HALIFAX
REGIONAL MUNICIPALITY

P.O. Box 1749
Halifax, Nova Scotia
B3J 3A5 Canada

Heritage Advisory Committee
July 25, 2012

TO: Chair and Members of the Heritage Advisory Committee

SUBMITTED BY: _____
Brad Anguish, Director, Community & Recreation Services

DATE: July 16, 2012

SUBJECT: **Case H00365: Application to consider 5456-60-66 Inglis Street, Halifax as a Municipally Registered Heritage Property**

ORIGIN

Application by Condominium Corporation #100

RECOMMENDATION

Should 5456-60-66 Inglis Street, Halifax, score more than 50 points under the Heritage Building Evaluation Criteria, it is recommended that the Heritage Advisory Committee recommend that Regional Council:

1. Set a date for a heritage hearing to consider the application; and
2. Approve the registration of 5456-60-66 Inglis Street under the HRM Heritage Property Program as shown on Map 1.

BACKGROUND

Susan Little, President of Condominium Corporation #100, has applied to have their condominium's property at 5456-60-66 Inglis Street, Halifax, registered as a municipal heritage property (Map1). The property contains a twelve unit multi-residential building and at each civic address there are 4 units. The applicant has submitted historical information in support of their application which includes photographic and historical information. This information is contained in Attachments A and B to this report.

HRM's Heritage Property Program:

The purpose of the HRM Heritage Property Program is to conserve significant heritage resources, including buildings, streetscapes, sites, areas, and conservation districts that reflect the rich heritage in local communities throughout the entire region. One of the principal aims of the Heritage Property Program is to recognize significant heritage resources through registration on the Municipal Registry of Heritage Properties. Under the Heritage Property Program, all registration applications for heritage buildings are evaluated by the Heritage Advisory Committee (HAC) using "*The Evaluation Criteria for Registration of Heritage Buildings in Halifax Regional Municipality"*, as shown in Attachment E. The evaluation criteria for scoring a property and building are broken down into 6 categories as follows:

Criterion	**Highest Possible Score**
1. Age	25
2. Historical or Architectural Importance	20
3. Significance of Architect/Builder	10
4. Architectural Merit: Construction type and Style	20
5. Architectural Integrity	15
6. Relationship to Surrounding Area	10
Total	**100**

Should the HAC score a property with more than 50 points, a positive recommendation will be forwarded to Regional Council.

Nova Scotia Heritage Property Act:

HRM's Heritage Property Program gets its authority from the *Heritage Property Act* which seeks "to provide for the identification, designation, preservation, conservation, protection and rehabilitation of buildings, public-building interiors, structures, streetscapes, cultural landscapes, areas and districts of historic, architectural or cultural value, in both urban and rural areas, and to encourage their continued use". Under Sections 14(2) and 15(1) of the *Heritage Property Act*, HRM must give notice of its recommendation to the property owner at least thirty (30) days prior to any Council decision to register the property. The property owner is also given an opportunity to address Council before they make a decision on the registration request.

DISCUSSION

Evaluations of heritage registration applications are carried out by the Heritage Advisory Committee and are based upon the six evaluation criteria as outlined above and described in

greater detail in Attachment E. To assist the HAC in its evaluation and scoring, staff offers the following comments in relation to each criterion.

1. Age:
The building at 5456-60-66 Inglis Street was built between 1887 and 1888. Therefore, the building is approximately 125 years old.

2. Historical OR Architectural Importance:

2. A) *Specific associations with important institutions, personages and groups:*
As described in Attachment B, the property has numerous historical associations with people, who occupied it either as owners or tenants.

- The building was built by Samuel Manners Brookfield, a master builder and entrepreneur who played a lead role in the development of:
    - The Nova Scotia Sugar Refinery (1880-81);
    - The factory for the Nova Scotia Cotton Manufacturing Company (1882-83);
    - The Halifax Sugar Refinery (1883-84); and
    - The Halifax Graving Dock Company in 1885.

- William Anderson Black (1847-1934) has been identified as one of the first tenants in the building in 1888. Mr. Black founded:
    - The Nova Scotia Shipping firm of Pickford & Black in 1876, along with Robert Pickford (1841-1914); and
    - Established a shipping service between Halifax, Cuba, and Bermuda in 1889.

A list of previous owners is included in Attachment D, Registry of Deeds Results.

2. B) *Architectural Importance of a Particular Period:*
The architectural importance of the building lies in its simplicity of form as a Late Victorian rowhouse with straightforward box forms which is typical of many Victorian buildings of the time. The Victorian architectural features and details located primarily on the front façade highlight and complement the neighbouring Victorian buildings and streetscape. These features include a flat surrounded by a low pitched roof with a false mansard roof on the front façade along with large dormers and doorways with classical pediments.

3. Significance of Architect or Builder:
The building was built by Samuel Manners Brookfield. Mr. Brookfield was born in Ecclesfield, England, in 1847 and immigrated to Nova Scotia with his family in 1852. He became a prominent entrepreneur and builder in Halifax from 1871, when he assumed direction of his father's successful construction company, until his death in 1924. Throughout his career Brookfield would remain among the most important building contractors in Nova Scotia. Unlike many of the entrepreneurs of his time, Brookfield did not make significant offshore investments. Instead, he focused primarily on regional development in Atlantic Canada. He engaged in

building projects in New Brunswick and Newfoundland (St. John's Courthouse: 1901-1904). His company S. M. Brookfield Limited was incorporated in 1906 and constructed the Dingle Tower in Halifax (1910-12).

