Appendix E - Cultural Heritage

Draft Heritage Impact Assessment
65 Guise Street, Hamilton Ontario
June 2016

4.2 Physiographic context

The study area is located within the Physiographic Region identified as the Iroquois Plain (Chapman and Putnam, 1984). The Iroquois Plain is a large lowland area bordering Lake Ontario, formed when the last glacier was receding, but still present, in the St. Lawrence Valley. The glacier held a body of water known as Lake Iroquois, which emptied in New York State. The Iroquois Plain that includes the study area is part of the lake bottom of Lake Iroquois, and the terrain has been smoothed by waves or deposits, in comparison to areas that were the former shorelines.

The Ontario Lakehead portion of the Plain, where the study area is located, was initially cut off from the rest of Lake Ontario by a sand strip. However, land along the shorelines in many places provided elevates, dry locations ideal for the development of urban areas (Chapman and Putnam 191, 1984).

5.0 Historical Overview

5.1 Hamilton Settlement

Locations near lakes or watercourses typically have high potential for archaeological resources, as these types of locations were often used by aboriginal groups as hunting grounds, encampments or transportation routes. This report focuses on the built and cultural landscape resources of the era beginning with and following the arrival of Euro Canadian settlers. A background study prepared by an Archaeological team has been prepared as part of the EA process, and was consulted during the completion of this report. The Archaeological team’s report provides background on the potential historical use of the land by aboriginal groups, and comments on the potential for archaeological resources. The report concludes that archaeological potential for the study area is generally low, due to the disturbance over nearly two centuries of activity that has transformed the harbour area. A letter from Parks Canada to the City of Hamilton Planning Staff makes mention of an aboriginal burial mound possibly located at the foot of MacNab Street in the 1830s (Graham, 1992). It is likely this feature would have been removed or disturbed in constructing wharves at the waterfront. No other historical references to this feature were found.

The study area is located in the North End of the City of Hamilton, in an area of the city that was once Barton Township, in Lincoln County. Surveys of Lincoln County began in the late 1780s, and Barton Township was surveyed in 1791. James Durand acquired land in what is now Hamilton between 1805 and 1809 (including some land from Nathaniel Hughson). Durand held Lot 14, Concession 3 and Lot 14 Concession 2 in Barton Township. Durand and Hughson promoted the site as a potential location for a courthouse, should a new district be formed. In 1815, Durand sold his portion of the land to George Hamilton. In 1816, administrative districts in the area changed with the creation of the Gore District (including parts of the former Home and Niagara Districts). As part of this administrative change, two new counties (Halton and Wentworth) were created.
Wentworth County included Ancaster, Barton, Beverly, Binbrook, Flamborough, Glanford and Saltfleet Townships (Weaver, 1982).

From 1815-1820, George Hamilton had the 104 acres of land he purchased from Durand surveyed and laid out as a town site. The town became the head of the recently created Gore District. The town site was located south of the historic waterfront, between the shore and the escarpment (Weaver, 1982).

A number of early settlers to the Hamilton area were United Empire Loyalists, arriving in Upper Canada, seeking respite from the American Revolution. Early use of the waterfront was limited to mill sites and lakeshore wharves that were operated by local settlers. The original site of the Burlington Bay area north of the town site was shallow and only accessible by canoes (Freeman 30. 2001). Landowners and prospective businessmen and industrialists petitioned for harbour improvements (Weaver 17, 1982). In 1823, the legislature passed an act to allow a navigable channel to be cut through the beach strip, to connect Burlington Bay to Lake Ontario. The canal was completed in 1832, and drew a number of workers to what is now the North End of Hamilton during its construction, along with storehouses, barns and boathouses. With the completion of the canal, a large steamboat wharf was constructed at the foot of James Street (within the study area), and additional smaller wharves were located along the shoreline. Access to the lake soon brought steam ships and lake schooners from other ports, facilitating export and import and increased settlement, industry and development in the North End of Hamilton and the wider area (Freeman 30-31, 2001). Hamilton was incorporated as a town in 1833, and as a city in 1846 (Weaver and Cruikshank).

A number of the roads within the study area are part of a historical transportation pattern for the area that was laid out as early as the 1830s, including Burlington Street, Brock Street, Guise Street, James Street, Hughson Street, John Street, Catharine Street and Mary Street.

