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City of



RECEIVED

MAY 11 2001

Orillia

ORILLIA CITY CENTRE
50 ANDREW ST. S.
ORILLIA, ON.
L3V 7T5

OFFICE OF THE CITY MANAGER
MANAGER OF COUNCIL SERVICES/CLERK

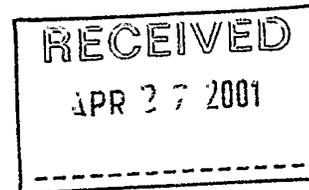
CONSERVATION REVIEW
BOARD

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April 25, 2001

REGISTERED MAIL



The Ontario Heritage Foundation
10 Adelaide Street East, 3rd Floor
TORONTO ON M5C 1J3

Dear Sir or Madam:

Re: City of Orillia Designating By-law Number 2001-34 – City Centre (Tudhope Factory Building)

I am enclosing a copy of By-law Number 2001-34, being a by-law to designate the Orillia City Centre (Tudhope Factory Building) – 50 Andrew Street South as being of architectural and historical value or interest, together with a copy of the reasons for designation.

These documents are served on you pursuant to the Ontario Heritage Act, R.S.O. 1990, Chapter O.18, Section 29(6).

Yours truly,

Laura S. Lee, B.A., A.M.C.T.
Manager of Council Services/Clerk

LSL:hr
Encls.

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BY-LAW NUMBER 2001-34 OF THE CITY OF ORILLIA

A BY-LAW TO DESIGNATE THE ORILLIA CITY CENTRE (TUDHOPE FACTORY BUILDING) – 50 ANDREW STREET SOUTH AS BEING OF ARCHITECTURAL AND HISTORICAL VALUE ORILLIA INTEREST

WHEREAS the Ontario Heritage Act, R.S.O. 1990, c. 0.18, authorizes the Council of a municipality to enact by-laws to designate real property, including all buildings and structures thereon, to be of architectural and historic value or interest;

AND WHEREAS the Council of the Corporation of the City of Orillia has caused to be served on the owners of the lands and premises known as 50 Andrew Street South 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;

AND WHEREAS no notice of objection to the proposed designation has been served on the Clerk of the municipality.

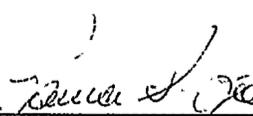
NOW THEREFORE THE COUNCIL OF THE CORPORATION OF THE CITY OF ORILLIA HEREBY ENACTS AS FOLLOWS:

1. THAT 50 Andrew Street South, more particularly described in Schedule "A" attached hereto, be and it is hereby designated as being of architectural and historic value or interest.
2. THAT the Clerk is hereby authorized to cause a copy of this by-law to be registered against the property described in Schedule "A" attached hereto in the Registry Office for the division of Simcoe.
3. THAT the Clerk is hereby authorized to cause a copy of this by-law to be served upon the owner of the aforesaid property and on the Ontario Heritage Foundation and cause notice of the passing of this by-law to be published in a newspaper having general circulation in the municipality.

BY-LAW read a first, second and third time and finally passed this 19th day of March, A.D. 2001.



MAYOR



CLERK

SCHEDULE "A" TO BY-LAW NUMBER 2001-34 OF THE CITY OF ORILLIA

ORILLIA CITY CENTRE (TUDHOPE FACTORY BUILDING)

THE subject property is described as lots C and D, part of lots B, E, and 6, Block 2, Plan 63, designated as Part 1, Plan 51R-11114, in the City of Orillia, County of Simcoe.

REASONS FOR DESIGNATION
TUDHOPE INDUSTRIAL BUILDING
50 ANDREW STREET SOUTH

SUBJECT PROPERTY

The subject property is described as lots C and D, part of lots B, E, and 6, Block 2, Plan 63, designated as Part 1 Plan 51R-11114, in the City of Orillia, County of Simcoe. The parcel was bought by the Corporation of the City of Orillia in 1997 and is considered a property of historical and architectural value and interest under Part IV of the *Ontario Heritage Act*, R.S.O. 1990. The subject property contains sections of the building known as the former Tudhope factory, specifically the Andrew Street South wing and about half of the main building fronting on Colborne Street.

