

THE CORPORATION OF THE CITY OF WELLAND

BY-LAW NUMBER 10673

**A BY-LAW TO DESIGNATE CATHARINE STREET
IN THE CITY OF WELLAND, OF HISTORIC
OR ARCHITECTURAL VALUE OR INTEREST**

WHEREAS the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, authorizes the council of a municipality to enact by-laws to designate real property, including all the buildings and structures thereon, to be of historic or architectural value or interest;

AND WHEREAS the Council of the Corporation of the City of Welland has caused to be served upon the owner of the lands and premises municipally known as Catharine Street, and upon the Ontario Heritage Foundation, Notice of Intention to so designate the aforesaid real property and has caused such Notice of Intention to be published in a newspaper, having general circulation in the municipality, once a week for each of three consecutive weeks;

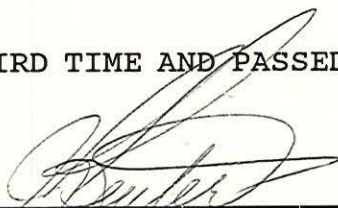
AND WHEREAS no Notice of Objection to the proposed designation was served upon the Clerk of the City of Welland;

AND WHEREAS this Council's reasons for the proposed designation are as set forth in Schedule "B" attached hereto;


NOW THEREFORE THE MUNICIPAL COUNCIL OF THE CORPORATION OF THE CITY OF WELLAND ENACTS AS FOLLOWS:

1. That the real property, more particularly described in Schedule "A" attached hereto and forming part of this By-law, known as Catharine Street in the City of Welland, be designated as being of historic or architectural value or interest.
2. The City Solicitor is hereby authorized to cause a copy of this by-law to be registered against the property described in said Schedule "A" attached hereto in the proper Land Registry Office.
3. The City Clerk is hereby authorized to cause a copy of this By-law to be served upon the owner of the aforesaid property and upon The Ontario Heritage Foundation and to cause notice of this By-law to be published in a newspaper having general circulation in the City of Welland.

READ A FIRST, SECOND AND THIRD TIME AND PASSED BY COUNCIL
THIS 7th DAY OF November, 1995.



MAYOR



CLERK

95-144

SCHEDULE "A"

TO

CITY OF WELLAND BY-LAW 10673

PASSED THE 7TH DAY OF NOVEMBER, 1995.


MAYOR


CLERK

In the City of Welland, Regional Municipality of Niagara, being composed of Part of Lot 27, Concession 5, more particularly all of Catharine Street ~~as shown on Plan 566~~, formerly in the Township of Crowland. **according to Plan 556.*

SCHEDULE "B"

REASONS FOR DESIGNATION

Catherine Street, from West Main Street to Bald Street, is the only remaining "visible" road constructed of brick in Welland.

In April 1912, the City embarked on a program of paving the main streets of Welland with brick. In 1913, Town Council decided to extend brick paving south along Catherine Street from West Main Street to connect to the trolley station on the west side of what is now Prince Charles Drive. The paving of Catherine Street was part of a plan by the Town to establish an integrated transportation system for Welland linking all three railway depots.

The brick paving was undertaken by Charles H. Kaumeier of Port Huron, Michigan. The street is constructed of Metropolitan paving brick of medium red colour laid in a stretcher bond pattern over a six inch concrete base. The brick was manufactured in Michigan. Construction was completed by December 31, 1913, at a cost of \$2,613.36. Although subsequently covered with asphalt, due to wear and tear, most of the brick is now exposed and retains all of its original material and design.

The street was named for Catherine Bald, the daughter of David Bald (brother of William A. Bald of the firm Hellems and Bald contractors for the Welland Court House) and his wife Hannah Cook of Cook's Mills, the first woman school mistress in the Welland District. Catherine and her brother James Cook Bald, were both teachers. James Cook Bald served on the Board of Trustees of Union School Section No. 2, Thorold and Pelham, for 33 years, with J.C. Bald School being named in his honour.

