



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

Item No. 9.1.2
Heritage Advisory Committee
April 17, 2024

TO: Mayor Savage and Members of Halifax Regional Council

-Original Signed-

SUBMITTED BY:

Cathie O'Toole, Chief Administrative Officer

DATE: March 26, 2024

SUBJECT: **Case H00578: Request to Include 1735 Henry Street, Halifax in the Registry of Heritage Properties for the Halifax Regional Municipality**

ORIGIN

Application for heritage registration by the property owner.

LEGISLATIVE AUTHORITY

The Heritage Property Act

RECOMMENDATIONS

Should 1735 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 1735 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 1735 Henry Street, Halifax (Map 1; formerly 169 Henry Street) 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, and contains a two-and-a-half storey, single 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 Northwest Arm to the suburbs of Halifax. 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 1889. The subject property is visible by the 1918 assessment map, which depicts a single-detached house.

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 November 1915 for a residence made of concrete blocks on the east side of Henry Street, between Jubilee Road and Cedar Street. The first reference of 169 Henry Street (present day 1735 Henry Street) appears in the 1918 Assessment map and McAlpine's 1916-17 City Directory, which lists Leslie M. Trask and Cecil Trask of L.M. Trask Co., a gasoline engines and automobile accessory company, as occupying the property. The property remained under Maxwell's ownership until 1926.



Figure 1: 1735 Henry Street (Staff photo, February 16, 2024)

Given its circa 1915 construction date, staff recommend a score of 9 points for Age.

2. Architectural Importance:

1735 Henry Street is a unique example of an early 20th century single-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. 1735 Henry Street, as well as the surrounding Maxwell concrete block properties, provide a unique example of the Edwardian Classicism style with its concrete block construction, and its hip and gable roof. Although there are other concrete block designed single-detached buildings near the subject property on Cedar Street, the concrete blocks used on 1735 Henry Street have more of a rock face design and are most similar in style and form to 1740-1742 Henry Street.

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 Classicisms long period of popularity. Elements of the style found in 1735 Henry Street include: large paned windows with simple pattern and stone lug sills and gable roof with extended cornice and brackets.

As a unique example of the Edwardian Classicism style, staff recommend a score of 11 to 15.

3. Significance of Architect/Builder:

1735 Henry Street was built by Edward Maxwell, a local mason and contractor, and architect Sydney P. Dumaresq. 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 the subject property at 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 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.

Sydney Perry Dumaresq was a local architect and part of the Dumaresq architecture dynasty. Son of renowned architect James Charles Dumaresq, Sydney began working for his father's firm around 1898 and was officially admitted into J.C. Dumaresq in 1900. The firm worked on several bank buildings, the Halifax Infirmary (1901), and the George Wright Residence on Young Avenue in Halifax (1902), to name a few. Dumaresq briefly partnered with architect Andrew Cobb following James' death in 1906, from 1909 to 1911. Afterwards, Dumaresq continued to work in Halifax and throughout the province, working on buildings such as the Masonic Hall on Barrington Street, T. Eaton Maritime Store on Barrington Street, the medical and dental library for Dalhousie University, and Provincial Building (the latter a collaboration with H.R. Gates and A.R. Cobb). The Dumaresq architectural firm continues today under Sydney's grandson, Syd Dumaresq.

Staff recommend a score of 1 to 3 for the local significance of the architect and contractor.

4. Architectural Merit

Construction Type/Building Technology

The subject property at 1735 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 enabled the creation of 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 construction 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.

Staff recommend a score between 7 to 10 points.

Style

1735 Henry Street is a unique example of an early 20th century single-detached Edwardian Classicism style residence built of concrete block, with a hip and gable roofline.

The character-defining elements of 1735 Henry Street include, but are not limited to:

- Two-and-a-half storey, Edwardian Classicism style single-detached building;
- Hip roof combined with front gable roof with wood purlins and extended cornices;
- Centre window in the gable roof;
- Concrete block construction;
- Ten-over-one and four-over-one windows with stone lug sills;
- Single leaf entrance covered by an open porch with wood posts;
- Two tall brick chimneys; and
- Gable dormer with projecting eaves on east elevation.

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



Figure 2: West elevation of 1735 Henry Street (Staff photo, February 16, 2024)

5. Architectural Integrity:

The residence at 1735 Henry Street has a moderate level of integrity. Based on the Dumaresq original blueprints, the following modifications have been made to the residence since its construction in 1915:

- Removal of the tall French doors on the west elevation, above the main entrance;
- Removal of the railing around the second-storey French doors with a shed roof style open porch;
- Original front door has been replaced;
- A gable dormer on the south elevation has been removed;
- Stairs and railing leading to front entrance have been replaced; and,
- A one-storey rear addition was constructed which impacted the six-over-six original windows on the east elevation.

It is important to note that some aspects of the Dumaresq drawings may not have been implemented during final construction. The placement of windows on the west and south elevations is likely an example of this.

Overall, the alterations to the exterior of 1745 Henry Street are modest and as such, staff recommend a score 6 to 10 points for architectural integrity.

6. Relationship to Surrounding Area:

The residence at 1735 Henry Street has a strong historical, visual, and physical relationship with the surrounding masonry residences that were also built by Edward Maxwell, including the recently registered neighbouring properties at 1741-1743 and 1745 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, 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.

For its visual, physical 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 rowhouses at the corner of Cedar and Henry Streets



Figure 4: View of Maxwell's Jubilee Road properties including the registered property at 6047 Jubilee Road

FINANCIAL IMPLICATIONS

The HRM costs associated with advertising and processing this application can be accommodated within the approved 2024/2025 operating budget for C340 – Culture, 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 1735 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

1735 Henry Street,
Halifax

- Registered Heritage Properties
- Subject Property



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.*

Attachment B

Research Report

1735 Henry Street, Halifax

Prepared by:

HRM Planning & Development
Elizabeth Cushing, Planner II - Heritage

March 25, 2024



HALIFAX

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Age

1735 Henry Street, formerly 169 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 Henry Street from Cedar Street to Jubilee Road does not appear in historical maps until 1889.

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 historical map from 1911 identifies that there were no structures built on the subject property (Figure 2). A building application was submitted by Maxwell in November 1915 for the subject property - a concrete block residence with concrete foundation and asbestos shingles on the east side of Henry Street (Figure 3). The architect is identified on the permit as S.P. Dumaresq. The full drawings of the side hall residence can be found in Appendix A. The subject property is visible by the 1918 Assessment Plan (Figure 4).