HISTORICAL BACKGROUND

EARLY LOT HISTORY

In 1858, Gerald Alley, Esq., registered Plan 63 which includes an area bounded by St. Andrew (Andrew), Colborne, and Chemon (West) streets and Barrie Road. This area is identified on Plan 63 as Block 2 and subdivided into lots A to G, 6 and 7, each with subsequent subdivisions.

The earliest date of association of the Tudhope family with Block 2 is February 1864 when William Tudhope of Oro Township bought the half acre lot D at the southeast corner of Colborne and Andrew streets. He bought the lot from George Quail (and others) of Orillia for \$300. William subdivided D into several parcels, some of which he sold, then repurchased.

In 1893, the Tudhopes started to buy parts of lot B, followed by lot E, lot C (1896), lot G (1898), and several subparcels within these lots and the immediate vicinity (1902). Eventually, the business owned the five acre property from Colborne Street to the Barrie Road, between Andrew

and West. This was with the exception of three small parcels on Andrew, which in 1909 they were willing to buy for "a reasonable figure."

THE TUDHOPE FAMILY

James Tudhope, Sr., was born in May 1784 at Lanarkshire, Scotland, and as a young man worked for a local landowner, James Brocket. Against the will of his employer, in 1811 James married Brocket's daughter, Christian. The strained family relationship led James, Christian, and their children to Alexandria, Virginia, to work for Christian's uncle, Robert Brocket. After two years, they returned to Scotland. As there was no improvement in the family relations, James and his eldest son, George, immigrated to Upper Canada in 1831. This temporarily left Christian with the other seven children and expecting their ninth. James settled on a farm near Jarratt in Oro township. He died there in July 1833, just before Christian's arrival with the other children. Christian died in Oro two years later, leaving George and the older girls to raise the family.

William Tudhope was the ninth child of James and Christian. He was born in Scotland just after his father left for Upper Canada, and was orphaned when his mother died in December 1835. His early aptitude for mechanics led him to apprentice as a blacksmith, then open his own shop in 1854 at the Oro Township farm. Ten years later with spouse and family, he opened a blacksmith and wheelwright shop on the southeast corner of Colborne and Andrew streets (lot D). In the 1870s, the family operated Tudhope Brothers hardware store.

There is a tradition that William relocated for a brief period to Listowel, Ontario, but returned to Orillia about 1876 to open another shop at West Street, specializing in wagon and carriage wheels. About 1880, he was joined by his son, James Brocket Tudhope. J.B. was born at the farm in Oro in 1858. After completing his education, he taught school for a few years, then entered his father's business. In October 1886, he married Harriett Haywood of Orillia.

TUDHOPE CARRIAGE COMPANY LTD.

Within fifteen years, William and J.B., with the assistance of other family members, developed the business into a major manufacturer of complete wagons, carriages, and cutters. In 1897, J.B.

and his brothers, William Hugh and Hugh Reid, formed the Tudhope Carriage Company Ltd. They soon caught the attention of Harry Anderson in Winnipeg, Manitoba, and Tudhope Anderson was formed to manufacture agricultural equipment in Orillia that was distributed in western Canada by Anderson. The Tudhope factory soon occupied the entire block of Andrew, Colborne, West streets and Barrie Road. It had become Orillia's major employer.

From 1900 to 1902, J.B. was the mayor of Orillia, then served to 1911 as the provincial Liberal member for East Simcoe. In 1917, he won the East Simcoe seat for the House of Commons as a Conservative. For twenty-one years he was a member of the Water and Light Commission and is partly responsible for the development of Orillia's hydro electric system. He also was a Director of the Trader's Bank and the McIntyre Mine.

