

The

PRESENT
PAST FUTURE

trident

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Devon Row

The story of Devon Row begins with James H. Martin and his wife Hannah, who came from Devon, England in the early eighteen hundreds and settled in St. John's, Newfoundland. James H. Martin went to work at Job Brothers Limited.

In 1848 Hannah Martin opened a chinaware shop on Water St. on or near the property on which the Seaman's Institute, afterwards named King George V Institute was later built in 1912.

After the fire of 1892, which burned down just about all the businesses on the east end of Water St., Hannah Martin's shop was relocated and rebuilt on the north side of Water Street.

Evidently Hannah Martin did well enough with her business to have the five houses known as Devon Row built about 1871 or 72, by James T. Southcott a well established architect and builder from Devon, England, who built many public buildings and private residences in St. John's before the fire of 1892.

James H. and Hannah Martin always lived above the shop and Devon Row was rented out to many occupants for 100 years or more. At the time of the 1892 fire the occupants saved the houses through their valiant efforts.

In 1899 Samuel Owen Steele, married to Hannah Martin's niece, Sarah Blanche Harris, who came from England to live with the Martins, bought the chinaware business from Mrs. Martin, and it has been carried on as S.O. Steele and Sons Limited ever since, a total of one hundred and twenty six years.

Victor J. Steele, son of Samuel Owen Steele, says the paper is on the walls of the three stories above the shop lived in by James & Hannah Martin, and the plastered ornamental centerpieces in the ceilings for the light fixtures are still there.

Devon Row was inherited by James H. Martin's two nephews William and Frank Martin, who went into business on Water St. as Martin Hardware, which merged with Royal Stores Hardware to become Martin-Royal Stores Hardware in 1916. William and

Frank Martin returned to England about 1920.

The five houses known as Devon Row are four storied buildings on Duckworth St., made of local red brick; bay windows and entrances with peaked hoods; Mansard roof and dormer windows. On the back of the Row the Mansard roof and dormer windows are repeated; French doors open out from small sitting rooms and dining rooms to balconies. The basements are constructed of stone.

The many occupants who lived there through the years had ringside seats, watching history pass before their eyes as the sea was the highway.

Besides the day to day activities in the harbour, there were fishing fleets, sealing fleets, square riggers and schooners; fishing schooners, banking schooners, coastal boats, ocean liners, warships in peace and war times and foreign fishing fleets, which came and went from time to time.

It must have been a fascinating experience for the people who lived there and their friends who visited them; if the houses themselves could only talk—.

Harry Donnelly from Harbour Grace lived there in the early years as did the Reverend Moses Harvey, historian; Earle S. Pinsent, Barrister & Solicitor; J.B. Mitchell whose daughter Marguerite many times gave the Sketching Group of the St. John's Art Club use of the spacious rooms; Em and May Stick lived in number five; later Gerald Harvey turned the two top stories into separate apartments and built an outside staircase entrance. Hans Melis the Government sculptor lived in number two for five years, from 1958 to 1960. H.J.B. Gough owns and lives in number three. Peter Parnhan lives in number one. Number five was demolished to make a parking lot for the Bank of Montreal.

A most interesting activity has ceased since one of the occupants died and no longer do people about town knock on the doors of the Row looking to buy Bay Rum, referred to as Jakie's Gin.

Written by
Millicent K. Penney
Manuels



SPOTLIGHT

In each issue of THE TRIDENT this column will focus attention on some of the less obvious structures of historic significance in and around St. John's.

These buildings are listed in the Canadian inventory of Historic Buildings and have been chosen on the basis of a combination of criteria including age, historic significance and architectural merit. Many of these buildings are in danger of demolition in the face of development. The Trust will attempt to arouse interest in their preservation and to present alternatives for their use as an integral part of the community.



Heritage Canada to elect first permanent board.

NINE MEMBERS WILL BE ELECTED THIS September to a permanent Board of Heritage Canada, to replace the interim board, established upon incorporation to permit the organization of Heritage Canada and the calling of an annual meeting.

All members of the Nfld. Historic Trust, except those who have joined within the last six months have received free memberships in Heritage Canada as a consequence of the special membership offer extended to local Heritage groups. These members are entitled to the full rights of membership EXCEPT THE RIGHT TO NOMINATE OR TO VOTE AT THE ANNUAL MEETING. Only those persons who have PAID a current membership to Heritage Canada are therefore eligible to participate in the election of Board members.