After the Intercolonial Railway opened in 1876, Brookfield was an early entrepreneur in the development of industry in Nova Scotia. One of Brookfield's largest accomplishments was the founding of the Halifax Graving Dock Company in 1885. The dock facilitated the servicing of steel hulled steamships that replaced the wooden sailing vessels at the time. This company was of vital importance to the development of the Maritime ship building industry that continues to play an important role in the regional economy today.

In 1910, Brookfield became the first president of the Maritime Telegraph and Telephone Company that became Bell Aliant Inc. He would hold this presidency until his death in 1924.

4. Architectural Merit:

4. A) Construction type or building technology:
The building was designed and built as a rowhouse which included a stone foundation, flat roof, and a low pitch roof, two separated chimneys, and wood clapboard cladding.

4. B) Style:
The Late Victorian rowhouse style consists of straightforward forms. It consists of a large two-storey box form with three original subordinate box forms (or ells) extending to three storeys below grade at the rear. The simple form of the building is juxtaposed with ornate architectural features that create an almost symmetric composition on the front façades, which include the following features:

- 2 - 3 storeys in height with false mansard roof;
- Three small inset dormers;
- Three large cantilevered dormers (or oriel windows) with classical pediments and a distinct fish scale shingle pattern on the front façades only;
- Three doorways with transom windows and classical pediments, above;
- Glazed double panel doors;
- Stairs with newel posts and traditional railing design;
- Bracketed cornices with roof eave returns at both corners;
- Door and window frames with ornamental brackets, fluting, medallions, and other classical style mouldings;
- Low pitched roof surrounding the front and side elevations of the large two-storey box form only;
- Three skylights along the low pitched roof on both the east and west elevations; and
- Fixed stained glass Palladian-style window and two hung windows on both the east and west elevations.

5. Architectural Integrity:

The building retains its architectural integrity: its original features, structures, and styles as follows:

- The superstructure of the building is predominantly wood-framing and is original to the construction of the building.
- The building foundation was observed to be stone masonry which is original to the building construction (see Attachment A). Some of the foundation walls were replaced with clay brick masonry walls where they are exposed above grade.
- The cladding predominantly includes painted wood shingles.
- Windows in the building include a mixture of wood-framed units and vinyl-framed replacement windows. Windows historically have been replaced on an 'as needed' basis with vinyl inserts. Wood-framed, insulating glazing units are located on the front elevation. Two wood-framed windows on the sides of the building are glazed with stained glass and storm windows. The wood framing and trim are original to the building's construction and are intended to be preserved. The glazing on the front windows appears to have been replaced, likely during a renovation in the 1980's. The skylights were replaced with wooden skylights on the south side simultaneously with the replacement of the roof.
- The roofing system is a "built-up" roofing assembly on the flat roof and asphalt shingles on the low pitch roof along the front edges of the building.

6. Relationship to Surrounding Area:
The building contributes significantly to the character of the surrounding area through its intact Victorian architecture. The simple form of the building is contrasted with eclectic Victorian architectural features, located primarily on the front façade, that highlight and complement the neighbouring Victorian buildings and streetscape. Neighbouring municipal heritage properties include Bishops Row, Robert Brunton House, and the A. J. White House as shown on Map 1.

Conclusion
The building at 5456-60-66 Inglis Street is a well preserved example of Late Victorian architecture and visibly expresses the social history of this part of the Halifax's south end. As such it warrants consideration for registration as a heritage property under HRM's Heritage Property Program.

BUDGET IMPLICATIONS
The HRM costs associated with processing this application can be accommodated within the approved operating budget for C-310 Planning & Applications.

FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN
This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

COMMUNITY ENGAGEMENT

The community engagement process is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was information sharing achieved through public accessibility to the required Heritage Advisory Committee meeting.

ENVIRONMENTAL IMPLICATIONS

No concerns identified.

ALTERNATIVES

1. Council may choose to approve the application for heritage registration based upon the information outlined in this report.

2. Council may choose to reject the application for heritage registration. The Heritage Property Act does not include appeal provisions of Council decisions regarding the heritage registration.

