



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

Item No. 9.1.3
Heritage Advisory Committee
August 23, 2023

TO: Mayor Savage and Members of Halifax Regional Council

-ORIGINAL SIGNED-

SUBMITTED BY:

Jerry Blackwood, Acting Chief Administrative Officer

DATE: July 27, 2023

SUBJECT: **Case H00565: Request to Include 1745 Henry Street, Halifax in the Registry of Heritage Properties for the Halifax Regional Municipality**

ORIGIN

Application for heritage registration by the property owner, Aiden Fudge.

LEGISLATIVE AUTHORITY

The Heritage Property Act

RECOMMENDATION

Should 1745 Henry Street, Halifax score 50 or more points on evaluation as a heritage property under the HRM Heritage Property Program, the Heritage Advisory Committee (HAC) recommends that Regional Council:

1. Set a date for a heritage hearing to consider the inclusion of the subject property in the Registry of Heritage Property for the Halifax Regional Municipality; and
2. Approve the request to include 1745 Henry Street, Halifax, in the Registry of Heritage Property for the Halifax Regional Municipality, as shown on Map 1, as a municipal heritage property under the *Heritage Property Act*.

BACKGROUND

The property owner has applied to include the property located at 1745 Henry Street, Halifax (Map 1) in the Registry of Heritage Property for the Halifax Regional Municipality. The subject property is situated on the east side of Henry Street, between Cedar Street and Jubilee Road. The subject property contains a two-storey semi-detached residence constructed circa 1917.

This application is being considered in accordance with Sections 14 (Recommendation as municipal heritage property) and 15 (Registration as municipal heritage property) of the *Heritage Property Act*.

HRM's Heritage Property Program

The purpose of the HRM Heritage Property Program is to help protect and conserve significant heritage resources including buildings, streetscapes, sites, areas, and conservation districts that reflect the rich heritage found in local communities throughout HRM. One of the principal aims of the Heritage Property Program is to recognize significant heritage resources through the inclusion of properties into the Municipal Registry of Heritage Property.

Under the Heritage Property Program, all registration applications for heritage buildings are evaluated by the HAC using "The Evaluation Criteria for Registration of Heritage Buildings in Halifax Regional Municipality" (Attachment A). The Evaluation Criteria for scoring a property and building are broken down into six categories as follows:

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

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

Nova Scotia Heritage Property Act

HRM's Heritage Property Program receives 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".

Sections 14(2) and 15(1) under the *Heritage Property Act* require that notice of recommendation is given to the property owner at least thirty (30) days prior to any Council decision to include the property in the Registry of Heritage Property for the Halifax Regional Municipality. The property owner is also given an opportunity to address Council before they make a decision on the registration request. Should a positive recommendation be forwarded to Council, heritage staff will ensure the required notices are sent to the owners and deposited at the Registry of Deeds.

DISCUSSION

Heritage registration applications are evaluated by the HAC relative to six evaluation criteria outlined previously, and described in greater detail in Attachment A. To assist the HAC in their evaluation and scoring, staff offer the following comments based on staff's research report (Attachment B).

1. Age:

Jubilee Road was historically a thoroughfare connecting the City of Halifax to the Northwest Arm. The surrounding area was mostly large estates held by notable wealthy residents. The area remained largely undeveloped until the late 1800s, when there was an increased demand for affordable middle-class housing. The stretch of Henry Street from Cedar Street to Jubilee Road does not appear in historical maps until 1878. The subject property remained vacant until the 1918 assessment map, which depicts a double row house with outbuildings to the rear.



Figure 1: 1745 Henry Street (Staff photo, May 19, 2023)

Edward Maxwell had purchased a portion of land from the Diocesan Synod of Nova Scotia and a portion of the former Bliss estate in 1900 and 1901, respectively. A building application was submitted by Maxwell in June 1917 for a double house made of solid concrete blocks on the east side of Henry Street, between Jubilee Road and Cedar Street, for the cost of \$8,000.00. The first reference of 173 Henry Street appears in the 1918 Assessment map and McAlpine's 1918-1919 City Directory, which lists George D. Gabriel, agent at the Dominion Atlantic Railway Freight Department as living at the residence.

Given its circa 1917 construction date, staff recommend a score of 9 points for Age.

2. Architectural Importance:

1745 Henry Street is a unique example of an early 20th century semi-detached Edwardian Classicism style residence built of concrete block. There are few examples of masonry residences in Halifax outside of the Hydrostone District, as most structures are wood-framed. Edwardian Classicism style buildings were typically constructed of brick. 1745 Henry Street provides a unique example of the Edwardian Classicism style with its concrete block construction.

Edwardian Classicism was popular from 1900 to 1930. Edwardian homes emphasized Classical elements with balanced facades, simplified roofs, smooth surfaces, and generous fenestration. Extended roof eaves featured plain elongated blocks or cantilevered brackets like Regency and Italian Villa styles. Fenestration is accentuated by plain stone lintels, keystones, or voussoirs. The style provided a transitional style from nineteenth century eclecticism to the twentieth century Beaux-Arts Classicism. The latter style was cost prohibitive which ensured Edwardian Classicism's long period of popularity. Elements of the style found in 1745 Henry Street include: large paned windows with simple pattern and stone lug sills, colonettes dividing the two entrances, and flat roof with extended cornice and brackets.

As a unique example of the Edwardian Classicism style, staff recommend a score of 16 to 20.

3. Significance of Architect/Builder:

1745 Henry Street was built by Edward Maxwell, a local mason and contractor.

Edward Maxwell was born in Hants, Nova Scotia to Edward Maxwell Sr. and Elizabeth (née Forbes) of Scottish Presbyterian descent. Edward Sr. ran a fine tailoring shop at 132 Granville Street, which was later taken over by his son George Herbert. Edward Jr. married Ella Rebecca McKay and resided at 79 Jubilee Road (present day 6047 Jubilee Road) from 1905 to 1938. Together they had two children, Evan, and Sidney.

Edward worked as a contractor specializing in brick and masonry work. He successfully constructed masonry rowhouses, single-family homes and semi-detached residences on Jubilee Road, Henry Street, and Cedar Street between 1907-1919. In August 1899, he submitted a building permit for the construction of the Infant's Home on Tower Road which was designed by Architect S.P. Dumaresq. Maxwell again partnered with Dumaresq in 1915 to construct present day 1735 Henry Street. Previously in 1903, he applied to build Fred W. Moore's house at 87 Robie Street and Chalmers Church at 37-39 Duke Street, and an addition at George S. Campbell's House at 105 Young Avenue. Maxwell also built a new brick front to Jonathan Kelly's shop at 116-118 Granville Street and worked with the Roman Catholic Episcopal Corporation in 1903 for a building on Windsor Street (potentially St. Mary's College, now demolished). Maxwell worked with Moirs Limited in 1904 for their offices on Grafton Street. Most of these structures have since been demolished.