J. B. was astute at analyzing trends in the carriage industry and recognized that the automobile was taking an increasing share of his market. There was controversy over the noisy, fast moving invention, as it was causing serious accidents when the motorized vehicle confronted a horse and carriage on the same road. There also existed a transition vehicle referred to as a "horseless carriage" or "motor buggy" that was more a carriage than an automobile. At first, J.B. decided to build these motorized carriages, rather than the automobile, and sent his son William and another man to the United States to negotiate the purchase of engines. They negotiated a deal with the McIntyre firm. The first Tudhope-McIntyre produced about 1907 was a "two-cylinder, air-cooled horseless carriage, with hard, rubber buggy tires" that sold for \$550. On September 17, 1908, the *Orillia Times* announced that the Tudhope Carriage Co. would be manufacturing motor buggies:

It is neater, cheaper, and much more easily handled than the motor car or automobile, and does not have the terrifying effect on horses that autos do. The motor buggy will be fitted with a 14-h.p. gasoline engine, and be capable of a speed of three to twenty-five miles per hour. These vehicles have not been made in Canada as yet. The Messrs. Tudhope expect to produce an article that will make it economical for the man who now keeps a horse and driving outfit to ride a motor buggy instead.

FIRE, AUGUST 22, 1909

Disaster struck on the afternoon of Saturday, August 22, 1909. The season's stock of cutters and sleighs was ready for shipment and about ten Tudhope-McIntyre motor buggies were waiting to

be displayed at the Toronto Exhibition, when a fire was spotted in the paint shop of the factory. Within an hour, the paint, wood, and blacksmith shops, and the offices were ablaze with flames that leapt across Colborne Street. Within two hours, the factory and several buildings around the perimeter were a twisted mass of smouldering ruins. Only the lumber yard, about 150 sets of carriage wheels, a few auto frames, some cushion material, about fifty barrels of oil and varnish, and the contents of the vault were saved. The *Orillia Times* described the event as:

The greatest disaster which has overtaken Orillia in recent years. The loss of the factory is a calamity that the whole town will deplore. Two hundred men are thrown out of employment, and a much larger number will be idle during the winter should the factory not be rebuilt, as this was the quiet season before carriage making commenced for next seasons trade.

REBUILDING

In spite of several enticements from other municipalities to relocate, J.B.'s allegiance to Orillia never wavered. The Town granted Tudhope an interest-free loan of \$50,000 to be repaid over twenty years. In return, the company agreed to pay \$50,000 annually in wages, and purchase \$1000 annually in electricity, \$400 worth of lighting, and \$400 in water. On the night of the fire, J.B. and his brothers had drawn the plans for the new factory. In September, Orillia mason and contractor Edward (Ted) Webb was hired to clear the debris and start construction. The new factory would stand about fifteen feet back from the street line to give the front facades a better appearance. Tudhope promised he would be producing carriages by December. By October 16, Webb could report:

Work on the foundations was started on September 18th and in four weeks, we have excavated for and put in four hundred cubic yards of concrete, laid three hundred and eighty thousand bricks and put down one hundred thousand feet of flooring. We expect to have the roof on one half of the factory by the first week of November.

On November 10, the *Orillia News Letter* noted that the machinery was arriving and that:

Progress made in the erection of the new Tudhope carriage factory is little short of marvelous. All the brick work on the west half of the building is completed and the roof is on. The under floors in the three storeys are laid, and hardwood floors are now being laid on top of this. The engines and boilers are now in position and in two weeks will be ready to supply power and steam.

December 1 brought the announcement that the production of buggies would begin the following week, re-employing seventy five to a hundred men. Wiring for a thousand lights was underway and a 100 h.p. motor was being installed. Five days later, Webb confirmed that the roof (700 squares) and the brickwork started on September 24 (1,800,000 bricks) were finished and that the flooring totalled 1,250,000 feet of lumber. Overall, the construction rate constituted "a record for building operations in Canada." Shortly after, Webb confirmed: "Machinery, steam power, heating, electric power and lighting all installed, wood working departments in operation, buggies will be shipped January 18." The factory was fully operational by December 13, 1909.

In an article dated April 7, 1910, a *Weekly Times* reporter described the new factory:

Nine weeks from the commencement of construction, the factory [as shown above] was practically completed, and the making of carriages was resumed. The magnitude of this accomplishment may be realized from the dimensions of the present building. The main building on Colborne street, three stories in height, is 320 feet long and 77 feet wide. The Andrew street wing, also three stories, is 220 feet by 77 feet, and the West street wing, 270 feet by 77 feet, is four stories high. In the quadrangle a two-story building 90 feet by 40 feet contains engine room, boiler house, dry kilns and bending rooms. The whole is of a solid brick and cement, with fire walls, and interior work complying throughout with the underwriters' requirements as to slow-burning construction. The establishment is to-day the largest carriage factory in Canada, and has a capacity of twenty-five thousand vehicles annually. . . .

