

## CHAIR'S REPORT

This is my first report as Chair of ACO Port Hope. I must start by recognizing and celebrating the two previous Chairs under whom I have worked — **Bruce Bowden** and **Julie Mavis**. Julie and Bruce very ably and passionately led our organization through difficult times, and ACO Port Hope was greatly strengthened under their tenure. Bruce had the unenviable task of leading ACO Port Hope through the last 2 years of Covid, where we were unable to meet in person and unable to gather the members together as we have always done in the past.

Looking forward, there is a lot to be excited about, and, as always, much work to be done. ACO Port Hope is a volunteer organization, and our success is driven by the engagement, intelligence and hard work of volunteers. The Executive members all volunteer their time, as do our various committees.

On the Advocacy front, we continue to fight the good fight — on **65 Ward Street**, on the **Penryn woods**, on the **Waterfront plans** and the **Walton Street revitalization** — to name a few. On the Communications front, we will continue to do regular eblasts to our members to ensure that you are informed and involved. We will once again be having a booth at the Farmers Market, and we will be launching a new website later this summer. After a hiatus, I am excited that we are once again taking grant applications for qualifying heritage work, through our **Grants Committee**. And last, but certainly not least, through the hard work of our **Auction Committee** (led by **Peter Duck** and **Sharon Hancock**), our online fundraising auctions have been highly successful, with the most recent one taking place this Spring. Thanks again to all the people who donated items to the auctions, as well as to all members of the committee.

I am particularly excited to be able to talk about some upcoming events, both in-person and virtual. We will be having our first ACO BBQ in 3 years, on Tuesday July 26. Thanks to **Charles Wickett** and **Susan Carmichael** for stepping up to organize this, and to **Sheilagh Fletcher** and **Phil Carter** for offering to host in their garden. Also coming up very soon is the PHHF Garden Tour, on Saturday June 11. The PHHF House Tour will be virtual again this year, with tickets going on sale later in the summer. Funds raised from these 2 events are used to support heritage conservation projects in Port Hope.

I hope many of you will be able to attend the BBQ in July, and look forward to meeting some members in person for the first time.

– **Ian MacKay, Chair, ACO Port Hope**

## HOLD THE DATE! ACO Summer Barbecue

**At the Home of Sheilagh Fletcher & Phil Carter,  
200 Bruton Street, Port Hope**

**Tuesday July 26 from 5.30 (rain or shine)**

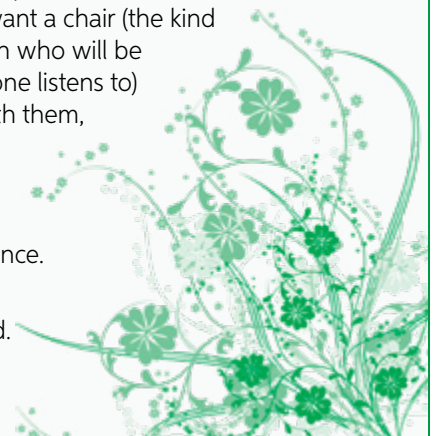
We're very excited to return to 'in person' events. This year's Barbecue, organized by Charles Wickett and Susan Carmichael, will be held in the garden of Phil and Sheilagh, who have once again kindly agreed to host the event in their beautiful property. It is open to all Members and is hosted by the ACO Port Hope Executive — our way of thanking our amazing volunteers and supporters. There's no charge for the event but a donation for beverages is appreciated.

Please RSVP by **June 30** (to the [info@acoporthope.ca](mailto:info@acoporthope.ca) address) so that we can plan food and libations. As usual we ask people who may want a chair (the kind to sit on, not the person who will be giving the speech no-one listens to) to please bring one with them, as there will be limited chairs at the BBQ.

An ACO sign will mark the Bruton Street entrance.

Carpooling is strongly recommended.

And don't forget that lawn chair!