As a locally significant contractor, staff recommend a score of 1 to 3 for the significance of the architect/builder.

Construction Type/Building Technology

The subject property at 1745 Henry Street is constructed of rock-faced concrete blocks, popular from 1900 into the 1920s. Concrete blocks became popular in construction at the turn of the century, as an economical building material with different patents for block designs and production. Block machines could be ordered from mail catalogues, and involved pouring wet concrete into a mould where it would set, which was more efficient than kilns for bricks. The block machines were able to create a stone-like surface through the mold or special aggregates in the concrete mix. In the early 20th century, rock-face concrete blocks became popular, with later versions incorporating a custom concrete mix to create a stone-like appearance, granite facing or stucco over concrete block. Block moulds began to be able to create several blocks at a time, with each block weighing around 50 pounds. Concrete blocks began to decrease in popularity after WWII.

There are several examples of concrete block throughout peninsular Halifax; however, it is not overly common to have entire structures built of concrete blocks. It was typically used as accent features as veranda supports or to highlight other architectural elements. Another contiguous example of concrete block construction can be found in the Hydrostone district in Halifax.

As a rare example of concrete block residential construction, staff recommend a score between 7 to 10 points.

Style

1745 Henry Street is a unique example of an early 20th century semi-detached Edwardian Classicism style residence built of concrete block.

The character-defining elements of 1745 Henry Street include, but are not limited to:

- Two-storey, semi-detached Edwardian Classicism style residence;
- Two-storey rounded bay on the west elevation;
- Rock-faced stone cladding laid in even courses;
- Flat windows with stone lintels and lug sills;
- Flat roof with bracketed extended cornice;
- Open porch with simple double colonettes;
- Small set of stairs with railing leading to the main entrance;
- Main entrance with transom on the west elevation;
- Narrow one-over-one window on the west elevation; and,
- Minimal setback from the street.



Figure 2: West elevation of
1745 Henry Street (Staff photo,
19 May 2023)

As a unique example of the Edwardian Classicism style, staff recommend a score of 7 to 10 points.

4. Architectural Integrity:

1745 Henry Street has a high level of architectural integrity. There have been alterations to the windows and doors; however, the openings have all remained the same and stone lintels and lug sills have been retained. The concrete block cladding has been repaired as needed over the years with no major discrepancies in appearance. The rear outbuilding depicted in the 1918 assessment map has also been altered over time. The context has changed minimally with the demolition of former automobile garages and construction of a new brick rowhouse within the shared rear courtyard, which was constructed around 2011.

Overall, the alterations to the exterior of 1745 Henry Street are minimal and as such, staff recommend a score 11 to 15 points for architectural integrity.

5. Relationship to Surrounding Area:

The residence at 1745 Henry Street has a strong historical, visual, and physical relationship with the surrounding masonry residences that were built by Edward Maxwell, including the attached 1741-1743 Henry Street. This also includes the registered heritage property at 6053 Jubilee Road (Edward Maxwell House; 1907). Another registered heritage property within the complex, 6047 Jubilee Road, was not originally constructed by Maxwell but he built the second storey and added bay windows to the structure. Other residences with an association to Maxwell include 6038-6057 Jubilee Road, 1735, 1740-1742, 1751-1755 Henry Street, and 6060-6066 Cedar Street. The masonry residences are an integral landmark on Jubilee Road, Cedar Street and Henry Street and are representative of turn of the century masonry architecture which is rare in peninsular Halifax.

For its visual and historical relationship with the neighbouring Maxwell built masonry residential buildings, which are of a similar style and level of craftsmanship, staff recommend a score of 6 to 10 points.



Figure 3: View of Maxwell's Jubilee Road properties including the registered properties at 6053 and 6047 Jubilee Road



Figure 4: Brick rowhouses to the north of 1745 Henry Street

FINANCIAL IMPLICATIONS

The HRM costs associated with advertising and processing this application can be accommodated within the approved 2023/2024 operating budget for C340 – Heritage and Planning Information Services.

COMMUNITY ENGAGEMENT

The community engagement process for heritage registrations is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was information sharing achieved through public access to the required Heritage Advisory Committee meeting. As a provision of the *Heritage Property Act*, no registration of a municipal heritage property shall take place until Regional Council has given the owner of the property an opportunity to be heard.

ENVIRONMENTAL IMPLICATIONS

There are no significant environmental implications associated with the recommendations in this report.

ALTERNATIVE

1. The Heritage Advisory Committee may choose to refuse the application to include 1745 Henry Street, Halifax in the Registry of Heritage Property for the Halifax Regional Municipality if the property scores less than 50 points based on the evaluation criteria. In doing so, the application will not proceed to Regional Council for evaluation.