CATHERINE STREET - "THE BRICK ROAD"

A. ARCHITECTURE

2) CONSTRUCTION

The "brick road" (Figures 1-4) extends on Catherine Street one block from West Main Street to the west end of Bald Street. Although the section that lies directly west of Bald Street is almost completely covered by asphalt, areas of exposed brick indicate that the brick paving underneath reaches at least to a point even with the south side of Bald Street and also a few yards east on Bald.

The road is constructed of Metropolitan paving brick of medium red colour laid in a stretcher bond pattern over a six inch concrete base.¹ The brick was manufactured in the U.S.A. in the state of Michigan, possibly at Detroit.²

3) AGE

In April of 1912, the Council of the Town of Welland accepted the tender of Charles H. Kaumeier for the paving of East Main Street, West Main Street and South Main Street (King Street) with vitrified brick.³ On September 9th of the following year The People's Press reported that "The street pavement, which breaks off at the end of West Main Street, is to be extended a block south on Catherine Street and across the raceway to the trolley station."⁴ The paving of Catherine Street was completed in the fall of 1913. At its December 31st, 1913 meeting, Welland Town Council received a report from the Town Engineer regarding the completion of the paving on East, South and West Main Street and Catherine Street and authorized that payment of \$2,613.36 for Catherine Street and \$9,708.76 for the other three streets be forwarded to the contractor, C.H. Kaumeier.⁵

4) CONTRACTOR

Seven tenders were submitted in March of 1912 for the paving of Welland's streets, two from construction companies in Toronto, the rest from U.S. companies. At \$109,893.73 the tender of Charles H. Kaumeier of Port Huron, Michigan was the lowest bid for construction of the pavement with brick.⁶ Robert Y. Ogg of Detroit, representing the Michigan manufacturers of Metropolitan paving brick, reported to Council in May, 1912 "...that Mr. Kaumeier had been very successful in laying brick pavements and understood how to do it properly."⁷

5) DESIGN

The brick road on Catherine Street is the last remaining example of Welland's first permanent type of pavement, laid between 1912 and 1914 on all of the city's main streets (Figures 7 & 8). Although brick was originally chosen because it was long lasting, inexpensive considering its life expectancy and easy to repair,⁸ it was eventually superseded by other types of paving material and today few brick roads remain in Canada.

B. HISTORY

7) PERSON

The brick road was named for Catherine Bald. In 1794 Thomas Bald, a native of Scotland, brought his family to settle on a 200 acre farm just north of the Welland River in what was then Thorold Township and later became part of the City of Welland. Thomas Bald's son, also named Thomas, fought during the War of 1812 at Queenston Heights and Lundy's Lane. Thomas Bald Jr. had two sons, David and William A. David took over the farm in Thorold Township. As well as farming, he operated scows which carried loads of grain and lumber up and down the river, and was half owner of the schooner "R. Morwood". During the Fenian raids of 1866, he was instrumental in raising the Welland Company of Volunteers and was its first Captain. In 1882 he was a contractor on the Manitoba and Southern Railway, and also farmed there for a time.

David's brother, William A. Bald, purchased all of Crowland Township lot 26 lying west of the canal in 1853 and farmed there. In 1854 it was surveyed and divided into streets and village lots. This is known as the Bald Survey and the streets were all named after members of the Bald family - Bald Street, Denistoun, Jane (now Maple Avenue) and Catherine Street. William A. Bald built a home where the Presbyterian Church now stands. He was a partner in the firm of Hellems and Bald, who were the contractors who constructed the Welland County Court House in the 1850's. He was appointed a coroner in 1856 and was also a member of the first Welland Village Council of 1858. He served as councillor until 1863 and again in 1886, and was reeve in 1862 and 1864.