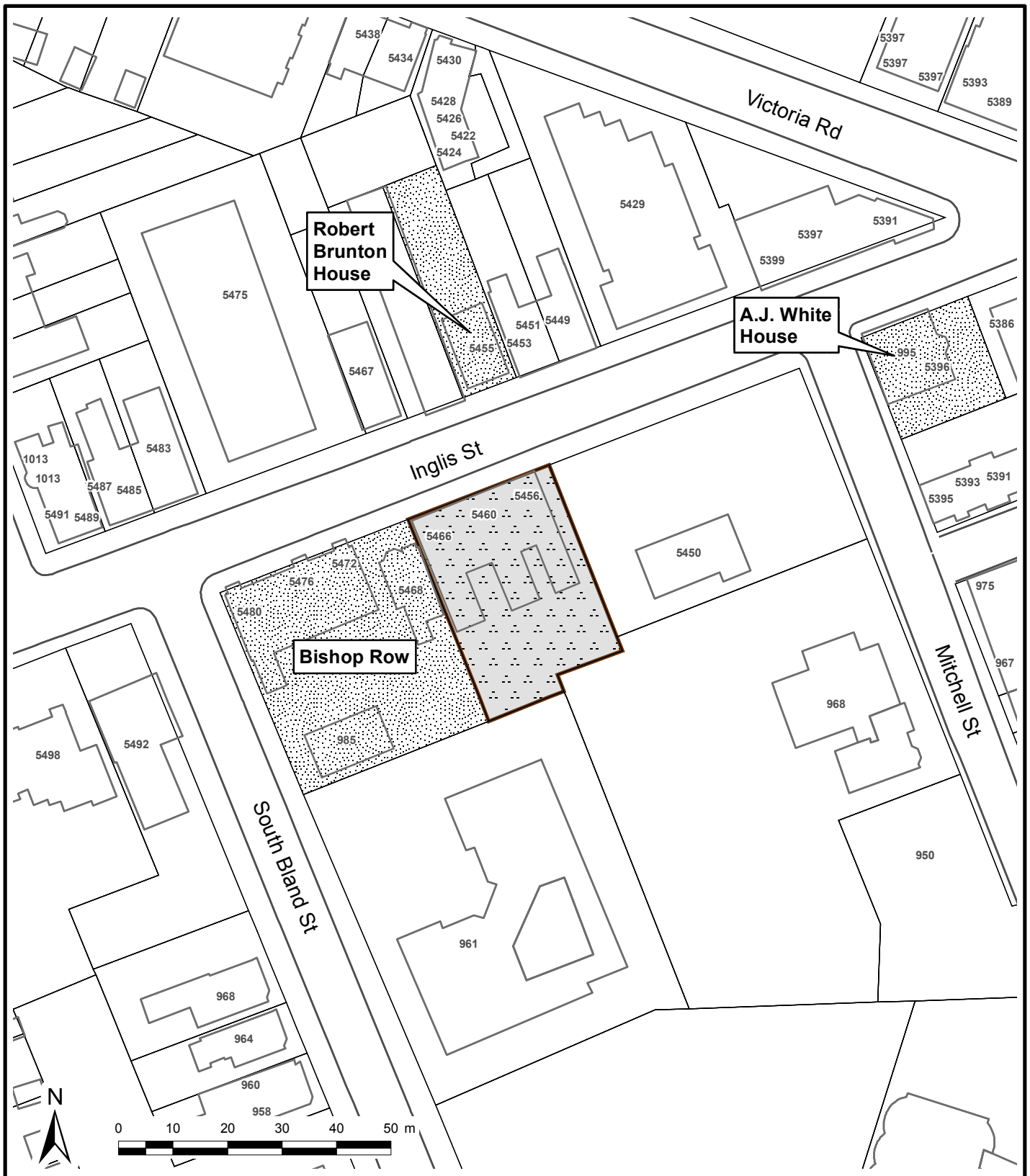
ATTACHMENTS

Map 1:	Location Map – 5456, 5460, 5466 Inglis Street, Halifax, Nova Scotia
Attachment A:	Photos
Attachment B:	Historical Information Submitted with Application
Attachment C:	Fire Insurance Plan 1895
Attachment D:	Registry of Deeds Results
Attachment E:	HRM Evaluation Criteria for Registration of Heritage Buildings

A copy of this report can be obtained online at http://www.halifax.ca/boardscom/hac/index.html then choose the appropriate meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Seamus McGreal, Heritage Planner, 490-5113

Report Approved by: Kelly Denty, Manager, Development Approvals, 490-4800



Map 1 - Location Map

5456, 5460, 5466 Inglis Street
Halifax, Nova Scotia

Subject Property
Registered Heritage Property

HALIFAX
REGIONAL MUNICIPALITY
DEVELOPMENT APPROVALS
HERITAGE AND DESIGN SERVICES

HRM does not guarantee the accuracy of any representation on this plan.

4 June 2012 | Case H00365 | T:\work\planning\Shanan\1. Heritage and Design\HeritageCaseMaps\H00365 (HEC)

ATTACHMENT A

5456-60-66 Inglis Street

PHOTOS

Front and east elevations. Susan Little 2012.

Rear elevation. Susan Little 2012.

5456 Inglis Street, front elevation.
Susan Little 2012.

Architectural details. Susan Little 2012.

Stone foundation. Susan Little 2012.

Aerial. www.bing.com

ATTACHMENT B

5456-60-66 Inglis Street

HISTORICAL INFORMATION SUBMITTED WITH APPLICATION

March 8, 2012

HRM Heritage Property Program
40 Alderney Drive
Dartmouth, NS

Re: Application for Heritage Registration for 5456, 5460, 5466 Inglis Street, Halifax

Dear Sir/Madam,

On behalf of Condominium Corporation #100, I would like you to consider the abovementioned property for heritage status. Our association would like to see these buildings preserved and protected as a fine example of late Victorian architecture in Halifax. Protecting this building would also serve to enhance the already historical value of the Victorian streetscape on Inglis Street.

The building was built by Samuel Manders Brookfield in 1887-88. S.M. Brookfield was a very prominent builder and entrepreneur in Halifax at that time. S.M. Brookfield built many buildings of historical merit including All Saints Cathedral and the Dingle Tower. Perhaps one of his largest accomplishments at the time was the construction of the Halifax Graving Dock, which facilitated the servicing of steel hulled steamships, which were taking over from wooden sailing vessels at the time. Mr. Brookfield was a well respected businessman and also the first President of Maritime Telephone and Telegraph in 1910.

I hope you will agree with us and see the value in protecting this building.

Regards,

Susan Little

Susan Little
President
Condominium Corporation #100

Attachment #2

Descriptions taken from Reserve Fund Study of this property by Jacques Whitford, dated November 21, 2007. Project No. 1031484

4.0 PROPERTY DESCRIPTION

The condominium complex consists of a three story building containing 12 residential condominium units. The structure has three separate common entrances providing access to four units each at 5456, 5460 and 5466 Inglis Street. The building was reportedly renovated and developed as a condominium in 1985, approximately. The original timber framing, interior and exterior walls and foundations were utilized from the original structure which was reportedly constructed in the late 1800's. Parking is provided by one exterior parking lot on the south side of the site.