ATTACHMENTS

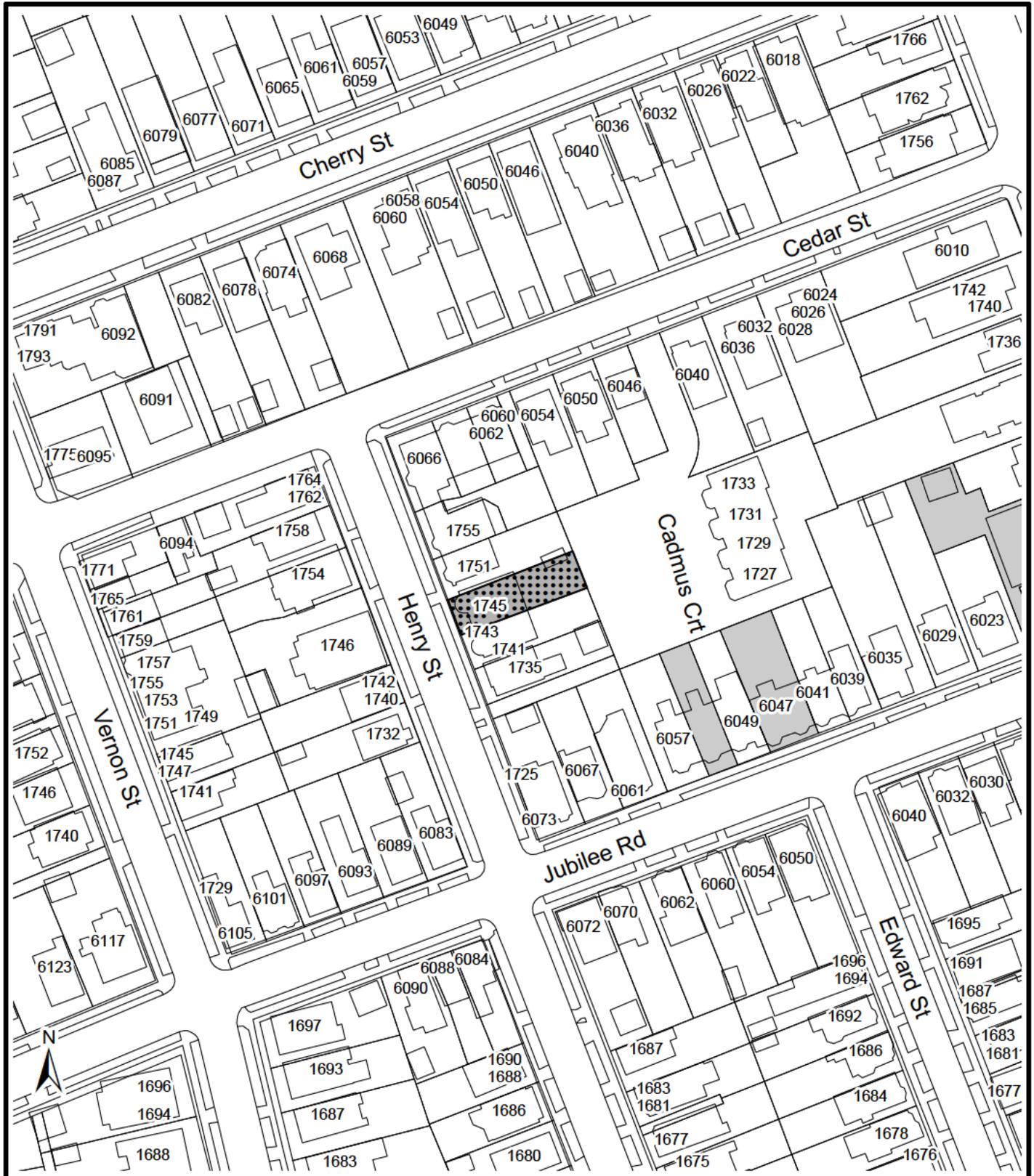
Map 1: Location Map

Attachment A: Evaluation Criteria

Attachment B: Staff Research Report

A copy of this report can be obtained online at halifax.ca or by contacting the Office of the Municipal Clerk at 902.490.4210.

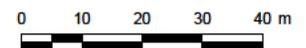
Report Prepared by: Elizabeth Cushing, Planner II – Heritage, 902.478.2586



Map 1 - Location Map

1745 Henry Street,
Halifax

- Registered Heritage Property
- Subject Properties



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

Attachment A

HALIFAX REGIONAL MUNICIPALITY HERITAGE PROPERTY PROGRAM EVALUATION CRITERIA

**EVALUATION CRITERIA
FOR REGISTRATION OF HERITAGE BUILDINGS (Revised 2004)**

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.

Date of Construction	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 19 th 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, or representative of an era	16 - 20	
Moderately important, Unique, or representative of an era	11 - 15	
Somewhat important, or representative of an era	10 - 1	
Not important, Unique, or 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	7 - 10	
Provincially Significant	4 - 6	
Locally Significant	1 - 3	
Not Significant	0	

** 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;

AND

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	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	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 2. b) Important, Unique Architectural Style, or Highly Representative of an Era OR	20	
3. Significance of Architect or 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:**

Attachment B

Research Report

1745 Henry Street, Halifax

Prepared by:

HRM Planning & Development
Elizabeth Cushing, Planner II - Heritage

10 July 2023



HALIFAX

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Age

1745 Henry Street, formerly 173 Henry Street, Halifax, is situated on the east side of Henry Street, between Cedar Street and Jubilee Road.

Jubilee Road was historically a thoroughfare connecting the Northwest Arm to the suburbs of Halifax (Tanner 2014). The surrounding area was mostly large estates held by notable wealthy residents. The area remained largely undeveloped until the late 1800s, when there was an increased demand for affordable middle-class housing. The stretch of road from Cedar Street to Jubilee Road does not appear in historical maps until 1878 (Figure 1 to Figure 5). The subject property remained vacant until the 1918 assessment map, which depicts a double row house with outbuildings to the rear.

Edward Maxwell had purchased a portion of land from the Diocesan Synod of Nova Scotia and a portion of the former Bliss estate (see Figure 1) in 1900 and 1901, respectively (Book 344, Page 38 and Book 348, Page 126). A building application was submitted by Edward Maxwell in June 1917 for a double house made of solid concrete blocks on the east side of Henry Street, between Jubilee Road and Cedar Street, for the cost of \$8000.00 (Figure 4). The first reference of 173 Henry Street appears in McAlpine's 1918-1919 City Directory, which lists George D. Gabriel as living at the property. Gabriel is identified as working as an agent at the Dominion Atlantic Railway Freight Department. Maxwell retained ownership of the property at this time and occupied 79 Jubilee Road (present day 6047 Jubilee Road).

In 1928, Harry McLean, contractor, purchased the property through a Sheriff's deed (Book 569, Page 1137). McLean owned the property for twenty years, selling the property to Harriet Gardner, widow, in 1948 (Book 1020, Page 845). The revised 1951 Fire Insurance Plan shows minimal changes to the subject property (Figure 6). In 1953, Grace Alice Steele, nurse, purchased the property (Book 1202, Page 91). Edna M. MacGregor purchased the property in 1962 (Book 1853, Page 911). Under the name change of Edna Nicholson, the property sold to Mary J. Burke in 1965 (Book 2057, Page 761), who sold the property to Rolf H. Gruner in 1968. The property has changed hands several times since then, with the current property owner retaining ownership in 2020.

The subject property was constructed circa 1917 by Edward Maxwell, mason, contractor, and developer.



Figure 1: Hopkins 1878 Map with the approximate location of the subject property identified in red

