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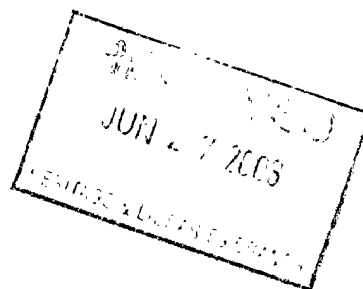
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Northumberland



**Dear Sir/Madam:**

**RE: Property Designation  
43-45 Dorset Street West  
Municipality of Port Hope**

For your information, Council originally passed By-law 66/2002 on November 26<sup>th</sup>, 2002, but the legal description of the property was insufficient for registration purposes. Therefore, Council on April 15<sup>th</sup>, 2003 repealed by-law 66/2002 and passed By-law 19/2003.

Yours truly,

Connie Martinell  
Deputy Clerk

✓  
6/27/03  
RR

CORPORATION OF THE MUNICIPALITY OF PORT HOPE  
BY-LAW NO. 19/2003

**A BY-LAW TO DESIGNATE CERTAIN PROPERTIES IN THE MUNICIPALITY OF PORT HOPE AS BEING OF HISTORIC VALUE OR INTEREST.**

**WHEREAS** the Ontario Heritage Act, R.S.O. 1990 authorizes the Council of the municipality to enact by-laws to designate property to be of historic or architectural value or interest;

**AND WHEREAS** Council on November 26<sup>th</sup>, 2002 passed By-law No. 66/2002 designating 43-45 Dorset Street West as outlined in Schedule A-1 to By-law 66/2002;

**AND WHEREAS** the legal description of the property as described in Schedule A-1 of By-law 66/2002 was insufficient for registration purposes;

**AND WHEREAS** the Council of the Corporation of the Municipality of Port Hope deems it desirable to designate

43- 45 Dorset Street West

and has caused to be served on the owners of the respective lands and premises, and upon the Ontario Heritage Foundation, Notice of Intention to designate the aforesaid real property and has caused such Notice of Intention to be published in a newspaper having a general circulation in the municipality, namely the "Port Hope Evening Guide";

**AND WHEREAS** the land of the subject property is more particularly described in Schedule "A-1" attached hereto and the reasons for designating the respective property is set out in Schedule "B-1" attached hereto;


**AND WHEREAS** no notification of objections to the proposed designation has been served on the Clerk of the Municipality;

**NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE MUNICIPALITY OF PORT HOPE ENACTS AS FOLLOWS:**

1. There is designated as being of historic and/or architectural value or interest the following real property as an important component of the Municipality of Port Hope:  
  

**"43-45 Dorset Street West"** being more particularly described in Schedule "A-1" attached hereto and forming part of this By-law. The reasons for the designation of this property are set out in Schedule "B-1" attached hereto and forming part of this By-law.
2. The Clerk and the Solicitor of the Municipality of Port Hope are hereby authorized to serve, publish and register copies of the By-law in accordance with the Ontario Heritage Act, R.S.O. 1990.
3. This By-law repeals By-law 66/2002.

**READ a FIRST and SECOND time** this 15th day of April, 2003.

For/   
RICK AUSTIN  
MAYOR

  
FRANCES M. AIRD  
CLERK

**READ a THIRD time** and finally passed in Open Council this 15th day of April 2003.

For/   
RICK AUSTIN  
MAYOR

  
FRANCES M. AIRD  
CLERK

SCHEDULE "A-1"  
TO BY-LAW NO. 19/2003

LEGAL DESCRIPTION:

**43-45 Dorset Street West:** - Part Plan of Survey of Part Town Plot Lots 45 and 46, Stewart Plan, in the Municipality of Port Hope, formerly the Town of Port Hope, as described in Instrument No. 249386, more particularly described as follows:

Firstly:

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Town of Port Hope, in the County of Durham, Province of Ontario and being composed of part of Town Plot Lots 45 and 46 according to the Stewart Plan of the Town of Port Hope, the boundaries of the said parcel being described as follows:

