

# The Port Dalhousie Heritage Conservation District Study

## Heritage Assessment Report

Prepared for The City of St. Catharines

August, 2000

Built Heritage, Cultural Landscape  
and Planning Section



ARCHAEOLOGICAL  
SERVICES  
INC.

The Port Dalhousie  
Heritage Conservation District Study

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## Heritage Assessment Summary

## **PORT DALHOUSIE HERITAGE CONSERVATION DISTRICT: DISTRICT CHARACTER AND CONSERVATION INTENT**

### **DISTRICT STUDY**

The City of St. Catharines, pursuant to section 40 of the *Ontario Heritage Act*, has defined an area of Port Dalhousie to be examined for future designation as a heritage conservation district under by By-Law No. 99-380. The study area generally comprises all lands from Lakeside Park to Corbett Avenue and from the Lake Ontario shoreline to the banks of the Martindale Pond. The heritage assessment of this area has concluded that much of this study area merits designation as a heritage conservation district. The specific boundary is described at the end of this summary.

### **DISTRICT CHARACTER**

Port Dalhousie, located in the City of St. Catharines, is a compact settlement perched on the table lands of a small peninsula that separates Lake Ontario, to the north, from Martindale Pond to the south. The Martindale Pond is located at the mouth of the Twelve Mile Creek which, prior to Euro-Canadian settlement flowed unobstructed northwards from the Niagara Escarpment to the lake. Subsequent construction of the First Welland Canal in 1829, the Second Canal in 1851 and the Third Canal in 1881 together with dramatic changes to land form and natural water channels resulted in a unique pocket of human settlement in the Niagara Peninsula.

Port Dalhousie's historical growth and development around an elongated road grid - as the name suggests - is intimately associated with nineteenth century port activities of canal development, commerce, industry and Great Lakes shipping. Largely as a result of opening the Fourth Welland Canal and developing Port Weller at the expense of Port Dalhousie, fortunes changed in the twentieth century. A residual reliance on recreational activity and light industry eventually declined. Yet, towards the end of the twentieth century increased awareness of cultural heritage and the increasing amenity value seen in pleasant, diverse, living environments spurred an interest in the long term future and careful management of Port Dalhousie's sensitive heritage surroundings.

The heritage character of the proposed Port Dalhousie heritage conservation district is determined by a number of distinctive areas and key elements:

- **The Lake Ontario shoreline and Martindale Pond**  
This northern and southern boundary of the Lake Ontario shoreline and Martindale Pond represents the remnant, residual landscape of the "original" environment prior to nineteenth century Euro-Canadian settlement and provides distinctive and obvious edges to the cultural heritage landscape of Port Dalhousie. The boundary "edges" to the Port Dalhousie heritage

conservation district are emphasized by the significant height of the table land and steep banks that separate land from water.

- **Canal, port and harbour area**

Although altered from its nineteenth century origins, the “port” environment is a tangible reminder of the importance of the Welland Canal as a significant historical linkage through the Great Lakes shipping system. Port Dalhousie is one of only two locations where features from the Second and Third Welland canals co-exist together. Important remnant features include Lock 1 of the Second Welland Canal (1845), Lock 1 of the Third Welland Canal (1887), the inner and outer range lights, the weir and the locktender’s shanty.

- **The commercial core**

Inherently associated with the fortunes of the port, canal, local industry and residents the commercial area centred on Lakeport Road, Hogan’s Alley and Lock Street is distinguished by its nineteenth century and early twentieth century architecture of two- and three-storey terrace blocks and individual hotels (former “Wellington Hotel” 1877, “Lakeside Hotel”, 1896, the “Union House” and “Murray House”). These are built predominantly of red and buff brick in the Italianate style. Other buildings include the former Sterling Bank of Canada, the Port Dalhousie jail and several 1920s structures.

- **Industrial remnants**

Directly associated with the port environment and shipping this area contains a number of remnant industrial structures including the former administrative and service building for the Muir Brothers Dry Docks (*circa* 1865), 1890 warehousing (now the Royal Canadian Legion) and the former Maple Leaf Rubber Company factory constructed in 1900 (now Lincoln Fabrics). Rennie Park marks the location of the former Muir Brothers Dry Docks.

- **The residential area**

The residential area, which comprises a substantial portion of the proposed *Port Dalhousie Heritage Conservation District*, is arranged around an elongated road grid with Main Street and Dalhousie Avenue serving as major east-west spines with many north-south cross streets. This area comprises predominantly dwellings occasionally interspersed with commercial, institutional and open space features. Residential buildings are for the most part an eclectic range of single detached residences that historically accommodated an equally eclectic mix of inhabitants including sailors, canal workers, carpenters, industrialists, business people, locktenders, rubber workers, store owners and farmers. Most were built as year round dwellings although some were originally constructed as late nineteenth century and

early twentieth century seasonal summer homes (see *Cottages* following). Representative examples of Port Dalhousie citizens who built houses and lived here included:

- William Muir (Dry Docks owner “Muir Brothers’ Ship Yards”) at 43 Ann Street;
- Harvey Neelon (Tugboat owner) at 34 Bayview Drive;
- Annie and Margaret McNally (Dry Goods Store owners) at 7 Brock Street;
- William Mossop (Carpenter), at 10 Canal Street;
- Johnson Gregory (Post Master), at 30 Canal Street; and
- William Hutchinson (Owner of Coal docks and lumber yard) 10 Dalhousie Avenue;
- R. F. Foote (General Manager, Maple Leaf Rubber factory) at 30 Dalhousie Avenue;
- Alexander Muir (Founder of Muir Dry Docks) at 43 Dalhousie Avenue;
- Byron Cain (Teamster) at 176 Dalhousie Avenue;
- Thomas Read (Captain) at 58 Main Street;
- Michael Henry (Blacksmith) at 73 Main Street;
- Dr. McDonald (Physician) at 95 Main Street; and,
- William Smith (Engineer) at 9 Simcoe Street.

Building and architectural styles within this residential area include Classic Revival, Neo-classical, Gothic Revival, Italianate, Colonial Revival, Period Revival, Bungalow and many vernacular frame construction seen in the modest single storey cottages.

The majority of dwellings are less than two storeys in height: approximately forty five per cent (45%) are single storey and thirty-three per cent (33%) are one-and -a-half storeys. Approximately eighteen per cent (18%) are two storeys. Roof types include front gable (29%), side gable (27%), hipped (24%) cross- or centre gable (15%), and a small number of flat or gambrel roofed structures.

Approximately half of the residences are characterized by three bays (48%), typically accommodating an entranceway and two windows, and the remainder are either two (32%) or four bays or more (19%). The four bay structures are typically more recent structures that also contain a garage in the main facade.

Historical or traditional building materials used in construction include stucco,

rough cast or pebble-dash (21%) and brick (14%). Wood is used in a variety of forms including clapboard, board-and-batten and shingles but only in a small proportion of buildings (6%).

Synthetic materials such as metal and vinyl siding have also been used extensively in many structures (58%), either in whole or in part, to patch and cover former historical cladding. Stone and concrete are used sparingly. Small verandahs and porches are distinguishing building features. Decorative wooden detailing is apparent both in these features as well as in some gables and window surrounds.

Other notable buildings within the residential area that survive in their original use or in adaptive re-uses include the Star of the Sea Roman Catholic Church (1871) constructed of stone in a Gothic Revival style; St. John's Anglican Church (1868) of red brick in the Gothic Revival; St. Andrew's United Church (1894); a former dormitory residence (1915, 48 Main Street) of three storeys for female workers of the Maple Leaf Rubber Company; the former Port Dalhousie Canning Company building (1913, 201 Main Street); the St. John's Rectory of decorative concrete block (1904, 100 Main Street); the Merritt family grocer store (1894, 50 Main Street) and the former Customs House (1845, 34 and 36 Lock Street).

- **The cottage enclave**

The cottage area, generally bounded by Paxton Avenue, Bayview Drive and Shelley Avenue contains numerous small cottages established as summer homes at the turn of the twentieth century. Considine, Abbey, Masfield and Paxton Avenues in particular formed a compact grid of narrow (now one-way) laneways serving a variety of one storey, vernacular frame, structures clad in a variety of materials.

- **Sport, recreation and open space areas**

St. Andrews Cemetery, the Henley Regatta facilities, Lakeside Park, Ann Street War Memorial boulevard and the Port Dalhousie Lawn Bowling Club are all important and unique community spaces. St. Andrews Cemetery, established as early as 1838 includes the burial sites of many prominent families including those of Alexander and William Muir and serves as a terminal point along Johnston Street.

Lakeside Park was established in 1902 by the Niagara, St. Catharines and Thorold Railway on land reclaimed from marsh land and the remnant area of the First Welland Canal. Following its demise as an amusement park in 1969 the park is now an important part of the Waterfront Trail and marina



environment, as well as a component of the municipal parks' system. Originally founded in 1880 the Royal Canadian Henley Regatta, now a pre-eminent North American rowing event, established a permanent home in Port Dalhousie in 1903 due in part to the facilities afforded by the "Old" Welland Canal. It has enjoyed considerable success as a world class rowing events venue for over a century. The banks of Martindale Pond, (accessed by lands from Main Street between Brock and Ann Streets that were acquired in 1931), now accommodate the grandstand along Martindale Pond. The event is celebrated with a provincial plaque.

The only central street boulevard in Port Dalhousie is found in Ann Street and contains a War Memorial (erected in 1924) to those men and women who died in World Wars I and II and the Korean War. It also serves as a terminating view to Ann Street from the north.

- **Supporting and contextual landscape features**

While buildings are often the most obvious evidence of human activity in heritage landscapes a number of other distinctive features often enhance environmental amenity and special areas. Heritage landscapes may contain deliberately planted trees, shrubs and hedgerows that define individual properties and enhance the public streetscape. In the *Port Dalhousie Heritage Conservation District* these landscape features include wide grass boulevards, generally narrow sidewalks and a rich variety of street trees, hedges, ornamental fencing and mixed shrub borders that define property boundaries.

## **BOUNDARY DELINEATION**

The Port Dalhousie heritage conservation study area by-law identified a tentative conservation district for the purposes of more detailed assessment. The heritage assessment concluded that the north, south and eastern limits of the historical, settlement of Port Dalhousie are appropriate. The natural edges of the Lake Ontario shoreline and the Martindale Pond are obvious and appropriate boundaries to the district as originally identified in the original study area.

Port Dalhousie's historical growth and development has also been directed by the village survey of lots that superimposed an elongated grid system from east to west. Historical mapping of the area shows Church Street, later Johnston Street, as the original western settlement boundary in the 1870s. By 1904 Port Dalhousie had still not grown beyond Johnston Street and settlement remained concentrated along the east-west routes of Dalhousie Avenue and Main Street. Subsequent development and growth during the 1920s and 1930s resulted in expansion beyond Johnston Street

notably in two key areas: along Main Street, west of Johnston Street, as the principal land route and entranceway from the west to Port Dalhousie, and in the cottage area from Paxton Avenue to Shelley Avenue.

Further growth during the 1950s resulted in the embryonic development of Pawling Street, Corbett Avenue and Colton Avenue, yet 1955 topographical mapping shows only a few residences depicted in this area.

Accordingly for the purposes of refining the boundary area for district designation, as well as satisfying Official Plan policy criteria it is considered that the western boundary to the prospective Port Dalhousie heritage conservation district should be more suitably refined. In this regard the southwestern boundary should continue to comprise the principal entranceway and exit of Main Street. In the northwest, Shelley Avenue (more particularly the rear lot line), should form the heritage conservation district boundary. Designation of a heritage conservation district under Part V of the *Ontario Heritage Act* beyond these boundaries of original development may be less sound. Additionally the Lakeport Road entrance to Port Dalhousie has been refined to include the south side of the road right-of-way.

#### **FUTURE CONSERVATION INTENT**

*The former Town of Port Dalhousie has a long and multi-faceted history. One facet of this past is bound up with the construction and operation of the first three Welland Canals, for which Port Dalhousie was the Lake Ontario terminal. As a town, it played a similar role with respect to the waterway as did, for example, Thorold, Port Robinson, Allanburg and Port Colborne. This role as "canal town" was manifest in the physical properties and characteristics of each town and must have affected the daily life in each town substantially. However, Port Dalhousie stands out above all these other similar towns today, largely because its past is still so evident in the form and appearance that the town displays.*

Michelle Greenwald et al; *The Welland Canals*; 1976

The conservation intent within the proposed *Port Dalhousie Heritage Conservation District* is to maintain the existing stock of residential, commercial and industrial heritage buildings whether of high style architectural design or of vernacular construction. It is recognized that the heritage building stock is in various states of repair and maintenance. It is not the intent within the *Port Dalhousie Heritage Conservation District* to force property owners to restore their property. On the contrary the *Port Dalhousie Heritage Conservation District* seeks to ensure that when change is considered heritage buildings and their defining features and/or materials are **protected** as part of that process of change and development.

Conservation priorities are:

- the protection of all remnants of the Welland Canals as significant elements of industrial archaeology in the landscape;
- encouraging the current vitality of the commercial area by promoting its unique architecture and contemporary commercial adaptive reuse as well as continuing to protect its distinctive heritage fabric;
- maintaining the low profile, compact building forms of the cottage and residential areas by encouraging any future changes to develop in depth or in width on lots rather than vertically in height;
- maintaining and enhancing existing open space, sport and recreation areas in a manner consistent with protecting distinguishing heritage features; and,
- ensuring that supporting and contextual landscape features such as grass boulevards, street trees, hedgerows, front yard plantings and many mature boundary plantings such as trees, mixed shrub borders and hedges are conserved and managed.

## 1.0 Introduction

## 1.0 INTRODUCTION

### 1.1 Background

The *Ontario Heritage Act*, RSO 1990, c.O.18, is the principal piece of legislation in the province that enables municipalities to conserve, manage and protect heritage properties. There are two major parts to the Act that concern built heritage. Part IV of the Act enables a municipality to designate *individual* buildings, structures or places that are of historical and architectural interest or value (The City of St. Catharines has designated 37 such properties, 11 of which are located in Port Dalhousie). Part V of the Act enables a municipality to designate *groups or areas* of buildings and their settings and to date the City has successfully designated and managed two districts: Queen Street and Yates Street.