Hughson Street was named for Nathaniel Hughson, a United Empire Loyalist who received a Crown grant in what is now downtown Hamilton in 1792. Hughson and his wife Rebecca Land’s property was located between the present-day Main Street, the harbour, James Street and Mary Street. In the mid 1830s, Nathaniel began subdividing his large property, naming streets after his family members, including several streets in the study area: James, Catharine, and Hughson (Houghton 56, 2002). The layout of James street had previously existed, and was named Jarvis Street by George Hamilton, after his wife, Maria Lavinia Jarvis (Houghton 61, 2002).

John Street is one of the oldest streets in the City of Hamilton. It was formed from one of the aboriginal trails that led through the area, possibly pre-dating Euro-Canadian Settlement. The early settlers of the area also used the route, and in 1837 George Hamilton named the route John Street, reportedly in honour of a family of early settlers (Houghton 62, 2002).
Ferguson Avenue was named for the Ferguson family, who were early settlers in the Hamilton area. Peter and Mary Ferguson received a Crown Grant in 1802 in Barton Township, of land now bordered by Wellington Street, Main Street, Mary Street and the Harbour. The former streets of Cherry, Nelson and Henry Street were later named to honour the Fergusons (Houghton 36, 2002). In the 19th century, Ferguson Avenue terminated at Burlington Street. By the 1970s, Ferguson Avenue was extended northward, cutting through the eastern edge of Eastwood Park.

5.2 Development of the Study area

Development of the harbour and the surrounding study area increased steadily from the 1830s. Mapping shows the 1836 layout of the shoreline and the newly constructed MacNab’s Wharf, Gunn’s Wharf, and Hughson’s Wharf (Plate 2). The street grid layout had been established by this time to include James Street, Hughson Street, John Street, Catharine Street, Mary Street, Brock Street (which became East Bay Street east of Hughson Street), Burlington Street (which became Base Street east of James Street), and Guy Street (now Guise Street). Lots south of Brock Street (East Bay Street) appear to have been subdivided into smaller lots. An 1842 map of Hamilton shows the study area with numerous creeks or streams (which have since been filled in), spreading through the street grid. At this time, there are only a handful of structures located within the study area. This map does not show subdivision of the lots, or even streets such as Brock or Guise. A small number of scattered buildings are located along Burlington Street or at the Wharves.
Plate 1: Excerpt from map showing 1836 configuration of study area. Source: Hamilton Public Library.

By 1846, the majority of the blocks in the study area contained subdivided lots. At this time, McNab's Wharf remained, but Gunn's Wharf was now Land and Ruth's Wharf, and Hughson's Wharf was called W.E. Browne's Wharf. An additional wharf, located at the foot of John and Catharine Streets, was labeled "Warren's occupied by Browne". Each of the wharves had a storehouse. While the streets were subdivided with smaller lots by this time, it is not known how many contained structures (Plate 3).
Plate 2: Excerpt of 1846 mapping showing layout and subdivision of study area. Source: Hamilton Public Library.
Plate 3: Excerpt of 1850 Marcus Smith Map of Hamilton, showing harbour area. Source: University of Toronto Map and Data Library (online).

An 1850 map of the harbour area contains building footprints, showing that there were several large buildings at the various wharves during this time, likely warehouses or factory buildings associated the port or early industries in the area. There is a building located near the approximate location of 659 Catharine Street, though the footprint does not match the existing building.

There is a gap in available mapping until 1875, when the Illustrated Atlas for Wentworth County was published. The atlas shows substantial changes to the shoreline, particularly west of the subject property. By this time, the shoreline west of Catharine Street has been almost entirely modified by human activity. East of Catharine Street two streams are shown. One crosses the area now known as Eastwood Park. The block of land between James Street and MacNab Street, south of Burlington Street, has not yet been subdivided.
Plate 4: Excerpt of 1875 mapping from the *Illustrated Historical Atlas of the County of Wentworth*, showing study area.

Plate 5: Excerpt of 1876 Bird’s Eye View drawing of the study area. Source: Hamilton Public Library.
A bird's eye view illustration in 1876 shows a number of structures built within the study area, including small cottages and row houses or boarding house type structures in the residential portion of the study area, and a number of large warehouse type buildings. The map shows Mary Street trailing off before meeting Burlington Street, and the area that now contains Eastwood Park, the HMSC Star reserves base, and Ferguson Street is vacant, open land (Plate 5).

In 1886, the City of Hamilton purchased lots owned by the Fergusons and Pattersons to construct a new wharf. The wharf was never constructed, and the North End did not have any parkland, so the City transferred the land to the Parks Board.