The wood-framed structure is clad predominantly with painted wood shingles. Windows consist of a mixture of original and replacement wood-framed windows and replacement vinyl-framed windows.

5.2.1 FOUNDATION AND STRUCTURE

The superstructure of the building is predominantly wood-framing original to construction of the building. The building foundations were observed to be stone masonry original to the building construction. Some of the foundation walls were replaced clay brick masonry walls where exposed above grade. The walls serve as retaining walls for the basement rooms and are concealed from view below grade.

5.2.6 WINDOWS

Windows include a mixture of wood-framed units and vinyl-framed replacement windows. * Wood-framed, insulating glazing units are located on the front elevation. Two wood-framed windows on the sides of the building are glazed with stained glass and storm windows. The wood framing and trim are original to the building construction and are intended to be preserved. The glazing on the front windows appears to have been replaced, likely in the 1980's renovation. Skylights are also provided for the units.**

5.2.9 ROOF

The roofing system is primarily a built-up roofing assembly. Asphalt shingled roofing is located along the front edge of the building.

* Windows historically have been replaced on an 'as need' basis with vinyl inserts.
** Skylights have been replaced with wooden skylights on the south side simultaneously with roof replacement. Skylights on north side have been purchased and are planned to be replaced in 2012 along with the roof on that end of building.

Age and Ownership of Property

According to The Fire Insurance Plans of 1914, M.F. #962, designates 5456, 5460 and 5466 were originally civic numbers as 36, 38 and 40 respectively.

McAlpines Street Directory 1884-85 shows civic numbers 24-40 registered to Brookfield Lumberyard. At the time Brookfield Lumberyard occupied 24-34 with their lumberyard. Lots 44, 46 and 48 were already built and occupied. These rowhouses were built by Henry Peters in 1871 and are known today as Bishops Row.

McAlpines M.F. #3400, p. 437, 1887-88 lists 36, 38 and 40 Inglis Street registered under the name of Brookfield Lumber. The following year 1888-89 McAlpines M.F. #3400, p. 403 lists 3 separate residents.

#36 Frank Roberts, Exporter
#38 Wm. A. Black, Pickford & Black Lines
#40 D.H. Duncan, Cashier, Merchant Bank

According to an article in The Herald, October 26, 1887, p.3, article entitled 'Halifax Building Boom', a partial list of new buildings being erected that year, #8 on the list stated '3 houses owned and built by S.M. Brookfield at a cost of $11,000'.

It is believed that these properties were built by Samuel Manders Brookfield on speculation for rental, a common practice at the time, according to Gary Shutlak of N.S. Archives. This is further supported by M.F. 23538, Property Permit #1861, dated September 21, 1909. This is an application for repairs to 36-40 Inglis Street by the owner, S.M. Brookfield to shingle roofs. Estimated value $150.00.

Subsequent entries in McAlpines up to 1900 have shown the residents in these buildings changed more frequently than they would have if they were owned.

Relationship to Personage

Rather than explain the historical prominence of master builder Samuel Manders Brookfield, I have attached supporting articles describing his many accomplishments and his contribution to the development and construction Halifax during that time.

Architectural Merit

Knightsbridge is a 3 story wooden building with a mansard roof design and stone foundation. A great example of late Victorian era styling. The building is clad with painted wood siding, trim, corner boards, cornices, architectural mouldings and detailing. The front facade of the building is richly decorated with the use of shingle patterns, fluted trim, brackets, circular medallions and most especially, fine examples of 3 oriel windows.

I believe my photos will show this in more detail.

Item Display

1921-1930 (Volume XV)

BROOKFIELD, SAMUEL MANNERS, building contractor and entrepreneur; b. 29 Nov. 1847 in Ecclesfield, England, fourth of the six children of John Brookfield, an engineer and contractor, and Mary Storrs; m. 28 Feb. 1877 Annie Waites in Ashton upon Mersey, England, and they had one son and a daughter who died in infancy; d. 22 Aug. 1924 in Halifax.

Samuel M. Brookfield's family immigrated to Nova Scotia in 1852, removed to New Brunswick, and returned to Nova Scotia in 1860. Samuel attended the Saint John Grammar School and later King's Collegiate School in Windsor, N.S., before going to work as his father's purchasing agent. Between 1862 and 1870 John Brookfield undertook much of the extensive rebuilding of the defences of Halifax initiated by the imperial government. He moved into civilian construction in 1866, taking over (from George Lang*) and completing the construction of the Provincial Building, designed by David Stirling*. Upon his death in 1870, Samuel assumed direction of the business. Throughout his career he would remain the most important building contractor in Nova Scotia. He also engaged in building projects in New Brunswick and Newfoundland.

Brookfield's involvement in the burst of industrial growth in Halifax that followed the opening of the Intercolonial Railway in 1876 extended beyond his role as a builder. He served as a director of the Nova Scotia Sugar Refinery and of the Nova Scotia Cotton Manufacturing Company; the refinery had been constructed by his firm in 1880-81 and the factory in 1882-83. He also built the Halifax Sugar Refinery (1883-84). In 1887 he and five others from Halifax founded the Eastern Canada Savings and Loan Company. Brookfield became the first president, a position he was to hold for the rest of his life. The success of this conservatively managed firm was attributed by vice-president William Chamberlain Silver* to "the safety of its securities - all the investments being mortgages on real estate with ample margin."