Specifically, under Part V of the *Ontario Heritage Act* a municipality may designate by-law all or any part of a municipality as a heritage conservation district. Prior to designating a district it has become conventional practice to study an area in order to identify the special heritage attributes and character of a prospective district. The City of St. Catharines, pursuant to section 40 of the Act, has defined an area to be examined for future designation as a heritage conservation district under by By-Law No. 99-380. The study area comprises all or portions of:

Lakeport Road	Canal Street
Hogan's Alley	Pine Street
Main Street	Dalhousie Avenue
Bayview Drive	Peel Street
Colton Avenue	Lock Street
Gertrude Street	Simcoe Street
Brock Street	Ann Street
Elgin Street	Christie Street
Paxton Avenue	Masefield Avenue
Abbey Avenue	Considine Avenue
Johnston Street	Graham Avenue
Shelly Avenue	Verdun Avenue
Pawling Street	Corbett Avenue

The Ministry of Citizenship, Culture and Recreation (Formerly the Ministry of Culture and Communications) in its published guidelines *Ontario's Heritage Conservation District Guidelines* note that:

*A heritage conservation district is an aggregate of buildings, streets and open spaces that, as a group, is a collective asset to a community in precisely the same way that an*

*individual property is valuable to that community.*

The City of St. Catharines's Official Plan also includes specific policies respecting the process of heritage conservation district planning. Specifically, in Subsection 7.10.4 the Official Plan indicates that the City may designate a heritage conservation district where the district possesses one or more of the following attributes:

- a) *the area contains a group of buildings or features that reflect an aspect of local history through association with a person, group or activity;*
- b) *the area is characterized by buildings and structures that are of architectural value or interest;*
- c) *the area contains other important physical and aesthetic characteristics that alone would not be sufficient to warrant designation but provide an important context or association with the district including such matters as landscape features or archaeological sites.*

The City of St. Catharines's Official Plan makes specific provisions in Subsection 16.86 to maintain the character of the Port Dalhousie area and indicates that the criteria for identification and evaluation of a potential Port Dalhousie heritage conservation district are based upon one or more of the following attributes:

- 1) *A majority of the buildings should reflect an aspect of the historic heritage of the Port Dalhousie community by nature of historic location and significance of setting.*
- 2) *The majority of the buildings should be of an architectural style or construction, significant historically or architecturally to the community, region or province.*
- 3) *The district may contain other important physical, environmental or aesthetic characteristics which in themselves do not constitute sufficient grounds for designation of a district, but which lend support for designation.*

This heritage assessment report describes the heritage attributes noted above and provides the rationale for designating Port Dalhousie as a conservation district. The conservation district guidelines, on the other hand, are intended to provide the basis for the careful future management and protection of the area's heritage features including: buildings, spaces and landscape features. Additionally, the district guidelines will provide guidance on relevant planning and development matters that may affect the area's unique character.

## 1.2 Purpose of this heritage assessment report

This report is the first part of a two part study process that comprises the Port Dalhousie Heritage Conservation District Study. It comprises the Port Dalhousie Conservation District Assessment Report which describes the heritage character of Port Dalhousie. The study area comprises approximately 600 properties and is shown in Map 1. This heritage assessment report specifically examines the following:

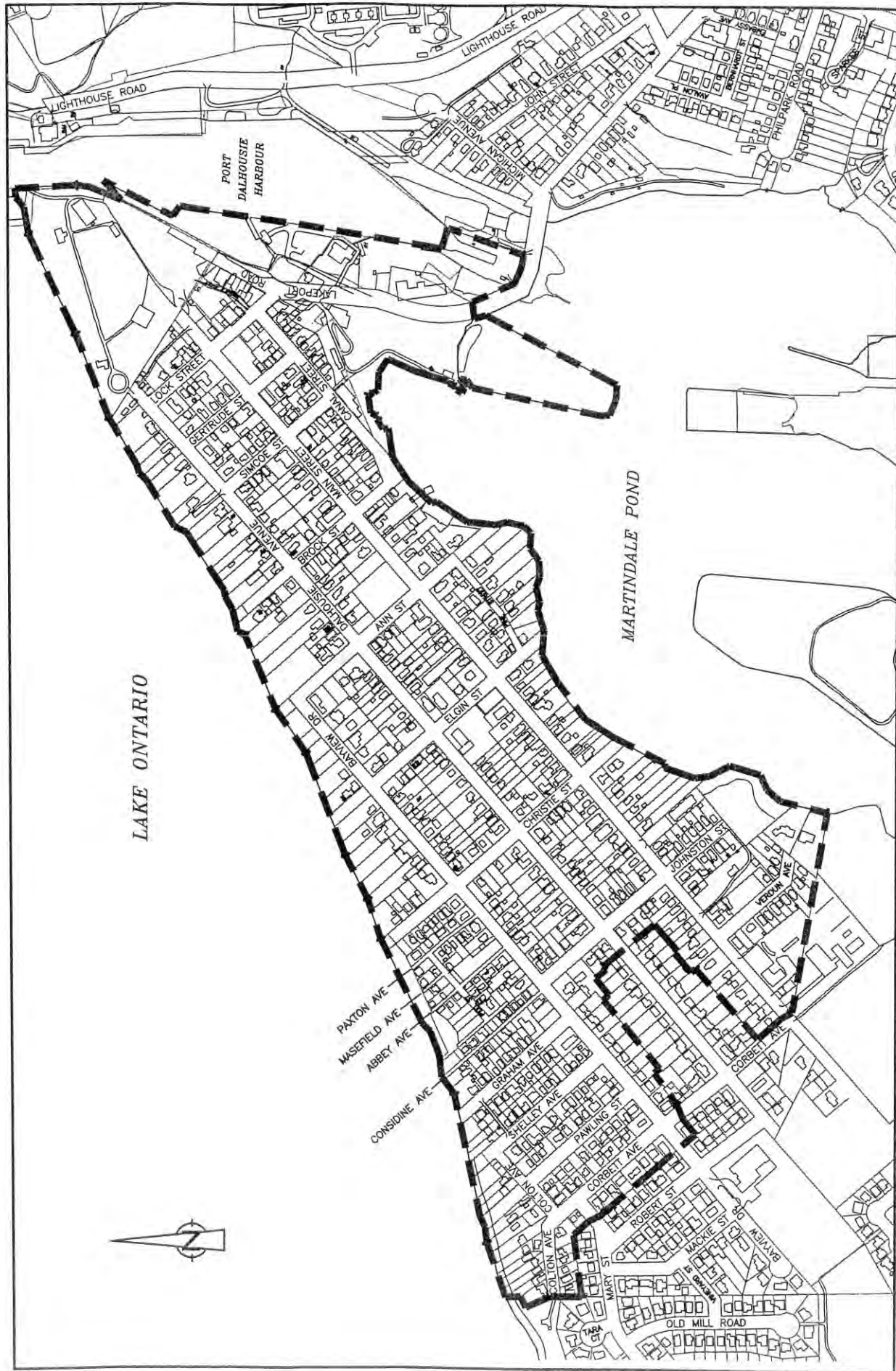
- the historical growth and development of the prospective district (Section 2);
- the built and architectural character of the prospective district (Section 3);
- the streetscape and landscape attributes of the prospective district (Section 4); and,
- conclusions respecting the designation of the area as a heritage conservation district (Section 5).

Much of this assessment report relies extensively on previously collected materials. It attempts to synthesize the work of many others, most notably the following, to whom full credit is acknowledged:

- The *Port Dalhousie Heritage Resource Inventory*, prepared by the St. Catharines Heritage Committee, 1998;
- Frank Caplan's *Footsteps Through Time*, published in 1999 for the St. Catharines Heritage Committee; and,
- An unpublished photographic inventory of all buildings and streetscapes undertaken in February and March, 2000, by the City of St. Catharines Planning and Development Department.

The Heritage Assessment Report constitutes an important document. In the required Ontario Municipal Board hearing to approve a designating by-law under Section 41 of the *Ontario Heritage Act*, the Ontario Municipal Board must inquire into the merits of the application made by the municipality. The Heritage Assessment Report serves as primary support to the application's merits.

Part II of the Port Dalhousie Heritage Conservation District Study is the Port Dalhousie Heritage Conservation District Guidelines for Conservation and Change which provides the basis for the careful management and protection of the area's heritage character including its buildings, spaces and landscape features.



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## 2.0 Historical growth and development of Port Dalhousie

## **2.0 HISTORICAL GROWTH AND DEVELOPMENT OF PORT DALHOUSIE**

### **2.1 Introduction**

Port Dalhousie, located in the City of St. Catharines, is a compact settlement perched on the table lands of a small peninsula that separates Lake Ontario, to the north, from Martindale Pond to the south. The Martindale Pond is located at the mouth of the Twelve Mile Creek which, prior to Euro-Canadian settlement flowed unobstructed northwards from the Niagara Escarpment to the lake. Subsequent construction of the First Welland Canal in 1829, the Second Canal in 1851 and the Third Canal in 1881 together with dramatic changes to land form and natural water channels resulted in a unique pocket of human settlement in the Niagara Peninsula.

Port Dalhousie's historical growth and development around an elongated road grid - as the name suggests - is intimately associated with nineteenth century port activities of canal development, commerce, industry and Great Lakes shipping. Largely as a result of opening the Fourth Welland Canal and developing Port Weller at the expense of Port Dalhousie, fortunes changed in the twentieth century. A residual reliance on recreational activity and light industry eventually declined. Yet, towards the end of the twentieth century increased awareness of cultural heritage and the increasing amenity value seen in pleasant, diverse, living environments spurred an interest in the long term future and careful management of Port Dalhousie's sensitive heritage surroundings.

Accordingly, this section provides a brief historical overview of the development of Port Dalhousie from the 1790s to the present time. It describes those broad themes of human history that have accounted for the heritage environment we see today: streets, buildings, structures and open space.

### **2.2 Origins: 1796-1826**

Many of the first settlers in Port Dalhousie were United Empire Loyalists - American Colonists who refused to take up arms against Britain during the Revolutionary War. The Loyalists chose instead to fight for Britain as members of "Butler's Rangers." When the war ended in 1783, the Loyalists were no longer welcome in America and moved north to the British colony. The British Government showed its gratitude by providing free land grants, food, seed, tools, and livestock to the settlers.

In 1796 Captain Peter Tenbroeck was granted 800 acres of land in the area including the land that is now Port Dalhousie. The parcel was passed on to his son, Jacob Tenbroeck who in turn sold 300 acres to Henry Pawling in 1821. Pawling immediately deeded the land to his younger brother, Squire Nathan Pawling. It is Nathan Pawling who is regarded as the founder of Port Dalhousie.

The first settlement consisted of a grouping of farms in the early 1800s. Settlers were lured by the natural harbour, good farmland, plentiful timber, and beautiful scenery. Indian trails connected the area to other important settlements which, combined with the waterway, made transportation easy. The hamlet was named Dalhousie after the Earl of Dalhousie, Governor General of Canada, and a man whom Pawling had admired for several years.

Nathan Pawling (1796-1877) is considered to be the founder of Port Dalhousie. The Pawling family emigrated from Wales to Pennsylvania prior to the American Revolution. Nathan was the youngest child of Jesse and his wife, Gertrude Tenbroeck, daughter of Captain Peter Tenbroeck, the original landowner in the Port Dalhousie area. The tract of land owned by Captain Tenbroeck was passed to his son Jacob, who in turn sold it to his nephew, Henry Pawling. Henry passed the land on to his brother Nathan.

### **2.3 The First Welland Canal and the birth of Port Dalhousie 1824-1851**

The idea of constructing a canal between Lake Ontario and Lake Erie began as early as 1710 when explorers encountered difficulties travelling the Great Lakes. No progress was made, however, until William Hamilton Merritt of Shipman's Corners (now St. Catharines) became interested. He and his father, Thomas, operated adjoining farms as well as owning a grist mill, potashery and blacksmith shops. These operations required a reliable source of water which was unavailable at the time. Merritt's initial idea was to dig a ditch from the Welland River along the Twelve Mile Creek, diverting water towards his mill. He realized, however, that with a series of wooden locks the canal could transport barges and ships to and from Fort Erie, opening the lakes beyond to Lake Ontario, the St. Lawrence River, and the Atlantic Ocean.

Merritt enlisted the help of fellow mill owners John DeCew and George Keefer. Their plan was to dig a ditch from the Welland River to Twelve Mile Creek, diverting water and allowing ships to pass through a series of lifting locks. At this time the Erie Canal was under construction through the eastern United States. This canal would divert traffic through that country, rather than the down the St. Lawrence River. Merritt and his associates realized that this canal would divert a considerable amount of business from their area and that a canal was needed to bypass Niagara Falls.

Merritt sent his plans to the government of Upper Canada but they were subsequently rejected. Convinced that his plan would be successful, Merritt created the Welland Canal Company and travelled through the United States and Canada selling shares in the company. This venture was successful and construction began on November 30, 1824. The canal would have forty hand-carved oak locks made from

dove-tailed tongue-and-groove construction. Each lock was one hundred and ten feet long, twenty-two feet wide and eight feet deep. Vessels would be towed through the canal by horses driven by men (called "towboys") on a parallel "towpath".

Between 1824-1829, the First Welland Canal was built. Workers and engineers were in need of lodging, dining and stable facilities. With only a few houses in existence, the hamlet of Dalhousie was eager to meet their needs. Pawling placed an advertisement in the "Farmer's Journal and Welland Canal Intelligencer" in 1826, inviting offers to purchase lots from him near the harbour. All of the original houses built in Port, about fourteen by 1841, were built on Pawling's land. In 1849 he donated land on Church Street (now Johnston Street) for a Presbyterian Church and Cemetery (St. Andrews). He also allowed the First Welland Canal to pass through his property, subdividing it so lots around the new canal could be sold. Following the opening of the canal, Pawling became Port's first postmaster. The Village of Dalhousie was born. The official opening ceremonies of the canal were held on November 27, 1829. William Merritt and a select group sailed the schooner *Anne and Jane* of New York through the locks to Buffalo arriving on December 2, 1829.

When the canal opened, the village was officially recognized as Port Dalhousie, to reflect its new status. The canal afforded great opportunities for trade and commerce and the economy of Port Dalhousie flourished. Lock One of the canal was located in what is now Lakeside Park. Development began near here at what is now the end of Main Street. A number of ship's chandleries, suppliers, and grocers opened along with numerous taverns, saloons, and hotels to accommodate the travellers, farmers, and seamen. As well, the protected inner harbour proved an excellent location for one of Lake Ontario's first shipyards opened by Alexander Abbey and Sons.

The "village" of Dalhousie began to grow. Around 1839, Alexander Muir arrived in Port Dalhousie. He built himself a comfortable house on Queen Street (now Dalhousie Street) and would later establish a prominent dry dock facility. In his diary Muir recorded that by 1840, sixteen residences existed in Port, including fourteen families. Occupations of the settlers included two ship builders, a tavern owner, a mill-wright, several labourers and sailors, a shoemaker, a blacksmith, an inn keeper, a farmer, a dredger, a joiner, and a locktender.

As traffic increased, constant maintenance and improvements were needed on the First Canal. The Welland Canal Company, however, was already deeply in debt. When Upper and Lower Canada united in 1842, the canal was purchased by the Provincial Government and plans were made to enlarge the waterway.