The woodworking machine shop occupies the whole of the ground floor of the Andrew street section. This is convenient to the lumber yards and dry kilns, and is adjoining the engine and boiler house. The shaped material passes from the machine shop directly into the blacksmith shop where it is ironed, out up one of the elevators to the woodworking shop where the bodies are made, and so on through the whole factory. To describe in detail the various departments would occupy too much space, suffice to say, that the pieces are forwarded from one department to another, and the vehicle grows as it travels, until it reaches the shipping room the finished product ready to be loaded into the car. There is no unnecessary handling, the departments being so arranged that there is continual progress from one to the other. Besides the three departments already mentioned there are a dozen others, where assembling, painting, varnishing, trimming, top building, cushion making, and several other processes are carried on. Paints are ground and made in a paint mill on the premises.

The machinery and equipment is of the latest type and most approved design, and everything that skill can devise is provided to lessen mechanical labor. The forges have mechanical blast which blows the fire and draws off all smoke and gas through pipes under the floor. Tires are heated in a series of furnaces, and welded with a trip hammer. Steel is punched and cut as if it were cardboard, and there are drilling machines of almost endless variety and pattern. Electric power

is used in several of the departments, although the engine and boiler room plant is ample to operate the whole factory should occasion require. All shafting is ball bearing.

The stock-room is located in the centre of the main building, and the requirements of each department are supplied by a system which entails absolutely no loss of time. The shipping room is on the lower floor of the West street section, and has large doors opening onto a platform close to one of the railway switches, one leading to the boiler room and woodworking department, another to the shipping room, and a third to the stock room.

Tudhope vehicles go all over the Dominion, and the demand is such that the firm has been kept busy shipping out the goods as fast as they could be made, as of course there was no accumulation of stock before the season commenced. The Company has its agents in practically every town and village in Canada, and wholesale warerooms in Hopewell, N.B., Montreal, Que., Winnipeg, Man., Regina, and Saskatoon, Sask., and Calgary, Alta.

TUDHOPE MOTOR COMPANY LTD.

Perhaps it was the confidence in the new factory facility that persuaded the Tudhopes to expand into automobile production. The Tudhope Motor Company Ltd. was organized in April 1910 as a separate business from the carriage company. The Company bought the rights to build the Everitt-30, a four-cylinder car that sold for \$1200 to \$1500. This was a slightly higher price than the competitors as it was built to include an early shock absorber designed to withstand rough Canadian roads. Tudhope bought the tires, radiators, and lights for the Everitt but built the balance, including the engine.

To accommodate the automobile manufacturing, in 1910, work started on a new building on West Street, adjoining the carriage factory. Proposed at 162x77 feet, four storeys, solid brick, and similar in design and construction to the carriage factory, it was scheduled for completion that July. Once the first car was completed in January 1911, it was announced that:

All the machinery has now been installed, and patterns made, and the manufacture of the 'Everitt 30' cars will now proceed very rapidly. The 'Everitt 30' is a beautiful car, and the gasoline motor as perfect a piece of machinery as one would wish to see.

The Everitt name eventually was replaced with the name Tudhope and the Company included a two-year warranty against mechanical defects.

Perhaps in a surge of gratitude and civic responsibility, in July 1911, J. B. offered to relieve the Town of the interest charges plus the principal amounting from the interest free loan given the Carriage Company for rebuilding in 1909. The Company also consented to a fifty percent increase in property assessment following a Court of Revision hearing. The Town expressed its appreciation of "the fine public spirit manifested by the Messrs. Tudhope."

J.B.'s confidence in the success of the Motor Company proved to be mistaken. The Tudhope car was a quality product produced using modern mass production equipment and techniques, but it lacked a network of dealers. Faced with poor sales and serious financial losses, in 1913 the Company was reorganized as the Fisher Motor Co. Ltd., with Tudhope retaining a share in the ownership.