Brookfield's most ambitious project was the construction and management of the Halifax graving dock. Technological change had undermined the Nova Scotian mercantile economy dependent upon wooden sailing vessels, and existing facilities were inadequate not only for the Royal Navy but for the steel-hulled steamships that were coming to dominate maritime commerce. Incorporated in London in 1885 with Brookfield as chairman, the Halifax Graving Dock Company was financed primarily by English capital, assisted by subsidies of $10,000 each for 20 years from the British Admiralty, the dominion government, and the City of Halifax. The dry dock opened in 1889, but demand proved disappointing and interest payments fell into arrears. The company restructured its debt in 1897, and Brookfield personally took over its operation, remaining managing director when his son John Waites Brookfield became manager in 1904. Increasingly he delegated the running of his construction business to Henry Roper, who was made manager in 1906 when the firm was incorporated as S. M. Brookfield Limited.

By 1918 the graving dock had become sufficiently profitable to redeem all the company's debt, although dividends were never paid to the shareholders. It had been damaged in the Halifax explosion of December 1917, but Brookfield had succeeded in getting it back in operation within two months. In June 1918, in order to create an integrated building and repair facility for steel ships on the east coast, the Canadian government proceeded with a controversial expropriation of the properties of the Halifax Graving Dock Company for $1,250,000; these assets were first leased and then sold to the newly formed Halifax Shipyards Limited. Brookfield and the other shareholders unsuccessfully contested the expropriation before the Exchequer Court of Canada, obtaining only a slight increase in compensation when the judgement came down in 1920.

Brookfield's drive to generate business for the graving dock involved him in both salvaging and shipping. The purchase and repair of the *Ulunda*, which had been stranded in the Bay of Fundy, led to the creation in 1892 of the Halifax, Liverpool and London Steamship Company, transformed the following year into the Canada and Newfoundland Steamship Company upon receipt of a Newfoundland mail contract. The company operated the *Ulunda* and two other vessels between Halifax, St John's, and Liverpool on a year-round basis until sold in 1898 to Furness, Withy and Company. Brookfield was also instrumental in 1908 in the formation of the Halifax Salvage Association, noted for its success in retrieving the 10,000-ton Canadian Pacific Railway steamship *Mount Temple* that year.

In 1910 Brookfield became the first president of the Maritime Telegraph and Telephone Company, which rapidly achieved a dominant position in the industry; he would hold the presidency until his death. Five years later he founded the Halifax Power Company, but his vision of exploiting the hydroelectric potential of the Northeast River near Halifax failed because of the difficulty of raising capital in wartime. Brookfield was also a key figure in the North West Arm Land Company, a firm headed by his son that engaged, unsuccessfully, in the development of a subdivision. Unlike contemporaries such as Benjamin Franklin Pearson*, John Fitzwilliam Stairs*, and William Maxwell Aitken*, Brookfield did not make significant investments in offshore enterprises. Instead he concentrated his energies at home, holding directorships in firms as diverse as the Nova Scotia Car Works and the Halifax Academy of Music, as well as dabbling in mining properties. He did, however, become a director of the Mexican Northern Power Company, incorporated in 1909.

While opposing the closed shop, Brookfield accepted craft unionism and had the reputation of being a benevolent employer. A Methodist known for his generosity and a leading freemason, he served as a trustee and choir member of the Grafton Street Methodist Church and as a regent of Mount Allison College in Sackville, N.B., which awarded him an honorary DCL in 1917. He was the mainstay of the Protestant Industrial School for boys in Halifax, served as a director of the Protestant Orphans' Home and the Young Men's Christian Association, and was honorary president of the Boy Scouts, the Sailors' Home, and the Navy League. Although a declared Conservative, he had little to do with politics except for a brief period (1876-77) as an alderman.

Travelling to work by tram, by legend the earliest to arrive in the morning and the last to leave at night, Brookfield, an obituary noted, "was always to be seen at the motorman's shoulder, waiting for the car to come to a standstill, and was the first, never the last, to alight." His wife predeceased him on 23 Feb. 1909. Brookfield bequeathed his entire estate of $248,238.98 to his son, who also succeeded him as president of S. M. Brookfield Limited, renamed the Brookfield Construction Company Limited.

Henry Roper

Halifax County Court of Probate (Halifax), Estate papers, no.10787. NSARM, 1990-215/014, no.1; MG 1, vol.150c, nos.1-2; MG 100 vol.88, no.3.1. P. R. Blakeley, *Glimpses of Halifax, 1867-1900* (Halifax, 1949; repr. Belleville, Ont., 1973). Harry Bruce, *A century at Central Trust: the story of its growth* (Halifax, 1987). Susan Buggey, "Building Halifax, 1841-1871," *Acadiensis* (Fredericton), 10 (1980-81), no.1: 90-112. J. E. Chute, "Halifax's new south end: the North West Arm Land Company and a parkland legacy," Royal N.S. Hist. Soc., *Journal* (Halifax), 3 (2000): 33-53. *The city of Halifax, the capital of Nova Scotia, Canada: its advantages and facilities . . .* , comp. J. Isaacs (Halifax, 1909). *In memoriam, Samuel M. Brookfield, D.C.L.* (Halifax, n.d.). Ian McKay, *The craft transformed: an essay on the carpenters of Halifax, 1885-1985* (Halifax, 1985). Henry Roper, "The Halifax Board of Control: the failure of municipal reform, 1906-1919," *Acadiensis*, 14 (1984-85), no.2: 46-65. J. S. Scott, "The foundation and structure of a building business," *Port and Province* (Halifax), September 1937. V. L. Settle, "Halifax Shipyards, 1918-1978: an historical perspective" (MA thesis, St Mary's Univ., Halifax, 1994).