An 1893 bird's eye view map shows increased development in a more regular pattern within the residential areas. Large warehouse or industrial buildings are still shown, along with a number of sail and steam boats. Descriptions at the base of the map list the Hamilton Steamboat Co. at the foot of Hughson Street and McKay's Wharf at the foot of James Street. A streetcar line is shown along James Street turning east onto Brock Street, likely the Hamilton Street Railway, which was extended down James Street to McKay's Wharf in 1878 (Hamilton Public Library). The land in the east of the study area is still open space (Plate 6).

Plate 6: Excerpt from 1893 Bird's Eye View drawing of the study area (looking south). Source: Hamilton Public Library.

A 1909 bird's eye view map shows continued development in the study area. This map shows the Steamboat Co. building at the foot of Hughson, and trolley cars along Brock and Guise Streets.
The previously open space area now shows an ornate park design, with curving pathways, trees and fountains. It is not known whether the park was actually built to this type of design, or whether this was an artistic interpretation (Plate 7). The park was opened in 1908, and named Eastwood Park in 1911, in honour of John Morrison Eastwood, who was the co-founder and vice president of the Hamilton Playgrounds Association, editor of the Hamilton Daily Times, and Alderman (Hamilton Public Library).

Plate 7: Excerpt of 1909 bird’s eye view drawing of study area. Source: Hamilton Public Library.

Beginning in the early 20th century, topographic maps show the area and some of the buildings at the harbour. The maps printed between 1909 and 1923 do not depict the building at 659 Catharine Street, though it does appear on the 1938 map. Fire Insurance Maps of the area show the structure in 1911.
Plates 8-10: Topographic maps showing the study area. From left to right: 1909, 1915, and 1938.

Maps produced by the Hamilton Harbour Canadian Hydrographic Service between the 1920s and 1970s primarily focus on the depths of the water, but also show the evolution of the harbourfront shoreline, street grid and buildings at the Piers.

In 1926, the Harbour Commissioner’s Dock is located at the foot of Catharine Street. A chimney from what was listed on previous maps at the Steamboat Co. is also labeled at the foot of Hughson Street. The Canadian Steamship lines are listed at the foot of James Street. A large structure is depicted at the foot of Catharine Street (659 Catharine Street). On this map, what are now Guise and Burlington Streets terminate at James Street, and do not connect further westward.

Plate 12: Excerpt of the 1926 Hamilton Harbour Canadian Hydrographic map. Source: Hamilton Public Library.

By 1938, the Streets had been connected westward. The chimney is still labeled on the map, but the Steamship Lines are not. The Royal Hamilton Yacht Club is now depicted at the foot of MacNab Street, in its present location. Eastwood Park is labeled, and dashed lined indicated plans
for the extension of Ferguson Avenue (Plate 9). Minimal changes are shown in 1943. In 1943, land in the south end of Eastwood Park was purchased by the Naval Department of National Defence for the construction of the H.M.C.S. Star (Hamilton Public Library), but this is not depicted on the topographic maps or hydrographic maps.

Fire Insurance Plans for the area in 1947 show that the H.M.C.S. Star and the Sea Cadet Hall (595 Catharine Street North) have both been constructed. The Maintenance shed at 1 Guise Street also appears in the 1947 Fire Insurance Plan.


In 1952, the Marine Police Patrol is listed on the map at the foot of Hughson, and the H.H.C Marine Railway is identified at the foot of James Street. The Harbour Commission Building is under construction. The Catharine Street building is identified as belonging to the Harbour Commission (Plate 10-12). By 1959, the H.M.S.C. Star reserves are identified on the map, and lines indicated the extension or planned extension of Ferguson Avenue. The pier north of Ferguson Avenue has been extended with fill (Plate 13). In 1972, 0.40 hectares of land in Eastwood Park was purchased by the Board of Control to construct Dock Service Road (Hamilton Public Library). By the late 1960s and early 1970s, Pier 8 has been expanded with fill to resemble its current delineation, and includes the Harbour Masters Office. Between the 1960s and present day (Plates 14-16), the harbour front has continued to evolve with the construction of the new Yacht Club, the Marine Discovery Centre (now restaurant venues) and the waterfront trail and public amenities such as an outdoor skating area, parking lot, cafe and Hamilton Waterfront Trust offices. Much of the land on the expanded Pier 8 is used for boat storage and maintenance areas. Eastwood Park was redeveloped in the late 1990s, when a new sewer was installed under the park grounds (Hamilton Public Library).
Plates 15 and 16: Excerpt of the 1938 (left) and 1952 (right) Hamilton Harbour Canadian Hydrographic map. Source: Hamilton Public Library.