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# Executive

## Executive Committee

- |                                      |   |
|--------------------------------------|---|
| <b>Chair</b><br>Ian MacKay           | <b>Directors</b><br>Susan Layard<br>Bill Bickle<br>Lydia Svenningson<br>Katherine McHarg<br>Laura Antonik<br>James Grainger<br>Janet Eby<br>Phil Carter (Advisor) |
| <b>Past-Chair</b><br>Bruce Bowden    |   |
| <b>Secretary</b><br>Susan Carmichael |   |
| <b>Treasurer</b><br>Brenda Willows   |   |

## Committee Chairs

- |  |   |
|--|---|
| <b>Antiques &amp; Artifacts</b><br>Peter Duck,<br>Sharon Hancock | <b>Fundraising</b><br>Anna Gray,<br>Moya McPhail              |
| <b>Advocacy</b><br>Bruce Bowden, Susan Layard                    | <b>Membership</b><br>Lydia Svenningson                        |
| <b>Communications &amp; Marketing</b><br>Bill Bickle             | <b>Newsletter, Bus Tour, Discovery Series</b><br>Patsy Beeson |
|  | <b>Opera House Project</b><br>Julie Mavis                     |

*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.*



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**A**t last! We're so pleased to be back sharing our gardens with you. This year there are ten town gardens to enjoy. You'll tour through intimate spaces in ravines and backyards, discover hidden parterres, exquisite Japanese maples, bubbling ponds, gazebos, rooms with sculpture, expansive lawns with borders of perennials, stone walls, a Louis IVth garden? Well, yes, but small. Some are planted for colour and texture or wild life, one keeps evolving as time marches on and there's a most surprising garden that's a park too, shared by neighbours and maintained by volunteers.

Take photos, smell the flowers, delight in the views and just enjoy! The ticket includes a map with each garden's address, and a brief introduction to it with the highlights to look for. Choose your own route and time, and afterwards dine at one of our great downtown eateries. Signs and balloons will herald each property with ticket takers stationed at each garden entrance. Volunteers and owners will be present to answer questions and warn of hazards. Low-heeled walking shoes are recommended; food, pets, and strollers not permitted; masks are suggested especially if there are line-ups.

Tickets are \$25 and can be purchased or picked up if pre-ordered at the downtown Tourist Office, where information will be available all day.

We've had a tremendous response from sponsors this year (see them represented in your ticket) and thank them for their support. As you know the funds raised go to the Port Hope Heritage Foundation for the restoration and preservation of our built heritage.

So enjoy these town gardens — unique, colourful, intimate, spacious, formal and eclectic!

## GET YOUR TICKETS NOW: \$25

Available online at <https://phhf.ca/> or at...

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- Quinn's Blooms  
277 Division St.

### Peterborough

- Johnston's Greenhouse



# The Sylvan Glen Bridge: Proposed Demolition and Port Hope ACO's Response

by Bruce Bowden and Susan Layard

Amongst the distinctive traffic structures in Port Hope is the century-old bridge, with its concrete balustrades, on Sylvan Glen Road between Dale Road and the 4th Line. Its replacement is now being considered by the Municipality, and a Cultural Heritage Impact Evaluation, including a Heritage Impact Assessment, has been commissioned. The heritage consultant preparing the Evaluation requested ACO's response.

This is a special spot, made quieter from traffic that must slow down because of the bridge's narrow dimensions and the enduring attraction of this area of the river. Heavy truck traffic has been banned on this secondary road that is only one-concession long, and the route is marked as a bicycle route, one that's frequently used.

There are three reasons for particular attention to this location: the differing vistas to east and west of the winding river (here gently flowing); the attraction for both passers-by and anglers of the physical structure with its railings, and the public area to the west from this juncture of the Conservation Authority that is immediately visible on the river's south bank. Obviously, the community has a vested interest in augmenting this quiet

attraction. On the north bank, scarcely visible from the road, is an entrance to the Harris Trail – perhaps deserving of even greater emphasis. Bill Harris, his wife Penny, and friends have created this Trail to follow the river, ending at the northward-turning curve of the 4th Line.”