Aside from Pawling and the Muir brothers a number of other settlers established themselves as industrialists including:

- **Robert Abbey:** Although he was one of the most important people in the development of Port Dalhousie, very little is known about Robert Abbey. A native of Leith, Scotland, Abbey travelled to Canada in the late 1830s, becoming one of Port Dalhousie's first citizens. Upon arrival, he recognized the need for a ship yard and immediately established one.
- **Donaldson, Andrews and Ross:** The Donaldson, Andrews and Ross dry dock was one of the first establishments of its kind in Port Dalhousie. The founder of this facility was Stebbin Andrews, a United Empire Loyalist who moved to Canada from the United States. He originally resided in St. Catharines where he became manager of the famous Shickluna Shipyards. After working there for several years, Andrews and his partner, William Donaldson, decided to set up their own facility in Port Dalhousie. Along with a third partner named Ross, they purchased land on the site that would later become Lock One of the Third Welland Canal. In 1866, Donaldson died and Mr. Ross also left the partnership. Andrews was joined by his son, Decatur, and the firm became known as Andrews and Son, employing forty-two people. The business continued successful operation until 1876 when they were forced to dismantle the facility for the construction of the Third Welland Canal. Decatur, along with brother William, moved the business to Port Robinson then to Collingwood where they were responsible for establishing the Georgian Bay community's shipbuilding industry.
- **The Lawries:** John Lawrie and his brother, Robert, were the first mill owners in Port. They established the Lawrie Flour Mill in 1850 on the site which would later become home to the Maple Leaf Rubber Factory (now Lincoln Fabrics). When Port Dalhousie became a village in 1862, John Lawrie was elected as the first Reeve. In all, he served as Reeve for fifteen years and Warden of Lincoln County for three years. While serving political office, the milling operation continued to prosper.
- **The Muir Dry Docks:** Alexander Muir was one of the first and most prominent citizens ever to live in Port Dalhousie. When he arrived in 1839, he recognized the harbour's potential and dreamed of building a dry dock facility. In 1840 he purchased land next to the harbour and another parcel on Queen Street (now 43 Dalhousie) where he built a comfortable home. It was not until 1850 that Muir began to fulfil his dreams, constructing a floating dry dock. After working alone for a year, he was joined by his brother, Captain William Muir. Three more brothers, Bryce, David, and Archibald followed later. Shipbuilding finally began in 1852 and the Muir Brothers Dry Docks flourished. The brothers were determined to control all aspects of their business, even purchasing their own timberlands. A second, permanent, dry

dock was opened in 1867, dramatically shaping the development of Port Dalhousie.

The Muirs always had the most modern equipment, introducing steam power and replacing tow horses with tugs and wood with iron soon after the technology developed. When the Third Canal was opened, the dry docks were lengthened to accommodate the longer ships and a fourth dry dock was added. Through the years the facility survived hardships and opposition, shipwrecks and fires, floods and strikes, outlasting all others.

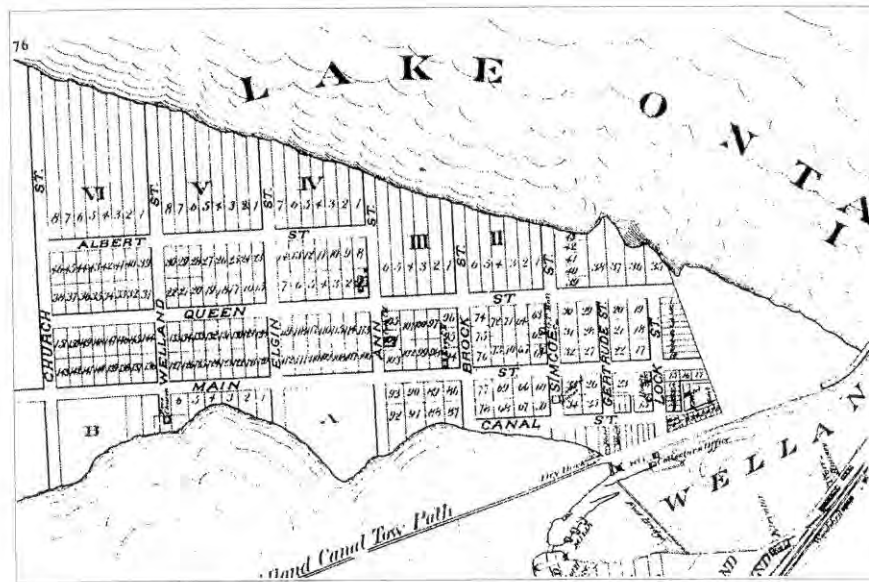
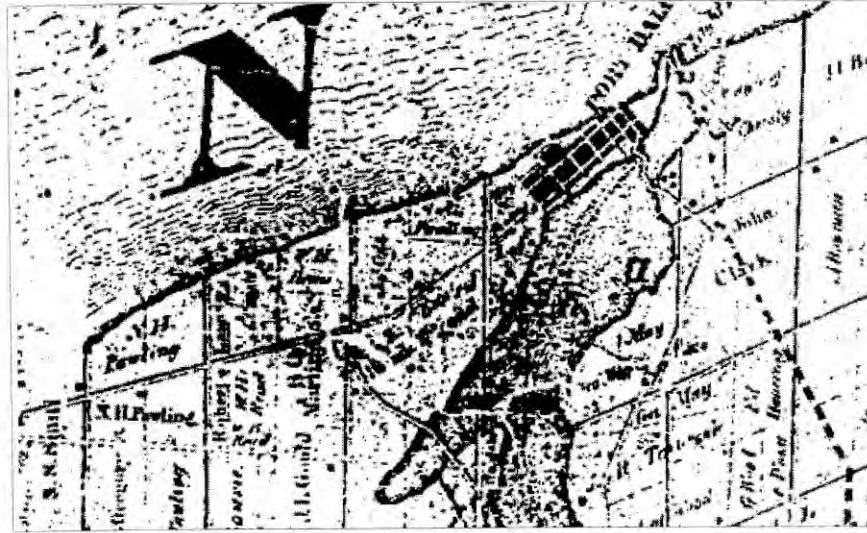
After the brothers died around the turn of the century, operation was continued by descendants of the Muir family. In its final years, the dry docks were owned by Port Weller Dry Docks Ltd and continued operation by until 1968. Two of the old dry dock buildings are still in existence today. One privately owned (35 Canal) and the other (Dalhousie House at 52 Lakeport) is owned by the City of St. Catharines and used by Port Dalhousie Seniors. Rennie Park, at 60 Lakeport Road, was built in the former location of the Dry Dock facilities.

In Port Dalhousie, increased prosperity could be seen in the growth of industry and population. By 1846 the population of Port Dalhousie had grown to two hundred people. At this time a telegraph line was laid from Port Dalhousie to Port Colborne. Front and Lock Streets developed as the centre for commerce. Canal Street, Queen Street (now Dalhousie Avenue) as well as perpendicular streets flourished with the arrival of carpenters and ship builders. Main Street continued to extend west with intermittent shops and churches surrounded by the rest of the village. The newcomers proved to be very religious people, with two churches, St. James's Anglican (now St. John's) and St. Andrew's Presbyterian (later became United) built in the 1840s. (The Star of the Sea Roman Catholic Church followed later in 1871).

#### **2.4 The Second Welland Canal: 1851-1875**

Construction began on the Second Welland Canal in 1851. The waterway had to be deepened and widened to accommodate the presence of larger steamboats. The second canal would also take a more direct route, now following the original Twelve Mile Creek to Port Robinson, then continue straight to Port Colborne. The new locks were to be made of stone quarried from the Niagara Escarpment. To control the water level, a dam was built resulting in the flooding of the Twelve Mile Creek and the creation of Martindale Pond. Along with confederation in 1867, the canal was transferred from provincial to federal jurisdiction. Soon afterwards, the second canal became outdated as well. By 1875, work began on the Third Canal.

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Upper: The Tremain Map, 1862.  
Lower: The Illustrated Historical Atlas of Lincoln and Welland Counties, 1876.

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Other lines of communication were also being developed during this period. The first rail line in Port Dalhousie was constructed in 1853, joining Port Dalhousie to Thorold. The line would later be purchased by the Welland Railway. Grain was transported from Port Colborne to the elevators on the east pier where it was processed before being shipped abroad. In addition to the rail line, a rail station, coal yard, and residences for the towboys were constructed on the east bank. This area was referred to as the "Michigan" side of Port as the towboys would ride the rail line to Michigan in the winter to work in the lumber industry. In 1853, the Thorold Port Dalhousie Railway line was constructed along the eastern bank of the canal, with its northern terminal by the Michigan Side pier. This line linked Port Dalhousie with the Great Western Railway which connected all of the major cities in eastern North America including Montreal, Toronto, Detroit, Buffalo and New York.

By this time, the Second Welland Canal was becoming outdated and could no longer carry the heavy ships. To make navigation possible, cargo would be unloaded in Port Dalhousie and carried by rail to Port Colborne or vice versa. Grain would be processed at one of Port's grist mills before being loaded back onto a ship. In 1859 this line became the Welland Railway, which was eventually absorbed by the Grand Trunk Railway (1882), which in turn was taken over by the Canadian National Railway.

By 1862 Port Dalhousie had become a village with a population of 1,364. The Tremaine Map (1862) shows a compact settlement from Lock Street to Welland Street (later Christie Street). The 1867 Topographical Plan of Niagara also describes Port Dalhousie as having two churches, four forges, two grist mills, one saw mill, two dry docks and 500 men and 100 horses. (The latter two items reflected a military concern for protecting the border with The United States). Until this time the village had been under the jurisdiction of Lincoln County. The residents hoped that the new council would bring law and order to the rowdy village. The first council consisted of Reeve John Lawrie and councillors Alexander Muir, Owen McMahon, Nathan Pawling, and Richard Wood. One of their first endeavours was the "tavern law", stating that all taverns must have a furnished sitting room in addition to the dining room and bar, at least four bedrooms for rent, and good stable facilities. They also enacted the public bathing law, which stated that anyone wearing a bathing costume in public would be prosecuted. By 1872, taxes were collected for street maintenance and the construction of a new school.

Notable merchants who established businesses during this period included:

**John Denton:** Born in England in 1813, John Denton lived in Newfoundland and Quebec before settling in Port Dalhousie in 1847. A merchant tailor selling men's furnishings, he operated his shop for many years in several locations including the



Wood House Hotel. In addition to business, Denton was active in church affairs, helping to organize the Presbyterian Church in 1852 and serving as an elder. He continued to take a very active role in the church throughout his life, establishing a Sunday School.

**Eugene Frederick Dwyer:** Eugene Frederick Dwyer established Dwyer's Grocers, Stationers and Tobacco at 18 Lakeport Road in 1873. The store was also served as the agent for the Montreal Telegraph Company as well as the American Express Telegraph Company. In various directories, Dwyer's business has been listed as a bookseller, exchange broker, insurance agent, and office for meteorological department. As one of Port's most prominent citizens, Dwyer had a long career in municipal affairs beginning when he moved to Port and continuing until he moved to St. Catharines in 1891. He first served as post master, then was elected Reeve of Port Dalhousie in 1884, a position which he occupied for six years. In 1889 he was elected Warden of Lincoln County.

## 2.5 The Third Welland Canal: 1875-1932

In 1875, work towards a new canal was underway. Once again, the increased size of ships and greater demand for the canal required a larger and deeper waterway. This time, however, the canal did not follow the Twelve Mile Creek but took a more direct route across St. Catharines, by-passing Thorold towards Port Colborne. The canal was deepened to forty feet and each lock enlarged to two hundred and seventy feet long, forty-five feet wide, and fourteen feet deep. This time, the number of locks was only reduced by one. Tow paths were constructed and it was estimated that at this time ninety horses could be found stabled on the western bank.

**Welland Canal Lighthouses:** One of the most important factors in the success of the first three Welland Canals was successful navigation. With the volume and importance of the canal traffic, even a small accident could be disastrous, holding up other traffic and damaging harbour facilities. Despite many in alterations, the Third Canal proved to be difficult to navigate. East winds confronting ships entering or leaving the canal made navigation difficult. Together, the lighthouses marked the placement and length of the narrow entrance to the Third Canal, worked as a locational marker for passing ships, and responded to fog horn calls from ships anchored off shore. To tourists, the lighthouses became symbols of their "maritime" vacation experience.

The first lighthouse, built in 1852 for the Second Canal, was joined by a second lighthouse in 1879. This structure, called the "front" or "outer" range lighthouse, was constructed in Port Dalhousie's boom time as a service centre for the Welland Canals. It was built in a square plan at the end of the eastern pier. Richard Whiteacer

of Allenwood was hired to build the structure by the Department of Marine. In 1893 the original lighthouse had become outdated and was replaced by a more modern structure. Unfortunately, this lighthouse had a very short life, burning to the ground after being struck by lightning on the morning of August 12, 1898. Since a dual lighthouse system was essential to canal navigation, a new lighthouse was built immediately. This is the rear or outer range lighthouse built in an octagonal plan seen along the shoreline.

Various alterations have been made to the lighthouses over the years. After the opening of the Fourth Canal in 1932, the lighthouses were only used to guide pleasure ships in and out of the Port Dalhousie harbour. In 1968 they were automated, no longer requiring a lighthouse keeper. By 1988 it was found that a dual system was no longer practical and the rear (inner) range light was extinguished.

The lighthouses are two of the few remaining reminders of Port Dalhousie's glory days as a shipping centre on the Third Welland Canal. Both structures were designated under the Ontario Heritage Act in 1997 as having important historical and cultural value.

From 1875 to 1932 Port Dalhousie continued to grow with business and tourism prospering. In 1876 the *Illustrated Historical Atlas of Lincoln and Welland Counties* described Port Dalhousie as being:

*in the north-west part of the Township of Grantham, and at the entrance of the Welland Ship Canal from Lake Ontario, has a population of about 900 people. From the fact of Port Dalhousie being a port of entry, and that it has a fine farming country in its vicinity, it is growing very fast, and in time will undoubtedly take rank as a much larger place than at the present day. The place was named after Lord Dalhousie in gratitude for his exertions in behalf of the Welland Canal. There are several churches in the place and ample school accommodations. The Canal gives good facilities to manufacturers, who utilize its power in various establishments. The place also has two ship yards and one or two grain elevators. The harbor of Port Dalhousie is safe and vessels can find refuge here in all seasons. The place contains a number of fine residences and many comfortable houses, and the citizens are enterprising and progressive in everything which tends to build up the village. Port Dalhousie is the northern terminus of the Welland Railway, and during the summer months a steamer runs between this place and Toronto, which is 31 miles distant.*

In late nineteenth century Canada, industry grew rapidly and Port Dalhousie, at the entrance to the Welland Canal, occupied a prime location, served by both waterway and rail. This attracted the establishment of the Maple Leaf Rubber Company in 1886, providing jobs for many residents.