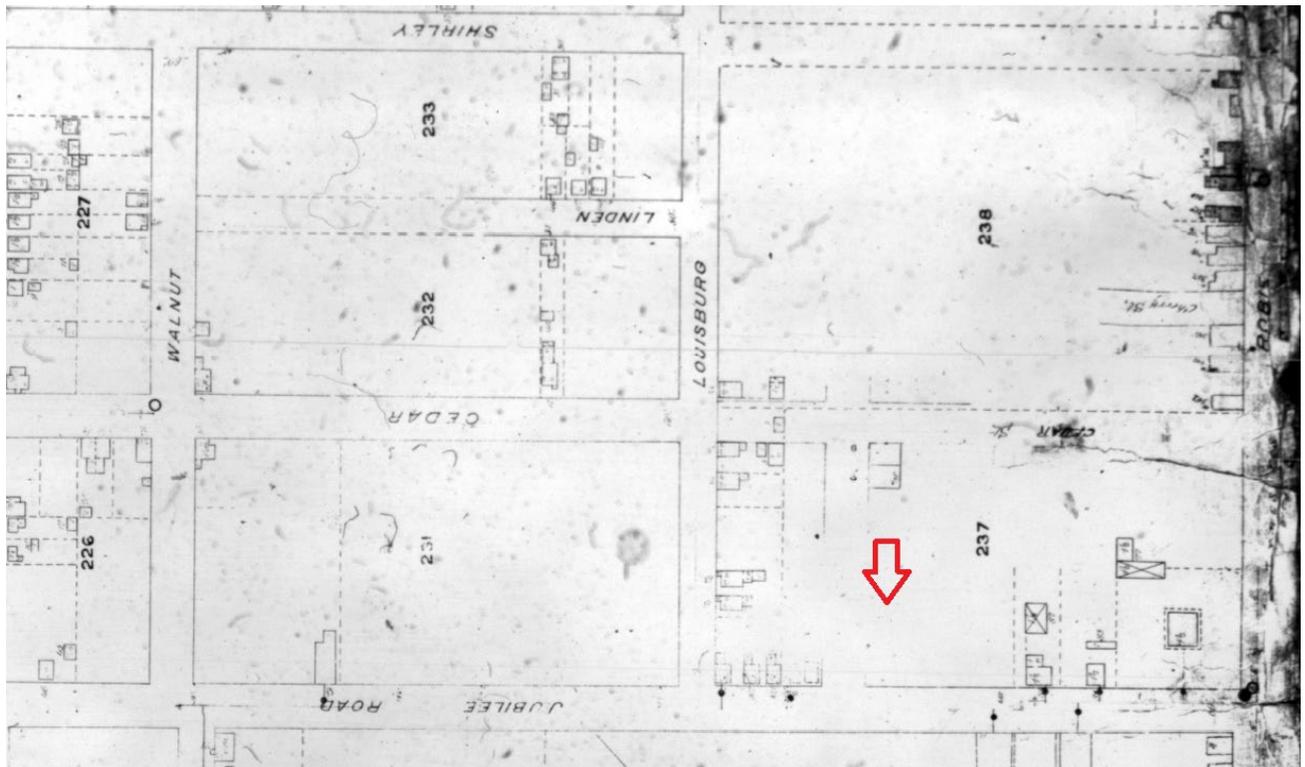


Figure 2: Goad's 1889 Fire Insurance Plan with the approximate location of the subject property identified in red

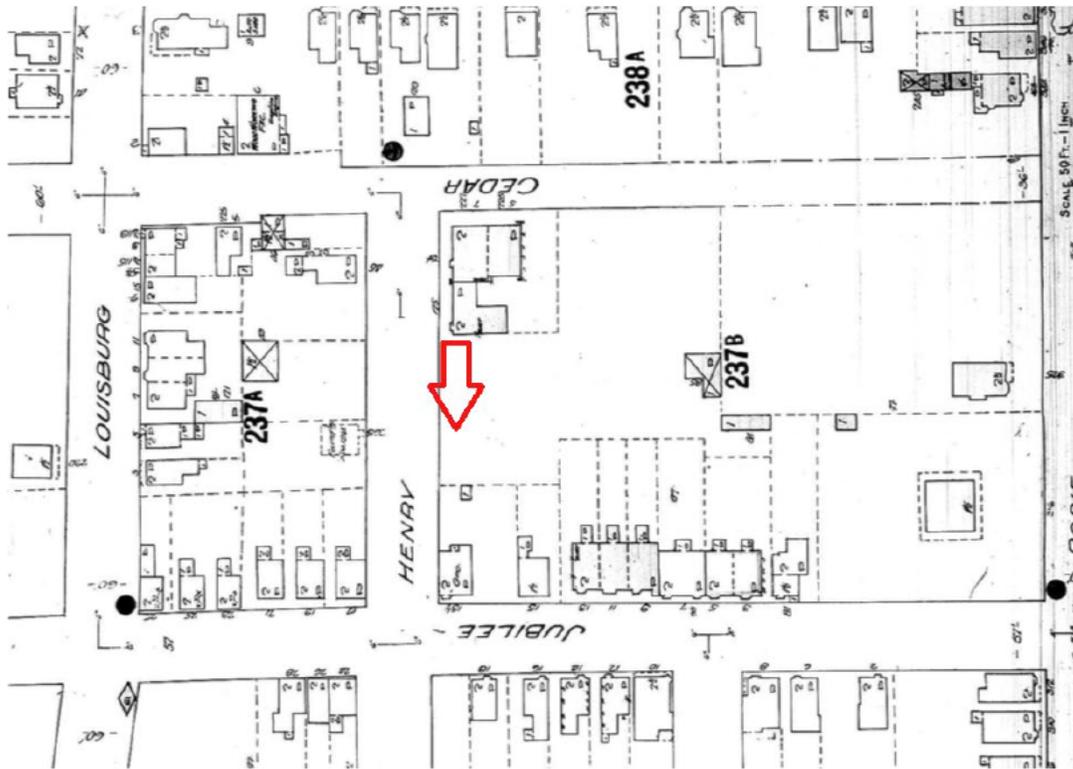


Figure 3: 1914 Fire Insurance Plan with the approximate location of the subject property identified in red

Henry St. No. **APPLICATION FOR NEW BUILDING.** No. *5885*
 To the Inspector of Buildings, Halifax, N. S., *25* day of *June* 1917

Sir:—The undersigned hereby applies for a permit to build according to the following specifications and in accordance with the detailed plans and specifications submitted.

Location *Henry* St. No. *E* Side between *Jubilee* St. and *Cedar*
 Owner *Edward Maxwell* Architect Builder *E. Maxwell*. Estimated cost *\$8000.00*
 Class Material *Conc. Blocks* Purpose of Building *Double House (Dwelling)*
 Size of main building *50* Ft. front *44* Ft. deep Ft. in height *27* No. of Stories Nearest part to street line Ft.
 Size of Extension " " " " "
 Foundation wall, material *Conc.* Thickness *12"* Chimney, how constructed *Concrete.*
 Style of roof and material *Flat.* No. of elevators and for what purpose
 What kind of fire stop is to be used Date permit from Health Board
 Permission is also applied for, to enclose that portion of the street in front of the proposed building extending into the street ft.
 The undersigned hereby agrees that all work on the said building shall be done in strict accordance with the laws and ordinances relating to the erection of buildings within the City of Halifax, and with the conditions printed on the back of the permit, and that every obstacle will be removed from the street on or before the *1st* day of *Nov* 1917 on which date this permit expires.

Solid Blocks 6" 2" Air 4" inside

Applicant.