Two bridges have been constructed over the creek which passes through this property at the point where it enters the Ganaraska, as well as several benches at viewpoints, and board walks over wet areas. The Trail is a gem, respected by its visitors, combining open meadows and wet areas, with dark shadows and shafts of sunlight penetrating its cedar bush of mature trees. It offers restorative solitude or conversations with passing families and pets; it never seems crowded, yet the numbers in any one day can be quite surprising. We understand the Harris family has given thought to how this oasis might endure.


The bridge itself is clearly deteriorating. It's not surprising that engineering studies have ruled that it can no longer service today's traffic. However, the concrete bridges of the early 1920s, when the province's United Farmers' government made the upgrading of rural roads its

leading priority, deserve notice. These sturdy bridges, well built for their day, are now rare - only a few have been preserved. Yet those that remain attract notice and are a reminder of the quantum change in political and social planning that occurred immediately following WW1, under Ontario's only government that was not formed by an organized political party. A modern replacement with no nod to these echoes is simply not appropriate. If a replacement bridge becomes the option, the existing visible elements of this bridge to the west side must be preserved. The concrete posts and railing deserve to be replicated and a repetition of this structure's railings should be included for pedestrians and viewers beyond the road allowance. Ideally, the existing structure would be kept for pedestrians and cyclists and a new bridge erected on the east side of the road allowance. Posts, in which rebar is now showing, would need repair, but the century-old bridge would provide a perfect look-out over the river's sand-bar to the west. Recreational use of this road and its riverbanks will doubtless continue to grow and become even more important to our community. Preserving this heritage bridge is all about protecting its wider context.

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# THE WILLIAMS-MEREDITH DEBACLE

## A less heroic Williams in an unedifying battle.

by Patsy Beeson

On a high wooded hill between Pine and John Streets and overlooking downtown Port Hope is the house called **Hill and Dale**. It is reached from Pine Street, but a steep path from an iron gateway between high brick walls on John Street also affords access. This was the home which Henry Howard Meredith built for his wife Margaret and family around 1851 and where they would live for twenty years. It looked simpler back then, with a centre hall plan before later owners moved the entrance to one side and added balconies and bow windows; but though simple-looking it never lacked the comforts of a wealthy home.

Meredith was an Anglo-Irish barrister and land developer with extensive holdings in Port Hope, member of a notable and close knit family with branches in Ottawa and London, Ontario. Edmund, Henry's brother in Ottawa, was a prominent civil servant, and cousin John Cooke Meredith, a businessman in London, was notable for having fathered eight sons renowned as the 'Eight London Merediths', who all rose to pre-eminence in the nineteenth century worlds of Canadian law and finance (William became Chief Justice of Ontario, Richard would become Chief Justice of the Common Pleas, Charles, President of the Montreal Stock Exchange, and so on). Furthermore, all three Meredith families moved in sufficiently elevated circles to receive invitations when the Anglo-Irish Earl and Countess of Dufferin held lavish balls at Rideau Hall.

Still, no doubt Henry and Margaret were well pleased when young Charles Williams came riding down the hill from Penryn Homestead in west Port Hope to court their daughter Amy. The Penryn Homestead, around whose woods today such

controversy swirls, was one of the finest houses in town. It had been built by Charles's parents, Sarah and the late John Tucker Williams, a lantern-jawed ex-Royal Navy man, with a thick head of white hair and copious side whiskers. Discipline was probably rigorous aboard Commander Williams's HMS Sloop, *Sunrise*, when he patrolled Lake Ontario during the War of 1812; no doubt towards his children too.

Following the war, John Tucker Williams had, like Henry Meredith, made a huge fortune in land speculation, and been Port Hope's first elected Mayor. The two fathers might have had much in common, but tragically, only three years after the Merediths moved into Hill and Dale, Williams, after a period of serious mental illness, shot himself in the grounds of his family home.

In fact ghastly reiterations of tragedy had smote the Williams family repeatedly. By the time Charles, the last to leave home, rode down Dorset Street to woo Amy, besides losing his father in horrific fashion, three of his sisters had died (one in early infancy) and one of his brothers been confined in an asylum. It's hard to imagine how Sarah Ward, their mother, coped with these constant crushing blows. But around her, her married children, Arthur, Augusta and Emma, built their fine houses — **Penryn Park, Dunain and Idalia** — as if in a protective cordon.