The Maple Leaf Rubber Co. was one of the most important industries established in

Port Dalhousie. In the mid 1880s, the village council was eager to attract industry to the area. They made several resolutions to ensure that the rubber manufacturer would chose their town as the site for their new factory. The factory was to be located in the former Lawrie Mill building, which had been sold to Norris and Neelon. In 1886, the Maple Leaf Rubber Co. took over the old mill building, manufacturing rubber shoes and boots which were sold across Canada. Council had asked the company to guarantee one hundred and twenty-five jobs, but at its peak, over three hundred people were employed there.

In addition to providing jobs, the rubber factory introduced technological innovation to Port Dalhousie. In 1890, they provided the village with electricity, using the falls for the Second Canal's waste water weir. They were also the first establishment in Port to have running water. The company continued its successful operation until 1898 when a fire destroyed the building. In 1900 a new building was constructed with an annex. The two structures, five and four stories tall, were built on either side of Lakeport Road, joined by an overhead walkway. The western portion was built on piers over the canal, providing easy access for supply ships. In 1907 the St. Catharines Standard reported that the Maple Leaf Rubber factory was "the most modern plant for the manufacturing of rubber footwear on the North American continent, and one of the largest in the world."

In 1915 the Maple Leaf Rubber Co. was purchased by the Canadian Consolidated Rubber Co. that operated from the same location until 1929. The rubber factory was a large part of the economic prosperity Port Dalhousie experienced after the turn of the century. Unfortunately, they were dependent on the proximity and use of the Third Canal, and were unable to continue operations in Port when the Fourth Canal opened in Port Weller. In 1929, the rubber factory closed, leaving many Port Dalhousie residents unemployed. The building has been used for several purposes since then, mainly by Lincoln Fabrics who have owned the building since 1955. Industrial growth was also accompanied by commercial successes. Prominent businesses established during this era included:

**The Wood House:** In the late nineteenth century, there were nine hotels operating in Port Dalhousie. The Wood House was the largest and most elegant of them all. Located at the corner of Front and Lock Streets, the Wood House was constructed in 1877 after a fire destroyed the block. The new building extended half-way down the Front Street Block, directly opposite Lock One of the Second Welland Canal. An interesting feature of the exterior of the building was a wide colonnade covering the sidewalk along the street, topped by a small second story balcony. As was the custom at the time, several shops were located on the ground floor of the hotel. These included J. Gregory's Grocery Store and Post Office, the office of Dr. Considine, and John Denton's Tailor shop. Richard Long was the proprietor of the Wood House, of

whom little is known.

Inside, the hotel was designed to cater to the wealthiest visitors to Port including ship captains, canal officials, and merchants. A large tavern and fine dining room were the most dominant features as well as a large lobby with attached parlour with a reading room.

Unfortunately, a series of fires plagued the building from the time of its opening in 1877. Volunteer bucket brigades prevented major damage until the night of December 12, 1884 when a fire of unknown origins destroyed the structure.

**Edward Murphy:** Originally from Ottawa, Ontario, Edward Murphy founded Port's first provisioning for lake-going vessels in 1872. When the Wood House burned in 1884, Murphy jumped at the opportunity to build a larger facility, constructing the "Murphy Building" that still exists today at the corner of Front and Lock Streets. In 1892 he was joined by partner Frank Scott, whom he worked with for twenty-seven years. In 1903, improvements made Murphy and Scott one of the largest and best stores of its kind in Canada. During this time, Edward Murphy served as a councilman and as chairman of the separate school board in Port Dalhousie, a post he occupied for more than twenty-five years. Later, Murphy's three sons also joined the business. Edward died in 1927, and two sons died three years later, leaving Wilfred Murphy to operate the business alone. Like his father, Wilfred was active in municipal affairs, serving on town council for four years and as clerk of the Henley Rowing Course. The "Back Room Club" at Murphy's became a popular gathering place for mariners, sports greats, politicians, and sports writers. When the Henley Regatta was in town, Murphy's became the unofficial headquarters. Wilfred retired in 1950 and sold the business to Frank Latcham, a long-time employee.

**Railways:** In 1879, streetcar service was established in St. Catharines and operated by the St. Catharines Street Railway Company. In the early years, horses would pull the cars along the tracks, running down the centre of the major streets in St. Catharines. At first the line only travelled in St. Catharines and to Thorold and Merritton. In 1887 the horse drawn cars were replaced by electric vehicles with power supplied by a generating station at Lock Twelve of the Second Canal in Merritton.

In 1898 the line was purchased by the Niagara, St. Catharines and Toronto Railway Company, known locally as the N. S. & T. They immediately made plans to extend the line to Port Dalhousie, Niagara Falls, Fort Erie, Hamilton, and Toronto. In connection with the railway, the Niagara, St. Catharines, and Toronto Navigation Company provided steamship service. The combination of rail and steamship services made Port Dalhousie a bustling centre for transportation and encouraged the

development of Lakeside Park.

The N. S.&T. enjoyed the most popularity during the 1920s, before the automobile became the preferred mode of transportation. By the 1930s, however, the company was encountering several problems. The track and equipment, once the most modern machinery available, had deteriorated because of the volume of traffic.

The N. S.&T. would not give up easily, making many improvements to their facilities. In Port Dalhousie, the old Welland Railway line was electrified, providing faster service to the east side dock than to the west. Passengers could travel from Niagara Falls to the east side and board a steamship for Toronto. The facilities on the east side were expanded to accommodate the increase in passengers including a four-track yard and a passenger shelter. One of the busiest points on the N. S. & T. was the terminal at Lakeside Park.

The streetcars serviced Port Dalhousie for fifty years, with the final train leaving Port on March 1, 1950. That year marked the beginning of Port Dalhousie's demise, with steamship service having been discontinued a few weeks earlier. The rise of the automobile and public bus system made streetcar service obsolete

**Steamships:** In 1884 the St. Catharines, Grimsby and Toronto Navigation Company was formed to provide passenger service between Toronto and Port Dalhousie. The service began with the paddle-wheeler *Empress of India*, which would make regular trips during July and August, weather permitting. The *Empress* was one of the most distinctive ships to ever travel the route with a colourful fan design decorating her huge side paddle.

The *Garden City* was the second paddle-wheeler to be used for this trip. She joined the *Empress of India* in 1892 and became a familiar sight in Port Dalhousie for years to come. Lakeside Park had not yet been developed, but locals enjoyed travelling to Toronto for a day of shopping.

The *Lakeside* began navigating the route in 1889 and continued until 1911. It was operated by the Lakeside Navigation Company, in competition with the N. S. & T., forcing the St. Catharines, Grimsby and Toronto Navigatio Company to go ot of business. During this time Lakeside Park was developed, and steamship service became very popular. Tourists from Toronto could take the steamers to Port Dalhousie for a vacation. With the amount of customers steadily increasing, the *Lakeside* was no longer able to meet the demands and a new ship, the *Dalhousie City*, was obtained to share the route.

This was Port Dalhousie's "boom time" as a tourist centre. With two ships making the

trip between Port Dalhousie and Toronto (*Dalhousie City* and *Lakeside*, later the *Northumberland*), the N. S. & T. could provide two round trips on weekdays, three on weekends during the busy season. One round trip would be made each day during the off-season. When the ships arrived in Port Dalhousie, they would first stop on the eastern pier to put ashore passengers who wanted to take the N. S. & T. railway line east towards Niagara Falls. Then they would turn and moor on the west pier to unload passengers destined for Port Dalhousie or streetcar service to St. Catharines.

In 1949, the *Northumberland* tragically burned and the N. S. & T. was forced with an important decision: either replace *Northumberland* or abandon the service. Strict fire regulations on passenger ships on the lakes imposed by the federal government made it financially impossible to replace the ship. Regular Steamship service was abandoned altogether until 1997, when Shaker Cruise Lines briefly revived the practice carrying passengers between Toronto and Port Dalhousie during the summer months. The service is now discontinued.

### **The cottage area**

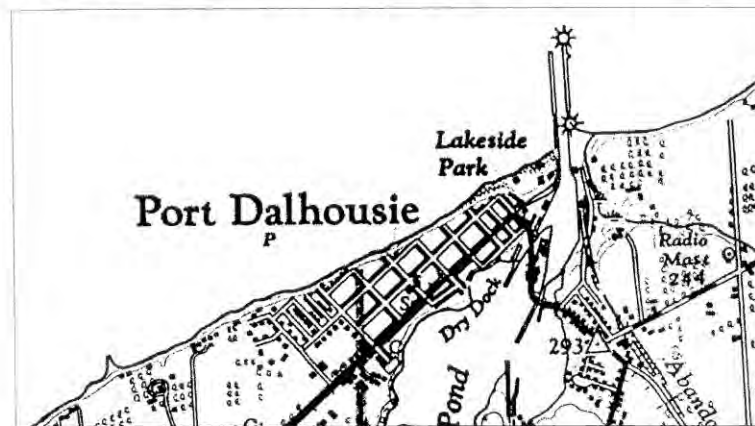
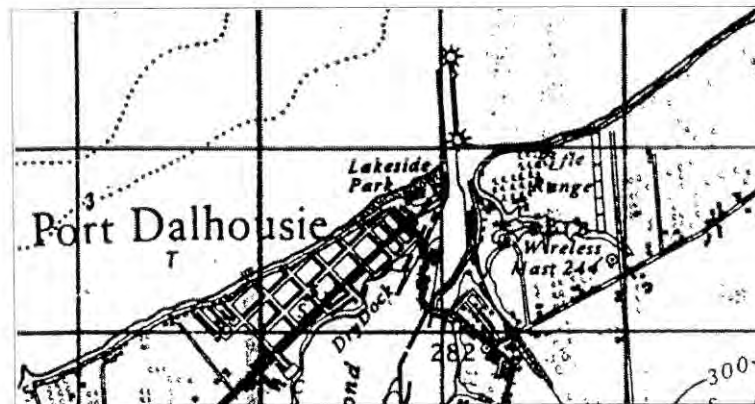
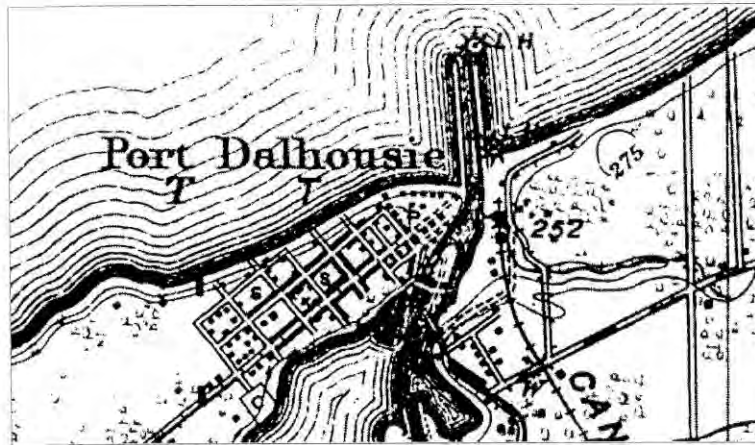
Defined by Paxton Avenue, Bayview Drive (formerly Albert Street) and Shelley Avenue, the cottage area is a direct result of the changing recreational habits of the early- to mid-1900s. Visually distinct from the surrounding residential areas, the cottage enclave displays small, single story, bungalow homes on narrow lots.

In 1901, the Niagara, St. Catharines, and Thorold Railway purchased land at the east end of Port Dalhousie for the creation of Lakeside Park and began extensive renovations. Almost immediately the shallow sandy beach and accompanying attractions became a tourist favourite around the Great Lakes. At this time the beach extended further west than it currently does, well beyond the Cottage area.

Church (Johnston) Street approximately delineated the boundary between Port Dalhousie and Louth Township. It is on the land in this vicinity that small-scale cottage development occurred, attracting visitors from as far away as Michigan, Buffalo, and Toronto who began to build summer homes here. The social atmosphere was welcomed and, as a result, the cottages were located closer to one another which differed from the layout of other areas of Port. Most of the homes were occupied only during the summer months but a few year-round residences could be found further west on Graham and Shelley Streets.

Unfortunately, times were changing. In the early 1900s, the automobile was becoming an increasingly important mode of transportation. This made it possible for people to visit other tourist destinations and the prospect of a day at the beach was not the attraction it once was. As well, people were now able to make shorter trips

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Upper: Department of National Defence, National Topographic Series, Surveyed 1904, 30M/3  
Middle: Department of National Defence, National Topographic Series, Published 1938, 30M/3  
Lower: Department of National Defence, National Topographic Series, Published 1955, 30M/3 West

and no longer needed permanent summer cottages. Rail and steamship service to Port Dalhousie was replaced by buses. The effects of pollution on the Great Lakes was becoming more and more evident and Lakeside Park's popularity declined as well, eventually closing in 1969.

This presence of abundant land, smaller homes, and narrow lots quickly became a form of low-income housing. Many of the cottages were converted to permanent residences. In the years to follow, the area fell into a state of disrepair and neglect.

In the mid-1970s the City of St. Catharines undertook the re-development of the cottage area through the Neighbourhood Improvement Plan. Land and homes were acquired as the streets were straightened, extended, paved and curbed. Abbey Mews Park was developed in 1978 on six newly acquired properties. The streets today are a mixture of one- and two-way traffic due to the narrow shape of the lots. At the foot of most of the streets, access to the sliver of beach below can still be achieved. Originally, almost one hundred feet of land extended further towards the Lake but has since eroded away.

The streets in the cottage area are named for prominent families in Port Dalhousie's history: Considine Avenue in reference to Dr. Considine, Port's first doctor and Abbey Avenue and Abbey Mews Park are named in memory of Alexander Abbey. Of interest, Shelly Avenue was named after the daughter of Don Galway, whose family was one of area's permanent residents and continues to live here today.

**Lakeside Park:** Lakeside Park is set at the end of the Port Dalhousie peninsula where the Twelve Mile Creek meets the lakeshore. The entrance of the First Welland Canal crossed the foot of this area, defining the eastern end of Port Dalhousie. As the canals were dredged, cleared or repaired, the resulting debris was used as fill in this swampy area giving access to a sandy beach. Fishermen and lock workers began to construct cottages and small shanty homes on the newly created land.

In 1902 the Niagara, St. Catharines and Toronto Railway Company (N. S. & T.), along with the N. S. & T. Navigation Company, purchased the land and created Lakeside Park. The N. S. & T.'s first project was the construction of changing rooms and concession booths as well as a small carousel and baseball diamond. Port Dalhousie became known as a popular summer resort with its sandy beach, regular rail and steamship transportation, entertainment facilities, and maritime atmosphere. The entire park was renovated in 1921, doubling the area to twelve acres. Many new additions were made including a first aid building, staff dormitories, a committee room, and outdoor lighting. Bleachers were built for the baseball diamond, and a covered picnic pavilion was constructed to seat 3,000 people. In 1929, a wooden water slide became the park's latest attraction. Wheeled out every spring, it remained



in use until 1952. Water bicycles were introduced in 1933 and the midway gradually grew.