The first occupants of 1735 Henry Street as listed in McAlpine's 1916-17 City Directory were Leslie M. Trask, Manager, and Cecil W. Trask, Mechanical Expert, who operated L.M. Trask Co., a gasoline engines and automobile accessory company once located on Lower Water Street. Edward Maxwell retained ownership of the property at this time. The property transferred from Maxwell to Thomas and Rose McCartney through a Sheriff's Deed in 1926 (Book 596, Page 454). The McCartney's did not occupy the property and subsequently sold to Charles and Betty (Rebecca) Arron that following year (Book 611, Page 517). Charles was originally from Lithuania and worked as a merchant. Raymond and Annie Milgate purchased the property from the Arron's in 1933 (Book 684, Page 649). Raymond Milgate immigrated from England to Nova Scotia in 1910 and worked as a Surveying Engineer. In 1958, the Milgate's sold the property to Robert and Anna Thorpe (Book 1514, Page 516). Robert was a member of the Royal Canadian Mounted Police. In 1976, Anna Thorpe sold the property to the current property owners (Book 2995, Page 85; Book 4184, Page 33-35).

The subject property was constructed circa 1915 by Edward Maxwell, mason, and designed by architect Syd Dumaresq.



Figure 1: Hopkin's 1878 Atlas with the approximate location of the subject property identified in red

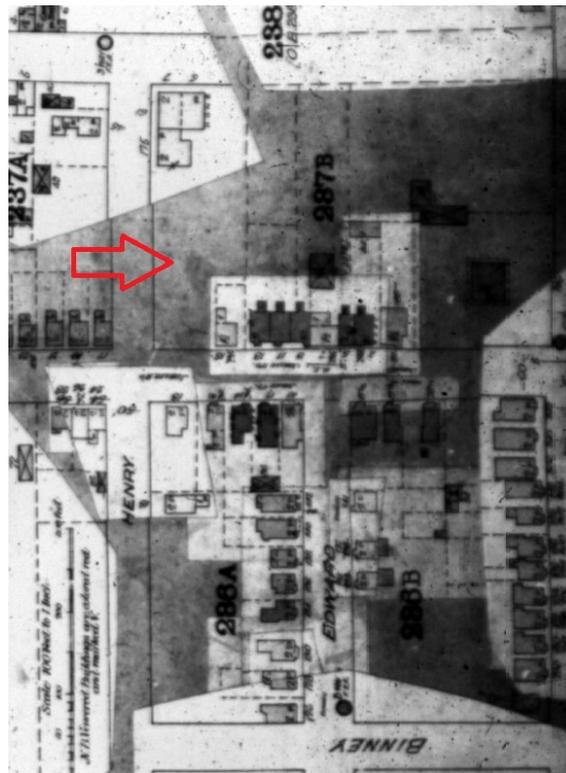


Figure 2: Fire Insurance Plan for 1911 (IS 1895) with approximate location of the subject property identified in red

Henry St. No. APPLICATION FOR NEW BUILDING. No. 4539
 To the Inspector of Buildings, Halifax, N. S., 6th day of Nov-1915

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. Sit East between Jubilee St. and East
 Owner E. Maxwell Architect S. P. Dunning Builder E. Maxwell Estimated cost \$5000
 Class Material Concrete Blocks Purpose of Building Residence
 Size of main building Ft. front 24 Ft. deep 36 Ft. in height 30 No. of Stories 2 1/2 Nearest part to street line 2 Ft.
 Size of Extension " " " " " "
 Foundation wall, material Concrete Thickness 12" Chimney, how constructed 4" Concrete (Reinf)
 Style of roof and material Pitch Asbestos shingles
 What kind of fire stop is to be used Asbestos 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 31st day of Jan 1916 on which date this permit expires.

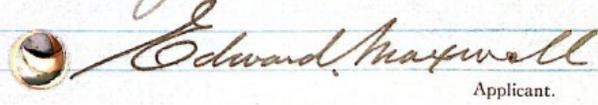

 Applicant.

Figure 3: Building Permit for 1735 Henry Street dated November 6, 1915

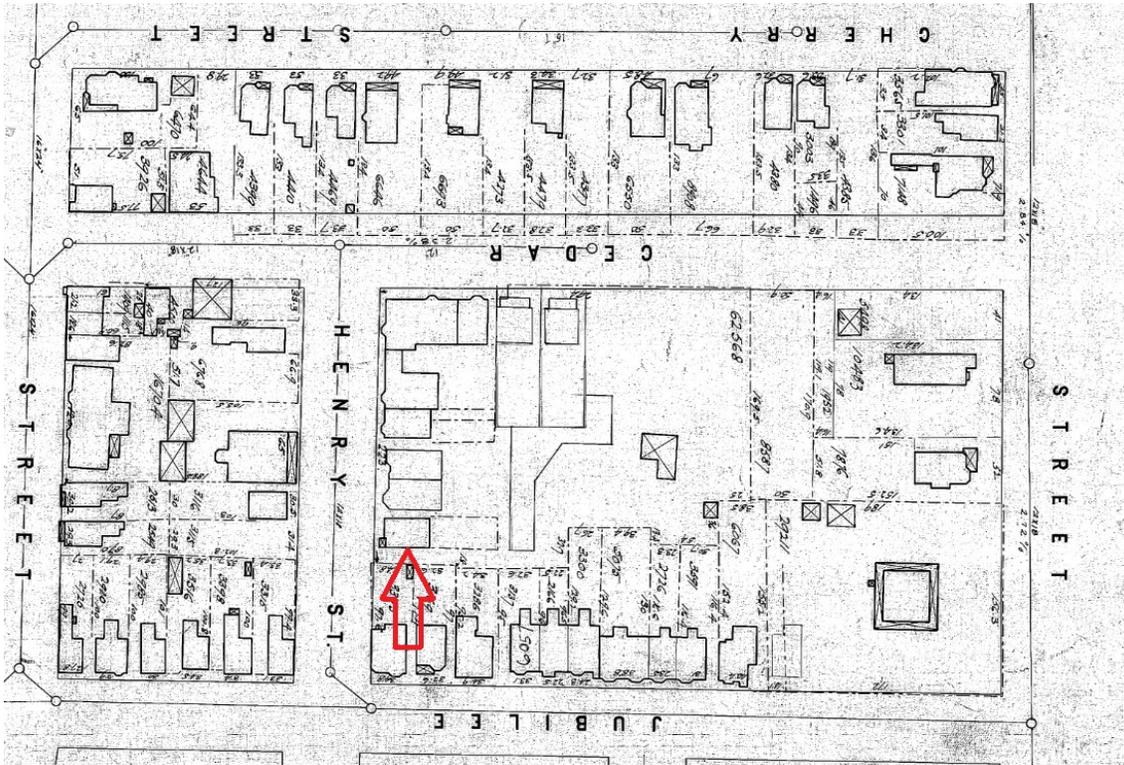


Figure 4: Pickins Assessment Plan 1918 identifying subject property in red

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).

