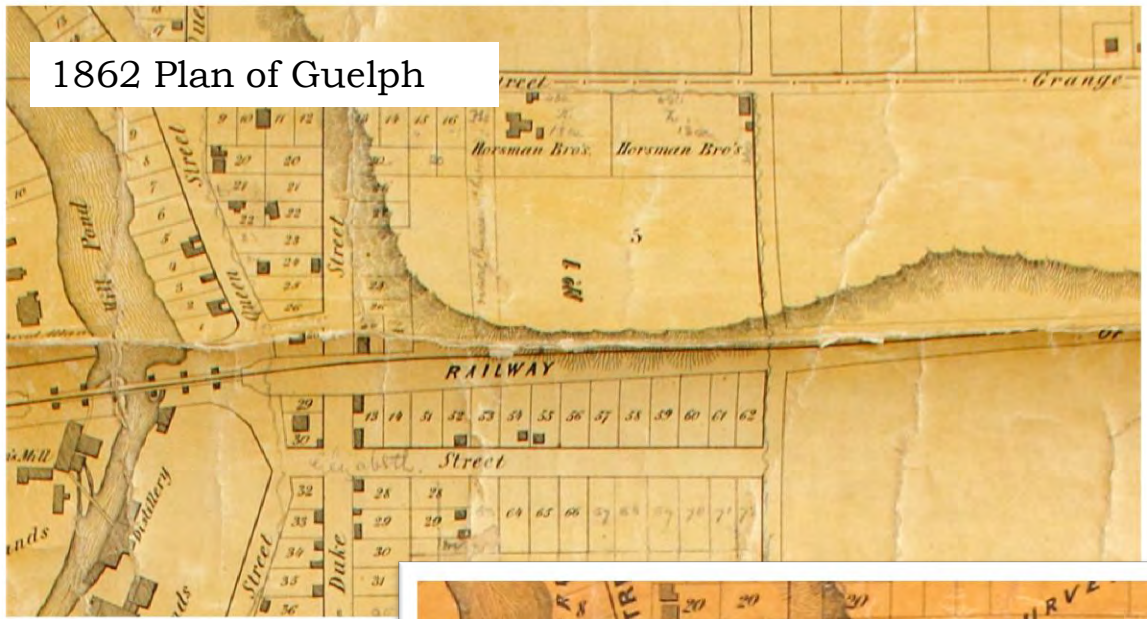


- Constructed in 1909 by Grand Trunk Railway as pedestrian overpass to connect Huron Street with Metcalfe Street
- The bridge is a through plate girder that rests on tower-style metal bents. The columns are made using a special type of built-up beam called a *Phoenix Column*.
- These were a patented beam design (1862) manufactured by the Phoenix Iron Company of Phoenixville, Pennsylvania.
- Structures built with Phoenix columns are both rare and historically significant in Canada

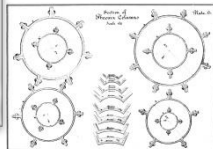


Historical Maps

1862 Plan of Guelph



1877 Cooper Map of The Town of Guelph



Historical Maps

1922 revised 1929 Fire Insurance Plan