In 1950 Sid Brookson bought the park from the Canadian National Railway after managing the park since 1928. Unfortunately, times were changing. With the increased use and presence of the automobile, a day at the beach was not the attraction it once was. Rail and steamship service to Port was replaced by buses. The extent of the pollution in Lake Ontario became more evident and swimming in the lake was less appealing. Upon examination it was discovered that the discharge of municipal sewage was contaminating the beach. This became part of a lawsuit that ended in the city of St. Catharines agreeing to take over and operate the park under the Department of Parks and Recreation. 1969 was the last year that rides and other amusements operated at Lakeside as the assets were liquidated, some being sold to the Canadian National Exhibition.

Today the park is used by sunbathers and visitors to the Port Dalhousie area. Washroom and changing facilities can still be found and the picnic pavilion has recently undergone repairs. A wooden carousel has been restored and still operates today.

**The Royal Canadian Henley Regatta:** Since it was founded in 1880, the Royal Canadian Henley Regatta (RCHR) has been the most prominent rowing event in North America. The first Henley Regatta was held in Toronto in 1880 by the Canadian Association of Amateur Oarsmen (CAAO). At the time, rowing was a very popular sport in Canada and many clubs held regattas. The Association was formed to provide order among the different regattas and uniformity in the rules. Their annual regatta was named after the famous Henley Regatta held at Henley-on-Thames, England. Over the next two decades, the regatta was held yearly at many different locations.

In 1903, the CAAO decided that a permanent location was needed for the event. C. W. Hodgetts, a St. Catharines rower, suggested the Old Welland Canal. Ned Hanlan, former world champion in rowing, visited the course and felt the location would be ideal. Hodgetts organized the St. Catharines Rowing and Canoe Club. That year, the regatta was held in Port Dalhousie for the first time. A grandstand was constructed overlooking the new course, facing the Maple Leaf Rubber factory. The crowds soon outgrew the 900 seat grandstand and overflowed onto the banks and into rowboats along the shore. In 1904, a clubhouse was built on the shores of the rowing course. The clubhouse would be moved to several locations before a permanent location was made on Henley Island in 1967.

In 1929 a storm damaged the old grandstand and a new one was built. It was built of

concrete and seats 3,000 spectators. It is considered to be the best place in the world for spectators to view rowing events. At this time, the Henley Regatta was enjoying great success. Races were broadcast on the radio and entertainment was provided between races.

In 1970, the Henley Regatta Course was chosen to host the third World Rowing Championships. It was seen as the only suitable course in North America. Port Dalhousie hosted the World Championships once again in 1999.

## **2.6 The Fourth Welland Canal and the changing fortunes of Port Dalhousie: 1932-1970**

The Third Canal proved to be inadequate for the continually increasing size and volume of canal traffic. In 1913 work began on the Fourth Welland Canal, with entrances east of Port Dalhousie at a new port later named Port Weller.

Port Dalhousie began to fall into decline with the opening of the Fourth Canal on August 6, 1932. The Canadian Consolidated Rubber Company was forced to move since canal service was no longer available. The rubber industry was the largest employer in Port Dalhousie and many inhabitants were left without jobs. The Dry Docks, however, continued to operate, servicing and repairing ships until the closing of the Third Canal in the 1950s. At this time, Port Dalhousie became a centre for the canning of vegetables and fruits but later would fall victim to cheaper imported goods. Lakeside Park was also forced to close down due to the lack of passenger service and polluted beach.

By the late 1950s, the City of St. Catharines had grown so much that its borders touched those of Port Dalhousie. In 1961, Port Dalhousie and the town of Merriton officially became part of St. Catharines.

The disuse and neglect of Port Dalhousie resulted in very few physical changes in the core and village areas. Most of the late 19th century architecture still exists (1850-1900). Numerous studies of the Port area have recognized the importance of the town's history and architecture. These aspects contribute to Port Dalhousie's potential as a cultural and recreational tourist resource. In 1976, the Ministry of Culture and Recreation produced a report on the Welland Canals and identified Port Dalhousie as a priority area.

Through government programs and funding, including the Neighbourhood Improvement Plan (NIP) and private interest groups, the core area has been revitalized. In the fall of 1974, the NIP steering committee organized a citizens advocacy group called the Port Dalhousie Quorum (PDQ). The PDQ was

instrumental in guiding the renovation and repairing of the residential areas.

It was not until 1976 that redevelopment of the commercial buildings facing the harbour began. Through the PDQ and NIP, funds were obtained to transform a summer camp in the west end into a residential area, the Muir Dry Docks were filled creating Rennie Park and the old office building was occupied by the PDQ. At this time the Port Dalhousie Yacht Club and Marina were developed, directing the economy towards tourism.

Over the years, many improvements and events have been planned to further establish Port Dalhousie as a tourist centre. A new walkway has been built along the west side of the harbour and plans have been made to extend the path to the eastern bank.

Many of the commercial buildings and residential structures from the late 1800s have been restored or rehabilitated creating thriving streetscapes. As a result, Port Dalhousie has become once again a popular tourist destination. Restaurants, bookstores and boutiques now make up the commercial district. Special events are planned for almost every weekend during the summer season including regattas, fishing derbies, concerts, fireworks displays, and visits from "Tall Ships". The Summer Solstice Festival, held in June and the Niagara Grape and Wine Festival in September are highlights as is the Royal Canadian Henley Regatta held in August. These events, combined with the historic streetscape make Port Dalhousie an exciting destination for tourists of all ages.

## 2.7 Conclusions

Port Dalhousie has a long, rich history of settlement activity that is intimately interwoven with the development of the Welland Canals. Canal development spurred the growth of terminal and port facilities at this location for over a century. Related commercial, industrial, residential, recreational, leisure, sports and tourist development (together with a variety of enterprising individuals) also took advantage of the area's unique attributes and a variety of buildings, structures and features were constructed to accommodate these uses and activities.

In 1976 the Ontario Ministry of Culture and Recreation Port Dalhousie as having:

*a long and multi-faceted history. One facet of this past is bound up with the construction and operation of the first three Welland Canals, for which Port Dalhousie was the Lake Ontario terminal. As a town, it played a similar role with respect to the waterway as did, for example, Thorold, Port Robinson, Allanburg and Port Colborne. This role as "canal town" was manifest in the physical properties and*

*characteristics of each town and must have affected the daily life in each town substantially. However, Port Dalhousie stands out above all these other similar towns today, largely because its past is still so evident in the form and appearance that the town displays.*

Michelle Greenwald et al; The Welland Canals; 1976

Twenty five years later Port Dalhousie's past historical activities still remain evident in its form and appearance, most notably in the surviving Welland Canal lock remnants, industrial and commercial buildings, residences, cottages, churches and variety of open spaces, all arranged, for the most part around an elongated road grid established in the nineteenth century.

### 3.0 Built form, heritage character and architecture

### **3.0 BUILT FORM, HERITAGE CHARACTER AND ARCHITECTURE**

#### **3.1 Introduction**

Port Dalhousie's historical development has resulted in a diverse heritage environment of distinctive landscapes and equally distinctive component buildings, structures and features. As described in section 2 past historical activities still remain evident in the form and appearance of Port Dalhousie, most notably in the surviving Welland Canal lock remnants, industrial and commercial buildings, residences, cottages, churches and variety of open spaces, all arranged, for the most part around an elongated road grid established in the nineteenth century. This section describes the heritage character of these component heritage precincts, together with descriptions of representative architectural styles that are found within the residential area.

#### **3.2 Component heritage precincts**

Results of survey work undertaken by St. Catharines Heritage Committee in 1998, inventory work undertaken in 2000 by City staff and further work undertaken specifically for this heritage assessment has resulted in the identification of a number of distinctive areas (See Map 2) and key elements within Port Dalhousie as follows:

##### **1. The Lake Ontario shoreline and Martindale Pond**

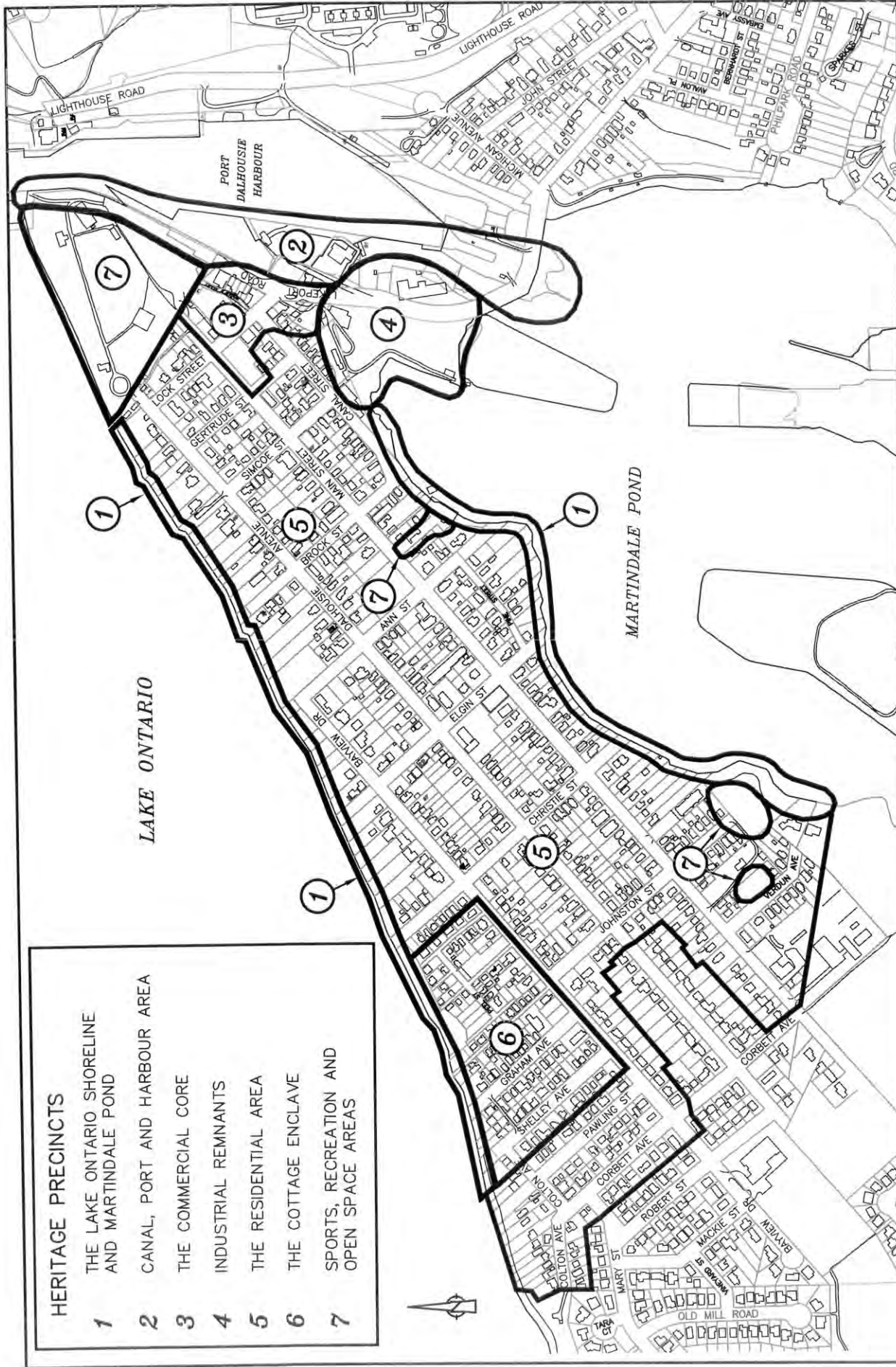
This northern and southern boundary of the Lake Ontario shoreline and Martindale Pond represents the remnant, residual landscape of the "original" environment prior to nineteenth century Euro-Canadian settlement and provides distinctive and obvious edges to the cultural heritage landscape of Port Dalhousie. The "edges" to the Port Dalhousie are emphasized by the significant height of the table land and steep banks that separate land from water.

##### **2. Canal, port and harbour area**

Although altered from its nineteenth century origins, the "port" environment is a tangible reminder of the importance of the Welland Canal as a significant historical linkage through the Great Lakes shipping system. Port Dalhousie is one of only two locations where features from the Second and Third Welland canals co-exist together. Important remnant features include Lock 1 of the Second Welland Canal (1845), Lock 1 of the Third Welland Canal (1887), the inner and outer range lights, the weir and a locktender's shanty.

##### **3. The commercial core**

Inherently associated with the fortunes of the port, canal, local industry and residents the commercial area centred on Lakeport Road, Hogan's Alley and Lock



**HERITAGE PRECINCTS**

- 1** THE LAKE ONTARIO SHORELINE AND MARTINDALE POND
- 2** CANAL, PORT AND HARBOUR AREA
- 3** THE COMMERCIAL CORE
- 4** INDUSTRIAL REMNANTS
- 5** THE RESIDENTIAL AREA
- 6** THE COTTAGE ENCLAVE
- 7** SPORTS, RECREATION AND OPEN SPACE AREAS

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— HERITAGE PRECINCT BOUNDARY

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Street is distinguished by its nineteenth century and early twentieth century architecture of two- and three-storey terrace blocks and individual hotels (former “Wellington Hotel” 1877, “Lakeside Hotel”, 1896, the “Union House” and “Murray House”). These are built predominantly of red and buff brick in the Italianate style. Other buildings include the former Sterling Bank of Canada, the Port Dalhousie jail and several 1920s structures.

#### **4. Industrial remnants**

Directly associated with the port environment and shipping this area contains a number of remnant industrial structures including the former administrative and service building for the Muir Brothers Dry Docks (*circa* 1865), 1890 warehousing (now the Royal Canadian Legion) and the former Maple Leaf Rubber Company factory constructed in 1900 (now Lincoln Fabrics). Rennie Park marks the location of the former Muir Brothers Dry Docks.

#### **5. The residential area**

The residential area, which comprises a substantial portion of the Port Dalhousie heritage conservation district study area, is arranged around an elongated road grid with Main Street and Dalhousie Avenue serving as major east-west spines with many north-south cross streets. This area comprises predominantly dwellings occasionally interspersed with commercial, institutional and open space features. Residential buildings are for the most part an eclectic range of single detached residences that historically accommodated an equally eclectic mix of inhabitants including sailors, canal workers, carpenters, industrialists, business people, locktenders, rubber workers, store owners and farmers. Most were built as year round dwellings although some were originally constructed as late nineteenth century and early twentieth century seasonal summer homes (see *Cottages* following). Representative examples of Port Dalhousie citizens who built houses and lived here included:

- William Muir (Dry Docks owner “Muir Brothers’ Ship Yards”) at 43 Ann Street;
- Harvey Neelon (Tugboat owner) at 34 Bayview Drive;
- Annie and Margaret McNally (Dry Goods Store owners) at 7 Brock Street;
- William Mossop (Carpenter), at 10 Canal Street;
- Johnson Gregory (Post Master), at 30 Canal Street; and
- William Hutchinson (Owner of Coal docks and lumber yard) 10 Dalhousie Avenue;
- R. F. Foote (General Manager, Maple Leaf Rubber factory) at 30 Dalhousie Avenue;
- Alexander Muir (Founder of Muir Dry Docks) at 43 Dalhousie Avenue;
- Byron Cain (Teamster) at 176 Dalhousie Avenue;
- Thomas Read (Captain) at 58 Main Street;



- Michael Henry (Blacksmith) at 73 Main Street;
- Dr. McDonald (Physician) at 95 Main Street; and,
- William Smith (Engineer) at 9 Simcoe Street.

