

ACO Matters

Architectural Conservancy of Ontario – Port Hope Branch

Newsletter – September 2010

150 Years Ago!

Ted Rafuse on the 1860 Visit to Port Hope of Queen Victoria's eldest son, the Prince of Wales, and the role played in it of the railways of the day ...See pages 4 & 5

Coming Up Soon!

THE 45TH ANNUAL HOUSE TOUR

Tickets for this year's ACO Port Hope House Tour, to be held Saturday, October 2nd, are selling fast. It features eight distinctive Port Hope area homes plus two other buildings, most of which have not been shown before. Tour homes range from a Georgian Classic to a very recent modern design, with some in town and a few in the country.

Stops include:

- 4140 Kellogg Rd. – Stone-clad farmhouse of Georgian style
- 4180 Loyalist Rd. – Stone cottage that has expanded over several years
- 5337 Knoxville Rd. – Country house designed in style of a French farmhouse/chateau
- 13 King St. – Georgian townhouse
- 20 King St. – Elegant 2 storey brick house
- 37 Walton St. 3rd and 4th floor – Open concept 2 floor urban living space
- 184 Walton St. – Victorian townhouse
- 103 Augusta St. – Modern-style architecture

Plus: • Ward St. – Guild Room and Memorial Chapel at Trinity College School – Modern Gothic

- 51 King St. – St. Mark's Anglican Church – Frame structure in a Neo-classical style

Tickets are **\$25.00** each, and can be purchased at:

Port Hope Acanthus Interiors – 25 John St.
Antiques on Queen – 12 Queen St.
Sascha Pico – 42 Walton St.
Lampworks/Monogrammes – 14 Ontario St.

Cobourg Audreys – 19 King St.

Peterborough Johnston's Greenhouse – 871 Crawford Dr.

Whitby Rousseau's Fine Furniture – 216 Mary St. E.

Tickets may also be purchased at: www.acoporthope.ca

All monies raised go towards grants and projects for the restoration of heritage-designated buildings in the area, and to restoration arts scholarships presented to deserving students each year.

This event requires many volunteers so anyone wishing to volunteer can call **905 885-7929**.

Susan Carmichael

From the President:

Labour Day signals the end of summer and the start of a new year. It always seemed to me that fall is a more appropriate "New Year", a sentiment likely left over from the beginning of the school year. This fall, as is always the case, is a busy time in Port Hope with the Fall Fair, the All Canadian Jazz Festival and the ACO House Tour. This year another event is also being celebrated, the 150th Anniversary of the Prince of Wales's visit to Port Hope and Cobourg. All these events bring visitors to Port Hope, a benefit to local businesses.

Our ACO House Tour this year on Saturday, October 2, promises to be one of our best with a wide range of wonderful properties to view. This perennially successful event is due to the generosity of the home owners who volunteer to allow visitors into their homes and the numerous volunteers who ensure the event runs smoothly. This event has two aims, one to acquaint and educate visitors with the importance of our residential built heritage; and two, to raise funds to continue ACO's efforts at preserving our built and cultural heritage. We hope to see you all there.

Another event of this busy fall is the Municipal Election held in November. While Port Hope Chapter of ACO is apolitical, we do encourage making candidates aware of the importance of heritage issues and their impact on the future of Port Hope.

I look forward to seeing members of Port Hope ACO at our annual Christmas Party. It's a chance to renew acquaintances and solidify our joint commitment to the preservation of our built, cultural and natural heritage.

Phillip H. Carter
M. Arch., M.C.P., OAA, FRAIC, CAHP

Contents:

<i>The 45th Annual House Tour</i>	<i>1</i>
<i>From the President</i>	<i>1</i>
<i>A Second Scholarship!</i>	<i>2</i>
<i>What's Happening on the File Factory Front</i>	<i>3</i>
<i>Friends of Wesleyville Village News</i>	<i>3</i>
<i>ACO Governance Committee Update</i>	<i>3</i>
<i>The Prince of Wales Visits Port Hope:</i>	
<i>How Local Railways Played Their Part</i>	<i>4</i>
<i>Pier Group Update: Something Bright and Breezy from the Pier Group!!</i>	<i>7</i>



ACO Board of Directors 2010

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- Charles Wickett..... Governance
- Susan Carmichael..... House Tour
- Trish Doney..... Membership
- Ed Pamenter Property & HPH Rep.
- Gerald Tooke..... Publications
- Mary Trevor Scholarship
- Judith Copeland Social

The ACO was incorporated in 1933 for the preservation of the best examples of architecture in the province and for the preservation of its places of natural beauty.