Full information on the annual meeting will be sent to all members by the Heritage Canada Office. If we would like to have representation from this region on the Heritage Canada Board of Directors we should consider the advisability of having our members become paid members of Heritage Canada with full voting and nominating privileges.

Heritage Canada has just completed and published in the form of ten small booklets, an

analysis of the existing Heritage Legislation in each of the ten provinces. This is the sort of undertaking which is beyond the scope of most local Heritage groups and which provides them with badly needed resource material.

The Trust has submitted a "Notice of Intention to Apply," under the Heritage Canada

Awards Programme on behalf of the renovation project of Christ Church, Quidi Vidi. The country will be divided into five regions and a prize award of \$2000.00 will be given for the most notable achievement in Heritage Conservation in each region. A overall grand prize of \$15,000 will be given to the most notable achievement of Heritage Con-

servation in Canada.

It is to be hoped that our association with Heritage Canada will reduce the isolation which has confronted so many local Heritage Groups and help us to plug in to the mainstream of a growing and increasingly effective nationwide effort to protect and preserve our heritage.



Gerry Tilly, left, General Manager for O'Keefe-Carling Brewery in Newfoundland presents the Carling Community Arts Foundation Award of \$2,600 to Shannie Duff, co-ordinator of the Exhibit Map Project and Shane O'Dea President of the Trust.

Historic Trust awarded grant by Carling Community Arts Foundation

The Carling Community Arts Foundation has awarded a grant to the Newfoundland Historic Trust for the design and construction of a display map of historic St. John's. The project, which will be co-ordinated by Shannie Duff, originated as a

response to requests from organizations holding conventions in St. John's, for an exhibit map which would give visitors some overall idea of the historic points of interest of North America's oldest city.

The map which will be designed so that it is light weight and durable yet large enough to make an impressive visual display will consist of graphic sketches of historic buildings and streetscapes or sites in the city superimposed on a city map. The sketches will be color keyed so that structures of different periods would be distinct and

each sketch will have a short historical note.

Accompanying the map will be a large display folder which will give a full page of additional detail about each building or site as well as general information about the history of St. John's and the development of street patterns. An inexpensive reproduction of the map and folder will be prepared so that it can be carried as a small pamphlet by visitors taking a walk downtown.

It is also hoped that the map will be used by schools to acquaint local children with the history of the capital city of the province.

THE TRIDENT is published quarterly by the Newfoundland Historic Trust, P.O. Box 5542 St. John's. Editor: Shannie Duff; Photographic Editor: Richard Stoker; Advisors: Beaton Sheppard, Bruce Neal. **THE TRIDENT** attempts to reflect the activities of those individuals and groups concerned with the preservation of our historic heritage. It welcomes articles and photos of such activities, particularly those implemented at the community level.

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TOURS OF HISTORIC SAINT JOHN'S

The Trust is offering guides tours of historic Saint John's during the summer. We have already several bookings from convention groups. Our research committee has prepared an interesting itinerary with historic notes on each place visited and each guide will be briefed by one of the committee before taking a tour. If you would like further information on the tours or are interested in helping the Trust by becoming a guide please contact:

Janet Gardiner
19 Winter Place
726-5712

C. B. Museum

will be dedicated
as part of

Canadian Museum Association meetings

The old customs house in Harbour Grace will come alive again this spring as the CONCEPTION BAY MUSEUM. The building of red brick, situated on the East End of Water Street, is one of the oldest in Harbour Grace and was first opened as a customs house in 1870. The site, which commands a magnificent view of the harbour, was once occupied by the fort of the famous pirate, Peter Easton and was also within the confines of the garden made famous in 1621 by Robert Hayman in his book QUOD LIBBITS.

The dedication ceremony, which will form part of the meeting of the Canadian Museum Association, to take place in St.

John's in mid May, and the official opening which is scheduled for July, mark the culmination of close to four years hard work by a group of dedicated citizens from the Conception Bay Area.

The Conception Bay Museum Inc. was founded in 1970 for the purpose of preserving local history and assisting in the development of the tourist potential Conception Bay, one of the most beautiful and historic areas of the province. The opening of the museum and the concept of an Historic Trail, which was mentioned in the last issue of the TRIDENT, are the first steps in a five year plan to encourage an awareness of Newfoundland history and to

make historic sites and artifacts more readily available to local visitors and tourists alike.

In the spring of 1973 the Committee on National Museum Policy granted National Exhibition Status to the Old Customs House, and provided financial assistance to prepare the building for various travelling exhibits. The committee then set out to find a full time curator to oversee renovations and to assist them in setting up displays and promoting the aims of the association.