Plate 17: 1952 Aerial view of Piers 5-8 (looking north), from the Hamilton Spectator. Source: Hamilton Waterfront Trust.

Plates 18 and 19: Excerpts of the 1959 (left) and 1972 (right) Hamilton Harbour Canadian Hydrographic map. Source: Hamilton Public Library.

5.3 Historical themes

The study area is primarily associated with the theme of harbour development, which began in the 1830s and continues to present day. The residential neighbourhood between Guise Street and Burlington Street also developed alongside the harbour development, containing a number of structures representative of workers’ housing. Many residents of the area may have found employment through various harbour activities, or in other North End industries. The western portion of the harbour, including the subject areas, contained less heavy industry and shipping in the 20th century, and became an area with administrative, maintenance, storage and recreational marina/training uses (Hamilton Harbour Commission, 2012).
6.0 Description of Built Features

1 Guise Street

The property addressed as 1 Guise Street contains two built features: a varnish shed and maintenance shed both formerly associated with the Hamilton Port Authority/Harbour West Marina. The buildings were used in their early years to service Navy boats, harbour tub boats, and the passenger ferry service that operated from the foot of James Street (Hamilton Port Authority 21, 2012).

The maintenance shop building was constructed by 1946. The building is of riveted steel construction (as seen in the gable truss) and is clad in aluminum siding. It is of vernacular design, and is a two storey structure with gable roof. The south side of the building features a row of multi-paned wood frame windows. The north side of the building extends over the water with three large bays and dock areas for boats. An addition was put on the building in the late 20th century for Harbour West Marina offices. The east side of the building is primarily clad in corrugated metal siding, but features a large wooden door with six sliding panels. Each sliding panel features rectangular panels with diagonal wooden siding and nearly square windows. In one of the centre panels there is a single entrance door, with a small round window. And additional single entrance door is located just beside the large sliding doors. The west elevation contains multipaned wood frame windows, and a variety of windows and door types, suggesting that the addition of these features has occurred at different points in time. A red brick chimney is located at the roofline of the west elevation.

The interior of the maintenance shed features a large two storey open area with an upper deck around two sides of the building. This deck area previously provided better access to the boats when undertaking maintenance. Tools and equipment are stored beneath the deck platform, and in rooms at the west end of the building. Smaller office and storage areas are located north of the large maintenance area. The maintenance shed is no longer used for the maintenance of large boats, but general service vehicles and other items for the Marina. Some of the interior walls feature horizontal wooden cladding, while other areas contain plywood or have drywall.

Settling has occurred in the building over time and the building is sloping towards the water and support piers have sustained wear and damage over time. Markings along an interior door frame show the changes over time from where the floors have shifted several inches over five years from a benchmark on the other side of the building.

The varnish shed was constructed by 1954, alongside the Hamilton Port Authority maintenance shop. The building is of steel frame construction and is clad in corrugated aluminum siding. It is a
tall, single storey structure with gable roof. The north elevation features a row of single pane square wood frame windows. There is an exterior rack for boat masts attached to the north side of the building. The east side of the building features a large two-panel sliding door clad in plywood, and utility boxes beside the door. The south elevation of the building is similar to the north side, with a row of single pane square wood frame windows. The west elevation does not contain any doors or windows. This elevation features a metal smokestack. The interior of the building is an open area currently used for storing boats. The walls and ceiling are clad in painted plywood.

The two buildings are located beside each other near the harbour. They are surrounded by asphalt pavement and boat storage and vehicular parking areas.

17 Discovery Drive

The building addressed as 17 Discovery Drive is the former Marine Police building. The structure was constructed between 1938 and 1952, as shown on Hamilton Harbour Canadian Hydrographic maps in the previous section. The building has been used as the City of Hamilton Marine Police unit since its construction.

The building is a single storey rectangular frame structure built partly on the pier and partly on a dock on the harbour. The building has a predominantly flat roof, with a triangular projection on the south portion of the building. The building is clad in synthetic siding. The north elevation, facing the harbour, features three garage doors for boat access and storage. The east elevation features a single entrance door surrounded by wood frame rectangular windows that are bordered with synthetic flashing. Pairs of wood frame rectangular windows are located to the south of the door. To the north of the entrance is a trio of wood framed rectangular windows. Additional piers to support the building have been added to the east side and encased in synthetic siding. The south elevation features different sized grouping rectangular wood frame windows bordered by synthetic flashing on both the first and second storey. The west elevation features a single entrance door with wood frame window above, and a trio of wood frame windows surrounded by synthetic flashing.