The children of both David and William Bald were prominent in local education. David married Hannah Cook, of Cook's Mills, the first woman school mistress in the Welland District. David's children, Katherine and James Cook Bald were teachers. James C. served on the board of trustees of Union School Section No. 2, Thorold and Pelham for 33 years, and the new school built in 1948 on the original Bald property was named J.C.Bald school in his honour. William A. Bald's son William became principal of Thorold High School and one of the first School Inspectors in the Province of

Ontario. His daughter May was one of the first two women to graduate from an Ontario University, the University of Toronto.⁹

9) CONTEXT

The brick road is illustrative of the tremendous change and growth that occurred in the city between 1899 and 1914, when the rapid development of public services coincided with Welland's greatest era of industrial expansion. On June 5th, 1899, Welland town Council authorized the issue of debentures to raise the sum of \$121,000.00 "...for the purpose of building permanent sidewalks and streets in the Town of Welland..."¹⁰ The next year \$6,349.58 was spent on constructing "permanent streets" using crushed stone and a steam roller, and \$13,253.17 on "granolithic walks"¹¹ (concrete made with crushed granite). Over the next ten years the town continued building sidewalks and laying stone on roads. In 1904 the Council began a program of sewer construction.¹² At the same time an active campaign to attract industry to Welland began to bear fruit. The first major industry to locate here was the Plymouth Cordage Company in 1905, followed by the Electro-Metallurgical Company of Canada in 1907 (Union Carbide), Dain Manufacturing Company and Page Hersey Tubes Ltd., in 1909, the Canada Foundries and Forgings in 1912 and the Empire Cotton Mills Ltd. in 1913.

The increase in population brought in by these new industries along with the needs of the industries themselves were no doubt factors that influenced the Town to increase the pace of public works beginning in 1912. On January 12th Council directed the Town Engineer to prepare plans for street paving from the G.T.R. Station to the Michigan Central Station.¹³ In the meantime construction was begun on a street railway (trolley) in town by the Niagara, Welland and Lake Erie Railway Company. The new trolley went into service in March (Figure 6) before the street paving was begun (see "Age").¹⁴ Electric street lighting was introduced in July and a new waterworks plant was opened on Merritt Island on July 30th.¹⁵ The first stretch of brick pavement in town was completed early in September along the east side of Muir (South Main) to Lincoln Street.¹⁶ During the next year (1913) brick street paving continued on East Main and plans were made to pave North Main (Niagara) from West Main to Elizabeth.¹⁷

The paving of Catherine Street was part of a plan by the Town to establish an integrated transportation system for Welland. The Niagara, St. Catharines and Toronto inter-urban railway had reached Welland from Fonthill in 1907 and its station (built 1908) was located west of the hydro-electric raceway (this was built in 1887 to provide water for the Welland Electric Light Co. and paralleled Catherine Street following the route of the present Prince Charles Drive)¹⁸ and near the south

bank of the Welland River (Figure 10). When the decision was taken in September of 1913 to pave from the west end of West Main Street along Catherine Street to Bald Street and over the raceway bridge at Bald to the N.S.T. station, the Tribune noted, "This will give a pavement to all three railway depots in town."¹⁹

The laying of brick pavements in Welland, as with any other project, did not occur without controversy, as a look at contemporary headlines from local newspapers illustrates: "Will Paving Stop Street Cars", "Street Paving Too Slow", "Main Street to Stay Unpaved", "Town Will Not Interfere - Mr. Kaumeier Must Hurry Street Paving Work", "West Main Street to be Widened for Paving Despite Vigorous Protests of Residents"²⁰ A perusal of the newspapers from 1912 and 1913 reveals that there were town meetings, petitions, disagreements with the contractor and the street railway company (who had to re-lay their track and were responsible for that part of the paving) and numerous questions about the speed and the quality of the work. In June of 1913 the People's Press reported, "It is unfortunate that the streets to be paved were not decided on a year ago so that the sewer connections could have been put in a year ago and allowed to settle. Gas mains, poles, manholes, etc. are being moved, lowered or heightened, as necessary"²¹, thus proving prophetic the following "lively warning" printed in the Tribune before the exercise began, in February, 1912:

The Ratepayer's Lament

They took a little gravel and they took a little tar,
 With various ingredients imported from afar.
 They hammered it and rolled it, and when they went away,
 They said they had a pavement that would last for many a day.
 But they came with pick and smote it to lay a water main,
 And in time they called the workman to put it back again.
 To run a railway cable they took it up once more,
 And later, put it back again, just where it was before.
 They took it up for conduits to run the telephone,
 And then they put it back again as hard as any stone.
 They took it up for wires to feed the 'lectric light,
 And then they put it back again, which was no more than right.
 Oh the pavement's full of furrows, there are patches everywhere,
 You'd like to ride upon it, but it's seldom that you dare.
 Its' a very handsome pavement, a credit to the town -
 They're always digging of it up, or putting of it down. ²²

The brick road on Catherine Street provides a visual reminder of the early 1900's, an important period of rapid change and industrialization in Welland's history.