Building and architectural styles within this residential area include Italianate, Gothic Revival, Queen Anne, Bungalow, Craftsman and many vernacular frame construction seen in the modest single storey cottages. These styles are described more fully in section 3.3.

Other notable buildings within the residential area that survive in their original use or in adaptive re-uses include the Star of the Sea Roman Catholic Church (1871) constructed of stone in a Gothic Revival style; St. John's Anglican Church (1868) of red brick in the Gothic Revival; St. Andrew's United Church (1894); a former dormitory residence (1915, 48 Main Street) of three storeys for female workers of the Maple Leaf Rubber Company; the former Port Dalhousie Canning Company building (1913, 201 Main Street); the St. John's Rectory of decorative concrete block (1904, 100 Main Street); the Merritt family grocer store (1894, 50 Main Street) and the former Customs House (1845, 34 and 36 Lock Street).

#### **6. The cottage enclave**

The cottage area, generally bounded by Paxton Avenue, Bayview Drive and Shelley Avenue contains numerous small cottages established as summer homes at the turn of the twentieth century on the former Paxton farm. Considine, Abbey, Masefield and Paxton Avenues in particular formed a compact grid of narrow (now one-way) laneways serving a variety of one storey, vernacular frame, structures clad in a variety of materials. The area also contains remnant buildings from early twentieth century sporting facilities, namely the former clubhouses of the Highfield Tennis Club (5 Graham Avenue, 1929) and the St. Catharines Rowing Club (8 Graham Avenue, 1917)

#### **7. Sport, recreation and open space areas**

St. Andrews Cemetery, the Henley Regatta facilities, Lakeside Park, Ann Street War Memorial boulevard and the Port Dalhousie Lawn Bowling Club are all important and unique community spaces. St. Andrews Cemetery, established as early as 1838 includes the burial sites of many prominent families including those of Alexander and William Muir and serves as a terminal point along Johnston Street.

Lakeside Park was established in 1902 by the Niagara, St. Catharines and Thorold Railway on land reclaimed from marsh land and the remnant area of the First Welland Canal. Following its demise as an amusement park in 1969 the park is now an important part of the Waterfront Trail and marina environment. Originally founded in 1880 the Royal Canadian Henley Regatta, now a pre-eminent North

American rowing event, established a permanent home in Port Dalhousie in 1903 due in part to the facilities afforded by the “Old” Welland Canal. It has enjoyed considerable success as a world class rowing events venue for over a century. The banks of Martindale Pond, (accessed by lands from Main Street between Brock and Ann Streets that were acquired in 1931), now accommodate the grandstand along Martindale Pond. The event is celebrated with a provincial plaque.

The only central street boulevard in Port Dalhousie is found in Ann Street and contains a War Memorial (erected in 1924) to those men and women who died in World Wars I and II and the Korean War. It also serves as a terminating view to Ann Street from the north.

### **3.3 Architectural styles**

The residential area of Port Dalhousie is the most land extensive area and, not surprisingly, contains the majority of Port Dalhousie’s buildings. These buildings vary in both age and architectural style resulting in an eclectic mix of structures. The residences in the Port Dalhousie area are, for the most part, vernacular in nature with design features and detailing of one or more identifiable architectural styles. The original building materials include frame with various types of wood siding, stucco with or without pebbledash detailing, brick, and an example of early concrete block construction. Stone is used sparingly. The churches in the residential area reflect the Gothic Revival architectural style.

The following descriptions summarize the general characteristics of the more common, recognized, architectural styles and detailing found in Port Dalhousie.

#### ***Neo-Classical (1800-1860)***

The Neo-Classical style ranges in height from one and-a-half to two and-a-half storeys. The buildings are rectangular or square in plan with a symmetrical front elevation three to five bays wide. The symmetry and formality of the earlier Georgian architectural style is reflected in the Neo-Classical house. The principal defining feature of the style is a wide, central entrance with a semi-elliptical or rectangular transom and sidelights. The transom and sidelights often have decorative glazing. Fluted pilasters and a classical entablature usually frame the main entrance. A small entrance portico with columns is commonly found at the front entrance. Rooflines are often low-pitched side gables or truncated hips. Decorative friezes along the roof cornice and cornice returns are typical on the end gables. Occasionally a three-part Palladian or Venetian window is located above the front entrance.

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Upper: Neo-Classical (1800-1860), 27 Canal Street.  
Lower: Classic Revival (1830-1860) 30 Canal Street.

### ***Classic Revival (1830-1860)***

Based on the ancient architecture of Greece and Rome the Classical Revival architectural style is distinguished by a medium pitch, front or side gable roof with return eaves, classical architectural orders, entrance porticoes, and battered, tapered window surrounds or triangular window pediments. One or more of these features were often adopted for vernacular residential construction, usually the gable roof with the return eaves detailing. Although this architectural style was most popular in the mid-nineteenth century, builders continued to use its identifiable design features, particularly the gable roof and return eaves, beyond this period and into the early twentieth century.

### ***Gothic Revival (1830-1900)***

Based on the building form and styles of the English Gothic as well as the Tudor and Elizabethan periods, the Ontario Gothic Revival architectural style encompasses a great variety of identifiable features, forms and decorative elements from differing Gothic and/or medieval periods. This architectural style was applied to many differing buildings types from the early 1800s to the beginning of the twentieth century. Distinctive design features include pointed arch openings, steep gable and cross gable roofs often with multiple dormers and gables, decorative vergeboard, pinnacles and finials and hood moulds with carved label stops. Simple Gothic Revival cottages built in plain brick or with dichromatic accents were usually three bays wide with a steep centre gable, decorative vergeboard and finial and/or pinnacle. Typical features of latter nineteenth century L-shaped residences of the Gothic Revival style include: dichromatic brick patterns, gables, dormers, mixed and varying vergeboard styles, varying window shapes and size and decorative front and side verandahs.

### ***Italianate (1850-1900)***

Popular in Ontario for both residential and commercial buildings, the Italianate architectural style is characterised in residential buildings by low-pitched hip roofs with wide overhanging eaves and decorative cornices and brackets, often paired. The tall, often paired, narrow window openings usually have either arched, curved or the traditional rectangular heads. U-shaped window crowns often with brackets, simple pedimented crowns or complete decorated surrounds may decorate the window heads. The window sash generally has one over one or two over two lights. One and two story bay windows are also typical design features. The L-shaped plan of the Gothic Revival architectural style was often adapted with Italianate features including distinctive dichromatic brick accents such as quoins.

The majority of the Ontario main street commercial buildings constructed in the late 1800s and early 1900s adopted design features of the Italianate style. They included rounded windows, projecting top cornices with brackets, decorative dichromatic

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Upper: Gothic Revival (1830-1900) used in domestic construction, 29 Brock Street.  
Lower: Gothic Revival used in ecclesiastical construction, 32 Elgin Street, Star of the Sea.

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Upper: Italianate (1850-1900) used in domestic construction, 109 Main Street.  
Lower: Italianate used in commercial building 18A Lakeport Road.

brickwork, rhythmically placed upper window openings with decorative surrounds. The ground floor typically has elaborate commercial fronts with arched windows, transoms, wood mouldings, columns and a storefront cornice separating it from the upper floors.

#### ***Queen Anne (1880-1910)***

At its height of popularity in Ontario in the late 1800s, Queen Anne typifies the gradual movement from the simple Georgian and Neo-classic styles in the early to mid 1800s to more exuberant and individualistic styles of the late nineteenth century. An irregular outline and asymmetrical plan composed of towers, gables, projecting two storey bays, multi-sloped roofs and verandahs and balconies were mixed with a variety of textures and shapes in building materials and a large array of classically derived decorative elements to create this architectural style. More modest, early twentieth century, examples may be typified by such detailing as an intricately patterned gable or a shingled gable, a wraparound corner verandah and a two storey, front projecting bay.

#### ***Colonial Revival (1900 to present)***

This architectural style reflects the renewal of an interest in the early colonial English and Dutch houses of the American Atlantic seaboard in the late nineteenth century. It principally reflects Georgian and Classical prototypes by incorporating such features as proportion, symmetry, pediments, Neo-classical fanlights, Classical denticulated cornices, inside end chimneys and front porticoes. Examples of Dutch Colonial Revivals are identifiable by front or side gambrel roofs with dormers. The use of modern materials, a different scale or proportion and an eclectic mix of new and old design elements distinguishes the Colonial Revival architectural style from its historic models. Older elements are often selected from more than one precedent or historical period. This results in an eclectic commingling of reproduced or modern architectural details from more than one historical source and/or period.

#### ***Period Revival (1900-present)***

The English Tudor Revival is the most common variation of Period Revival architectural style in Ontario. Prevalent throughout the twentieth century, its characteristic features include a steeply pitched gable roof with cross gables and dormers ideally covered with shingles to suggest a medieval thatched roof. Often the gable ends are clipped. Window openings are often grouped in multiples and typically have casement sash with multiple glass panes, often leaded. Hood mouldings typically accent doors and window openings.

#### ***Bungalow (1900-1945)***

A bungalow strictly refers to a one-storey house built for seasonal use often distinguished by long, low wraparound verandahs and large.

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Upper: Queen Anne (1880-1910), 76 Dalhousie Avenue.  
Lower: A Picturesque-Eclectic variation of the Queen Anne, 69 Dalhousie Avenue.



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Upper: Colonial Revival (1900-present).  
Lower: An example of the Dutch Colonial Revival seen in the gambrel roof).

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Upper: Period Revival (1900-present), 40 Ann Street  
Lower: Bungalow (1900-1945), a Craftsman influenced example, 171 Main Street.

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Upper: Bungalow: a frame Cottage example, 3 Peel Street.  
Lower: Bungalow: a frame, hip roof example, 12 Johnston Street.

Numerous original, seasonal cottages or bungalows are found in the Port Dalhousie area. They tend to be small, rectangular in shape, one to one-and-a-half storey buildings with gable and hip roofs. The simple, vernacular, detailing was borrowed from many popular architectural styles. The cottages are usually covered in clapboard and have large double-hung windows. The large, opening windows and porches were important design features of these summer homes for ventilation.

In the early nineteenth century the “Bungalow” architectural style was adopted in California for permanent home use. Characteristically it featured a broad gently pitched roof with porches and verandahs, an asymmetrical plan, a variety of building materials with little to no applied ornamentation. More modest bungalows generally maintained the appearance of a one storey house from the front elevation while accommodating sleeping quarters in an upper floor. The Craftsman Bungalow, a more elaborate version of the style, usually has a second floor hidden on the front elevation beneath an overhanging roof. One roof extended well beyond the walls of the house covering verandahs and sunrooms and terminated in deep overhanging eaves. Exposed structural framing such as purlins, rafters, plates and braces were often highly visible in gable ends, under eaves and as part of extensive porches or verandahs. Rustic and varying textures in building materials were favoured. Window openings are usually grouped in multiples with single or multipaned sash.

#### ***Suburban Architecture (1890-1930)***

The profusion of suburban housing styles that arose at the end of the nineteenth century and at the beginning of the twentieth century were distinct from the more formalized architectural styles that preceded them. Mail-order catalogues offered a variety of prefabricated house designs. Builders and contractors replicated and adapted plans and design elements found in books, catalogues, trade literature, etc., This distinct style created by combinations of forms and ornamentation derived from the academic architectural styles presented a “Picturesque” effect. The style included designs with a diversity of mixed forms, designs of recognizable formal styles with eclectic ornamentation, and designs in which both form and ornamentation were commingled.

### **3.4 Built form**

The overall building character of the residential area is determined by a number of distinguishing features: height, roof type, width and wall materials. The majority of dwellings are less than two storeys in height: approximately forty-five per cent (45%) are single storey and thirty-three per cent (33%) are one-and-a-half storeys. Approximately eighteen per cent (18%) are two storeys. Roof types include front gable (29%), side gable (27%), hipped (24%) cross- or centre gable (15%), and a

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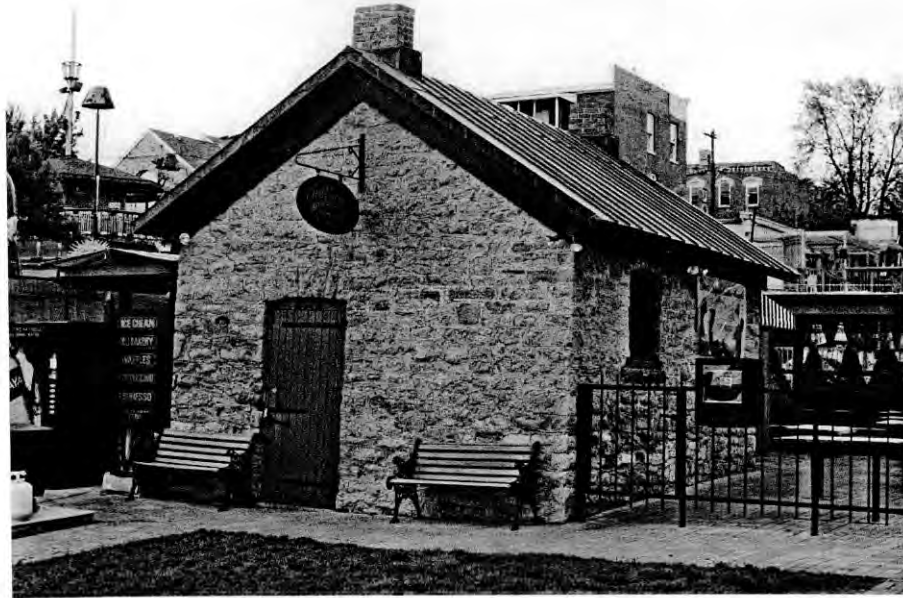
Upper: Frame construction with wood and later synthetic sidings are common building elements.  
Lower: Frame construction with stucco is also a common building element.

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Upper: Pebble dash also occurs frequently as a favoured rendering on frame buildings.  
Lower: Brick is not a predominant building material in Port Dalhousie.

Port Dalhousie Heritage Conservation District Study  
Heritage Assessment Report: Built form, heritage character and architecture



Upper: Stone is not used widely in Port Dalhousie buildings aside from foundation material.  
Lower: This example (100 Main Street) is the sole use of concrete block in Port Dalhousie.

small number of flat or gambrel roofed structures.