The interior of the building features an open foyer, office space, workout room and boat garage on the first storey, and dressing room, storage area, staff area and kitchenette on the second storey.

595 Catharine Street North

The building addressed as 959 Catharine Street North is the former Navy League/Sea Cadet building. It was constructed by 1947, and likely constructed shortly after the H.M.C.S. Star in 1943. It is a two-storey building of frame construction and features a central wing with low pitched side gable roof and two flanking wings with flat roofs. The side wings of the building feature single
metal entrance doors under awnings, horizontal rectangular windows at the top of the first storey and rectangular vinyl windows on the second storey. The central section of the building features a double metal entrance with garage style door, trios of what appear to be metal frame windows with wooden or metal panels above featuring crests of the organization. The building is vernacular in design and clad with synthetic siding. A red brick chimney is located on the southern side wing. Access to the site and interior access was not available at the time of the site visit, as the building owners could not be reached.

The building is located at the northwestern corner of its lot, with an asphalt area in front of the building and asphalt driveway connecting to Catharine Street. The remainder of the lot is open lawn and bordered to the north, south and west by vegetation.

**659 Catharine Street North**

The property addressed as 659 Catharine Street North is a former boat maintenance building. The building was constructed by 1911 according to Fire Insurance Plans, though it is possible that it was constructed earlier than this. A 1909 bird’s eye view of the harbour area shows a gable roofed structure in the same location as the existing building, suggesting that it could have been constructed by this time. Later mapping shows that the building had a longer tail addition that extended towards the waterfront until at least the early 1970s.

659 Catharine Street is a tall, single storey metal framed building with corrugated metal cladding. The building features an asymmetrical roofline with two front-facing gables; a taller and broader one and a shorter, narrower one partially truncated by the larger gable. The south elevation of the building features three large bays. The two westernmost bays have more recent steel rollback doors, while the smallest of the three bays is a sliding door composed of multiple rectangular metal sections.

The east side of the building features multi-paned wood frame windows in the upper section of the building, and there are several painted mural panels on this elevation as well depicting harbour scenes. There are steel gooseneck lights on the east elevation of the building, towards the centre and the northern end of the elevation near the eaves. Several damaged floodlights on poles are located above the roofline.

The north elevation features a large sliding door towards the easternmost corner, and in the centre of the gable, four rectangular window openings that have been covered with plastic cladding.

The west elevation does not contain any windows, but there is a large sliding door composed of small rectangular metal panels (similar to the door on the south elevation). Parts of the west elevation are clad in wooden siding, both horizontal and vertical. The smaller western gable
extends above the roof pitch of the remainder of the structure when viewed from this angle. Harbour West Marina staff noted that this area previously contained office spaces.

The interior space is a large, open area used for boat storage. The riveted steel truss structure and support posts are prominent features of the interior. The area of the smaller gable section is clad with wood siding, and shows that there were previously rectangular window openings on the second storey and an entrance door on the first storey that have been covered by the exterior metal cladding.

The structure is located at the eastern end of Pier 8, beside the harbour and waterfront trail. The HMCS Haida National Historic Site is located east of the building, and the former Marine Freight terminal to the north.

**Stone Retaining Wall/Culvert at the Foot of James Street, Pier 7**

The stone retaining wall and culvert are visible between two marina slips on Pier 7. It is difficult to determine the exact date of construction of the wall, as unlike the buildings is less likely to be prominently depicted and labeled. However, an 1893 bird’s eye view map that looks southwards from the lake to the City shows a feature containing a small culvert at the foot of James Street that bears a resemblance to the existing culvert. It is difficult to determine the accuracy of hand drawn maps, and the feature shown on the map may have been a previous feature that served a similar function. The feature was part of an older sewage system, first installed along James Street in 1884 (Gore, et al 1923), draining into the harbour (an acceptable practice at the time). Modifications were likely made over time as the piers changed. Given the different sizes and shapes of stone and the fact that they are not joined together in an interlocking pattern, it is likely that the large stone portion was added later than the central section. Exact dates of construction for the sewer culvert could not be confirmed. The 1954 aerial photo of the site shows the feature similar to how it exists today (See Plate 18).