For some, misfortune seems to strengthen. Arthur, of Town Hall statue fame, seventeen when his father died, quickly took over the running of the family's considerable landholdings and business affairs with a firm hand that belied his years. Siblings can be very unalike. Such seems to have been the case with Arthur and Charles.

The older brother, kind, self effacing, handsome and capable, inspired warmth in all who knew him. When he too was cut down in 1885 soon after an act of military heroism, thousands attended his funeral. Something rather darker seemed to run in Charles's veins.

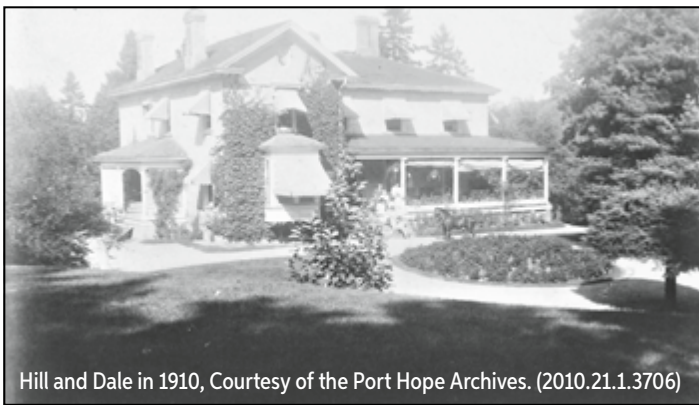
**Debacle, continued on page 5 →**



### Debacle, continued from page 4

Still, probably Amy Meredith's parents welcomed Charles as a solid connection to a well-established local family. The marriage took place — no doubt a handsome society one — the young people set up home, and the union was blessed with three children.

But all too quickly romance soured and the two found themselves so mutually disenchanted that in 1874 they separated. A deed was drawn up whereby Charles was to make payments on behalf of Amy and the children. Then, as sometimes happens, the two reconciled. But three years later they once again separated. This time Charles announced that he was no longer bound by the earlier deed guaranteeing his payments to wife and family and he wouldn't be making them. His father-in-law, Henry, appalled and outraged, initiated action against him.



Hill and Dale in 1910, Courtesy of the Port Hope Archives. (2010.21.1.3706)

The Merediths' London cousins were not only privy to Charles's shoddy treatment of Amy, but had been further infuriated to hear that he had threatened his father-in-law, their uncle, with physical violence and insulted members of the Meredith family. So on a September evening in 1879, when he encountered Charles at Union Station in Toronto, such thoughts would have leapt to the fore in the mind of Richard Meredith\*, one of the Eight London Merediths. Charles, in his uniform of Captain of the East Durham Light Cavalry, was returning to Port Hope after taking part with his Troop in the grand military review held in honour of the new Governor General, the Marquis of Lorne.

Who knows what was said by whom to whom, but we conclude that extreme provocation resulted in Richard taking a swing at Charles. More blows were exchanged and in no time the two were thrashing it out on the station floor in a "really venomous encounter" as one of the plentiful eye-witnesses described it, and presumably they had to be dragged apart. But Charles, seething with fury, resolved on nothing less than a law suit to settle the matter. Richard was promptly arrested although released on bail, and charged with aggravated assault\*\*. How the fight affected Charles we don't know. Perhaps he suffered bodily bruising, but a month later the effects were

not such as to prevent him giving evidence in the Toronto Court of Assize and were visually unapparent to those present.

Because the case was one of 'aggravated', not 'common' assault, Richard was placed in the position of not being able to present his side of the story. Charles told his side of it and was backed up by a number of witnesses. But the judge was uncomfortable with the definition of 'aggravated' assault, plainly seeing it as excessive. He informed the jury that it had been hoped the affair might have been settled amicably but the plaintiff had disagreed. If, like himself, the jury felt aggravated assault wasn't justified, they might bring in a verdict of common assault. After retiring, the jury returned in agreement with the judge — that Meredith was only "guilty of common assault."