COMMENCING at the point of intersection of the southerly limit of Dorset Street, and the northerly production of the center line of a party wall, said point being distant easterly 108.04 feet in the said southerly limit from the point of intersection of the easterly limit of John Street and the southerly limit of Dorset Street;

THENCE north 68 degrees 44 minutes east along the said southerly limit of Dorset Street a distance of 40.85 feet to an iron bar planted in the westerly limit of the right-of way of the Canadian national Railway;

THENCE south 15 degrees 25 minutes west in and along the westerly limit of the said right-of-way a distance of 114.72 feet to an iron bar;

THENCE North 81 degrees 46 minutes west a distance of 17.91 feet to an iron bar;

THENCE North 13 degrees 07 40 seconds east a distance of 42.80 feet to a point in the center-line of a party wall of a frame insul-brick covered shed;

THENCE North 04 degrees 29 minutes west in and along the said center-line a distance of 10.17 feet to a point in the center-line of a party wall dividing two two-storey attached brick dwellings;

THENCE North 03 degrees 15 minutes east in and along the last mentioned center-line a distance of 38.68 feet to an angle in the said center-line;

THENCE North 19 degrees 18 minutes 40 seconds west continuing along the said center-line and the northerly production thereof a distance of 2.94 feet more or less to the point of commencement.

SECONDLY:

ALL AND SINGULAR that certain parcel or tract of land and premises situate, lying and being in the Town of Port Hope, in the County of Durham, Province of Ontario, and being composed of part of Town Plot Lots 45 and 46 according to the Stewart Plan of the Town of Port Hope, the boundaries of the said parcel being described as follows:

COMMENCING at the point of intersection of the southerly limit of Dorset Street, and the northerly production of the center-line of a party wall, said point being distant easterly 108.04 feet in the said southerly limit from the point of intersection of the easterly limit of John Street, and the southerly limit of Dorset Street;

SCHEDULE "A-1"  
TO BY-LAW NO. 19/2003 Cont'd...

THENCE south 68 degrees 44 minutes west along the southerly limit of Dorset Street a distance of 18.87 feet to an iron bar;

THENCE south 08 degrees 07 minutes west a distance of 84.42 feet to an iron bar;

THENCE south 81 degrees 46 minutes east a distance of 19.55 feet to an iron bar;

THENCE north 13 degrees 07 minutes 40 seconds east a distance of 42.80 feet to a point in the center-line of a party wall of a frame insul-brick covered shed;

THENCE north 04 degrees 29 minutes west in and along the said center-line a distance of 10.17 feet to a point in the center-line of a party wall dividing two two-storey attached brick dwellings;

THENCE north 03 degrees 15 minutes east in and along the last mentioned center-line a distance of 38.68 feet to an angle in the said center-line;

THENCE north 19 degrees 18 minutes 40 seconds west continuing along the said center-line and the northerly production thereof a distance of 2.94 feet more or less to the Point of Commencement.

PAGE 1 TO SCHEDULE "B-1"  
TO BY-LAW NO. 19/2003

**REASONS FOR DESIGNATION:**

This property has an interesting history in the early life of Port Hope and its bustling commercial activity. When the lot was obtained in 1859, it was next to the Midland Railway tracks and close to the Grand Trunk Station, an ideal site for a railway inn.

Due to the street layout, and the contour of the lot, the building has a trapezoid footprint. Two and a half storeys high, and constructed of red brick, the front façade was originally laid in Flemish bond, but renovations over the years has left little evidence of this feature. The building boasts four chimneys, elaborate parapets and carefully placed 6-over-6 wood windows.

Around 1895, the hotel closed. Subsequently, the building was divided into two semi-detached dwellings and the original central doorway was split to make separate entrances to each house. Recently converted into a single family dwelling, the western door is now blind, as is the window above.

The building's unusual shape leads to curious but delightful details such as the rounded corner of red brick in Flemish bond, softening the acute angle of the northeast corner.

**HISTORY**

When the Grand Trunk Railway was completed in 1856, railway inns sprang up all along the route. In 1859, R. Blackham obtained a lot to build one for Port Hope. The property was not only beside the tracks and close to the station, but had the added advantage of being on the most fashionable and affluent street in town. The exact date of the inn's construction is unknown but it was definitely up and running by 1864. The building was then known as Blackman's Hotel. In 1875, W. Martin acquired the property and for the next twenty years it was known as Martin's Hotel.