About this time Jerome Lee, the son of Mr. Martin Lee, one of the driving forces of the Harbour Grace Committee, and his new bride, Pamela Barton of Mississauga, Ontario, had just returned to Newfoundland. Jerome and Pamela had met as students at Glendon College, York University. They had also attended the University of Marseille, France then travelled the continent for four months before returning to Toronto. Jerome enrolled for a year at Ryerson, studying photography and Pam took a course in Journalism.

When Jerome accepted the position as the first Curator of the Conception Bay Museum in May 1973 the committee obtained in fact, the dedicated and enlightened services of two young people who set to work preparing the museum for its May 1974 opening with enthusiasm and imagination.

Jerome and Pam had great plans for the Conception Bay Museum and the part it would play in the development of the Historic Trail from Brigus to Placentia. Already the development of the key features such as the National Exhibition Centre at Harbour Grace, Castle Hill National Historic Park at Placentia, The Cable Office at Heart's Content, the Fisherman's Museum at Hibb's Cove, Gull Gallery Clarks Beach and a number of Federal and Provincial historic site markers provide the basic framework of the trail. It is hoped that over the next few years additional local

developments can be encouraged such as the restoration of Carbonear Island and establishment of a sealing museum at Brigus.

Pamela was largely responsible for the plans for the exterior of the museum and landscaping. Two old gas lamps are to be installed on the building which were used in Harbour Grace in 1854. On the grounds there will be a water tank and through dating from 1864 wrought iron benches, flowers, trees and objects of particular interest to children such as a ship's wheel and telescope. The rustic steps to Colson's Cove called after the brother-in-law of John Guy who established a colony at Cupids are to be restored and as a final touch the building will fly the flag of the pirate, Peter Easton.

Jerome was engaged in overseeing the details of the renovations and organizing the displays for the opening. According to plan the lower floor of the building would be taken up by various exhibits provided by the National Museum and the two rooms on the upper floor would be devoted to local history. Jerome and Pamela planned to make use of the museum as an educational as well as a cultural facility by conducting classes in photography and crafts during the winter months.

It is with deepest sympathy for Mr. and Mrs. Lee and their family that we must record that what had all the earmarks of being an ideal situation for all concerned has been tragically marred by a fatal car accident which claimed the lives of both Jerome and Pamela while they were on vacation in Nova Scotia in early April.

Undoubtedly, the Conception Bay Museum will long keep fresh and living the memory of Jerome and Pamela who had become so intimately a part of the whole project under the inspirations of Jerome's father, Martin Lee, who, we feel certain, in their memory as well as out of his own sense of dedication will continue to give of his time energy and vision to assist the committee in every way possible.



Photo courtesy of Mr. Martin Lee



Pamela & Jerome Barton-Lee



First Programme Meeting great success

"Studies show that 100 per cent tax increases from new high rise development corresponds to a 110 per cent increase in costs attributable to such development!". Citing four recent North American studies which have come to the same conclusion, Mrs. Maud Rosinski, of the Heritage Trust of Nova Scotia, in her introductory remarks to the slide presentation, "Historic Buildings in Halifax Urban Design", warned the capacity crowd attending the first programme meeting of the Nfld. Historic Trust, held in the Foran Auditorium at City Hall on Feb. 26th, to critically examine the

basic tenets of the development creed in the light of the experience of other cities which have gone through the process of urban renewal.

Mrs. Rosinski pointed out that there is ample evidence to show that massive new development tends to kill the area to be revitalized. Planning, she said, tends to be done by the developers to suit their needs, but it is up to the public, and their elected representatives to suggest alternate proposals, to keep developers on their toes and finally to bridge the gap and resolve the coming conflict between the vast spectrum of

citizen groups and the corporate citizens. Developers, for reasons of justice, good will or plain expediency, often welcome clear guidelines from the municipalities and the public. Mrs. Rosinski felt that the preservation efforts of the last fifteen years in Halifax would be relevant to St. John's which is in many ways similar and which is just undergoing the development experience. She said that Halifax was, after a series of disasters, witnessing a turning of the tide in favour of the preservation of its architectural heritage and the quality of its environment. St. John's according to Mrs. Rosinski, is lucky because the downtown is still lived in, whereas in Halifax they are PLANNING for dwellings in the downtown as if it were a very progressive new idea.