This now afforded Richard the opportunity to state his side of the case and a very different story emerged. He affirmed his regret that the case had ever come into court and reiterated that he had offered to plead guilty to a charge of common assault but the prosecutor had refused to agree to this. The judge then announced that he would not inflict the degradation of a prison term upon him but as the charge was nonetheless a grave one, Richard would be sentenced to a fine of \$100.

A month later, father-in-law Henry Meredith's action against Charles to enforce the deed of separation came up in the Court of Chancery at Osgoode Hall. Due to the social standing of the parties involved it caused a considerable stir of interest over its two-day duration, with some of the top lawyers of the day involved.

At the trial, the evidence was clear that Charles's behaviour had been reprehensible. He did not appear and no witnesses were called. However, his counsel produced a letter written by Charles to his wife which he, the counsel, had been asked to read aloud in court. In it Charles stated that he could produce evidence which would place his wife in "a worse position before the world" than her evidence had placed him, but that for his children's sake he would not divulge it. The validity of the deed of separation was then argued but judgment was reserved.

However, in early January, 1880, Vice-Chancellor Proudfoot rendered judgment on the case. It was a lengthy document and was published in its entirety in the Toronto newspapers, again confirming the intense interest in the case. The defendant, it stated, had claimed that the annuity of \$600 to his wife and \$300 for each of his children's maintenance and education which had been agreed upon at the original separation, was no longer valid after the second. This, Proudfoot ruled, was not the case, and the deed was valid for life. As for "the most reprehensible manner he wrote a letter to his wife and requested that a copy of it be read in court, saying what dreadful things he could prove against her were he so inclined," Proudfoot plainly saw this as the action of a cad and expressed his opinion that, "the wife was perfectly justified in withdrawing the second time from the company of her husband."

The case was decided in favour of the plaintiff.

\* Richard's obituary described him as a noted athlete in his youth, kindly and friendly, and "at all times a gentleman"

\*\* An assault is "aggravated" if it "wounds, maims, disfigures or endangers the life of the complainant". It is the most serious form of assault. It might result in a penalty of one to 20 years in prison. This depends, of course, on where the case is being tried.

# Interview: Spencer Watson, Part 2 by Katherine McHarg

## Carleton University's Architectural Conservation and Sustainability Engineering programme

Spencer Watson has recently completed his first year in this programme at Carleton. In its summary, Carleton states “Sustainability has become a key consideration in both society and engineering. There is a growing need for engineers with expertise in the closely related areas of heritage conservation and sustainable building design. Carleton’s program in Architectural Conservation and Sustainability Engineering teaches students a modern approach for the design and retrofit of buildings that holds sustainability as the guiding objective while respecting architectural history and significance.”

In the November 2021 *ACO Matters*, Spencer shared his thoughts as he began his course work. Recently, having completed this first year, he reflected on his experience.

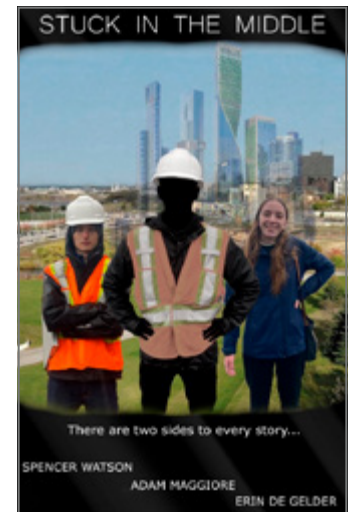
When asked how his outlook on heritage buildings and conservation has developed, he responded, “We haven’t yet delved too deeply into these issues. I realize how complex this subject is, which I wasn’t expecting. ... Trying to build for the future while preserving the past [is] difficult. I began to realize the importance of these heritage structures to their surroundings. I grew up here and as a child I didn’t see the significance of the older buildings to the community. They need to be taken care of properly, regardless of their age. It doesn’t need to be ‘old’ buildings only — all buildings from our past need to be preserved well. Buildings that are taken care of properly don’t feel old — regardless of their age. They feel like they can belong in today’s society. They sit well with everything else around them... We’ve had guest speakers who share new technology that can work in heritage buildings. So these buildings can be totally up to date while still keeping their significance. I have a deeper understanding of heritage building.”