The building suffered a disastrous fire in the 1890's. There were other fires and each time some of the original features were lost. However, the major changes were made early in its history and are therefore in keeping with the 19<sup>th</sup>-and early-20<sup>th</sup> century architecture. It is believed that it was after the 1890's fire that the hotel was closed and the building divided into two dwellings with a fire wall separating them.

The present owners, [REDACTED], have put passages on each floor between the two sides, making it into a single family dwelling and are endeavouring to restore the building to its original splendour.

**Description**

The building faces north, near the bottom of Dorset Street West, originally Baseline Road. It is the last house before the commercial area and almost abuts the sidewalk. It is a two and one-half storey, red brick building with a high fieldstone basement. Special features include the unusual trapezoidal conformation, the parapet sidewalls and the low pitched roof.

**Brick**

Mainly common bond except for stretcher on the four projecting chimneys on the east and west elevations. The façade has patches of Flemish bond suggesting that this elevation may originally have presented a more elegant front to the street. Subsequent repairs were not up to the same standard. The acute angle at the northeast corner is masked by an unusual recessed brick semi-circle in Flemish bond.

✓ RE  
6/27/03

SCHEDULE "B-1"  
TO BY-LAW NO. 19/2003 Cont'd...

**Windows**

Six-over-six wood with brick moulding. The shutters on the façade are not original to the building but were obtained recently from the Dumble estate when The Lawn, the D'Arcy Boulton house built in 1817 on what is not Darcy Street in Cobourg, was being demolished. Although they predate the inn, they are compatible to the style and certainly enhance the appearance of the building.

**Façade**

Symmetrical, with three bays. At one time, in order to have a direct entrance to the inn's taproom, a door was cut into the brick at the west end. This was bricked over, probably when the building was made into semi-detached dwellings.

**Central Bay**

When it was divided, a firewall was put down the middle and original central doorway was split to make separate entrances to each side. Fortunately, the brick moulding and surround was preserved. The present owners would like to restore the doorway but it is a major undertaking because of the firewall.

The window above the doorway is not blind as the firewall abuts it. However, the brick moulding remains. The present owners conceal the block by keeping the shutters closed. Eventually, they hope to install a window matching the others.

**East Elevation**

This elevation, which originally faced the railway and the River is more elegant than the western one. Between the chimneys, the roof-line is flat. Originally, the slopes leading up to the chimneys had five crow-steps. These are now gone.

This is the longer of the two side walls and has a total of seven windows. The windows on the first and second storeys are placed between and on either side of the two chimneys, giving a pleasing symmetry to the elevation. The seventh window is in the middle of the third storey. It replaces a slit and was needed to give more light to what was an unfinished attic but is now living space. This window, although recently installed, is in keeping with the others and therefore should be included in the designation. The windows are not shuttered.

The original windows leading to a high basement have been filled in with stone, matching the rest of the foundation.


**West Elevation**

This side is the short length of the trapezoid and has only five windows. The northwest corner is at an obtuse angle. The flat roof-line and the two chimneys with four windows between them are the same as on the other side. The short wall left no room for windows beyond the chimneys. The former slit window in the attic has been enlarged to match the others. Rather than in the middle, as on the other side, this window is over the windows nearest the front.

**Rear Elevation**

When the building was divided, summer kitchens were added at the back. These have been removed, revealing a deteriorating painted brick wall. The present owners have added windows to this wall as well as three skylights in the attic roof.

This elevation to be excluded from the designation.



SCHEDULE "B-1"  
TO BY-LAW NO. 19/2003 Cont'd...

**Interior**

Over the years, the trapezoidal rooms, as well as the halls and staircases, have been so altered that it is impossible to know what is original. Due to the unusual conformation of the exterior, the west side interior is much smaller than the east. As well as the addition of the firewall and the completion of the attic, enclosed staircases and walls have been both removed and added.

However, the pine floors and the 10' ceiling have remained intact and are included in the designation.

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