She stressed the importance for Canada, as well as for Newfoundland of keeping St. John's "true to itself", and retaining the essence of the provincial capital, which is best to be found in the older parts of the city. It is the duty of community interest groups such as the Newfoundland Historic Trust, she said, to watch over the process of growth and development while the necessary expansion is taking place and to attempt to keep a balance between reasonable growth and irresponsible greed.

One of the major factors in turning the tide for preservation in Halifax was the brief, presented to the Municipal authorities in Halifax in May 1973, by the Heritage Trust of Nova Scotia and the Halifax

Landmarks Commission, of which the slide presentation given by Mrs. Rosinski forms a part. The brief was supported by a written and oral submissions and was so well received by the Municipal Authorities that they accompanied the delegation in support of a presentation of the brief to the provincial cabinet.

Mrs. Rosinski's presentation was a joint project of the Nfld. Historic Trust and the Newfoundland Historical Society and hopefully will mark the beginning of an era of ever increasing co-operation between the two groups. The audience included the presidents of the Architect's Association, The Atlantic Planners Institute, The Newfoundland Planners Association, The Newfoundland branch of the Community Planning Association of Canada, and members of the Municipal Council and the House of Assembly, as well as representatives of a number of other groups including the Placentia Historical Society and the Harbour Grace Museum. Notably absent were members of the working press who had been informed well in advance of the meeting.

The meeting was also a valuable experience in co-operation between provincial Heritage groups which served to illustrate that the problems we encounter here in our efforts to control the growth of our cities and to protect the essential elements of our Heritage, as well as the responses that are being made by community interest groups are part of a movement which is spreading all across Canada. — Shannie Duff

Programme Meeting

"WORKING TOGETHER: IS IT POSSIBLE?"

The Historic Trust is conducting a panel discussion with the aim of exploring ways in which all people interested in the city can work together for the benefit of the city. Representatives from the City Council, the media, the Board of Trade, the Community Planning Association, and the Historic Trust will be on the panel.

The panellists will briefly discuss the role of voluntary groups in the city and how they can co-operate in planning the development and preservation of the city. To make this discussion more effective, it is desirable — even necessary — to have opinions from as many individuals or groups as possible. For this reason, a large part of the evening, after the panellists have spoken, will be set aside for audience participation.

We would like to hear from as many of the citizens of St. John's as can come.

Time: 8 p.m., Tuesday, May 28, 1974.

Place: Foran Auditorium, City Hall.

The water wheel at Deep Bight



Extension Service Photo

In the days before electricity, water wheels such as this were common, especially in the Deep Bight, Clarenville area and were used to provide power for sawmills.

The "Deep Bight Water Wheel", which is owned by Wallace Avery at Deep Bight, Trinity Bay, just across North West Arm from Random Island may be the only one of its type remaining in Newfoundland.

The mill was constructed in the spring of 1905 by William Avery and his sons, one of whom is the present owner, assisted by William's brother, James Avery, who was considered somewhat of

an expert in this field at the time. The construction materials all came from the Deep Bight area. The cost of construction cannot be accurately calculated because most of the lumber was sawn by the family themselves and labor wages at the time were 10 cents an hour.

The sawing season ran through the spring and summer for logs cut the previous winter, and the production, although it varied with local demand, averaged about 3000 logs per season.