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 5). 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 6). 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 7). Maxwell again partnered with Dumaresq in 1915 to construct present day 1735 Henry Street (Plan S-9-3070; Appendix A). 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 8). 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 5: Advertisement for Edward Maxwell & Son Tailor Shop on Granville Street (McAlpine 1901-02: 339)



Figure 6: Advertisement for Edward Maxwell Jr. Masonry Work (McAlpine 1901-02:23)



Figure 7: Halifax Infant's Home on Tower Road circa 2013, now demolished (Source: Ziobrowski)

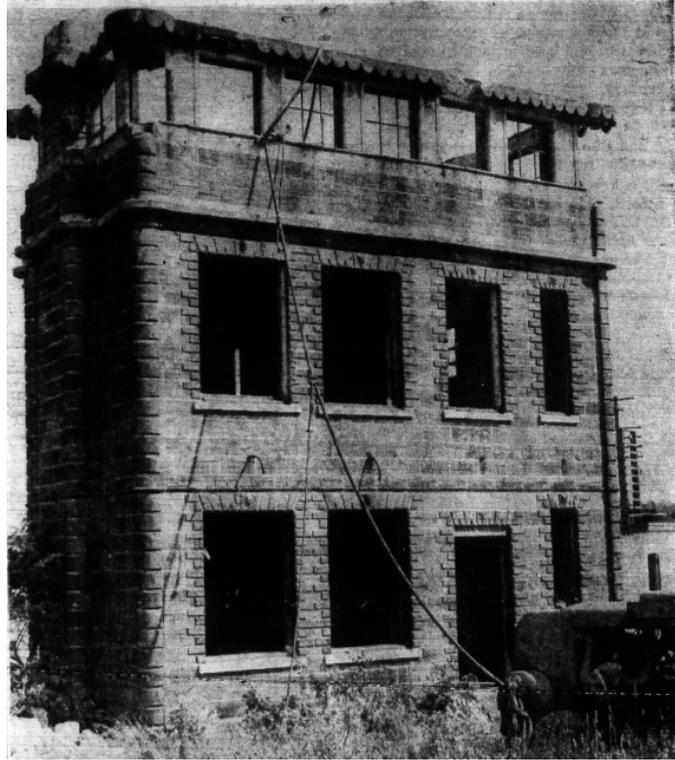


Figure 8: Former Fairview residence of Edward Maxwell which was demolished in the late 1950s (Halifax Mail Star, October 1956)

Important / Unique Architectural Style or Highly Representative of an Era

1735 Henry Street is a unique example of an early 20th century 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. 1735 Henry Street, as well as the surrounding Maxwell concrete block properties, provide a unique example of the Edwardian Classicism style with its concrete block construction. Although there are a few other concrete block single-detached buildings near the subject property on Cedar Street (Figure 9), the concrete blocks used on 1735 Henry Street have more of a rock face design and are most similar in style to 1740-1742 Henry Street (Figure 10).

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 1735 Henry Street include: large paned windows with simple pattern and stone lug sills and gable roof with extended cornice and purlins.



Figure 9: 6050 and 6054 Cedar Street (February 2024)



Figure 10: 1740-1742 Henry Street (February 2024)

Significance of Architect or Builder

1735 Henry Street has historical associations with Edward Maxwell, a local mason and contractor (see Relationship to Important Occasions, Institutions, Personages or Groups), and architect Sydney Dumaesq. 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.

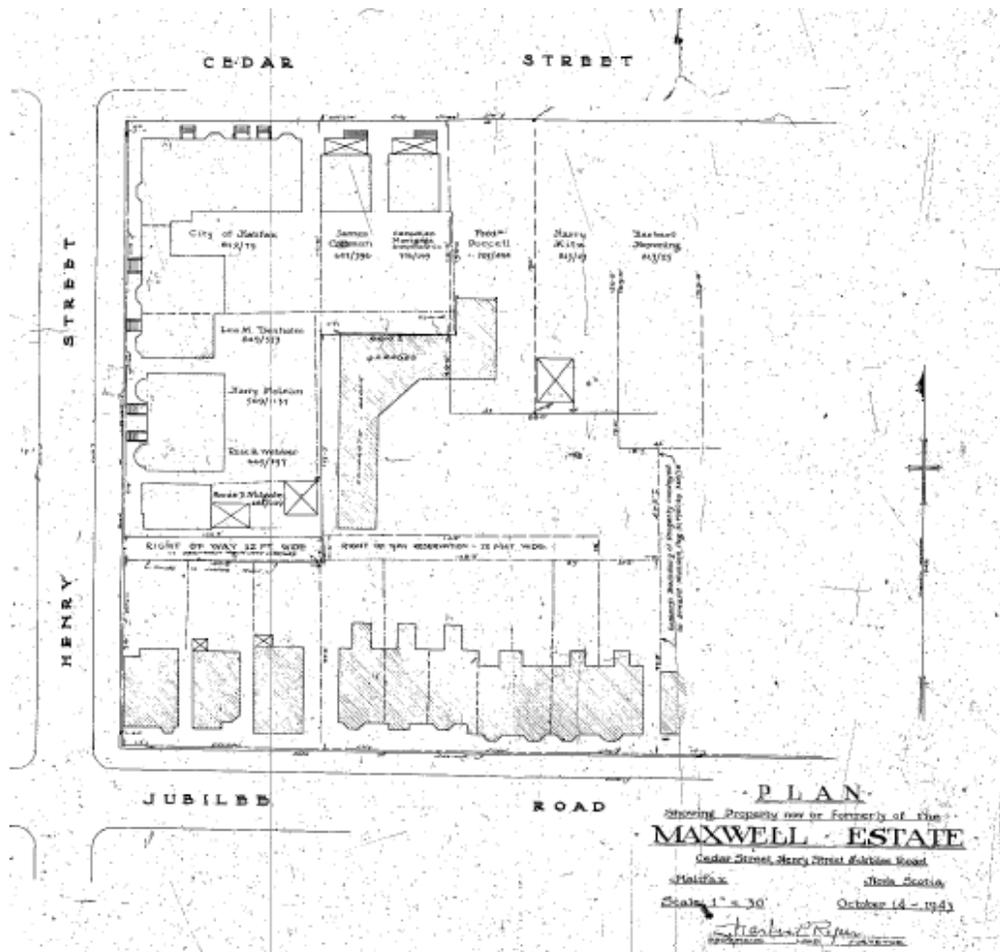


Figure 11: Plan Showing Property now or formerly of the Maxwell Estate dated 14 Oct 1943 (Surveyor: Roper)