Figure 4: Building Permit for 1741-1743 and 1745 Henry Street (Source: Halifax Municipal Archives)

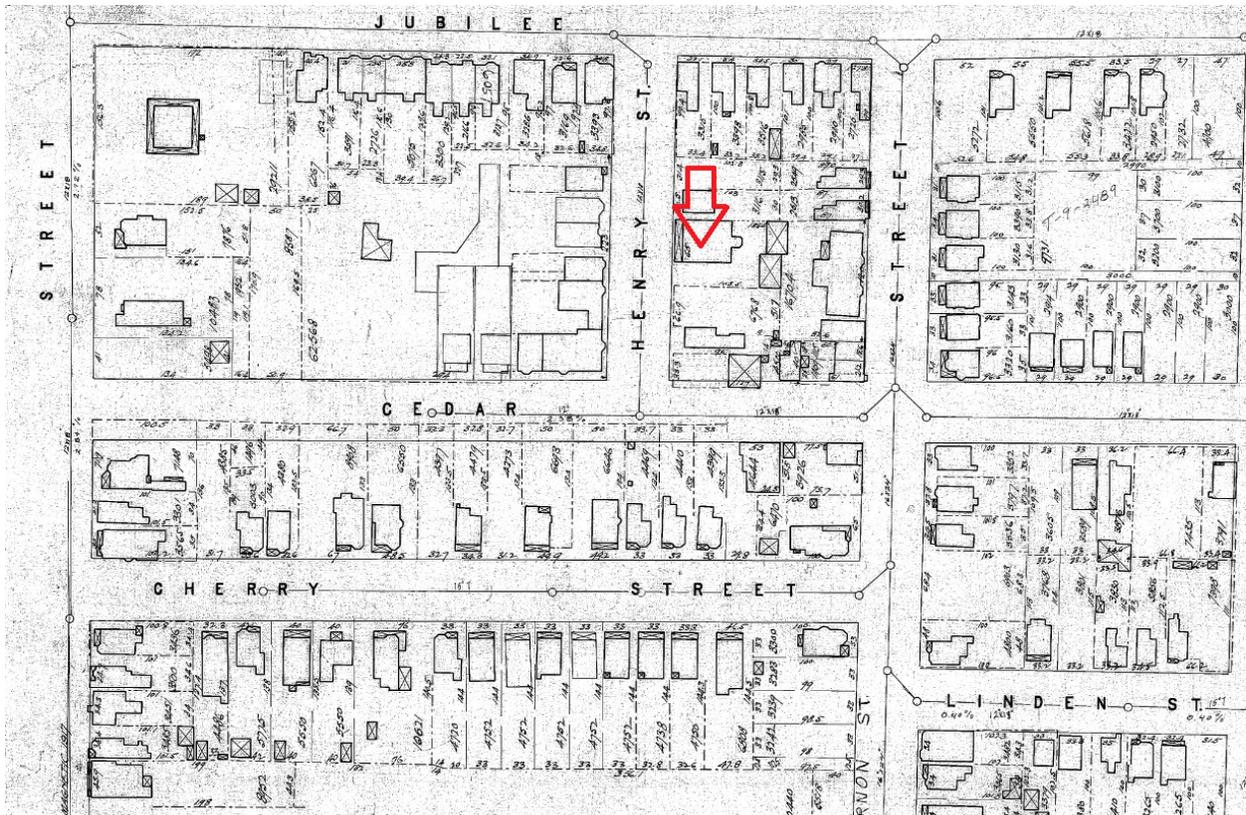


Figure 5: 1918 Assessment Map with the subject property identified in red

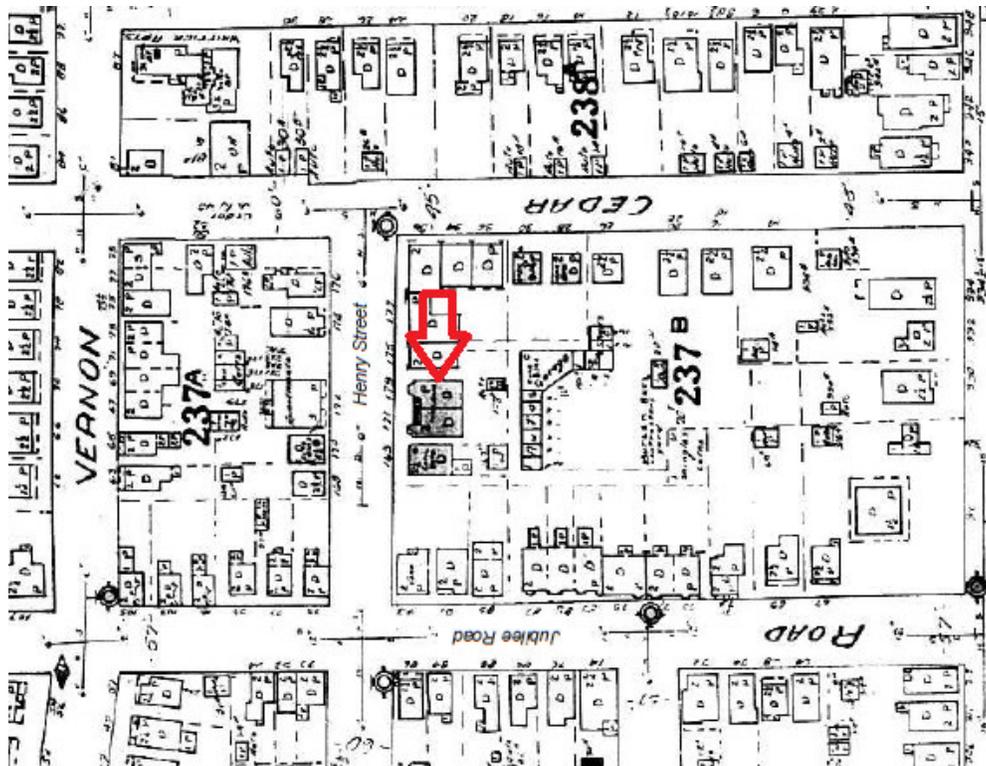


Figure 6: Fire Insurance Plan Revised 1951 with the subject property identified in red

Historical or Architectural Importance

Relationship to Important Occasions, Institutions, Personages or Groups

The subject property has historical associations with the mason, contractor, and property developer Edward Maxwell (1866-1941). The residence also has historical associations with the other occupants and owners, such as George Gabriel, who contributed to the local community and economy of Halifax.

Edward Maxwell was born in Hants, Nova Scotia to Edward Maxwell Sr. and Elizabeth (née Forbes) of Scottish Presbyterian descent. Edward Sr. ran a fine tailoring shop at 132 Granville Street, which was later taken over by his son George Herbert (Figure 7). In 1881, Edward Jr. was living with his parents in Ward 5 of Halifax with his siblings, James, John, Elizabeth, Ruth, George, and [illegible]. In 1891 he was again living with his parents, but the only siblings listed are John, Elizabeth, and Ellen. He married Ella Rebecca McKay and resided at 79 Jubilee Road (present day 6047 Jubilee Road) from 1905 to 1938. Together they had two children, Evan, and Sidney.