A Second Scholarship!

The Board of Trustees for the A.K. Sculthorpe Trades Scholarship met recently to review this year’s applications. After consultation with the Board of the ACO, it was agreed to offer two scholarships this year. Both the young recipients are graduating from Port Hope High School and both have been accepted into the Heritage Carpentry programme at Algonquin College in Perth.

The first is Bryan MacDonald. He completed his co-op programme with ElRod Carpentry from Orono and is working for Kenaidan Construction in Pickering for the summer.

Our second recipient is Simon Holton. Simon completed his co-op programme with local contractor, Miklos Deak (whose son is also a past recipient of the scholarship) and will continue through the summer working for Miklos. Simon has also worked for David Blackwood.

Both of these recipients came with glowing references and we wish them well with their careers.

Mary Trevor



Two students in the Heritage Carpentry Programme at Algonquin College, Perth.



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What's Happening on the File Factory Front

There has been encouraging response to the article [see last ACO Matters]. I've met with the ACO special Projects Committee and explained the concept. They seem to be interested in participating as we move further. The owner has given us permission to do a Phase 1 Environmental Assessment and we have received very reasonably priced proposals from two qualified environmental engineering companies. We hope to do the P1 Assessment in August.

The Municipality through its Economic Development Officer has helped out by taking on the task of getting the Ganaraska River Conservation Authority to state its flood plain concerns in a clear and concise manner so that we can address them in our thinking and planning. They have also helped by searching title and in other administrative ways. Base drawings of the complex were done in the 50s by an architectural firm in Oshawa. Tony Priestley has generously translated all the base drawings we have into digital Auto CAD (Computer Assisted Drawing) files so that they can be manipulated and used in a modern architectural process. That is a big step forward.

The potential of the project will be a great deal clearer after the current study is completed.

Rod Stewart

Friends of Wesleyville Village News

Two great fundraising events are being held by the F.O.W.V. (see p.8, Upcoming Events) To find out more or get tickets, call Mary Trevor at 905-885-5006, or Roz Farber at 905-885-1575.

ACO Governance Committee Update (31/07)

The Board has established a Governance Committee of Past Presidents (Bob Harrison and Sue Stickley) and members of the current Board (Trish Doney, Ed Pamenter and Charles Wickett) to complete a review of governance processes for the Port Hope branch of the ACO.

Regular meetings are being held through the spring and summer to review the 2009 procedures. They are being measured against established Best Practices and then modified - if and as appropriate - ensuring they also meet the needs of the Port Hope branch of the ACO.

Work will continue into the autumn and the results submitted to the Board of Directors for approval and subsequent presentation to Membership.

Charles Wickett

"You know you're not a kid anymore when you point out what buildings used to be where."

Jeff Foxworthy, Comedian

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This is the first of two articles by Ted Rafuse, railway enthusiast extraordinaire. When a teacher at CDCI East, Ted co-developed a course in local history, including its railway history. He now writes for various railway historical journals and has self-published three rail history books

The Prince of Wales Visits Port Hope: How Local Railways Played Their Part

One-hundred fifty years ago, Albert Edward, Prince of Wales and Queen Victoria's eldest son, made a tour of North America. On September 6th and 7th, 1860, the future King Edward VII visited Cobourg and Port Hope.

During the Tour's early stages he frequently travelled on the paddle steamer, Kingston, but at Montreal the Royal Party left the ship to visit Ottawa, and from there rode the **Brockville and Ottawa Railway** to Brockville where crowds met the train at the B&O station. Following a round of ceremonial duties Albert Edward re-embarked on the Kingston, presumably for a sound overnight sleep while steaming to the city of Kingston.

However, at Kingston, the royal party declined to disembark due to the activities of the Protestant Orange Order and a large massing of Roman Catholics, and instead continued to Belleville. But once again they were met by Orange Order demonstrations and refused to disembark. Again the *Kingston* sailed westward, now headed to Cobourg.

Meanwhile in Cobourg, where the **Grand Trunk Railway** station had been ornately decorated and a platform erected in anticipation of the royal arrival, several thousand people gathered to greet him. But with the arrival of the westbound afternoon GTR train, organizers learned that the Prince would not be arriving by train as planned but aboard the Kingston at the pier at about nine. After his arrival he proceeded to the newly completed Victoria Hall, named in honour of his mother, where he received civic addresses, and then



Albert Edward, Prince of Wales. Portrait taken by Matthew Brady studio soon after his visit to Port Hope.

adjourned to the ball room for welcome entertainment after the preceding days' frustrations. Cobourg citizens, especially its young ladies, enjoyed dancing until three in the morning with the Royal retinue.