Sydney Perry Dumaresq was a local architect and part of the Dumaresq architecture dynasty. Son of renowned architect James Charles Dumaresq, Sydney began working for his father's firm around 1898 and was officially admitted into J.C. Dumaresq in 1900 (Rosinski 1994). The firm worked on several bank buildings, the Halifax Infirmary (1901), and the George Wright Residence on Young Avenue in Halifax (1902), to name a few. Dumaresq briefly partnered with architect Andrew Cobb following James' death in 1906, from 1909 to 1911. Afterwards, Dumaresq continued to work in Halifax and throughout the province, working on buildings such as the Masonic Hall in Barrington Street, T. Eaton Maritime Store on Barrington Street, the medical and dental library for Dalhousie University, and Provincial Building (the latter a collaboration with H.R. Gates and A.R. Cobb). The Dumaresq architectural firm continues today under Sydney's grandson, Syd Dumaresq.



Figure 12: Sydney Perry Dumaresq (Source: Genealogy.com)

Architectural Merit

Construction Type or Building Technology

The subject property at 1735 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 10; 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 11). 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 15). Another contiguous example of concrete block construction can be found in the Hydrostone district in Halifax (Figure 16).

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 currency in 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 trial 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 Wizard Machine. 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



Design No. 1. Shallow Rock Face. Design No. 2. Medium Rock Face. Design No. 3. Heavy Rock Face. These three designs are reversible, so only one end door is required for either right or left return corner. Design 1 End Door can be used with Design 2 and Design 2 End Door with Design 3.

SEARS, ROEBUCK AND CO., CHICAGO, ILLINOIS.

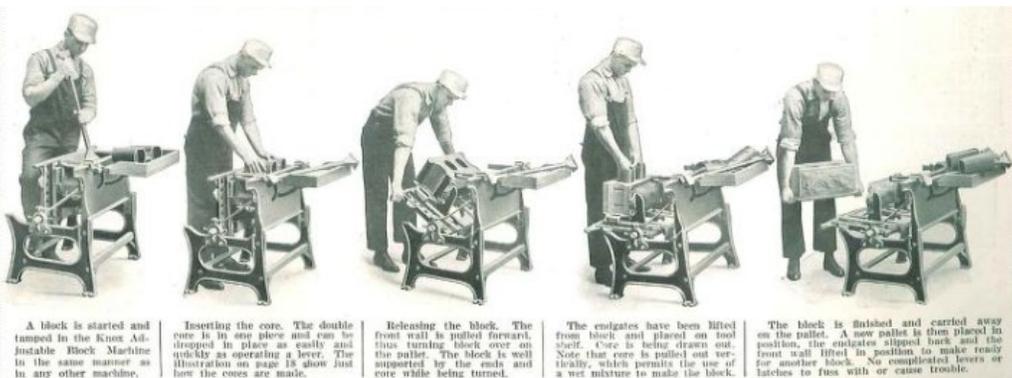
Designs We Furnish for Our Block Machines

See Instructions for Ordering on Page 8.

<p>Design No. 4. Standard Plain Face. Can be furnished in all Divisions. But one end door needed.</p>	<p>Design No. 5. Cobblestone Face. A fine "stone ground" foundation block. 16-inch plate not made in Division D. Divisions 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 Edge. 16-inch plate not made in Division C and D. Divisions F not made in any size. But one end door required.</p>	<p>Design No. 8. Bushhammer Face With 1/4-Inch Tumbled Edge. 16-inch plate not made in Division C and D. Divisions F not made in any size. But one end door required.</p>	<p>Design No. 9. Horizontal Tumbled Edge. But one end door required.</p>
<p>Design No. 10. Broken Ashlar Face. Block made with groove between block sections for leveling or back pulling when set in position. For fractional blocks under desired divisions in Division C, which makes this design perfectly. For right hand corner block see Design No. 2 end door. For left hand corner special end door is required.</p>	<p>Design No. 11. Broken Ashlar Face. Block made with groove between block sections. Same as Design No. 10, but with no leveling or back pulling when set in position. For fractional blocks under desired divisions in Division C, which makes this design perfectly. For right hand corner block see Design No. 2 end door. For left hand corner special end door is required.</p>	<p>Design No. 12. Water Table Face. No fractional face plate needed for fractional blocks in this design. End door furnished is not framed in like other doors but sets in place and is supported by cast-iron end door brackets. End door is also held at a dividing plate for making fractional blocks of any length. But one end door needed.</p>
<p>Design No. 13. Broken Ashlar Face. Block made with groove between block sections for leveling or back pulling when set in position. For fractional blocks under desired divisions in Division C, which makes this design perfectly. For right hand corner block see Design No. 2 end door. For left hand corner special end door is required.</p>	<p>Design No. 14. Broken Ashlar Face. Block made with level top and bottom. For fractional blocks under desired divisions in Division C, which makes this design perfectly. For right hand corner block see Design No. 2 end door. For left hand corner special end door is required.</p>	<p>Design No. 15. Pressed Brick Face. Fractional plates not made in Divisions D and F. Both right and left end doors are required.</p>
<p>Design No. 16. Ornamental Wreath Face. Fractional plates not made in Divisions D and F. Both right and left end doors are required.</p>	<p>Design No. 17. Ornamental Scroll Face. Fractional plates not made in Divisions D and F. Both right and left end doors required.</p>	<p>Design No. 18. Ornamental Rope Face. Fractional plates not made in Divisions D and F. Both right and left end doors required.</p>

SEARS, ROEBUCK AND CO., CHICAGO, ILLINOIS.