C. ENVIRONMENT

12) LANDMARK

The brick road is a conspicuous and familiar landmark within the city.

E. INTEGRITY

18) SITE

The brick road occupies its original site and has not been moved.

19) ALTERATIONS

The area of the brick road between West Main and Bald Street on Catherine retains all of its original material and design. Although it was once covered with asphalt, most of this has since worn off.

20) CONDITION

The road shows some minor surface damage (Figure 1) but considering its age is in excellent condition and still supports vehicular traffic. Undoubtedly the fact that West Main Street and Prince Charles Drive have for a number of years accommodated almost all the traffic that would otherwise use Catherine Street has contributed to its preservation. It appears that Catherine Street will in the foreseeable future remain lightly travelled, with access onto, but not from West Main for mostly local traffic (primarily those homeowners whose property abuts the street) and this should contribute to its continued preservation.

REFERENCES

1. "Street Paving Contract Let", The People's Press Welland, March 26, 1912, p.1.
2. "Paving Brick", Welland Tribune, May 30, 1912, p.1
3. Minutes of meeting, Welland Town Council, held April 8, 1912. Microfilm, Welland Public Library.
4. "Pave to the Trolley Depot", The People's Press, Welland, Sept. 9, 1913.
5. Minutes of meeting, Welland Town Council, held December 31, 1913. Microfilm, Welland Public Library.
6. "Town Council", Welland Tribune, March 21, 1912, p.1.
Minutes of meeting, Welland Town Council, April 8, 1912.
7. "Paving Brick", Tribune, May 30, 1912.
8. "Street Paving Contract Let", People's Press, March 26, 1912.
"Welland Is Advancing", Welland Tribune, June 13, 1912, p.1.
9. Niagara South Registry Office, Welland, Ont. Township Lot 26 in the 5th Concession, Township of Crowland. Bargain and Sale, 5th September 1853, registered 22 Oct., 1853, Margaret Price, John Price and Daniel Thos. Price to William A. Bald; reg. no. 1243. Plan, 22 September, 1854, "Bald's Survey". All other information about the Bald family from the following sources:

Betti Michael, Township of Thorold 1793 to 1967 (Toronto, 1967) p. 155

"The Bald Homestead and Family", typed m.s., 3 pages, in Welland Historical Museum.
10. Minutes of meeting, Welland Town Council, held June 5, 1899. Microfilm, Welland Public Library.
11. J.H. Bugar, Treasurer, Auditor's Report for the Municipality of the Town of Welland, for the year 1900 (Welland, Telegraph Print, 1900)
12. Minutes of Welland Town Council meetings, various, 1899-1911. Microfilm, Welland Library.
13. Minutes of meeting, Welland Town Council, Jan. 12, 1912.
14. "N.F., W. & L.E. Ry. Welland Section Opened", Welland Tribune, March 21, 1912, p.1.
15. Minutes of meeting, Welland Town Council, July 22, 1912.

Dr. A.L. Purdon, "The Welland Raceway", m.s., Welland Public Library p. 8.