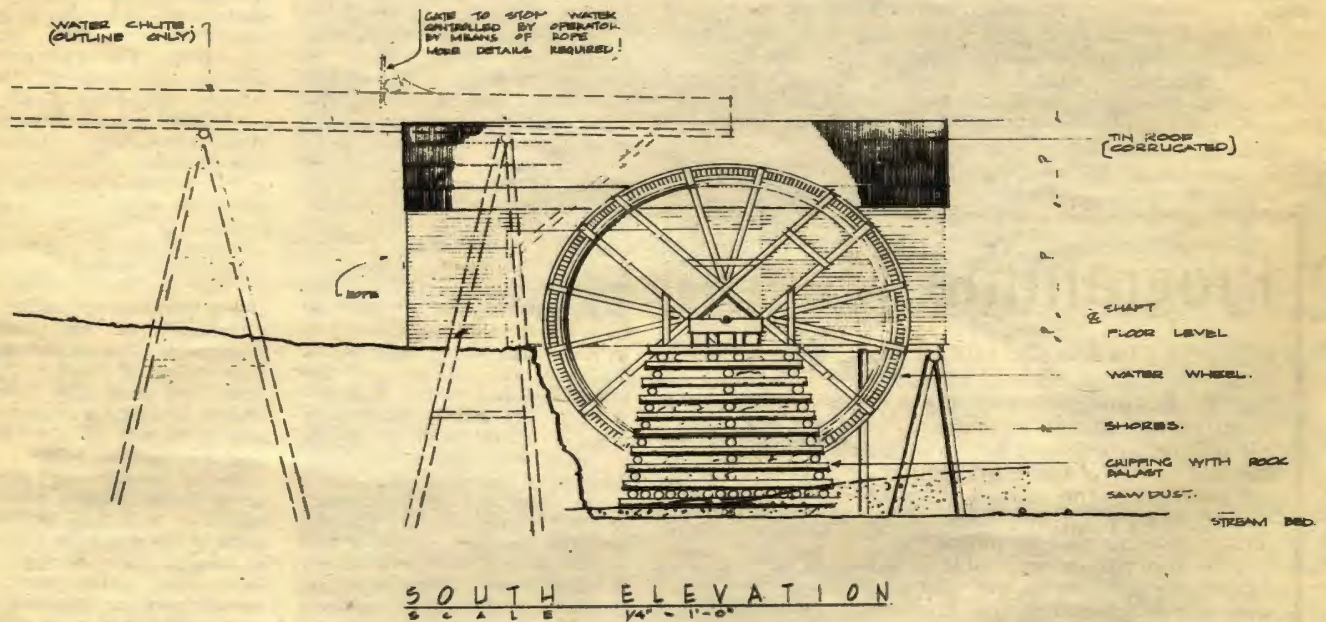
At present, apart from a missing water chute, the basic form of the mill remains intact and is still being used to cut

lumber with a power saw. The building itself, approximately 14 feet in height, is of frame construction, with a roof covering of metal barrels that were cut and flattened. The entire structure rests on wooden pilings at the front and a bedrock outcropping at the rear. All construction is of spruce, except for the pit wheel teeth which are birch. The water wheel has a diameter of 19 feet.

The wheel has been photographed by thousands of tourists and local visitors to the Clarenville area. It has even received unofficial recognition as a tourist attraction by being the subject of a post card. There is a

society for the Preservation of the Deep Bight Water Wheel whose members have submitted a brief to government urging the restoration of the water wheel and the utilization of the field between it and the water fall as a recreation site. In November 1972 it was entered in the Registry of the Canadian Engineering Achievement Record. But the mill continues to deteriorate and if positive action is not taken soon the last water wheel in Newfoundland will soon be little more than a memory.

—(Architectural drawing and text by Beaton Sheppard)



FLOOR: Some floor boards will have to be replaced generally in good condition.
CLADDING: Short and long spruce board approx. 3/4" x 4" have been used. Some will have to be replaced others need secure fastening.
STUDS: These are haphazard and have been reinforced from time to time. Some will need replacing others will need realignment, but only for structural reasons.
STRUCTURE: Many of the structural shores are in bad shape and need replacing.

ROOF: Rusted tin corrugated roof should remain as is. Some structural reinforcement may be needed.
CRIBBING: The cribbing is generally in bad condition and there are many logs which need replacing. Since the cribbing has collapsed it is necessary to completely re-build this structure.
WATER WHEEL: This wheel is above ground and in good shape. It is suspected that the portion in sawdust has collapsed or has decayed. A great deal of work will have to be done to rescue it.

The Newfoundland Museum



The entrance to the Newfoundland Museum a once proud building with an uncertain future.



Natural history and aviation—a lone lynx and an aeroplane wheel.

How long has it been since you last visited the Newfoundland Museum? Even if you haven't been there for quite a few years, chances are that you'll find things very little changed.

There is a timeless quality about the Newfoundland Museum. Even the building itself is permeated with a sense of patient waiting, like the dusty old kayak, suspended, far above eye level, over the main entrance, which seems to bear the same coat of dust it did when I was a child returning books to the Golsing Memorial Library.

The expectant visitor who comes, hoping to open a doorway to the history and culture of Britain's oldest colony, is bound for disappointment. The doorway he will open leads to a dull, grimy and uninviting foyer. Directly ahead of him lie locked doors which until recently served as the entrance to the main public library. Through panes of dirty glass he can see a large room in the process of being dismantled. Large piles of broken plaster mixed with empty soft drink cans sit in the middle of the floor. "Good," he thinks, "the room is going to be renovated and the museum expanded." Unless of course he is a regular visitor who knows that the same piles of plaster and soft drink cans have sat there for many many months and are likely to sit there for many more.