Figure 13: 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 Knux 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 14: Explanation of how to use concrete block machines (Source: Sears, Roebuck, and Co.)



Figure 15: Concrete block veranda posts at 6072 Jubilee Road (Staff Photo, June 16, 2023)



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

Style

The residence at 1735 Henry Street was constructed in the Edwardian Classicism style (see Important / Unique Architectural Style or Highly Representative of an Era).

The single-detached, two-and-a-half concrete-block residence at 1735 Henry Street stands on a partial above ground basement (Figure 17 to Figure 23). There is a rear addition clad in vinyl siding. It has a hip roof with an off-centre gable roof. The extended wood cornice features purlins, and the centre of the gable has a four-over-one window. Flat ten-over-one windows and narrow four-over-one windows have stone lug sills. Basement windows are mostly two paned. There are two tall brick chimneys on the side left and side right. There is a gable dormer with projecting eaves on the east elevation which has been clad in vinyl. The off-centre, single-leaf entrance on the west elevation is covered by an open porch with simple wood posts. The entrance is accessible from a small set of straight stone stairs with railings.

Character Defining Elements

The character defining elements of 1735 Henry Street include, but are not limited to:

- Two-and-a-half storey, Edwardian Classicism style single-detached building;
- Hip roof combined with front gable roof with wood purlins and extended cornices;
- Centre window in the gable roof;
- Concrete block construction;
- Ten-over-one and four-over-one windows with stone lug sills;
- Single leaf entrance covered by an open porch with wood posts;
- Two tall brick chimneys; and
- Gable dormer with projecting eaves on east elevation.



Figure 17: West Elevation of 1735 Henry Street (February 16, 2024)



Figure 18: West and north elevations of 1735 Henry Street (February 16, 2024)



Figure 19: East and south elevation of 1735 Henry Street (February 16, 2024)



Figure 20: South elevation of 1735 Henry Street (February 16, 2024)



Figure 21: Wood bracketed cornice on 1735 Henry Street (February 16, 2024)

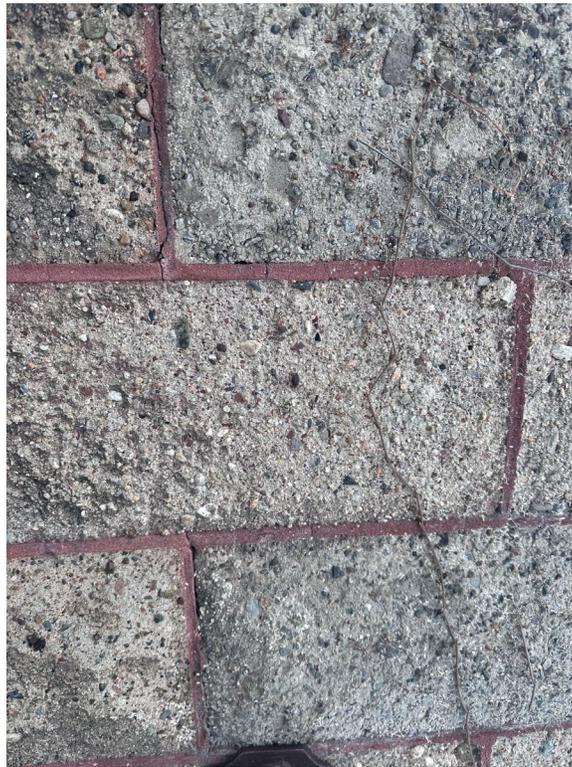


Figure 22: Concrete Block construction on 1735 Henry Street (February 16, 2024)



Figure 23: Stairs leading to main entrance on the west elevation (February 16, 2024)

Architectural Integrity

The residence at 1735 Henry Street has a moderate level of integrity. Based on the Dumaresq original blueprints (Appendix A), the following modifications have been made to the residence since its construction in 1915:

- Removal of the tall French doors on the west elevation, above the main entrance;
- Removal of the railing around the second-storey French doors with a shed roof style open porch;
- Original front door has been replaced;
- A gable dormer on the south elevation has been removed;
- Stairs and railing leading to front entrance have been replaced; and,
- A one-storey rear addition was constructed which impacted the six-over-six original windows on the east elevation.

It is important to note that some aspects of the Dumaresq drawings may not have been implemented during final construction. The placement of windows on the west and south elevations is likely an example of this.

Relationship to Surrounding Area

The residence at 1735 Henry Street has a strong historical, visual, and physical relationship with the surrounding masonry residences that were also built by Edward Maxwell, including the recently registered neighbouring properties at 1741-1743 and 1745 Henry Street (Figure 24). 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 (Figure 25). Other residences with an association to Maxwell include 6038-6057 Jubilee Road, 1740-1742, 1751-1755 Henry Street, and 6060-6066 Cedar Street (Figure 26 to Figure 28). 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 24: Recently registered heritage properties at 1741-1743 and 1745 Henry Street, with 1735 Henry Street visible to the right (February 2024)



Figure 25: Maxwell Streetscape along Jubilee Road (February 2024)



Figure 26: Maxwell constructed houses along Cedar Street near Henry Street intersection (February 2024)



Figure 27: Maxwell townhouses at the corner of Cedar and Henry Streets (February 2024)



Figure 28: Henry Street facing north towards Cedar Street (February 2024)