Following a brief rest at the magnificent house in west end Cobourg of Sidney Smith, the Postmaster General, on Friday, September 7th HRH boarded the **Cobourg and Peterborough Railway** at its station near the harbour's northern esplanade close to Division Street. The station was a commodious two storey structure surrounded by a first

storey covered veranda, and doubtless appropriately decorated. As the train departed for Peterborough at 9:30 a.m. the Volunteer Artillery fired a salute above the cheers of an enthusiastic audience. People lined the railway route out of town, up Railway Street, beyond University Avenue, until it disappeared amongst the trees north of Elgin Street.

Some way ahead lay Rice Lake and its railway bridge. During its construction this bridge was the second largest civil engineering project in North America. The C&PRy, only six years old at the time of the Prince's

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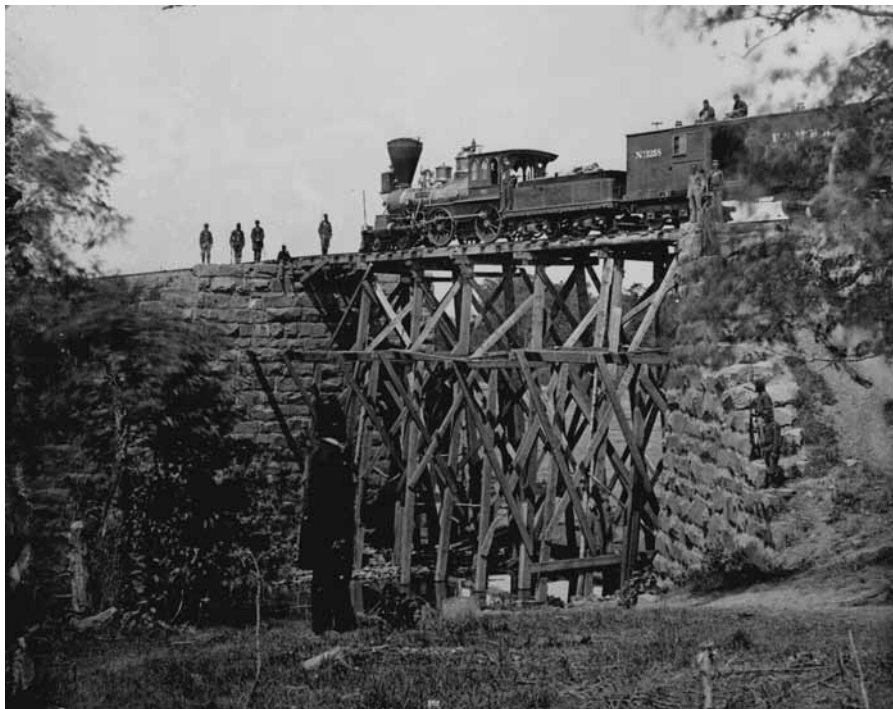
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visit, had already encountered serious setbacks and one of the most vexatious problems was this more than two-mile-long bridge-and-trestle combination spanning Rice Lake. Winter ice movements shifted the thirty-one Burr truss bridges. Their crib foundations had never been rock-filled by the contractors to secure the superstructure though the bridge and trestle had been reinforced by multiple pilings driven into the mud bottom. Walter Shanly, Government



The locomotive Firefly on a trestle bridge. *Photographer unknown.*

Inspector of Railways and a leading railway engineer of his day, stated that it was unlikely any train would fall *through* the trestle but that a fall off the trestle at anything other than a very slow speed might occur.

Whether from fear for his safety, or to allow HRH to witness the beauty of Rice Lake from water level, Albert Edward was detained at Harwood, walked to a portico of spruce and cedar boughs and boarded the little steamer Otonabee, from which he had a spectacular view of the fir-covered islands dotting the lake and of the beds of wild rice in blossom which give the lake its name.

At the native community, Hiawatha, on the north shore, the entourage was met by a native assembly who presented Albert Edward with a number of

handcrafts, and then the Royal train continued towards Peterborough.

The C&PRy station was in Ashburnham, across the Otonabee River from Peterborough. No account is known of the station's regal decorations, but a large evergreen-covered Roman Arch was erected in Ashburnham bearing the single word, Welcome, and two other arches had been constructed in Peterborough proper.