It also was in 1913, that J. B. transferred to his wife, Harriett, the ownership of a lot on Peter Street and hired Ted Webb to relocate the dwelling on the property to across the street (now 29 Tecumseth). J. B. and Harriett moved into the relocated house and hired Nelson E. Plews to erect a new dwelling on the vacant lot, now 127 Peter Street, North. At a cost of \$60,000, the Tudhope house was built with monumental columns, a third floor billiard room with a skylight, paneling of South American mahogany, art glass from Italy, and a central vacuum system.

The Fisher car was produced for about two years until the carriage and automobile plants were converted to war production. On shell production alone, Fisher Motors is said to have made a million dollars in gross revenues.

After the war, J.B. decided not to continue with automobile production but concentrated on expanding the carriage business and manufacturing automotive bodies for Willys-Overland, Ford, and other custom firms. He merged with four major producers in the field to become Carriage Factories Ltd., the largest carriage manufacturer in the world. The venture ended in 1923.

The Fisher Motor Co. continued until 1928 as a minor supplier of automotive accessories. That year, Tudhope Metal Specialties Ltd. was organized. Tudhope Anderson did not survive the economic depression of the 1930s. It went into receivership and was sold to R. W. Phelps, who reorganized it as Otaco (Orillia Tudhope Anderson) Ltd.

J. B. stayed active in Tudhope Metal Specialties until his death in 1936. In his lifetime, he and other family members founded several businesses (with versions of each name) including the Lake Simcoe Ice Company, Orillia Furniture Company, Tudhope Factory Premises Ltd., Tudhope Metal Specialties Ltd., Canada Wood Specialty, Dominion Wheel, Tudhope-Knox, Canada Electric Castings, and Standard Chemical Company of Longford Mills. The core businesses were Tudhope Carriage Company, Tudhope Anderson, Carriage Factories Ltd., Tudhope Motor Company, and the Fisher Motor Company.

J.B.'s son, William O., operated Tudhope Metal Specialties, later Tudhope Specialties Ltd., until succeeded by his son-in-law, Jack N. Spencer. In 1966, Spencer retired after selling the business to the Seigler Corporation of Canada.

As the Tudhope operations scaled down, abandoned sections of the factory building were leased to several other industries. Eventually, the family sold all their holdings within the block. In 1994, the City of Orillia bought the eastern portion from Hunter Enterprises, lot 7 and part lots 6, B, E, and G, Block 2, Plan 63, designated as Part 1 Plan 51R9413. They sold that parcel in 1997 when acquiring the subject property.

ARCHITECTURE

SUBJECT BUILDING

The former Tudhope factory is a U-shaped, brick, industrial building fronting on Andrew South, Colborne, and West streets. To provide context, information on the whole structure is included, but only the architectural features of that portion of the building owned by the City of Orillia are described in detail. This includes the sections of the factory fronting on Andrew Street South and

approximately half of the main building fronting on Colborne Street. Some historic additions and outbuildings have been demolished. Some small brick enclosures and the Council Chamber are recent additions and not part of this designation bylaw.

DATE OF CONSTRUCTION

Construction of the Tudhope factory started in September 1909, following a fire on August 22 that destroyed the previous factory on the same site. The new building was completed in record time with carriage production resuming by mid December. Orillia resident Edward (Ted) Webb was the general contractor and mason.

ARCHITECTURAL STYLE AND FORM

The standard tradition of designing functional industrial structures with visual appeal, lasted only into the first few decades of the twentieth century. Industrial buildings erected later in the new century served their intended purpose, but generally they reflect minimal concern for architectural design and decoration. The symmetry and overall quality of the style, form, and decoration of the subject building indicate that the Tudhopes favoured the earlier design tradition. The building reflects the prominent role of the business and the owner as the leading employer and patriarch in Orillia. It is an architecturally attractive structure that captures a pride of ownership and community.