To the right are steep winding wooden stairs leading to the second floor where the information desk and the Museum exhibits are housed. The stairs are dusty and poorly lit and the stairwell is littered with debris. In a relatively small space, artifacts and paintings, scale models and replicas are exhibited in an attempt to illustrate aspects of the history of Newfoundland.

Human history starts with the explorers and early colonizers. There are obvious gaps as if the displays are determined more by the materials that happened to be on hand than by any logic of the historical development of the Island. As far as the Museum itself is concerned, the human history of Newfoundland seems to have ended with the Commission of Government.

Native peoples are represented by the Beothucks, the Eskimo and the Nascapi, artifacts laid out in the traditional row on row in glass cases. There is an interesting replica of a settler's kitchen, the sole example of diorama, i.e. an attempt to display artifacts in context. Science and technology are represented by a scale model of Bowater's Mill. Natural history and the history of aviation sit side by side, a lone lynx and the wheel of Alcock and Brown's aeroplane. An unidentified aeroplane propeller is suspended from the ceiling and could easily be

mistaken for a large fan.

There has been some attempt made to arrange the artifacts in a logical order. Recently, one can see signs of an attempt made to remove the clutter and to rearrange the display cases — not always successfully. The Beothuck male skelton, nicknamed Charlie by my children, who consider him the highlight of a museum visit, has been removed from his supine resting place and now resembles a pile of old bones.

I suggest no criticism of the hard working museum staff who have been hampered for years by lack of space, lack of funds and lack of manpower. I think it is fair to say, however that the Newfoundland Museum is sad. Sad because of the very negative impression it must give to tourists and local visitors alike, and doubly sad because of what such a facility could and should be.

Not that the staff are not fully aware of the inadequacies of the present museum facility or the potential role a museum can play in the life of the Island.

Some years ago Dr. G.A. Frecker, then Minister of Provincial Affairs, recommended that the present museum building on Duckworth Street would be replaced by a new facility which would make full use of modern design and technology for the housing of a museum which would make a much greater contribution to the educational and cultural life of our Province. The recommendation was approved in principle, its implementation, of course, to depend on the availability of funds. This was an important step forward. Unfortunately, museums do not appear to rank high on the list of priorities with regard to the provision of the necessary funds.

In the last couple of years there have been signs that the tide may be turning. Two hundred and eighty two thousand dollars were allocated to the Historic Resources Division through the Department of the Secretary of State last year. The provincial budget for historic resources has been increased 300 — 400 percent over the last two years.

One of the perennial problems of the Historic Resources division has been a lack of professional staff. In the past year a new chief of historic sites, a new curator two new cataloguers, two researchers, an extension officer and a number of other staff have been appointed. The division now has twenty permanent and seven temporary staff members.

In addition to the Newfoundland Museum on Duckworth Street, the Military Museum in the Confederation Building and the Maritime Museum in the Arts and Culture Centre, Grand Bank has a new Maritime Museum, the Cable Museum in Heart's Content

A dusty doorway to our past

is due to open in July. The schooner "Norma and Galdys" is due for her sea trials as a floating museum this fall and a programme of travelling exhibits which will bring the history of our province to mainland centres is well under way.

All this is very encouraging—and much to be encouraged—but it does not change the fact that the Newfoundland Provincial Museum, the principal museum facility and the most comprehensive interpretation centre for the history of the province, is totally inadequate. The displays are static, the atmosphere is dingy and it must have given a very negative impression to the 18,880 visitors who toured the museum last year.

Last June, the Minister of Tourism, the Honourable Tom Doyle, appointed a Museum and Archives Building Committee, headed by Mr. Martin Bowe, with a mandate to visit museum facilities in Canada and Great Britain and to make recommendations to Government concerning the most suitable museum facility for the province. On the assumptions that a purpose built facility will be necessary if the Newfoundland Museum is to become an exciting doorway to our history, offering a variety of educational and cultural programmes as well as a dynamic presentation of artifacts and other material, twenty three thousand dollars has already been allocated to develop a design report for a new museum. Forty thousand dollars has been allocated for preliminary drawings and a number of suitable sites are being actively considered.

The next step depends on how much money the Federal and Provincial governments are prepared to commit—but even supposing that all stations are go—the most optimistic time estimate for a new museum is five years.