Albert Edward had a whirlwind carriage tour of

Peterborough which allowed only sufficient time for the local dignitaries to be seen with him. Then, once all the official observances were completed, he was driven to the **Port Hope and Peterborough Railway** station on Bethune Street, passing under a lumber arch of rough boards supporting dozens of red-shirted lumbermen shouting a welcome, where he boarded the PH&PRy train for Millbrook and Port Hope.

The PH&PRy was completed in 1857 between Millbrook and Peterborough through the personal efforts of John Fowler and George Tate, and run by them as an adjunct to the **Port Hope, Lindsay and Beaverton Railway**. They had made an arrangement to use the latter's track between Millbrook and Port Hope. ...*(cont.)*



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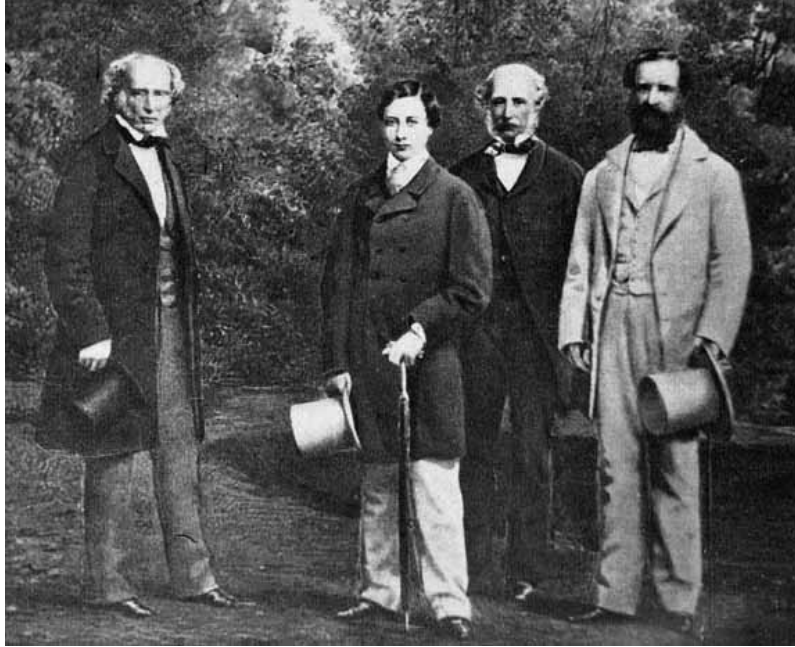
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(Continued)

The train on which the Prince rode had three cars. The first – presumably the Prince’s – had a new air ventilation system recently patented by the Sheriff of Northumberland, Henry Ruttan, an inveterate inventor. This was a precursor of railway air-conditioning, but Ruttan’s invention, although workable, needed refinement, and was not in use by the railways of the time. Ruttan accompanied the retinue from Cobourg where he lived, and was on the Prince’s train for Port Hope, perhaps to explain his new invention to the Prince.



H.R.H. the Prince of Wales the day after his visit to Port Hope. The Duke of Newcastle, tour organizer, on extreme right. *From Wikimedia Commons.*

On the train ride to Port Hope the most significant railway feature HRH witnessed was just south of Millbrook where a 1000 foot long curved trestle had been raised which, at its highest point, was 40 feet above the ravine floor. Known as Galloway’s Bridge, it was later filled in with earth. It is still visible though no rails remain today.

Meanwhile at Port Hope, preparations were barely completed as the train arrived. It hadn’t been known until a week earlier that the Prince would stop in Port Hope. Over the preceding weekend plans were made, but work couldn’t be undertaken on a Sunday, so it wasn’t until Monday, four days before HRH’s visit, that work on the decorations could commence. Dozens of

trains of the PHL&BRy brought in forests of evergreens from the north – hemlock, spruce, cedar and small pine trees, for planting along the streets and around the market square. Five significant arches were erected: the Mechanics’ Arch where the railway crossed Walton Street at Lent’s Lane; the Merchants’ Arch at Walton Street at the bridge; the Agricultural Arch on Queen Street just south of Walton Street; the Gentlemen’s Arch on Queen Street at the northern entrance to the market square; and the Railway Arch of the

PHL&BRy. The latter was presumably at the station, and was distinctive: Three arches rested on small pillars ornamented with wreaths and heraldic designs; over the main arch was a locomotive surmounted by a Crown and the word “Welcome,” while over the side arches were the words “Albert Edward”. From its summit floated British and Prussian flags and streamers.