16. "Street Paving", Welland Tribune, Sept. 5, 1912.
17. "Street Railway Asks Change of Route", Welland Tribune, May 8, 1913, p.p. 1,9.
 "Planning for More Paving", People's Press, May 20, 1913.
18. Andrew Parks and Peter Bowen. Niagara, St. Catharines and Toronto Electric Railway in Pictures (Niagara-on-the-Lake, Niagara Rail Publications Ltd., 1989) p. 62.
 Dr. A.L. Purdon, "The Welland Raceway", p. 3-7, also J.R. Adams, Ed., Welland Centennial 1858-1958 Souvenir Booklet, p. 13. The raceway originated at the Feeder Canal, near when it emptied into the Welland Canal at Broadway then followed the west side of the Canal to Lincoln St. where it turned westward, following the route of a road that used to skirt south of the old fairground, then the route of the present Prince Charles Drive to near the Welland River, then turning east parallel to the river until it emptied into the Welland River just west of Denistoun Street. The raceway was about 4 feet deep and was crossed by bridges at West Main, Bald, Maple and Denistoun.
19. "Pave to Trolley", Welland Tribune, Sept. 18, 1913, p. 3.
 As this article noted, the Town Council at its meeting the previous week had decided to pave Catherine Street with concrete rather than brick. However, the Tribune reported in October that while there had "...been considerable agitation for concrete pavement in town, and consequently much interest...taken in the tender for Catherine Street...", the cost estimated by Mr. Kaumeier, the only contractor to tender, was over 1 1/2 times the engineer's estimate, almost as much as brick, and it was decided not to pave Catherine that fall ("Concrete Paving Costly", Tribune, October 2, 1913, p.1). Early in November the Town Engineer brought a report to Council in which he concluded that concrete pavement was not satisfactory for Welland. ("Small & Contemptible", Tribune, Nov. 6, 1913, pp. 1,9). Brick paving on Catherine was completed before December 31st. (see "Age" and note 5).
20. "Will Paving Stop Street Cars", People's Press, June 6, 1912.
 "Street Paving Too Slow", Welland Tribune, Aug. 23, 1912.
 "Main Street to Stay Unpaved", Welland Tribune, Aug. 29, 1912.
 "Town Will Not Interfere", People's Press, Oct. 15, 1912, p.1.
 "West Main Street to be Widened for Paving Despite Vigorous Protest of Residents", Tribune, June 5, 1913, p.p. 1,4.
21. "Welland Is Advancing", People's Press, June 13, 1912, p.1.
22. "Street Paving", Welland Tribune, Feb. 15, 1912. -

In the matter of the Ontario Heritage Act,
R.S.O. 1990, Chapter 0.18

And in the matter of the property
referred to as Catharine Street
in the City of Welland in the
Province of Ontario

NOTICE OF PASSING OF BY-LAW

TAKE NOTICE THAT the Council of the Corporation of the City of Welland passed By-law 10673 on the 7th day of November, 1995 to designate Catharine Street as being of architectural and historical value or interest under part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18.

Date at the City of Welland this 11th day of November, 1995.

CRAIG A. STIRTZINGER
City Clerk
City Hall, 411 East Main Street
Welland, Ontario L3B 3X4

Legal Notice	-	Tribune
Three Insertions	-	Saturday, November 11th Saturday, November 18th Saturday, November 25th

Send Account to: Mr. Craig A. Stirtzinger
City Clerk
City Hall
411 East Main Street
WELLAND, Ontario L3B 3X4

File 95 - 144

**In the matter of the Ontario Heritage Act,
R.S.O. 1990, Chapter 0.18
And in the matter of the structure and
property known municipally as
Catherine Street**

NOTICE OF INTENTION TO DESIGNATE

TAKE NOTICE THAT the Council of the Corporation of the City of Welland intends to designate the property known as Catherine Street located municipally between Maple Street and West Main Street as a property of historical interest under Part IV of the Ontario Heritage Act, R.S.O. 1990, Chapter 0.18.

REASONS FOR THE PROPOSED DESIGNATION:

Catherine Street, from West Main Street to Bald Street, is the only remaining "visible" road construction of brick in Welland.

In April 1912, the City embarked on a program of paving the main streets of Welland with brick. In 1913, Town Council decided to extend brick paving south along Catherine Street from West Main Street to connect to the trolley station on the west side of what is now Prince Charles Drive. The paving of Catherine Street was part of a plan by the Town to establish an integrated transportation system for Welland linking all three railway depots.

The brick paving was undertaken by Charles H. Kaumeier of Port Huron, Michigan. The street is constructed of Metropolitan paving brick of medium red colour laid in a stretcher bond pattern over six inch concrete base. The brick was manufactured in Michigan. Construction was completed by December 31, 1913, at a cost of \$2,613.36. Although subsequently covered with asphalt, due to wear and tear, most of the brick is now exposed and retains all of its original material and design.