What happens in the meantime? Do the thousands of visitors who will visit the museum for at least the next five years be greeted by the same dusty doorway to our past, or will some money be spent soon to improve the existing facility while we are waiting, so that more of the reserve collection of over 40,000 items can be made available to make our history live for ourselves and our visitors in a setting we need not be ashamed of? Nor would the money be wasted as the building is worthy of consideration in its own right. It was built as the first permanent home of the Newfoundland Museum and it is part of a complex of significant public buildings which includes the courthouse and some of the major churches. Its location makes it an ideal drop in centre on a walk through the old town, a pleasure which is being

discovered by tourist and native alike.

If the new museum facility does materialize there are many potential uses for the present building. One which immediately springs to mind is a new home for the Maritime museum which is overcrowded and somehow out of place in its present home in the

Arts and Culture Centre. What more appropriate than a fisheries museum and an expanded Maritime Museum within sight and smell of the sea.

And it can be done. The Department of Public Works is already in the process of renovating the basement level as offices for the Historic Resources

Division and the improvement has to be seen to be believed. When they have finished let us hope that they will carry on the good work upstairs where so many people gain a first and perhaps lasting impression of the value we place on our historic resources.

by Shannie Duff



Skeleton of a Beothuck male — a less than successful rearrangement.



Due to lack of space artifacts must be displayed in the traditional row on row.



The main floor—the first sight to greet visitors are the piles of old plaster awaiting a decision on the future of the Duckworth Street building.

Photos by Toni Guy

Curator of southern Nfld. Seaman's Museum writing history

One of the people who took the trouble to write and comment on the last issue of THE TRIDENT, was Mr. Winfield Hiscock, the Curator of the Southern Newfoundland Seaman's Museum, in Grand Bank. Mr. Hiscock, who is a native of Grand Bank has been researching the origin of this historic town for a number of years and enclosed a very interesting paper he has written on the subject. Because Mr. Hiscock is planning to write a history of the South Coast and asked for our comments on his paper we asked Mr. Jim Hiller of the history department of Memorial University to read the paper and to write a short critique which he sent to Mr. Hiscock.

A Brief History of the Town of Grand Bank, traces the history of the town from the time it first appears in the French Census of 1687 up to the present day and is full of interesting detail about the origin of the families, the early churches, the development of the bank fishery and other mercantile endeavours and the relationship of the town to the French island of Saint Pierre. Mr. Hiscock also touches on the intimate and often tragic relationship between the people of Grand Bank and the sea, a relationship which is in many ways the essence of our Newfoundland Heritage.

"The past is a part of the present in Grand Bank," writes Mr. Hiscock. "Even though Grand Bank, today, is a modern, prosperous town, its inhabitants do not forget the past. They remember with pride the achievements of their ancestors and their independent spirit." But the fact that we, and future generations will be able to "remember with pride", is largely due to the interest and hard work of people like Mr. Hiscock and Mr. Harold Squire of Eastport and Mr. Walter White of Trinity amongst many others who have kept alive the history of their communities so that we can all better know where we are going by understanding from whence we came. —Shannie Duff

Walking tour

A number of Trust members are involved in one of our current projects—a walking tour of old St. John's. This is a unique undertaking since the Trust is cooperating with the Social Action Committee of the YWCA in this effort. At present there are about 25 members of both organizations working on the project.

The basis for the walking tour will be the numerous buildings in the city which are listed on the Canadian Inventory of Historic Building (CIHB), a survey conducted several years ago by the federal government in an attempt to identify the exteriors of those buildings which are worthy of preservation because of age, architecture, historical

association or construction. By emphasizing the CIHB inventory we hope that the tour will illustrate to St. John's residents, as well as tourists, those buildings in the city which are valuable.

The first phase of the project, now under way, involves researching all the buildings on the inventory within walking distance of the downtown. This research will also provide us with a card file on these buildings which can be used as a continuing source of information. Immediate plans call for using this information in a series of articles to be published in the Evening Telegram, beginning in July as well as for background material in the Historic Map project.

Later phases of the project will include gathering of additional anecdotal material, choice of routes, etc. We then hope to have the tour printed in an attractive booklet backed by a commercial sponsor. This would enable us to make the tour available to residents and visitors at little or no cost. Our target date for completion is the spring of 1975.

This is a very extensive project and we need a great deal of manpower. Anyone interested in researching buildings or helping with any other aspect of the work please call Beverly Miller at 753-1710.

Help wanted!

Volunteers to work on
planning
programmes
memberships
exhibitions
research
tours
regatta booth
hospitality
ideas

choose any of the above, a few of the above or all of the above. For further information call Susan Ayre, 722-2244 after 5 p.m. or write P.O. Box 5542.

