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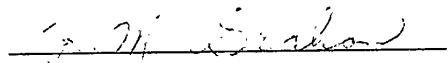
THE CORPORATION OF THE TOWN OF OAKVILLE
BY-LAW 1993-43

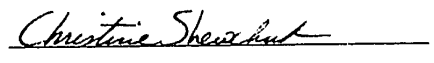
A by-law to designate 59 Chisholm Street
as a property of historical and
architectural value and interest

THE COUNCIL ENACTS AS FOLLOWS:

1. The property municipally known as 59 Chisholm Street is hereby designated as a property of historical and architectural value and interest pursuant to the Ontario Heritage Act for reasons set out in Schedule "A" to this By-law.
2. The property designated by this By-law is the property described in Schedule "B" attached to this By-law.

PASSED by the Council this 26th day of May, 1993.


A/MAYOR


CLERK

Certified True Copy

ASSISTANT CLERK

SCHEDULE "A" TO BY-LAW 1993-43

Reasons for Designation:

The house at 59 Chisholm Street was built in 1874 by Thomas James Cavan, a carpenter who, for over 20 years, used his skills to help build some of the many fine ships which came from the Oakville Shipyard.

Thomas James Cavan was born in 1842 to a family of Irish origin. By 1874, Thomas had been a mariner for a number of years on the Great Lakes and had learned the trade of shipwright. As he was a resident of Port Credit, he most likely worked in the shipyards there. At some time in 1874, Thomas James Cavan married 25 year old Jane Errett of Middlesex County. As a result of his new responsibilities as a married man, Thomas Cavan purchased lot of land in Oakville from William McCraney for \$450.00 on August 27, 1884. Thomas had come to Oakville to work in its shipyards, but while the boating was tied up for the winter, Thomas turned his carpentry skills to the construction of a house on his property at 59 Chisholm Street. As a carpenter for many years in the Oakville shipyards, Thomas James Cavan would have been a very skilled craftsman. Hazel Chisholm Mathews in her book, Oakville and the Sixteen, described the tasks that shipwrights such as Thomas Cavan, would have had to do in the construction of ships in Oakville Harbour in the 19th Century:

"For hundreds of years, the methods employed in the building of wooden ships had altered little. A ships hull, having no straight sides, required greater skill than the building of a house. The shipwright needed a

steady eye, skill in the use of edged tools, and great patience in fitting the heavy pieces of oak into the frame. The narrowness of The Sixteen made necessary the broadside launch, and the ways of oak timber were laid at right angles to the stream and their top surfaces placed very smooth to form the "butterboard". Upon blocks placed on the ways the keel was laid, into each end of which the stem and stern posts were set, well shored to keep them in position. Then came the construction of the many frames made from wood chosen with a natural crook approximating the shape of the hull, and each complete in itself. As they were finished, the frames were raised upon the keel to form ribs into which the planks were spiked. Temporarily the frames were held in place by ribbands, which came off when planking began. In order to make the wood of the three to six-inch planks pliable enough to fit the contours of the frames, they were placed in a steam chest, a long box of rough wood, open at each end and connected by a pipe to a boiler. After five or six planks had been laid within and well packed round with pea straw they were subjected to steam for some twenty-four hours. While still hot each plank was held in place on the frames with clamps, shores, wedges, chains, and almost super-human effort while it was tailored to fit into its particular position. The bevelled edge of each plank met that of the next in a V-shaped seam to take the caulking, and the planks were fastened to the frames by spikes driven in with a heavy spike maul. Inside the hull the same process was repeated (this was the ceiling) except for the underside of the deck. The seams of the hull were caulked with oakum (old hemp shredded and soaked in pine tar) which came in huge bales. To horse up the oakum with a caulking

iron took great strength, the planks squealing in resistance. Seams above the water-line were paved with tar while those under water were similarly treated with tallow. A ship was then ready for water."

The years that Thomas Cavan was employed as a shipwright in the Oakville Shipyards, a number of fine ships were built. During the 1870's, when Cavan was first employed in the shipyards, the construction of the large Great Lakes' schooners, which had been the stock in trade of the Oakville Shipyards since its inception in the 1830's, was on the decline. As a result, Captain James Andrew, the owner of the shipyard, turned to tugs and small steamers. By far the most prominent type of ship constructed in the Oakville Shipyards during the latter part of the 18th century were yachts for racing and pleasure. Famous boats such as the Beaver, the Invader, the Strathconor, the Ameek and the Thistle, were all constructed during the time that Thomas Cavan was a carpenter in the Oakville Shipyards. By far the most favourite products of the Oakville Shipyards at the time were the Canada, winner of the Canada's cup, and the Aggie, designed personally by Captain Andrew, it won nearly every Royal Canadian Yacht Club trophy at least once.

It would appear that Thomas James Cavan worked in the shipyards at Oakville until his retirement. He passed away in 1915 in his 73rd year, after a "heavy cold". His wife Jane continued to live at 59 Chisholm Street until 1920 when it was sold to John Hopkins. In 1954 John Hopkins sold the property to a Mr. Foster who, in turn, sold it to the present owner, [REDACTED], in 1971.

The house at 59 Chisholm Street is a simple vernacular expression of the Gothic Revival Style with its window located in the centre gable above the main door. As with most vernacular buildings of the time, the house at 59 Chisholm Street was probably clad in narrow weatherboard which was later stuccoed over. Today the house is sheathed in modern siding. Mr. Hopkins added an upstairs over the back kitchen in 1921; however, this does not drastically change the outside appearance. He also added a full basement under the front section of the house, however the original rear, lakestone basement is still intact. The original windows, porch and roofline remain the same, however, the roof (now asphalt) was most likely of wood shingle.

SCHEDULE "B" TO BY-LAW 1993-43

ALL AND SINGULAR that certain parcel or tract of land and premises situate lying and being in the Town of Oakville, in the Regional Municipality of Halton and being composed of parts of Lots Numbers 7, 8, 9 and 10, in block number 72, according to the Plan registered in the Registry Office for the County of Halton as Plan Number 42, and which said parcel may be more particularly described as follows:

COMMENCING at a point in the southwesterly limit of said Lot 8, distant 24 feet 4 inches measured southeasterly therealong from the most westerly angle of said Lot 8;

THENCE northeasterly and parallel to the northwesterly limits of said Lots 8 and 7, 85 feet, 7 inches;

THENCE northwesterly and parallel to the southwesterly limits of said lots 7 and 9, 50 feet 11 inches;

THENCE southwesterly and parallel to the southeasterly limits of said Lots 9 and 10, 85 feet, 7 inches more or less to a point in the southwesterly limit of said Lot 10;

THENCE southeasterly along the southwesterly limits of said Lots 10 and 8, 50 feet 11 inches to the place of beginning.

PREVIOUSLY DESCRIBED IN #329204.