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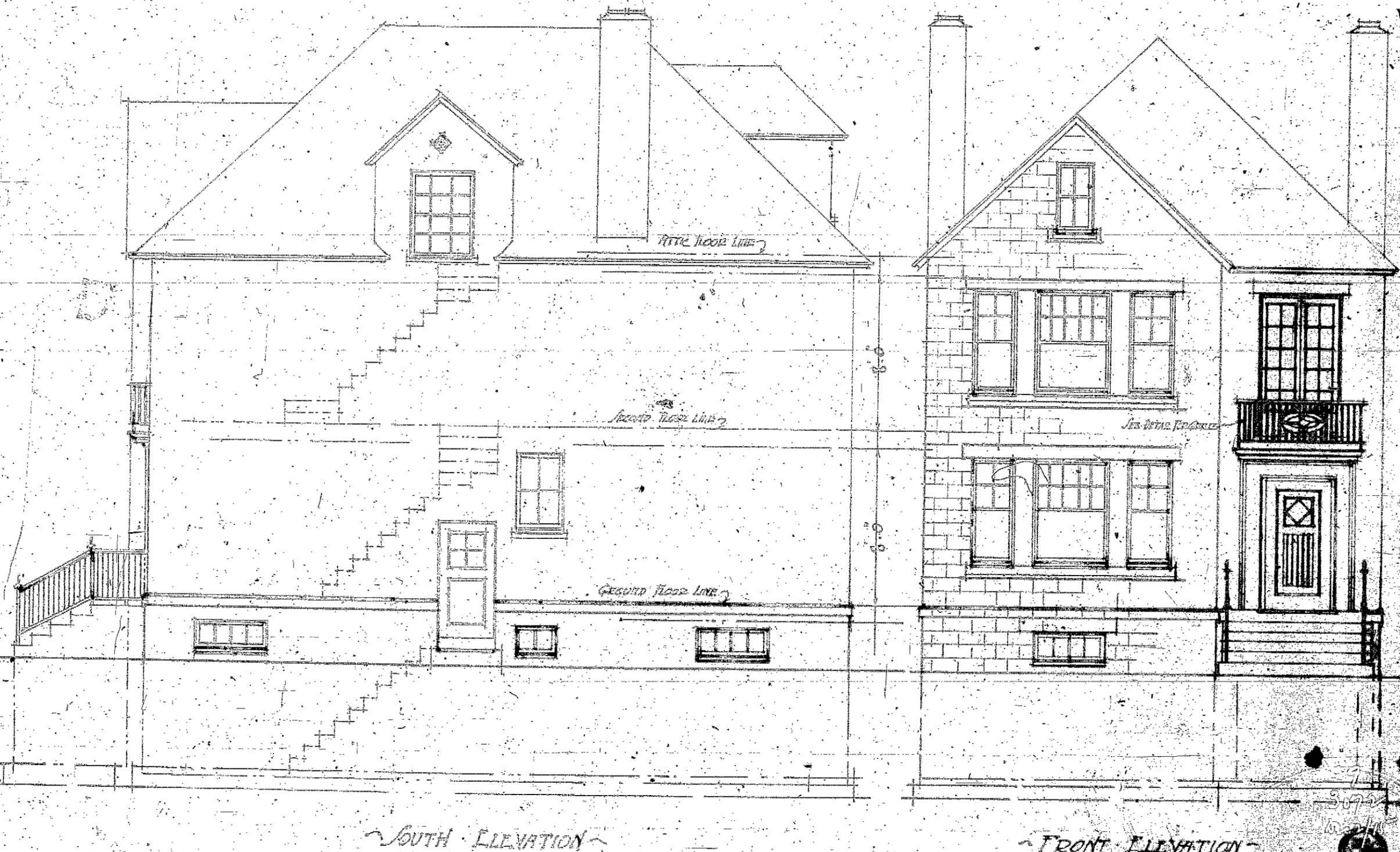
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Appendix A

S. P. Dumaresq Blueprints – 1735 Henry Street

Appendix A



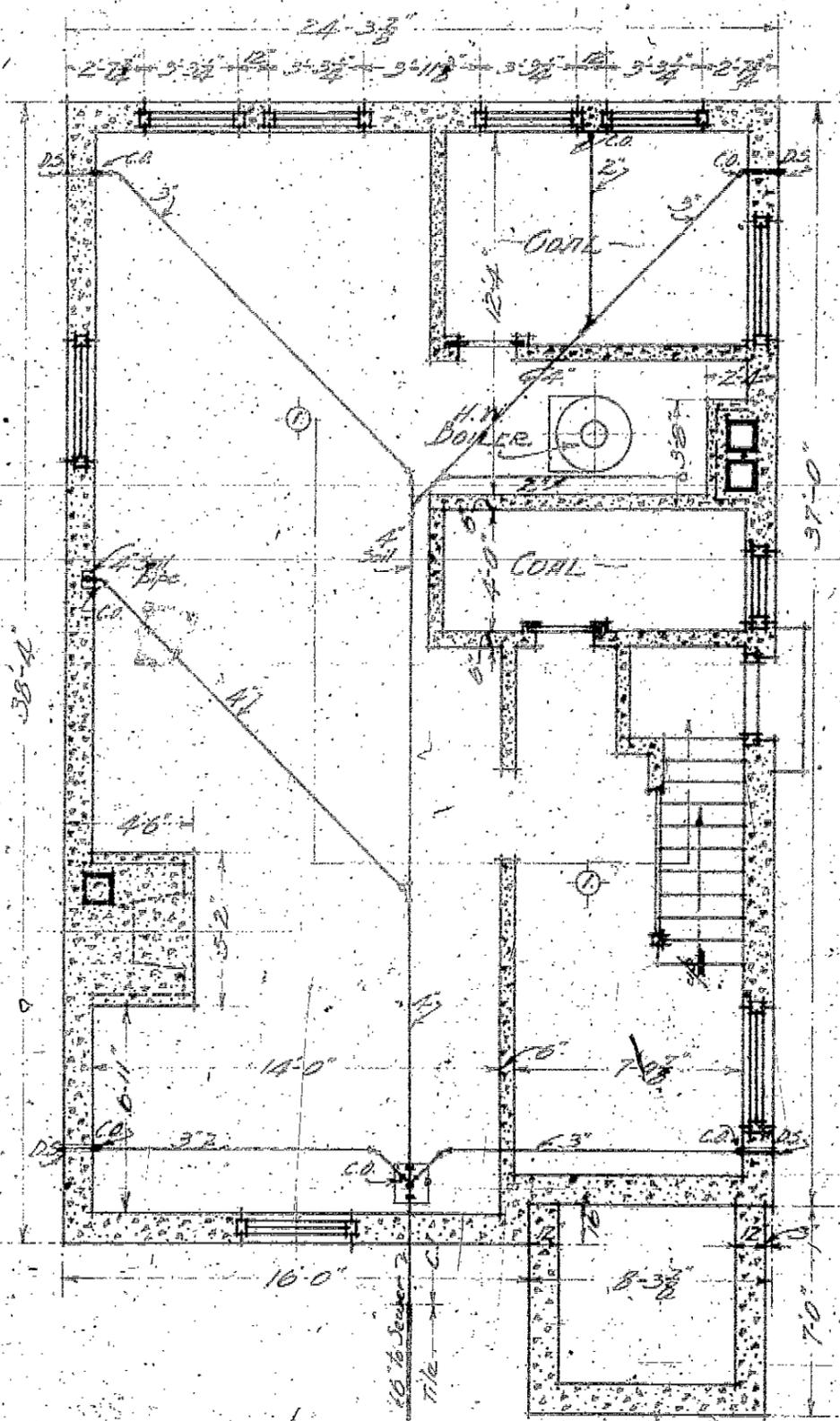
DWELLING HOUSE • HENRY STREET • MR. LD. MAXWELL • SCALE 1/4" = 1'-0" • S. P. DUMARSCO ARCHITECT • HALIFAX N.S.
HALIFAX N.S. • SEPT. 5, 1915 • COMM. NO. 94 • ST. PAUL BUILDG.