When describing his course thus far, Spencer described the two main areas of study — architecture and engineering studies. “On the engineering side, I really enjoyed statics and mechanics. Specifically I liked a project where a group and I had to design a truss for a roof. The focus was on the structural side of the truss design, and we had to analyze the forces within the truss and how it would cope with snow loads and roof load.”

“On the architecture side, there was a project where our group had to make a short film to provide a sense of place to an area, so we had to pick a specific area and make a film that described the feeling of the place. Our group ... chose the Lebreton Flats in Ottawa, which, like Port Hope, had a history of soil contamination. We filmed on these flats and talked about how the western style of building where you tear down the old and rebuild over top, time and time again, is hard on the land. The previous stories are destroyed.”

Spencer described some of the more challenging aspects of his course work. “The engineering programme’s workload can be a lot, especially the math-heavy courses like calculus. And on the architectural side of things, I found it hard to be more open to the concept that buildings have a connection to the land they’re on, that they can tell a story with the land. I found it hard at first to consider their significance to communities and people.”

Looking forward, Spencer has some evolving goals. “I really enjoy the engineering side of things. There are two ways I could see myself going: first, being a part of the design of



Poster for a short film, *Stuck in the Middle*, produced by Spencer and classmates for *Introduction to Architecture* course: “Land can tell a story, but its history and meaning can be destroyed by building repeatedly on it.” So a construction worker is *Stuck in the Middle* — between protecting the land’s significance or building new structures on it, these being the “two sides to the story.”

**Spencer, continued on page 7 →**



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## Antiques & Artefacts

Following a very successful Spring auction which raised over \$6,000 for projects in this area, the auction committee is planning another sale at the end of June. As with our other online sales, the auction will run on Maxsold.com and the firm dates will be added to the ACO Port Hope website in the next week or so. In addition, the auction committee will be set up at the Repair Cafe on June 11 (Garden Tour day) at the St. John's Anglican church, where we will be spreading the message about the importance of both our events and all of the work those events make possible! We look forward to seeing everyone there.

### Spencer, continued from page 6

new sustainable buildings that are better for the environment and built to last. And [second, being a] part of the redesign of older buildings so they keep their charm but still function efficiently and safely.”

“I’m in a co-op programme and I think it would be really cool to take part in the rehabilitation of the Parliament buildings since I’m here in Ottawa.” Spencer concluded, “It can be complicated when you try and build new buildings alongside older, significant ones. I would want to make sure new construction doesn’t undermine any of the beauty of a town’s older structures.”

We in the ACO Port Hope branch wish Spencer every success as he continues in this groundbreaking programme at Carleton.



# Major Upcoming Events

## Walking Tours

May – June, and August – October (p. 7)

## Garden Tour

Saturday, June 11, 10 – 4 (p.2)

## Barbecue

Tuesday, July 26, from 5.30 (p. 1)

## Virtual House Tour

Begins October 1 (p. 7)

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# Membership Renewal Form

Please enrol me as a member of the **Port Hope Branch of the Architectural Conservancy of Ontario**. I have indicated below my/our applicable membership category.

**Name(s):** \_\_\_\_\_

**Address:** \_\_\_\_\_

**Telephone:** \_\_\_\_\_

**E-Mail:** \_\_\_\_\_

**New** or  **Renewal**

**Individual Membership: \$40**

**Household Membership: \$50**

**Full-time Student Membership: \$20**

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Note: Free Membership for individual donors who have donated at least \$1000 in the year.

**I am interested in volunteering for ACO Events.**

**I give permission for ACO to contact me electronically.**

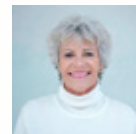
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**1. E-transfers:** From your bank's Interac service, the address is **etransfer@acoporthope.ca**. please provide your email and mailing address in the message box and indicate that the payment is for membership fee and/or donation.

**2. Cheque:** Please complete this form and mail it with your cheque payable to **ACO Port Hope at P O Box 563, Port Hope, Ontario L1A 3Z4**

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