Edward worked as a contractor specializing in brick and masonry work (Figure 8). He successfully constructed masonry rowhouses, single-family homes and semi-detached residences on Jubilee Road, Henry Street, and Cedar Street between 1907-1919. In August 1899, he submitted a building permit for the construction of the Infant's Home on Tower Road which was designed by Architect S.P. Dumaresq (Figure 9). Maxwell again partnered with Dumaresq in 1915 to construct present day 1735 Henry Street (Plan S-9-3070). Previously in 1903, he applied to build Fred W. Moore's house at 87 Robie Street and Chalmers Church at 37-39 Duke Street, and an addition at George S. Campbell's House at 105 Young Avenue. Maxwell also built a new brick front to Jonathan Kelly's shop at 116-118 Granville Street and worked with the Roman Catholic Episcopal Church in 1903 for a building on Windsor Street (potentially St. Mary's College, now demolished). Maxwell worked with Moirs Limited in 1904 for their offices on Grafton Street. Most of these structures are no longer extant.

Maxwell appears to have had some financial challenges in the latter part of his career, losing ownership of the subject property in 1926 through a Sheriff's Deed. In 1940, Maxwell transferred the remainder of his property to the City of Halifax through a Sheriff's Deed for an unpaid debt of \$21,741.47 (Book 812, Page 79). He moved to present day 6053 Jubilee Road where he remained until his death in 1941. Another one of his residences, a concrete building in the Fairview area, was demolished in the late 1950s (Figure 10). The building was labelled a 'landmark' in the newspaper article about the demolition, which also noted Maxwell's ingenuity with concrete (Halifax Mail Star 1959).

MAXWELL, E. & SON,
(G. H. MAXWELL.)
Fine Tailoring,
LARGE STOCK,
MODERATE PRICES.
132 GRANVILLE ST. 132
PHONE 869.

Figure 7: Advertisement for Edward Maxwell & Son Tailor Shop on Granville Street (McAlpine 1901-02: 339)



Figure 8: Advertisement for Edward Maxwell Jr. Masonry Work (McAlpine 1901-02:23)



Figure 9: Halifax Infant's Home on Tower Road circa 2013, now demolished (Source: Ziobrowski)

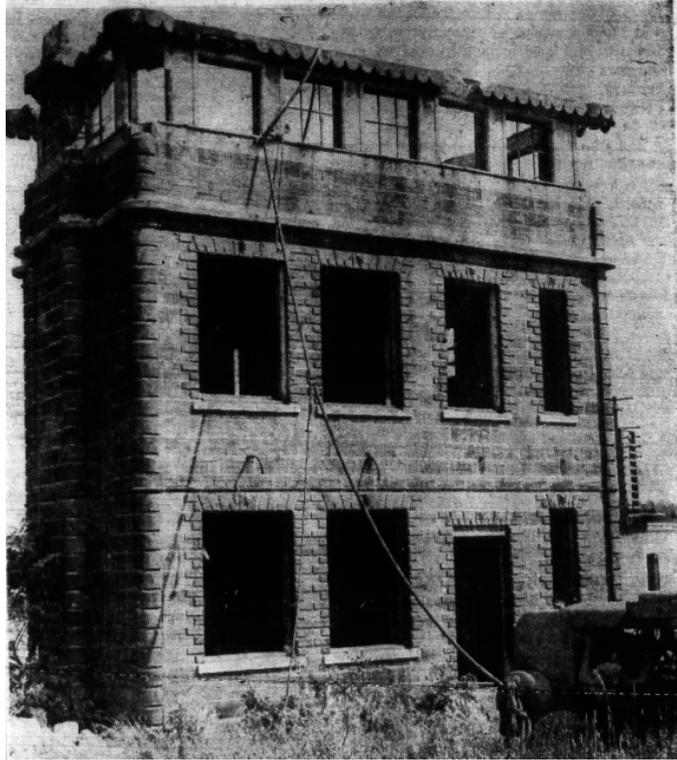


Figure 10: Former Fairview residence of Edward Maxwell which was demolished in the late 1950s (Halifax Mail Star, October 1956)

Important / Unique Architectural Style or Highly Representative of an Era

1745 Henry Street is a unique example of an early 20th century semi-detached Edwardian Classicism style residence built of concrete block. There are few remaining examples of masonry residences in Halifax, as most structures are wood-framed. Edwardian Classicism style buildings were typically constructed of brick. 1745 Henry Street provides a unique example of the Edwardian Classicism style with its concrete block construction.

Edwardian Classicism was popular from 1900 to 1930 (Blumenson 1990). Edwardian homes emphasized Classical elements with balanced facades, simplified roofs, smooth surfaces, and generous fenestration. Extended roof eaves featured plain elongated blocks or cantilevered brackets like Regency and Italian Villa styles. Fenestration is accentuated by plain stone lintels, keystones, or voussoirs. The style provided a transitional style from nineteenth century eclecticism to the twentieth century Beaux-Arts Classicism. The latter style was cost prohibitive which ensured Edwardian Classicism's long period of popularity (Blumenson 1990). Elements of the style found in 1745 Henry Street include: large paned windows with simple pattern and stone lug sills, colonettes dividing the two entrances, and flat roof with extended cornice and brackets.

Significance of Architect or Builder

1745 Henry Street has historical associations with Edward Maxwell, a local mason and contractor (see Relationship to Important Occasions, Institutions, Personages or Groups). The Maxwell estate was bound by Henry Street, Cedar Street, Robie Street and Jubilee Road. The *Plan showing Property now or formerly of the Maxwell Estate Cedar Street, Henry Street & Jubilee Road* from 1943 identifies that Maxwell constructed several homes within this block, with an inner courtyard and right-of-way accessible from Henry Street (Figure 11). In 1910, Maxwell applied to build the brick rowhouses at the corner of Cedar and Henry Streets. Building permits for a skating rink as well as automobile garages and a hot house were submitted by Edward Maxwell in 1920 and 1922 (Tanner 2014). The 1943 plan depicts that only the automobile garages had been constructed at that time.