The street was named for Catherine Bald, the daughter of David Bald (brother of William A. Bald of the firm Hellems and Bald contractors for the Welland Court House) and his wife Hannah Cook of Cook's Mills, the first woman school mistress in the Welland District. Catherine and her brother James Cook Bald, were both teachers. James Cook Bald served on the Board of Trustees of Union School Section No.2, Thorold and Pelham, for 33 years, with J.C. Bald School being named in his honour.

Notice of objection to the proposed designation may be filed with the Clerk of the Corporation of the City of Welland not later than the 16th day of October, 1995.

Dated at the City of Welland this 16th day of September, 1995.

CRAIG A. STIRTZINGER,
City Clerk
City Hall, 411 East Main Street
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REASON FOR THE PROPOSED DESIGNATION:

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Dated at the City of Welland this 16th day of September, 1995.

THE TRIBUNE

SATURDAY, SEPTEMBER 30TH, 1995

In the matter of the Ontario Heritage Act,
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And in the matter of the structure
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CRAIG A. STIRTZINGER
Clerk of the Corporation
of the City of Welland

95-144

WELLAND TRIBUNE

SATURDAY, NOVEMBER 11TH, 1995

In the matter of the Ontario Heritage Act,
R.S.O. 1990, Chapter 0.18

And in the matter of the property
referred to as Catharine Street
in the City of Welland in the
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CRAIG A. STIRTZINGER
City Clerk
City Hall, 411 East Main Street
Welland, Ontario L3B 3X4

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CRAIG A. STIRTZINGER
City Clerk
City Hall, 411 East Main Street
Welland, Ontario L3B 3X4

The Welland Tribune

Saturday, November 25th, 1995

In the matter of the Ontario Heritage Act,
R.S.O. 1990, Chapter 0.18
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CRAIG A. STIRTZINGER
City Clerk
City Hall, 411 East Main Street
Welland, Ontario L3B 3X4

FOR OFFICE USE ONLY

698272

CERTIFICATE OF REGISTRATION
CERTIFICAT D'ENREGISTREMENT
NIAGARA SOUTH/SUD(59)WELLAND

'95 11 27 14 03

Stirling

LAND REGISTRAR/REGISTRATEUR

New Property Identifiers

Additional: See Schedule

Executions

Additional: See Schedule

(1) Registry <input checked="" type="checkbox"/> — Land Titles <input type="checkbox"/>	(2) Page 1 of 4 pages
(3) Property Identifier(s) Block Property	Additional: See Schedule <input type="checkbox"/>
(4) Nature of Document By-law Number 10673	
(5) Consideration Nil Dollars \$ Nil	
(6) Description In the City of Welland, Regional Municipality of Niagara, being composed of Part of Lot 27, Concession 5, more particularly all of Catharine Street, * as shown on Plan 566 , formerly in the Township of Crowland. *According to Plan 556.	
(7) This Document Contains:	(b) Schedule for: Additional Parties <input type="checkbox"/> Other <input type="checkbox"/>
(a) Redescription New Easement Plan/Sketch <input type="checkbox"/>	Description <input checked="" type="checkbox"/>

(8) This Document provides as follows:

BY-LAW NUMBER 10673

A By-law to designate Catharine Street in the City of Welland, of Historic or Architectural Value or Interest.

Continued on Schedule

(9) This Document relates to instrument number(s)

(10) Party(ies) (Set out Status or Interest)	Name(s)	Signature(s)	Date of Signature Y M D
THE CORPORATION OF THE CITY OF WELLAND	<i>Jon Richard Reuter</i>	Jon Richard Reuter, Mayor	1995 11 23
	<i>Craig A. Stirtzinger</i>	Craig A. Stirtzinger, City Clerk	1995 11 23

(11) Address for Service 411 East Main Street, Welland, Ontario. L3B 3X4

(12) Party(ies) (Set out Status or Interest)	Name(s)	Signature(s)	Date of Signature Y M D

(13) Address for Service

(14) Municipal Address of Property
Not assigned

(15) Document Prepared by:
GEORGE C.M. BANKS
City Hall
411 East Main Street
Welland, Ontario
L3B 3X4

Fees and Tax	
Registration Fee	
Total	