Business, Communications, Communications -- Telegraph and telephone, Politicians, Politicians -- Municipal and local governments

Europe, Europe -- United Kingdom, Europe -- United Kingdom -- England, North America, North America -- Canada, North America -- Canada -- Nova Scotia, North America -- Canada -- Nova Scotia -- Mainland

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AUTHOR: SUSAN BUGGEY
TITLE: BUILDING HALIFAX 1841-1871
JOURNAL: ACADIENSIS, VOL. 1, 1980 P.111+112

commercial building was most active, Peters undertook a series of prominent brick and stone stores as well as the prestigious Union Bank. In 1862 he successfully built the new skating rink in the Horticultural Gardens, firmly establishing his reputation as a reliable, economic builder; in 1863 he took contracts for the naval hospital and the new jail; in 1865 for the addition to the Lunatic Asylum; in 1867 for the Poors' Asylum; in 1868 for the Blind Asylum. At the same time he built Benjamin Wier's handsome Italianate residence on south Hollis Street. From at least 1862, he was buying building lots on speculation in south Hollis, Lower Water, Pleasant and Kent Streets, mainly areas of the south suburbs prime for the quality speculative housing which he was to erect on them as his other building contracts allowed. In 1865 he moved even further towards the role of developer by purchasing with two others the "Bremner property", which they proceeded to lay out in building lots according to a plan prepared by Peters. By 1871 his "Carpenter & Building Establishment", with an invested capital estimated at $24,000, used lumber, bricks, building stone, plaster, lime, and portland cement valued at $7750; it employed 32 men at aggregate yearly wages of $11,085 and produced "Houses, &c." valued at $28,000.[52]

REF. S.M. BROOKFIELD

The undisputed Halifax master builder in 1871 was Samuel Brookfield who had succeeded his father at the latter's death the previous year. John Brookfield, primarily a railway contractor, had come to Halifax in the early 1860s and subsequently constructed an engine house, several wharves and some short railways in the civil sphere. His largest works were a series of contracts for the British army totalling over $1/2 million and including a magazine, a military hospital, two barracks, four batteries, and work on the defences at George's Island. In 1866 he also took over Lang's incomplete Provincial Building and finished it satisfactorily at a contract price of over $80,000. In 1871 the firm's building establishment, with a capital investment of $16,000, employed 62 workers for aggregate yearly wages of $35,000. The work made use of "Building Materials of every Kind" in the production of "Building of Every Description" valued at $70,000 a year. While no evidence has been found to show that he provided his own plumbing and painting services rather than purchasing these services by contract from one of the numerous, well-established local firms, the scale, credit, capacity and labour force of the Brookfield establishment were in other respects those of a "master builder".[53]

52 *Evening Express*, 12 July 1861, 15 December 1862; 2, 16 September, 23 November 1863; 4, 25 January, 15 June 1864; 27 March, 19 April, 2 June, 4 October 1865; *Halifax Reporter*, 28 February 1861, 31 January 1863; *Morning Chronicle*, 2 March 1868; *Acadian Recorder*, 27 June 1868; Halifax County deeds, index, 1861-71, PANS; Halifax City census, 1871, Ward 2, Schedule 6.

53 "Credentials for Private Circulation" (copy in possession of Parks Canada, Halifax Defence Complex); *Halifax and Its Business* (Halifax, 1876), pp. 150-1; A.J.B. Johnston, "Defending Halifax: Ordnance 1825-1906" (Parks Canada, Manuscript Report Series #234), p. 31; *Evening Express*, 28 April, 15 November 1865, 5 March 1866; *Acadian Recorder*, 16 February 1867, 27 June 1868, 26, 27 October 1870; Halifax City census, 1871, Ward 1, Schedule 6.

Changes in the Halifax building world were an integral part of the mid-nineteenth-century transformation of the city. Large scale and sustained demand for building services in the government, commercial and residential sectors stimulated the formation of architectural practices whose principals replaced self-trained designers as the architects of the city's most prominent new structures, as had already occurred in the largest Canadian cities. Continuous and substantial construction also facilitated the emergence of the building firm characterized by a relatively large, permanent work force, a reliable supply of materials, steady capitalization, and the capacity to undertake building of whatever type and scale required. The Brookfield firm, still in operation a century later, epitomized this direction. Increasing preference by proprietors for assigning single fixed-price contracts for whole structures to masons or carpenters who would orchestrate the total construction further altered traditional practice in the industry and the craftsman's role in it. The building boom in the late 1850s and early 1860s, which attracted increased numbers of building artisans to the city, encouraged specialization within their trades, which was reflected both in the extent of services available and in stronger trade organization. At the same time extensive demand for building supplies spurred mechanization in local production while commercial manufacture of new products elsewhere introduced a greater diversity of materials in the Halifax market. Although depression in the 1870s severely affected the building trades, the impact of these mid-century changes was seen in the evolution of the industry in the 1880s and 1890s as a more industrialized component of the social order and in the physical fabric of the late nineteenth-century city. More immediately, the influence of changes in the mid-century building world was evident in the transformation of a predominantly wooden town into a more substantial, more sophisticated, and more coherent cityscape, important segments of which remain in place today.