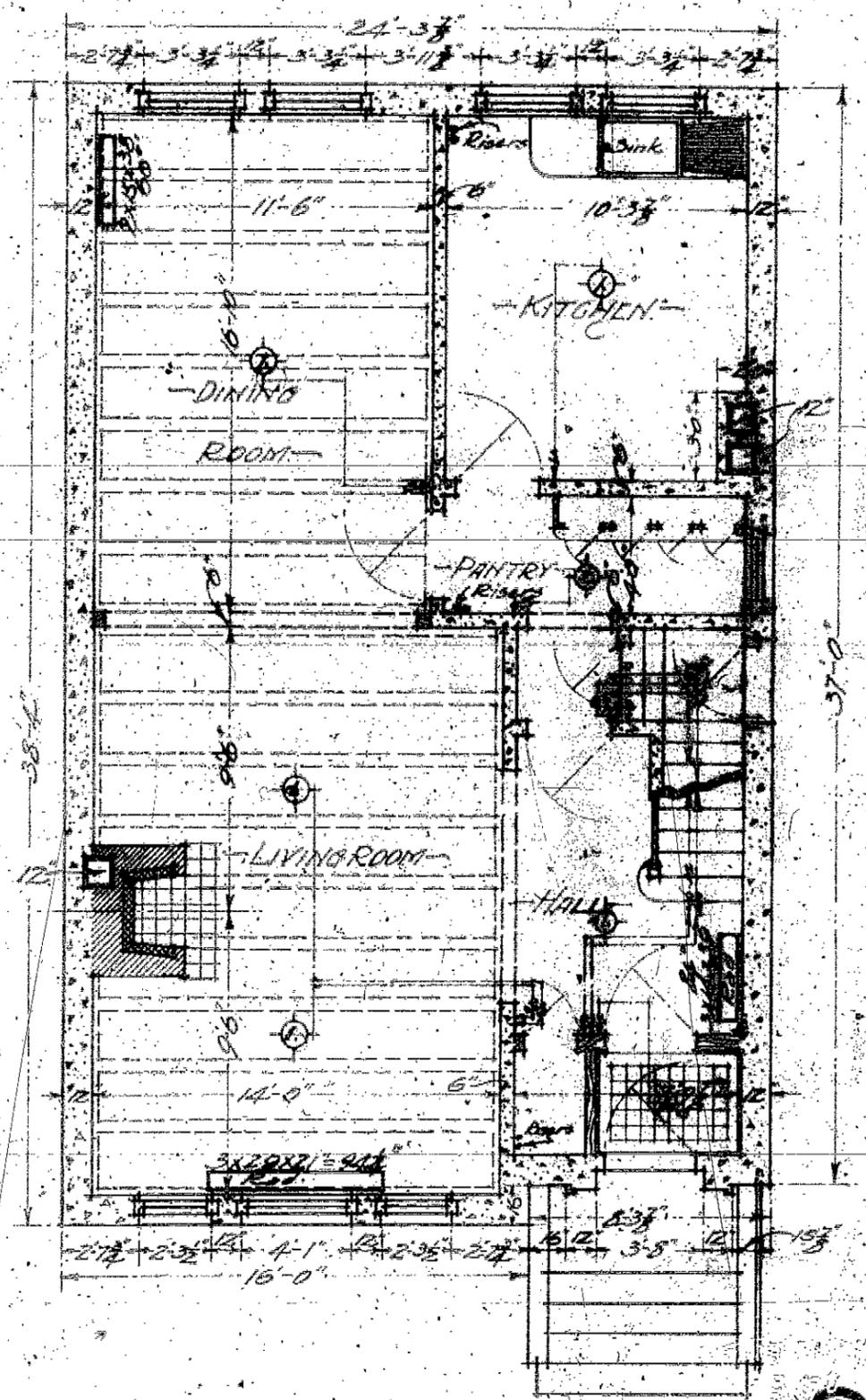
~ REAR ELEVATION ~

~ NORTH ELEVATION ~

DWELLING HOUSE • HEINEY STREET • HALIFAX N.S. FOR MR. E.D. MAXWELL • SCALE 1/4 INCH = 1 FOOT • SEPT. 5 1915 • COMM. NO. 94 • S. P. DUMARCO ARCHT. ST. PAUL N.B. • H. H. FAX-N-S.