The main building on Colborne Street is three storeys high; the Andrew Street wing, also three storeys; and due to the slope of the land, the West Street wing reaches four storeys. These three sections form a U-shape around a quadrangle at the rear where a two-storey building containing the engine room, boiler house, dry kilns, and bending rooms once stood. When built, it was the largest carriage factory in Canada, with a capacity of twenty-five thousand vehicles annually.

Although minimal evidence remains, the descriptions provided at the date of construction confirm that the form and layout of the factory were matched to the mass production, assembly line needs of the carriage business. Carriage pieces were forwarded from one department to the next, with the vehicle taking on shape as it travelled throughout the building to its final

destination as a finished product in the shipping room of the West Street wing. There was no unnecessary handling as the departments were efficiently arranged in order of assembly from fabrication of the parts, assembling, painting, varnishing, trimming, top building, and cushion making, to shipping.

The entire ground floor of the Andrew Street section (now owned by the City of Orillia) was the woodworking machine shop. This was the most convenient location to the lumber yards and dry kilns, and adjoined the engine and boiler house. The shaped material passed from the machine shop directly into the blacksmith shop, then up one of the elevators to the woodworking shop where the bodies were made. The stockroom was centrally located in the centre of the main building (a portion of which is now owned by the City of Orillia) from where it could supply all departments in equal time.

MASONRY AND ROOF

The building is constructed of solid brick walls resting on an aggregate concrete foundation. The red-orange brick is laid in a common bond pattern. The bricks of the City of Orillia owned section have been cleaned. The perimeter drip edge at the top foundation level is rock faced limestone probably from the Longford quarry.

Except for the south face of the Andrew Street wing, all facades are divided vertically into pairs (with one single example) of window and some door openings. These divisions are achieved by projecting brick pilasters that step back and narrow at the third storey level before reaching the roof. Both Colborne Street corner sections, an original entrance on Andrew, and a double width section about midway on Colborne have pilasters that rise above the roof level. Between the pilasters is a corbelled band at the roof level. The roof is flat and edged with what appears to be stone or concrete.

The south facade of the Andrew Street wing does not have pilasters or the corbelled band at the roof level. This area may have been part of an enclosed link to the building in the quadrangle, now demolished.

WINDOW OPENINGS

All window openings are segmental with brick voussoirs (heads) and concrete lugsills. The voussoirs on the first and second storeys are triple height, the third storey is double height. (There is evidence of reconstruction in the voussoirs on both faces of the south east corner of the Andrew Street wing.) There is no architrave (trim). The original sashes were wood, flat, 6x6 double hung, with segmental inserts to accommodate the shape of the window opening. These have been replaced recently in the subject building, but survive in the remaining (non Orillia owned) portions. The window openings are grouped in pairs (with one exception on Andrew) at each storey level by the brick pilasters (except on the south facade of the Andrew Street wing). Some openings have been partially or wholly closed.

DOOR OPENINGS

The single and double width door openings are segmental, with triple height voussoirs. The double width doorcase on the Andrew Street facade has been replaced recently. Beside it is a single width opening with a door and glazed transom that may be original. On the south facade of the Andrew Street wing there are two double width openings now boarded. The existing Colborne Street entrance has been created from a window opening. The original entrance was farther east. Other door openings exist on the facades facing the quadrangle at the rear.

SIGNIFICANCE

When built for the Tudhopes in 1909 by local contractor Edward Webb, the Colborne Street facility was the largest carriage factory in Canada. Although equipped with advanced technology, the architecture of this solid brick industrial building is traditional in its style, form, and decoration.

As the leading industrialists, entrepreneurs, politicians, and philanthropists, nothing occurred in Orillia between the last quarter of the nineteenth century and the middle of the twentieth century without some connection with the Tudhopes and their industries. The family, notably J.B. Tudhope, founded several businesses, with the most significant being the lineage of the Tudhope Carriage Company, Tudhope Anderson, Carriage Factories Ltd., Tudhope Motor Company, and

the Fisher Motor Company. Each of these is closely associated with the Colborne Street facility. The domination of the block by this large scale factory is reflective of its role as the leading place of employment in Orillia.

Industrial buildings of this quality, scale, and significance are increasingly demolished in favour of redevelopment. Orillia is fortunate to have this surviving example of its industrial heritage.