Approximately half of the residences are characterized by three bays (48%), typically accommodating an entranceway and two windows, and the remainder are either two (32%) or four bays or more (19%). The four bay structures are typically more recent structures that also contain a garage in the main facade.

Historical or traditional building materials used in construction include stucco, rough cast or pebble-dash (21%) and brick (14%). Wood is used in a variety of forms including clapboard, board-and-batten and shingles but only in a small proportion of buildings (6%).

Synthetic materials such as metal and vinyl siding have also been used extensively in many structures (58%), either in whole or in part, to patch and cover former historical cladding. Stone and concrete are used sparingly. Small verandahs and porches are distinguishing building features. Decorative wooden detailing is apparent both in these features as well as in some gables and window surrounds.

Characteristics of built form for each residential street can be found in Appendix A.

### **3.5 Conclusions**

Port Dalhousie has a wealth of residential, commercial and industrial heritage buildings and structures that are of architectural value or interest. These are most readily evident in the surviving Welland Canal lock remnants, industrial and commercial buildings, residences, cottages and churches. All vary in both age and architectural style resulting in an eclectic mix of structures. The earliest buildings appear to date from the 1840s with the majority being constructed between 1840 and 1940.

The residences in Port Dalhousie comprise the bulk of the building stock and are, for the most part, vernacular in nature with design features and detailing of one or more identifiable architectural styles including Classic Revival, Neo-classical, Gothic Revival, Italianate, Colonial Revival, Period Revival and Bungalow.

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## 4.0 Landscape analysis

## 4.0 LANDSCAPE ANALYSIS

### 4.1 Introduction

This landscape analysis is a continuation of the work undertaken by City staff who photographed the proposed heritage district study area over the winter of 2000. The base mapping was also prepared by the City and reconfigured to highlight the seven unique landscape character areas found within the study area.

Throughout the study area, there is a wide variety of vegetation which makes a significant contribution to the special character of Port Dalhousie. There are over 30 different species of trees and shrubs:

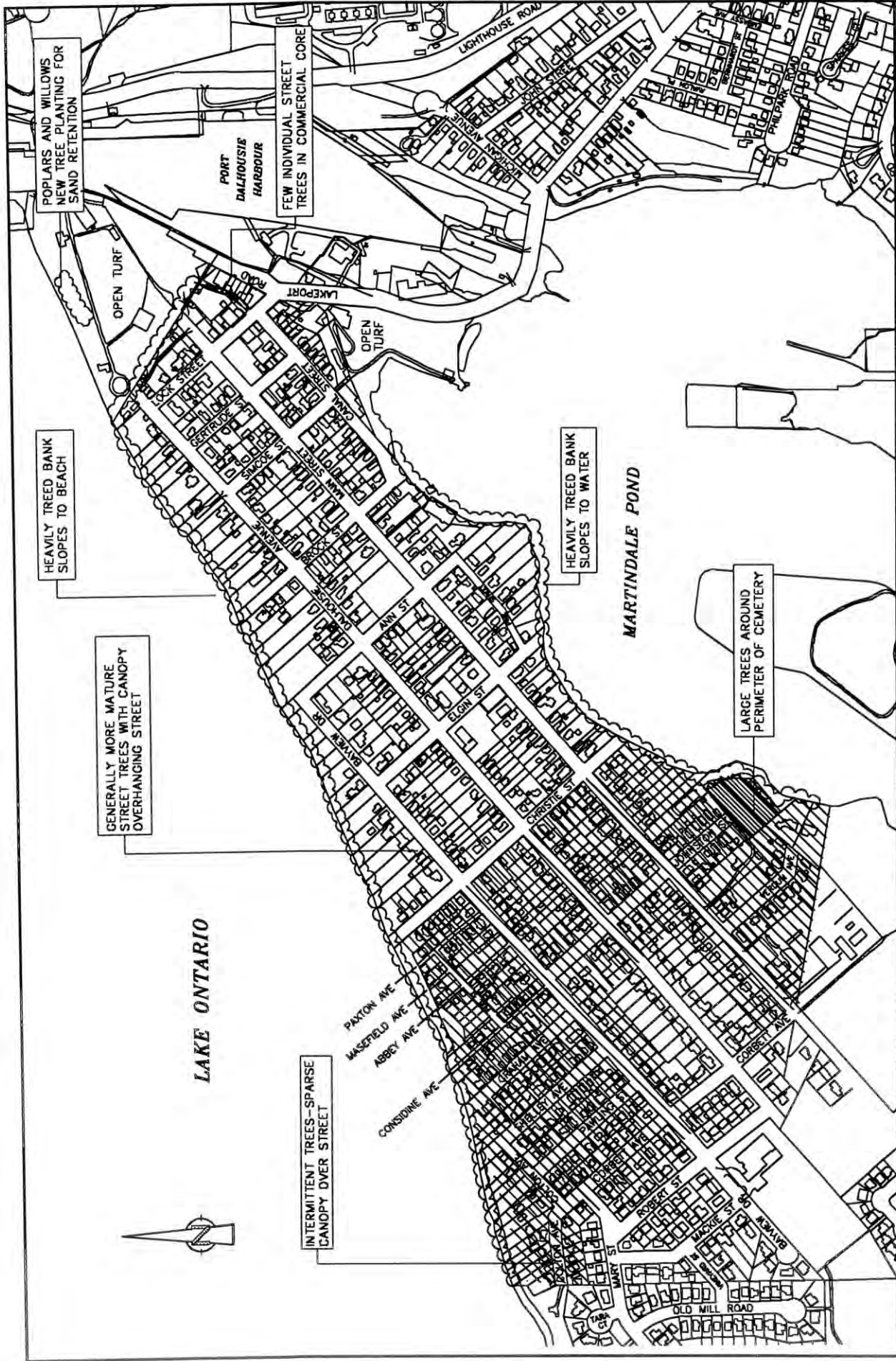
#### Trees

- |     |                           |     |                       |
|-----|---------------------------|-----|-----------------------|
| 1.  | honey locust              | 18. | green ash             |
| 2.  | crabapple                 | 19. | mountain ash          |
| 3.  | russian olive             | 20. | london plane tree     |
| 4.  | weeping willow            | 21. | amur maple            |
| 5.  | ginkgo                    | 22. | norway spruce         |
| 6.  | larch                     | 23. | white pine            |
| 7.  | white birch               | 24. | blue spruce           |
| 8.  | red elm                   | 25. | red oak               |
| 9.  | red mulberry              | 26. | white cedar           |
| 10. | white mulberry            | 27. | manitoba maple        |
| 11. | cutleaf silver maple      | 28. | buckeye               |
| 12. | sugar maple               | 29. | horsechestnut         |
| 13. | crimson king norway maple | 30. | scots pine            |
| 14. | norway maple              | 31. | poplar                |
| 15. | tree of heaven            | 32. | sunburst honey locust |
| 16. | ironwood                  | 33. | walnut                |
| 17. | linden                    |     |                       |

#### Shrubs

- |    |                     |     |                |
|----|---------------------|-----|----------------|
| 1. | sumac               | 7.  | privet         |
| 2. | lilac               | 8.  | alpine currant |
| 3. | viburnum            | 9.  | yew            |
| 4. | snowball hydrangea  | 10. | rose of sharon |
| 5. | bridalwreath spirea | 11. | buddleia       |
| 6. | forsythia           |     |                |

Many of these trees have been purposefully planted along streets to create a canopied streetscape. The streets are dominated by mature Silver, Cutleaf Silver, Sugar and Norway Maples. Many show signs of severe trimming which has been



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LIMIT OF VEGETATION

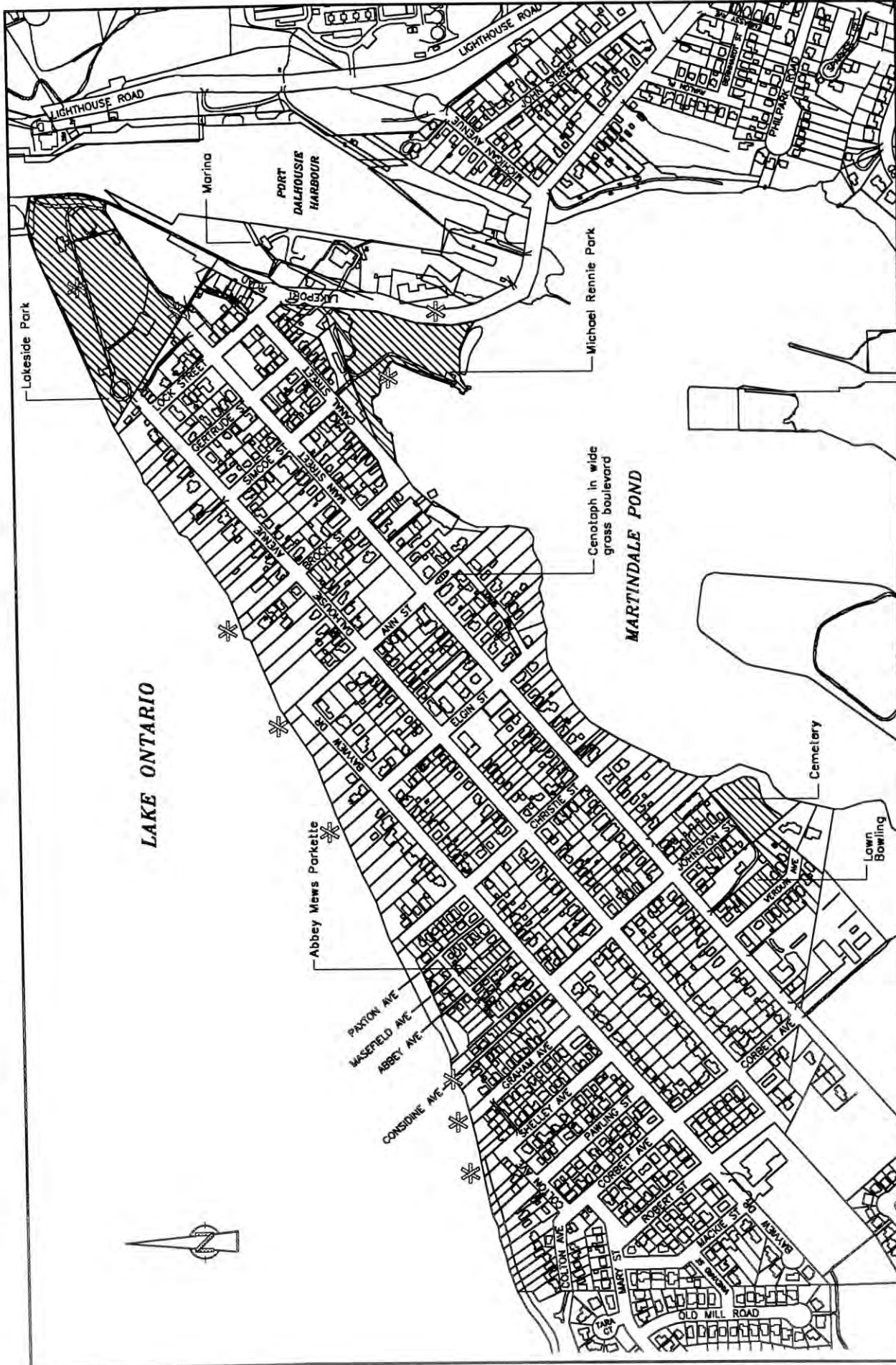
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Sugar and Norway Maples. Many show signs of severe trimming which has been done to accommodate overhead wires which run throughout the area. Others have been planted in richly landscaped front yards. There are a large number of trees around the perimeter of the study area on the sloped bank leading to Martindale Pond and to Lake Ontario. These trees have spread in a random manner naturalizing the bank area.

Other character defining features of the landscape include the wide grass boulevards and narrow sidewalks throughout the older residential areas. The commercial area features significant changes in grade which give opportunities for open views to the harbour.

In summary there is great variation in the landscape setting within the study area from the intimate scale of the cottage enclave to the spacious open parkland of Lakeside and Michael Rennie Park.





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 OPEN SPACE  
 OPEN VIEW

WENDY SHEARER  
 LANDSCAPE ARCHITECT LIMITED

DATE: SEPTEMBER 12, 2000

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#### 4.2 Area 1: Lake Ontario Shoreline and Martindale Pond

The study area is on a raised peninsula of land which slopes both north down to the Lake Ontario shoreline and south to Martindale Pond.

In most areas the slopes are generally heavily vegetated with both native oak and maples and introduced but naturalized trees such as Norway and Manitoba maples. The understorey consists of a dense cover of deciduous shrubs and herbaceous plants. Mulberry wildings, sumac, forsythia and the invasive european buckthorn are common.

At several points along the north and south slopes, pedestrian stairs provide access to the lower levels of beach and parkland.

Martindale Pond has been developed for large public events and accommodates the viewing stand for the Regatta. As a result, there is a combination of constructed and naturalized water's edge.

Since the lake water level fluctuates and seasonal conditions such as ice and wind vary, there is more variation in the character of the north shore. The width of the beach varies from one year to the next. Despite this fluctuation in the interface of water and land, the edge of the district is clearly defined by the wooded slope. On the south shore, there is less variation in water levels and the wooded slope provides the definition of the edge of the proposed district.



North Shore from lookout seating area at Ann Street east to beach and pier



South Shore from Michael Rennie Park showing naturalized waters edge and viewing stand

### 4.3 Area 2: Canal, Port and Harbour

Unlike the naturalized green edge of the study area on the north and south perimeters, the east perimeter is defined by the linear constructed hard edge of the sea wall of the canal and pier.

The extensive pedestrian system parallels the edge of the water, providing close up views of the boating activities and linking the commercial core with the pier to the north and the parkland to the south.

The historic Welland Canal remnants have been integrated into the overall harbour plan providing significant visual interest.



The harbour walk shows new marina activities adjacent to the historic lock remnants.



#### 4.4 Area 3: Commercial Core

The Commercial Core is separated from the harbour by a strip of green space, planted primarily with Lindens and Cutleaf Silver Maples. Parallel parking is provided for visitors on the east side of the street.

There is a strong pedestrian scale to Lakeport Avenue, created mainly by the overhanging balconies, street trees, and zero setback of buildings from the road. The buildings are almost without exception all two to three stories in height.

The new infill development on the west side of Lakeport Avenue is of a character consistent with that of the older commercial buildings on the street. However, the infill development is setback from the road. A parking lot separates the pedestrian area from building frontage.

The topography of commercial core is varied with Hogan Lane and Lock Street and dropping from the high elevation of Main Street to the lower level of Lakeside Park and the harbour.



View south to the Commercial Core from the Lakeside Park parking area.

#### 4.5 Area 4: Industrial Remnants

The concentration of former industrial buildings is at the east edge of the study area. These brick and stone buildings are generally larger than the nearby residential buildings and form a backdrop to the large amount of public open space located there. Many of the buildings have been converted to new uses. Their settings as well have been converted to parking and parkland.