The Prince was expected to arrive about 2:00 p.m., and at twenty past Colonel Jackson’s cannons echoed through the Port Hope hills to announce the arrival of the Prince’s train. Again and again they roared until the train drew near the Walton Street crossing beneath the Mechanics’ Arch and eased to a stop.

Albert Edward stepped onto a small dais, then entered a carriage which drove down Walton Street and along



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Queen Street to the Market Building towards its south end, which he entered for the civic ceremonies. Then the retinue retired to the Town Hall for a belated luncheon in the company of Port Hope's elite, with a few Cobourg interlopers.

Afterwards, on leaving the town hall, the royal retinue walked along a carpeted dais towards a platform and the waiting **Grand Trunk Railway** train, with children and young ladies strewing flowers in his path. There, once again amidst the roaring of Col. Jackson's cannons, the Prince boarded the train and was whisked away to Whitby, en route to Toronto and the remainder of his Tour.

Ed: The railways of that time brought great prosperity to Port Hope and Cobourg, and many of their finest homes were built with the wealth that they engendered. But the only railway that survives is the Grand Trunk, now Via Rail.

In the next issue, Ted Rafuse writes on what, of these once very busy railways, remains of their footprints and where these can still be detected in our surrounding countryside.

Pier Group Update: Something Bright and Breezy from the Pier Group!!

The Big News for everyone in Port Hope is the importance of the upcoming municipal election, for many reasons.

For **The Buildings on the Pier**: In the Spring, the Canadian Nuclear Safety Commission decided in favour of the Pier Group's position, and made it illegal for the Municipality, Harbor Commission, Cameco or anybody else for that matter, to demolish **The Buildings on the Pier** until the proper Environmental Assessments have been completed, at least five years from now. Heritage Preservation doesn't run in five-year cycles, but we have a reprieve!

Why is this Election news? A well-instructed council might say that this is a chance for reconsideration of

The Economic Development Opportunities for the Buildings on the Pier. It is a classic No Risk - No Brainer! Leadership should take advantage of these dramatically changed realities.

The Pier Group believes that over the next few months some candidates will develop electoral commitments that contain alternatives to the present TEAR'EM DOWN mantra! We want ACO members to be active in discerning which candidates have supportable positions on this important subject, and which do not.

The Pier Group is very grateful for the continuing financial support that the ACO Port Hope Branch has given. We hope the membership takes the organization's commitment to the ballot box.

In other news:

Phil Carter has nominated **The Pier Group** for the provincial ACO's A. K. Sculthorpe Award for Advocacy. This award, named in honour of Port Hope's own much-loved heritage hero, would be a significant feather in the Pier Group's cap.

Our web site, www.thepiergroup.ca, is currently being significantly re-vamped and will provide much clearer access to our significant accumulation of information. Have a look.

We have organized a series of task forces, to allow more people to get actively involved in fulfilling our mandate. These task forces (Legal & Technical, Illustration, Vision/Impresario and Community Action) will each focus on a different set of objectives as expressed in our Mission Statement.

The Legal & Technical Task Force has evaluated the Municipality's new Official Plan and Zoning By-law. Both are inadequate to protect the character of our waterfront, so **The Pier Group** has appealed both to the Ontario Municipal Board.

Look for the next issue of **The Pier Guardian** this fall before the election.

Chris Wallace

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BATTERWOOD**

Saturday, October 16th, 2010

**ACO CHRISTMAS PARTY
Thursday, November 25th, 2010**

Details in next issue

Architectural Conservancy of Ontario Port Hope Branch MEMBERSHIP APPLICATION

Name(s): _____

Full Address: _____

Telephone: _____

E-Mail: _____

Annual memberships in the ACO, Port Hope Branch are due each January 1st. Membership cut-off is July each year. The Port Hope Branch of the Architectural Conservancy of Ontario is financed through membership fees and voluntary contributions which are tax deductible. Additional funds are raised through the annual House Tour, Biennial Garden Tour, Antiques & Artifacts Auction and other fund raising initiatives. Educational programs, including bus/walking tours of Port Hope and other learning forums are part of our yearly program. Each member is invited to participate in branch and provincial activities. Membership also includes a subscription to *Acorn*, the provincial ACO publication, and *ACO Matters*, our Port Hope Chapter publication.

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Sascha Pico

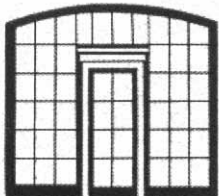
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