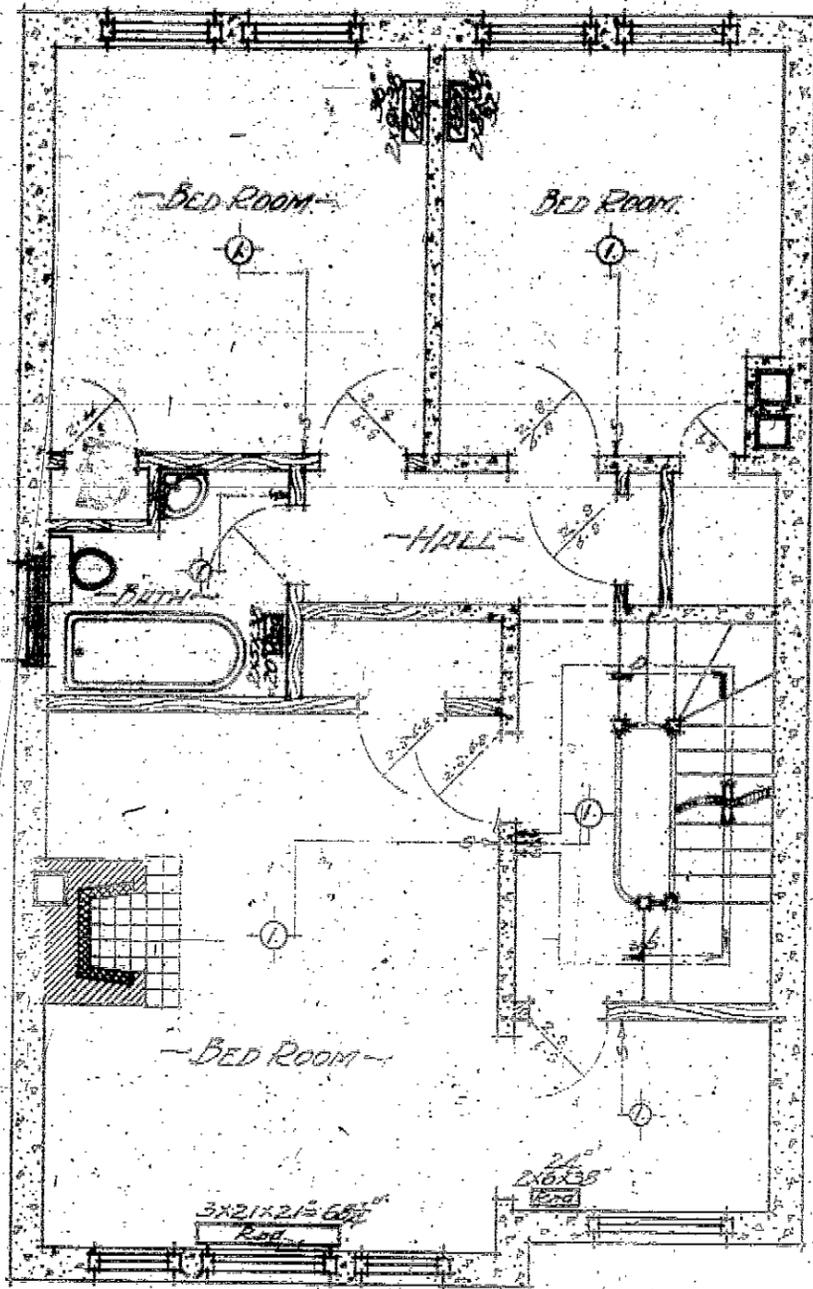


— BASEMENT PLAN —

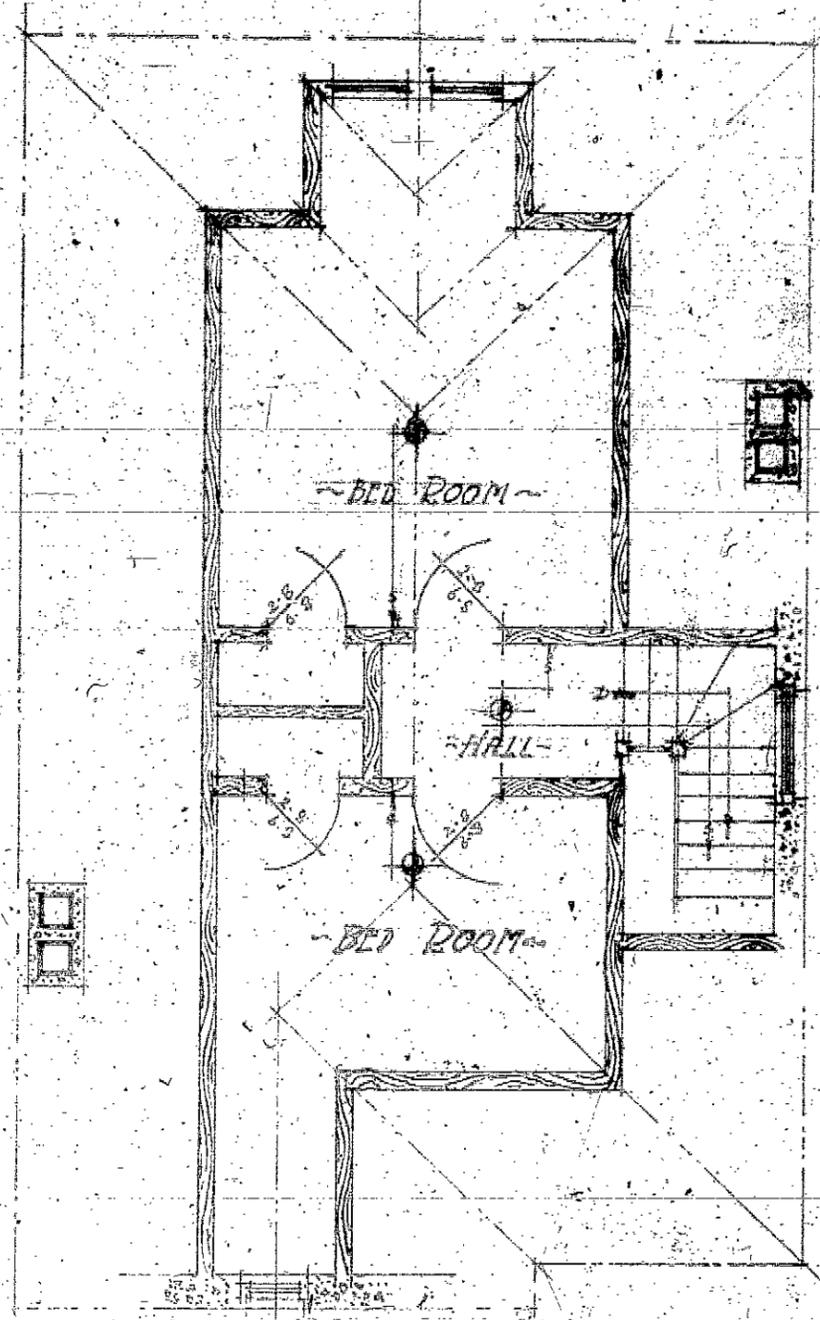


— GROUND FLOOR PLAN —

DWELLING HOUSE · HENRY STREET · HALIFAX · N.S. FOR · MR ED. MAXWELL · SEPT. 5 · 1915 · SCALE: 1/4 INCH = 1 FOOT · S. P. DUMARISQ · ARCHITECT · ST. PAUL BUILDING · HALIFAX · N.S.



— SECOND FLOOR PLAN —



— ATTIC FLOOR PLAN —

DWELLING HOUSE • HALIFAX N.S. • MR. ED. MAXWELL • SCALE: 1/4" = 1 FOOT • S. P. DUMARSCO ARCHITECT • HALIFAX N.S. • ST. PAUL BUILDG. • SEP. 5 1915 • COMM. NO. 94