Maritime History Archive

Maritime History On-line Catalogue

MHA Home Page

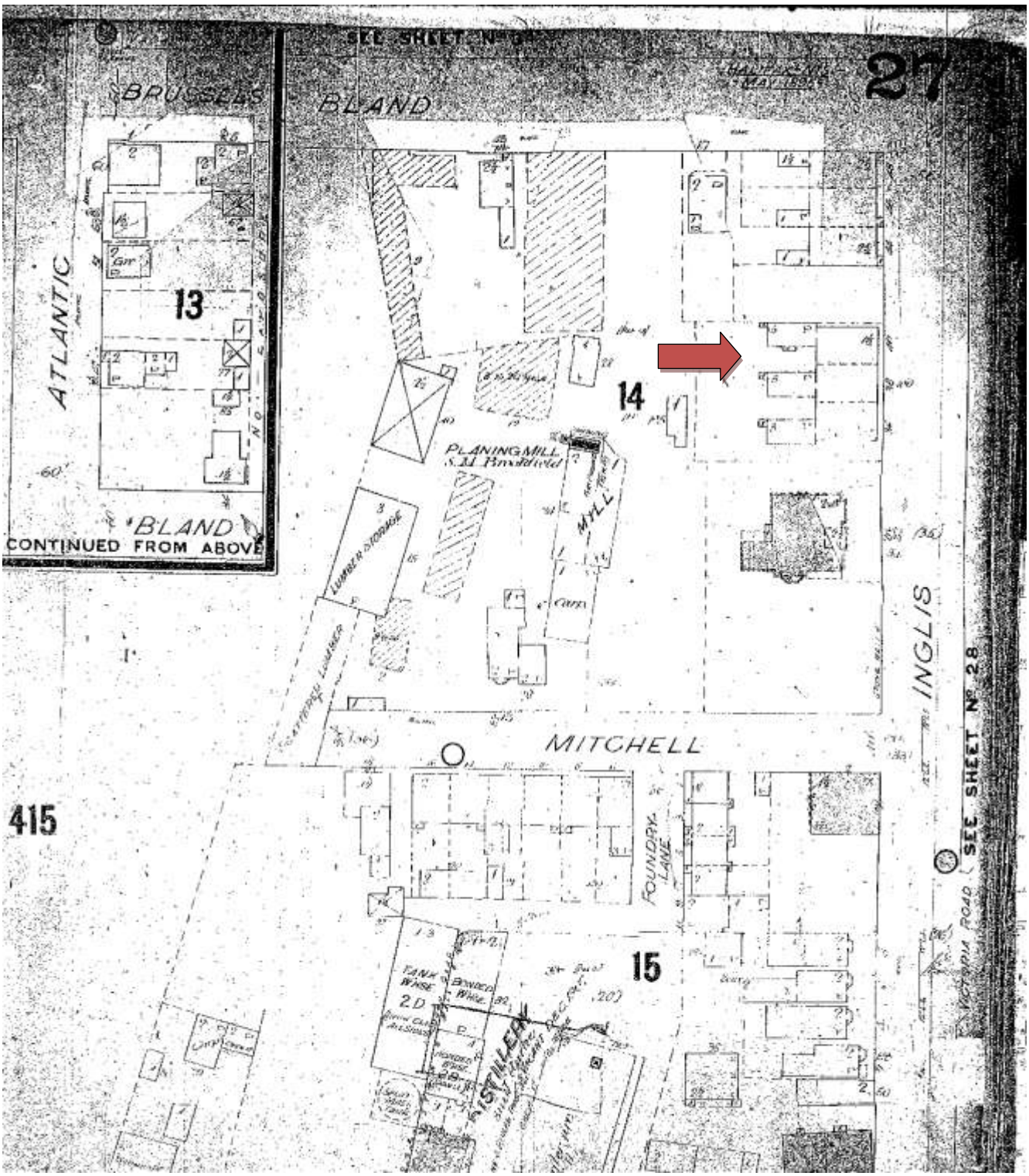
Record No	mha00000335
Title	Pickford and Black fonds
ates	Microfilmed 1978 (originally created 1880-1905)
Location	Mic.1-1-1-16 MHA
Creator	Pickford & Black (firm)
Extent	1 microfilm reel
Source of Supplied Title	Title is based on the creator of the fonds. The details in the administrative history are based on the fonds-level description of the NSARM web site
Restrictions	There are no restrictions on access to the material
Adm. Hist/Bio. Sketch	The firm of Pickford & Black, a Nova Scotia shipping firm, was established by partners Robert Pickford (1841-1914) and William Anderson Black (1847-1934) in 1876. Pickford & Black were ship chandlers and grocers of Halifax, Nova Scotia. In 1877, the firm purchased Seeton's Wharf at 51 Water's Street. By 1887, they had expanded into the steamship line, purchasing the Cunard ships Alpha and Beta, and establishing a shipping service between Halifax, Cuba, and Bermuda (1889). Pickford and Kirke also operated steamers in the Atlantic provinces. Pickford & Black acted as agents for several leading marine insurance underwriters, including Lloyd's of London, and for several European steamship lines. Robert Pickford retired in 1911 and the company became Pickford & Black Ltd. Following the death of W.A. Black (1936), the company was involved in several mergers. In 1946, Pickford & Black Ltd. managed the Maritime Stevedoring Company, and the Pickford & Black Agency, a customs brokerage. In 1975 Pickford and Black Ltd. became a wholly owned subsidiary of McLean Kennedy Limited, and in 2002, a branch of F. K. Warren.
Scope and Content	Fonds consists of microfilmed papers of three registers of incoming vessels at Halifax, 1880-1905. The records were kept by Pickford and Black, but include all incoming shipping, regardless of agent. The registers provide the date of arrival, the rig, vessel name, tonnage, port of registry, master, origins, number of days at sea, consignee, cargo, wharf, date of sailing and destination.
Reproduction Note	Filmed from the Pickford and Black papers held at the Public Archives of Nova Scotia, MG 7 v. 43 -45.
Terms Governing se	Copyright held by Nova Scotia Archives and Records Management
Finding Aids	Finding aid is not available
Sub ect	Merchants Nova Scotia.
Sub ect	Shipping Arrivals and departures Nova Scotia Halifax.
Sub ect	Ship Chandlers.
Sub ect	Halifax (Nova Scotia).
Sub ect	Ship registers.
Authors_Personal Name	Pickford, Robert, 1840-1914.
Authors_Personal Name	Black, William A. 1847-1934.