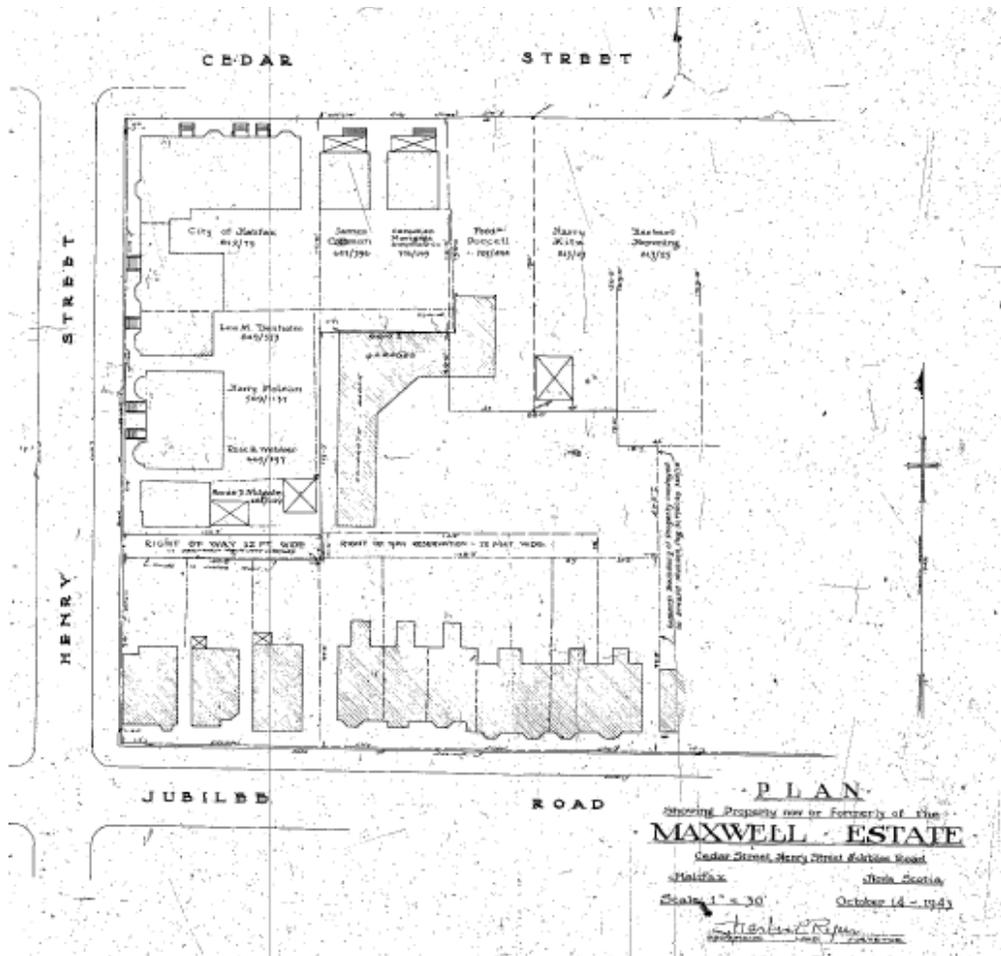


Figure 11: Plan Showing Property now or formerly of the Maxwell Estate dated 14 Oct 1943 (Surveyor: Roper)

Architectural Merit

Construction Type or Building Technology

The subject property at 1745 Henry Street is constructed of rock-faced concrete blocks, popular from 1900 into the 1920s (Archibald 2020). The concrete was cast to imitate stone and were made on-site with a hand-operated moulding machine.

Concrete blocks became popular in construction at the turn of the century, as an economical building material with different patents for block designs and production (Figure 12; Jackson 2020). Block machines could be ordered from mail catalogues, and involved pouring wet concrete into a mould where it would set, which was more efficient than kilns for bricks (Goldsborough 2013). The block machines were able to create a stone-like surface through the mold or special aggregates in the concrete mix (Figure 13). These blocks replicating stone became known as Portland Cement or Cast Stone for its resemblance to the Portland stone in England. In the early 20th century, rock-face concrete blocks became popular, with later versions incorporating a custom concrete mix to create a stone-like appearance, granite facing or stucco over concrete block. Block moulds began to be able to create several blocks at a time, with each block weighing around 50 pounds. Concrete blocks began to decrease in popularity after WWII.

There are several examples of concrete block throughout peninsular Halifax; however, it is not overly common to have entire structures built of concrete blocks. It was typically used as accent features as veranda supports or to highlight other architectural elements (Figure 14). Another contiguous example of concrete block construction can be found in the Hydrostone district in Halifax (Figure 15).

How to Order—Our Terms—Our Guarantee

How to Order.
Use our regular order blank mailed with this catalog, or, if you have misplaced it, use any piece of plain paper. Be sure to sign your full name and address plainly so there will be no possible chance for us to make a mistake. If your shipping point is different from your postoffice be sure to give shipping point as well as the postoffice. Give the full catalog number of the machine or mold you wish to buy and send your money by postoffice money order, express money order, bank draft, or check to a registered letter. If you have a checking account at a bank you may send us your personal check if you find it more convenient. Be sure that your address appears on the envelope in the upper left hand corner and that it is properly addressed to us.

Our Terms.
Cash in full with order, all goods being guaranteed to give satisfaction, with that and return privilege. If you prefer we will ship C. O. D. provided you will send us a deposit of at least one-fourth the amount of your order as a guarantee of good faith, the balance to be paid to an express company or bank and sent to us by them. We do not recommend this method because there is an extra charge of 25 cents to \$1.00 for collecting the money and sending it to us. This can be saved by sending cash in full. We therefore urge you to send cash in full with your order, as you run no risk by so doing.

Trial Allowed.
All machinery is shipped with the understanding that you can give it a thorough trial for thirty days, and if you are not perfectly satisfied you may send back the goods to us at our expense and we will return what you paid us for them, together with any transportation charges, so that you will not be out one penny.

Our Guarantee.
We guarantee our machinery to be perfect in material and workmanship and to give satisfaction. We agree to replace

Designs We Can Furnish for Our Block Machines
The illustrations below and on the following pages were made from actual photographs of blocks made on our Winard Machine. The face plates for our Rows and Through Block Machines and our porch molds will make products with face just as handsome. We show return corner blocks for the purpose of illustration, but to make return blocks you must have end doors, as shown in the price list of extras, for the particular size and kind of a machine you want the parts to fit. Most designs are reversible, so that one end door is required for making right or left corners. Where design is not reversible both end doors are required. End doors are priced separately and are not included with the face plates unless ordered and price allowed. Right and left are always determined when standing in front of the machine, ready to operate it. As blocks are delivered with back to the operator a right hand end door makes a return corner which is on the left when facing the block.

Be sure to order extra plates from price list of parts for your machine and tell us what machine the plates are for.
Face plates for fractional blocks can be furnished in various divisions as described below, unless otherwise specified.
Division Style A—Divided to make one half and two quarter blocks.
Division Style B—Divided to make two half blocks.
Division Style C—Divided to make one quarter and one three-quarter blocks.
Division Style D—16-inch plate divided to make one 2-inch



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Designs We Furnish for Our Block Machines

See Instructions for Ordering on Page 8.