Each building is generally set in a well maintained ornamented landscape of open turf and deciduous trees.

The vehicular approach from the south winds through the former industrial area and because of the open space, long and open views of the buildings are afforded.



Public parkland provides an open view of the former dry docks building to the north and the industrial plant to the east (above).

#### 4.6 Area 5: Residential Area

The residential area contains a wide variety of building setbacks and landscape features. The area particularly is in the eastern sector and is dominated by wide canopied mature street trees which shade and overhang local streets with wide grass boulevards. The sidewalks are found on both sides of the streets and are narrow, approximately one metre in width. The asphalt driving surface is frequently bordered by a narrow gravel shoulder with no curb.

The boulevard is regularly crossed by single car gravel or concrete driveways. There are also several examples of double driveways of coloured interlocking pavers particularly at new infill sites.

The streets are typically lined by wooden hydro poles carrying overhead wires.

The front yards contain a wide variety of shrubs, trees, and perennials. Many of the front yards are defined by clipped hedges of privet or alpine currant or an ornamental fence. These features create an inviting pedestrian scale.



The long street view is framed by mature trees



The wide grass boulevards and narrow sidewalk provide ample space for street trees

#### 4.7 Area 6: Cottage Enclave

This area is characterized by narrow streets with curbs and no sidewalks. There are generally very narrow setbacks to the house fronts allowing a close view of the rich variety of front yard landscapes containing ornamental trees, shrubs, and herbaceous plants.

The majority of yards are fenced or bordered by deciduous hedges. The limited number of individual mature trees located on private property provide shade on the street.

Views along the streets are enclosed by the proximity of the adjacent buildings. The view north affords only glimpses of the lake framed by the homes and the vegetation. Wooden hydro poles carry overhead wires. The playground and parkette on Abbey Avenue provide open space in the centre of the area.

Parking is highly visible in on-street spaces or in driveways.

Shelley Avenue has fewer trees and the houses are generally setback further from the street giving a more spacious scale to the street. The boulevard contains a grass swale and no sidewalk.



Fencing and front yard plant materials define the edge of the narrow street.

#### 4.8 Area 7: Sport, Recreation and Open Space

There are several small pockets of public open space located throughout the study area. Most except for the lawn bowling club, the parkette on Abbey Avenue and the Cenotaph overlook or are adjacent to the top of the bank on the north and south of the district.

The cemetery is bordered by a mix of mature deciduous trees. The lawn bowling club is centrally located, fenced, and is surrounded by small scale residential development.

The publically owned parcels of land located at the ends of the streets are generally closed by vegetation or barriers. Ann Street terminates in a well maintained seating area with an open view of the lake and the pier to the east.

Lakeside Park contains a large parking lot, several park structures and an open sandy beach. Mature, native poplars and willows thrive along the shoreline. Recent plantings of larch, willow, russian olive, arctic willow, highbush cranberry have been added to prevent sand drift into the open lawn area. The west edge of Lakeside Park is defined by the treed slope linking the adjacent neighbourhood with the park.



The view across the cemetery from Johnston Street is closed by vegetation at the top of bank of Martindale Pond. The perimeter of the cemetery is defined by fencing and a variety of mature deciduous trees.



The lawn bowling club provides active recreational opportunities within the neighbourhood

#### **4.9 Conclusion**

The study area contains a variety of landscape features which give it a unique richness in character. Decorative fences, well landscaped front yards with a variety of specimen trees provide significant visual interest to the private realm. The public streetscape is typically similarly well developed with mature full canopied trees shading the residential streets and newer tree planting in the parks and commercial core. The early years of the settlement may still be glimpsed in the architecture and the landscape particularly in the harbour and shoreline areas.

The next phase of the project will be to develop recommendations to assist in preserving the special landscape character and mitigating some of the issues identified in this landscape analysis. These include parking, encroachments on the boulevard and new street tree planting.

## 5.0 Heritage conservation district boundary delineation

## **5.0 HERITAGE CONSERVATION DISTRICT BOUNDARY DELINEATION**

### **5.1 Introduction**

The Ministry of Citizenship, Culture and Recreation (Formerly the Ministry of Culture and Communications) in its published guidelines "Ontario's Heritage Conservation District Guidelines" notes that:

*A heritage conservation district is an aggregate of buildings, streets and open spaces that, as a group, is a collective asset to a community in precisely the same way that an individual property is valuable to that community.*

The City of St. Catharines's Official Plan includes specific policies respecting the process of heritage conservation district planning. Specifically, in Subsection 7.10.4 the Official Plan indicates that the City may designate a heritage conservation district where the district possesses one or more of the following attributes:

- a) *the area contains a group of buildings or features that reflect an aspect of local history through association with a person, group or activity;*
- b) *the area is characterized by buildings and structures that are of architectural value or interest;*
- c) *the area contains other important physical and aesthetic characteristics that alone would not be sufficient to warrant designation but provide an important context or association with the district including such matters as landscape features or archaeological sites.*

The City of St. Catharines's Official Plan also makes specific provisions in Subsection 16.86 to maintain the character of the Port Dalhousie area and indicates that the criteria for identification and evaluation of a potential Port Dalhousie heritage conservation district are based upon one or more of the following attributes:

- *A majority of the buildings should reflect an aspect of the historic heritage of the Port Dalhousie community by nature of historic location and significance of setting.*
- *The majority of the buildings should be of an architectural style or construction, significant historically or architecturally to the community, region or province.*
- *The district may contain other important physical, environmental or aesthetic characteristics which in themselves do not constitute sufficient grounds for designation of a district, but which lend support for designation.*



Accordingly, any recommendation concerning the prospective designation of Port Dalhousie must be considered in the context of these policies and guidelines

## **5.2 Summary of Port Dalhousie's heritage attributes**

Within the City of St.Catharines and the Regional Municipality of Niagara the heritage environment of Port Dalhousie represents an important and formative aspect of waterway construction, port and harbour development and the consequent growth of an important lakeshore settlement and community. In examining the study area, as described in preceding sections, a number of heritage attributes have been identified. These are summarized in the following pages.

### ***Historical Associations***

Port Dalhousie has a long, rich history of settlement activity that is intimately interwoven with the development of the Welland Canals. Canal development spurred the growth of terminal and port facilities at this location for over a century. Related commercial, industrial, residential, recreational, leisure, sports and tourist development (together with a variety of enterprising individuals) also took advantage of the area's unique attributes and a variety of buildings, structures and features were constructed to accommodate these uses and activities.

In 1976 the Ontario Ministry of Culture and Recreation was of the opinion that Port Dalhousie stands out amongst all Welland Canal communities as its past was readily evident in its surviving form and appearance.

Twenty five years later Port Dalhousie's past historical activities still remain evident in its form and appearance, most notably in the surviving Welland Canal lock remnants, industrial and commercial buildings, residences, cottages, churches and variety of open spaces, all arranged, for the most part around an elongated road grid established in the nineteenth century.

These important historical attributes, certainly of local, regional and provincial significance, serve to support the designation of Port Dalhousie as a heritage conservation district and satisfy the criteria that: *the area contains a group of buildings or features that reflect an aspect of local history through association with a person, group or activity.* and that *a majority of the buildings should reflect an aspect of the historic heritage of the Port Dalhousie community by nature of historic location and significance of setting.*

### ***Built form and architecture***

Port Dalhousie has a wealth of residential, commercial and industrial heritage buildings and structures that are of architectural value or interest. These are most

readily evident in the surviving Welland Canal lock remnants, industrial and commercial buildings, residences, cottages and churches. All vary in both age and architectural style resulting in an eclectic mix of structures. The earliest buildings appear to date from the 1840s with the majority being constructed between 1840 and 1940.

The residences in Port Dalhousie comprise the bulk of the building stock and are, for the most part, vernacular in nature with design features and detailing of one or more identifiable architectural styles including Gothic Revival, Italianate, Colonial Revival, Period Revival and Craftsman.

These architectural attributes support the designation of the neighbourhood as a heritage conservation district and satisfy the criteria that: *the area is characterized by buildings and structures that are of architectural value or interest and that the majority of the buildings should be of an architectural style or construction, significant historically or architecturally to the community, region or province.*

#### ***Landscape character***

Port Dalhousie contains a variety of landscape features which give it a unique richness in character. Decorative fences, well landscaped front yards with a variety of specimen trees provide significant visual interest to the private realm. The public streetscape is similarly well developed with mature full canopied trees shading the residential streets and newer tree planting in the parks and commercial core.

These landscape attributes serve to complement and support the designation of Port Dalhousie as a heritage conservation district and satisfy the criteria that: *the area contains other important physical and aesthetic characteristics that alone would not be sufficient to warrant designation but provide an important context or association with the district including such matters as landscape features or archaeological sites and that the district may contain other important physical, environmental or aesthetic characteristics which in themselves do not constitute sufficient grounds for designation of a district, but which lend support for designation.*

### **5.3 Conclusions respecting designation**

It is concluded that Port Dalhousie possesses several important heritage attributes. These satisfy the Official Plan policy requirements and meet all of the three important criteria necessary for heritage conservation district designation.

#### 5.4 Boundary delineation

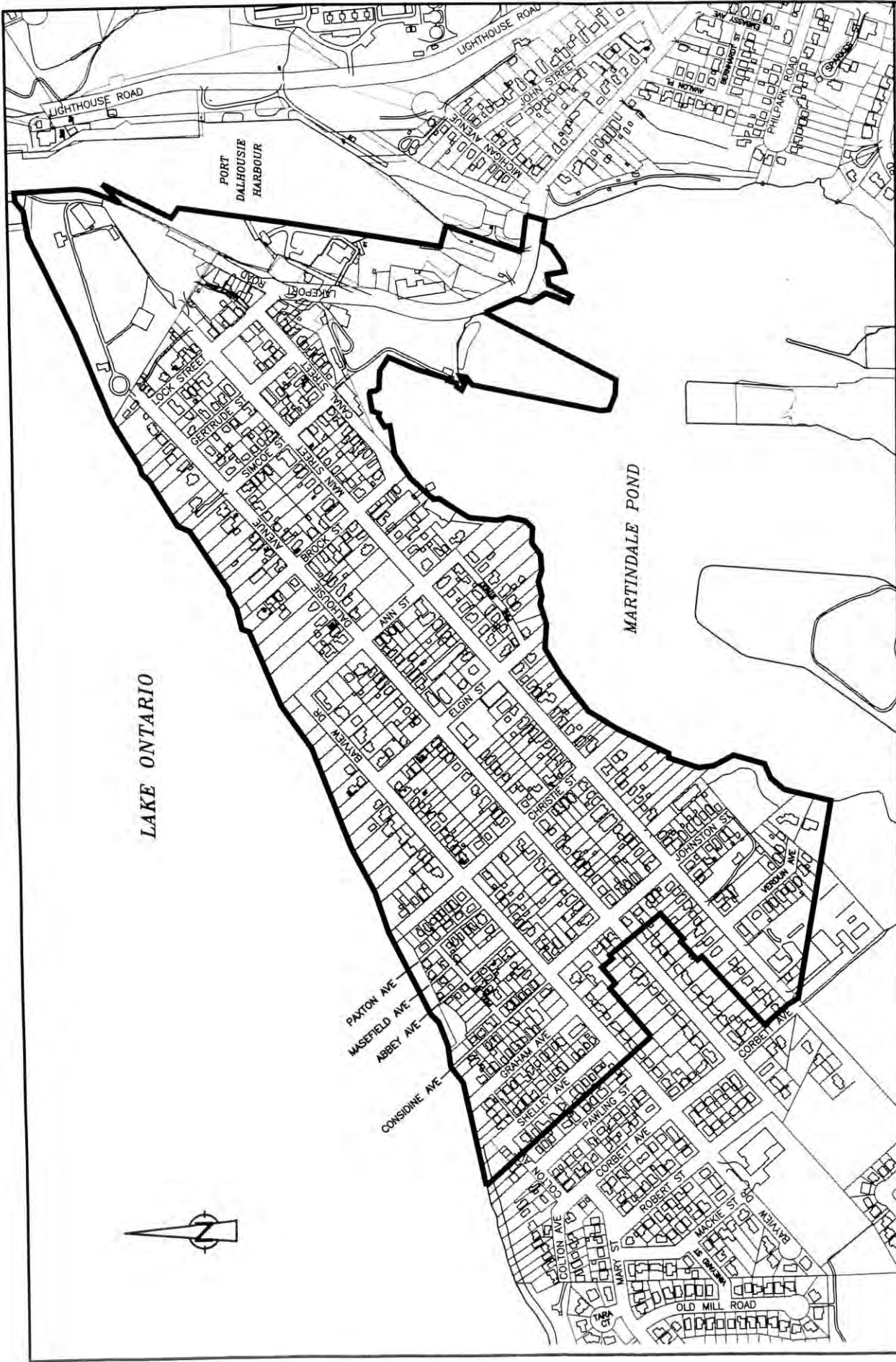
The historical, compact settlement of Port Dalhousie has been constrained and confined to the table lands of a small peninsula that separates Lake Ontario, to the north, from Martindale Pond to the south. These natural edges are obvious and appropriate boundaries to the district as originally identified in the original study area.

Port Dalhousie's historical growth and development has also been directed by the village survey of lots that superimposed an elongated grid system from east to west. Historical mapping of the area shows Church Street, later Johnston Street, as the original western settlement boundary in the 1870s. By 1904 Port Dalhousie had still not grown beyond Johnston Street and settlement remained concentrated along the east-west routes of Dalhousie Avenue and Main Street. Subsequent development and growth during the 1920s and 1930s resulted in expansion beyond Johnston Street notably in two key areas: along Main Street, west of Johnston Street, as the principal land route and entranceway from the west to Port Dalhousie, and in the cottage area from Paxton Avenue to Shelley Avenue.

Further growth during the 1950s resulted in the embryonic development of Pawling Street, Corbett Avenue and Colton Avenue, yet 1955 topographical mapping shows only a few residences depicted in this area.

Accordingly for the purposes of refining the boundary area for district designation, as well as satisfying Official Plan policy criteria it is considered that the western boundary to the prospective Port Dalhousie heritage conservation district should be more suitably refined. In this regard the southwestern boundary should continue to comprise the principal entranceway and exit of Main Street. In the northwest, Shelley Avenue (more particularly the rear lot line), should form the heritage conservation district boundary. Designation of a heritage conservation district under Part V of the *Ontario Heritage Act* beyond these boundaries of original development may be less sound. Additionally the Lakeport Road entrance to Port Dalhousie has been refined to include the south side of the road right-of-way.

Map 3 shows the proposed Port Dalhousie heritage conservation district boundary.



LAKE ONTARIO



Archaeological  
Services  
Inc. 

PROPOSED HERITAGE CONSERVATION  
DISTRICT BOUNDARY

0 300m  
SCALE

DATE: AUGUST 31, 2000  
DRAWN BY: A.C.  
FILE: 00NA-0TC