MHA Home Page

ATTACHMENT C

5456-60-66 Inglis Street

FIRE INSURANCE PLAN 1895



ATTACHMENT D

5456-60-66 Inglis Street

REGISTRY OF DEEDS RESULTS

The historic chain of ownership includes:

- Samuel H. Warren and Bertha Warren
- John E. Edmonds and Roger L. Edmonds 1978-1979 3202/252
- Linda Pepper 1978
- John E. Edmonds and Roger L. Edmonds 1978-1979 3207/1045
- Markland Developments Limited 1979-1984 3337/920
- ATC Properties Limited and Atlantic Trustco of Canada Limited 1984-1985 3912/905
- Maritime Capital Management Limited 1985 3936/951
- Maritime Capital Management Limited 1986 4134/34
- Condominium Declaration 1986 CR07/497
- Condominium Declaration Amendment 1992 CR16/401

ATTACHMENT E

HRM EVALUATION CRITERIA FOR REGISTRATION OF HERITAGE BUILDINGS

1. AGE

Age is probably the single most important factor in the popular understanding of the heritage value of buildings. The following age categories are based on local, national and international occasions that may be considered to have defined the character of what is how the Halifax Regional Municipality and its architecture.

Construction Date	Points	Timeline
1749 - 1785	25	Halifax Garrison Town to the Loyalist migration
1786 – 1830	20	Boom period following construction of Shubenacadie Canal
1831 – 1867	16	From Boom to Confederation
1868 – 1899	13	Confederation to the end of the 19th century
1900 - 1917	9	Turn of the Century to Halifax Harbour Explosion
1918 - 1945	5	The War Years
1945 - Present	3	Post-War

** Maximum score of 25 points in this category*

2. HISTORICAL OR ARCHITECTURAL IMPORTANCE

A building can receive points for:

A) Having specific associations with important occasions, institutions, personages and groups,

OR

B) For being architecturally important unique/representative of a particular period.

2A) Relationship to Important Occasions, Institutions, Personages or Groups

Nationally	Points	Comments
Intimately Related	16 - 20	
Moderately Related	11 - 15	
Loosely Related	1 - 10	

Provincially	Points	Comments
Intimately Related	11 - 15	
Moderately Related	6 - 10	
Loosely Related	1 - 5	

Locally	Points	Comments
Intimately Related	11- 15	
Moderately Related	6 - 10	
Loosely Related	1 - 5	
No relationship to important occasions, institutions, personages or groups.	0	

** Maximum score of 20 points in this category, scoring from one of the three categories only*

2B) Important/Unique Architectural Style or Highly Representative of an Era

Importance	Points	Comments
Highly important/ unique/representative of an era	16 - 20	
Moderately important / unique / representative of an era	11 - 15	
Somewhat important / representative of an era	10 - 1	
Not important/ unique/representative of an era	0	

** Maximum score of 20 points in this category.*

3. SIGNIFICANCE OF ARCHITECT/BUILDER

Is the structure representative of the work of an architect or builder of local, provincial or national importance?

Status	Points	Comments
Nationally Significant	7 - 10	
Provincially Significant	4 - 6	
Locally Significant	1 - 3	

** Maximum score of 10 points in this category.*

4. ARCHITECTURAL MERIT

The assessment of architectural merit is based on two factors:

A) Construction type/building technology: which refers to the method by which the structure was built (early or rare uses of materials), and building techniques;

B) Style: which refers to the form or appearance of the architecture.

Construction type/building technology		
A) Construction type	**Points**	**Comments**
Very rare/ early example	7 - 10	
Moderately rare/ early example	4 - 6	
Somewhat rare/ early example	1 - 3	
Not rare/ common example	0	
B) Style	**Points**	**Comments**
Very rare/ early example	7 - 10	
Moderately rare/ early example	4 - 6	
Somewhat rare/ early example	1 - 3	
Not rare/ common example	0	

** Maximum score of 10 points for Construction Type, and a maximum score of 10 for Style – a total maximum of 20 points in this category.*

5. ARCHITECTURAL INTEGRITY

Architectural Integrity refers to the extent to which the building retains original features/ structures/ styles, not the state of the building's condition.

Architecture	Consider any additions/ removal/ alterations to windows, doors, porches, dormers, roof lines, foundations, chimneys, and cladding.	
Exterior	**Points**	**Comments**
Largely unchanged	11 - 15	
Modest changes	6 - 10	
Major changes	1 - 5	
Seriously compromised	0	

****** *Maximum score of 15 points in this category.*

6. RELATIONSHIP TO SURROUNDING AREA

Points	Comments
6 - 10	The building is an important architectural asset contributing to the heritage character of the surrounding area.
1 - 5	The Architecture is compatible with the surrounding area and maintains its heritage character.
0	Does not contribute to the character of the surrounding area**.**

** Maximum score of 10 points in this category.*

SCORING SUMMARY

Property	Date Reviewed	Reviewer

Criterion	Highest Possible Score	Score Awarded
1. Age	25	
2.a) Relationship to Important Occasions, Institutions, Personages or Groups **OR** 2. b) Important/Unique Architectural Style or Highly Representative of an Era	20	
3. Significance of Architect/Builder	10	
4. a) Architectural Merit: Construction type/building technology	10	
4. b) Architectural Merit: Style	10	
5. Architectural Integrity	15	
6. Relationship to Surrounding Area	10	
Total	**100**	

SCORE NECESSARY FOR DESIGNATION 50

Designation Recommended? YES ☐ NO ☐

COMMENTS