<p>Design No. 4. Standard Plain Face. Can be furnished in all divisions. But one end door required.</p>	<p>Design No. 5. Cobblestone Face. A fine "stone ground" finished block. 16-inch plate not made in Division D. Division F not made in any size. But one end door required.</p>	<p>Design No. 6. Panel Face. 16-inch plate not made in Division D. But one end door required.</p>
<p>Design No. 7. Rock Face With 1/4-Inch Tumbled Edges. 16-inch plate not made in Division C and D. Division F not made in any size. But one end door required.</p>	<p>Design No. 8. Horizontal Tumbled Edges. 16-inch plate not made in any size. But one end door required.</p>	<p>Design No. 9. Water Table Face. No fractional face plate needed for fractional blocks in this design. End door fractional is not furnished in the other doors but sets in place and is supported by any other end door machine. End door F also used as a dividing plate for making fractional blocks of any length. But one end door needed.</p>
<p>Design No. 10. Broken Ashlar Face. Block made with grooves between block sections for holding a lock prying which will in condition. If horizontal blocks a most desirable division in Design No. 2, which number this design perfectly. For right hand corner block use Design No. 2 end door. For left hand corner block end door is required.</p>	<p>Design No. 11. Broken Ashlar Face. Block made with hand hammers, which are used and require that you will use it well. For fractional blocks under section Division in Design No. 2, which number this design perfectly. For right hand corner block use Design No. 2 end door. For left hand corner block end door is required.</p>	<p>Design No. 12. Pressed Block Face. Fractional plates not made in Division D and F. Both right and left end doors required.</p>
<p>Design No. 13. Ornamental Wreath Face. Fractional plates not made in Division D and F. Both right and left end doors are required.</p>	<p>Design No. 14. Ornamental Scroll Face. Fractional plates not made in Division D and F. Both right and left end doors required.</p>	<p>Design No. 15. Ornamental Knave Face. Fractional plates not made in Division D and F. Both right and left end doors required.</p>

SEARS, ROEBUCK AND CO., CHICAGO, ILLINOIS.

Figure 12: Concrete Block Designs as advertised by Sears, Roebuck, and Co. from 1915 (Source: Sears, Roebuck and Co.)

A block is started and tamped in the Knave Adjustable Block Machine in the same manner as in any other machine.

Inserting the core. The double core is in one place and can be dropped in place as easily and quickly as operating a lever. The illustration on page 18 show just how the cores are made.

Releasing the block. The front wall is pulled forward, thus turning block over on the pallet. The block is well supported by the ends and core while being turned.

The endgates have been lifted from block and placed on tool shelf. Core is being drawn out. Note that core is pulled out vertically, which permits the use of a wet mixture to make the block.

The block is finished and carried away on the pallet. A new pallet is then placed in position, the endgates slipped back and the front wall lifted in position to make ready for another block. No complicated levers or latches to fuss with or cause trouble.

Figure 13: Explanation of how to use concrete block machines (Source: Sears, Roebuck, and Co.)



Figure 14: Concrete block veranda posts at 6072 Jubilee Road (Staff Photo, June 16, 2023)



Figure 15: Hydrostone house at 5508 Novalea Drive (Staff Photo, 16 June 2023)

Style

The residence at 1745 Henry Street was constructed in the Edwardian Classicism style (see Important / Unique Architectural Style or Highly Representative of an Era). The double semi-detached, two-storey building has a long rectangular façade (Figure 16 to Figure 22). The building is clad in rock-faced concrete blocks in even courses and has a flat roof with extended bracketed cornice. Windows have a flat opening and are one-over-one with stone lintels and lug sills. There is a two-storey rounded bay on the west elevation with three-over-one windows, plain flat trim and stone lintels and lug sills.

The off-centre, single-leaf entrance with transom is accessible by a small set of concrete steps with railing and open porch. It is separated by the off-centre, single-leaf entrance of the neighbouring 1745 Henry Street by simple double colonettes and railing. A narrow one-over-one window is to the left of the entrance. There is a single-leaf entrance on the south elevation, leading to the basement that is currently being used as a residence (1741 Henry Street). Another single-leaf door is located on the east elevation.

Character Defining Elements

The character defining elements of 1741-1743 Henry Street include, but are not limited to:

- Two-storey, semi-detached Edwardian Classicism style residence;
- Two-storey rounded bay on the west elevation;
- Rock-faced stone cladding laid in even courses;
- Flat six-over-one and three-over-one windows with stone lintels and lug sills;
- Flat roof with bracketed extended cornice;
- Open porch with simple double colonettes;
- Small set of stairs with railing leading to the main entrance;
- Single-leaf entrances with transom on the west and east elevations;
- Narrow one-over-one window on the west elevation; and,
- Minimal setback from the street.



Figure 16: 1741-1743 (right) and 1745 (left) Henry Street (19 May 2023)



Figure 17: 1745 Henry Street (19 May 2023)



Figure 18: North elevation of 1745 Henry Street (19 May 2023)



Figure 19: East elevation (19 May 2023)



Figure 20: Basement entrance on the north elevation (19 May 2023)



Figure 21: Main entrance and stairs of 1745 Henry Street (19 May 2023)



Figure 22: View of 1745 Henry Street entrance from entrance to 1741-1743 Henry Street (19 May 2023)

Architectural Integrity

The residence at 1745 Henry Street has a high level of architectural integrity. There have been alterations to the windows and doors; however, the openings have all remained the same and stone lintels and lug sills have been retained. The concrete block cladding has been repaired as needed over the years with no major discrepancies in appearance. The rear outbuilding depicted in the 1918 assessment map have also been altered overtime. The context has changed minimally with the demolition of the automobile garages and construction of a new brick rowhouse within the inner courtyard, which was constructed around 2011.

Relationship to Surrounding Area

The residence at 1745 Henry Street has a strong historical, visual, and physical relationship with the surrounding masonry residences that were also built by Edward Maxwell, including the attached 1741-1743 Henry Street (Figure 23 to Figure 30). This includes the registered heritage property at 6053 Jubilee Road (Edward Maxwell House; 1907). Another registered heritage property within the complex, 6047 Jubilee Road, was not originally constructed by Maxwell but he built the second storey and added bay windows to the structure. Other residences with an association to Maxwell include 6038-6057 Jubilee Road, 1735, 1740-1742, 1751-1755 Henry Street, and 6060-6066 Cedar Street. The masonry residences are an integral landmark on Jubilee Road, Cedar Street and Henry Street and are representative of turn of the century masonry architecture.



Figure 23: 1745 Henry Street facing south (19 May 2023)



Figure 24: View of 1741-1743 and 1745 Henry Street facing north from 1735 Henry Street (19 May 2023)



Figure 25: Henry Street near the intersection of Jubilee Road (19 May 2023)



Figure 26: Concrete block homes on Cedar Street (16 June 2023)



Figure 27: Brick homes on Cedar Street (16 June 2023)



Figure 28: Brick rowhouses at the intersection of Cedar Street and Jubilee Road (16 June 2023)



Figure 29: Concrete block house at 1740-1742 Henry Street (16 June 2023)



Figure 30: Maxwell homes on Jubilee Road, including registered properties at 6047 and 6053 Jubilee Road (16 June 2023)

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