'The child should be seen

... but not heard'

The Newfoundland Historic Trust will be presenting their annual exhibition in the Arts and Culture Centre Lower Gallery, from July 1 - 31. The topic which has been selected is, "The Child's World of the 19th century, with particular emphasis on the Victorian age. The display will include toys, books, clothing, paintings and other articles depicting the life of the child, ranging from infancy to fifteen years of age.

Should any reader wish to contribute artifacts toward the

exhibit, please contact O'ONAGH O'DEA or MARY DEVINE at 726-5987 or by writing the Exhibition Committee c/o Newfoundland Historic Trust P.O. Box 5542, St. John's. All artifacts will be insured, are carefully guarded during the exhibition and will be promptly returned.

The original plan to mount an exhibition to commemorate THE CONFEDERATION YEARS has been cancelled because of the difficulty in obtaining sufficient artifacts of visual interest.

Membership

Do you have friends who are:
—interested in the history of their community?
—concerned about the way our heritage is being lost?
—anxious to do something about it?
Then they should be members of the Nfld. Historic Trust.

Tell them to contact our membership chairman...

Susan Ayre -722-2244

Membership Fees are:

Family \$5.00
Single \$3.00
Group \$10.00

Buying and restoring a house in old St. John's

By Beverley Miller

For eight weeks in February and March the Newfoundland Historic Trust, in cooperation with the Memorial University Extension Service sponsored a course which is probably unique in Canada. Entitled "Buying and Restoring a House in Old St. John's" it was designed to provide a variety of information to those interested in purchasing one of the older homes in the city.

The course opened with a lecture and slide presentation by Shane O'Dea on the history of St. John's architecture. Although he traced construction from the original "tilt" the emphasis was on late Victorian styles with reference to particular buildings still remaining in the city.

The second week provided an interesting combination of theory and practical experience. Beaton Sheppard, architect, spoke on "Adaptation and Redesign" a talk which combined a discussion of such basics as house structure and its relation to redesign as well as some fresh and innovative ideas for dealing with some of the problems, such as parking and a small garden, which are presented by the older city home. This was followed by a delightful talk and slide show by Mike Staveley on the home which he redid on Portugal Cove Rd.

The next meeting was devoted to a presentation by Mr. Tom Byrne and Mr. Emerson Blackwood of Byrne's Real Estate. They dealt with many topics including choosing a neighborhood and factors considered in an appraisal of the older home. In the discussion following they dealt with some of the questions of class members on the real estate business in general. The second half of the evening con-

sisted of a presentation on financing. Mr. William Ryan who is operating a Housing Information Service from his architectural office in the Cabot Building on Duckworth St. reviewed all the possible sources of financing especially with regard to the role of CMHA in providing money for the purchase of older homes.

The fourth session was devoted to the practicalities of electricity and plumbing. Bill and Bob Gaulton of Gaulton Electric reviewed the types of wiring which might be found in older homes, what could be expected from these systems in terms of performance and what was involved in rewiring. They also gave general estimates of the cost of re-wiring for service and—or for electric heating so that prospective buyers would have an idea of what they might be "getting into" financially. Mr. E.J. Learning of the Mechanical Contractors Association gave an entertaining and informative talk on the vagaries of old plumbing.

For the individual considering the purchase of an older home perhaps the greatest amount of information comes from others who have "been there" and the next two sessions were conducted by three people who had indeed "been there." Shane O'Dea gave a presentation on his restoration of Retreat Cottage on Kenna's Hill and a detailed recounting of his attempts to trace the history of his house. Susan Ayre and Bob McGhee who own homes on Gower St. and Queen's Rd. shared their experiences with the class, providing information on everything from exterior house paint to reconstruction of a staircase—piece by piece, to



A detail from the hall moulding - one of the features that add interest to many of the older homes in the downtown.

their reactions to some of the problems, such as parking, and downtown life.

Fears of skyrocketing fuel costs in the older home were largely laid to rest by Mr. Ralph Williams of Imperial Oil. He gave a detailed talk on practical ways in which fuel costs could be cut as well as giving some valuable suggestions on evaluating or replacing existing systems in houses. Since we reasoned that the possibility of fire might be a deterrent to people considering an older, possibly attached structure, Sgt. Leo Knox of the St. John's Fire Department was recruited to speak on fire-resisting. He spoke on the possibilities for fire walls, the role of house construction in relation to the spread of fire and general safety precautions.

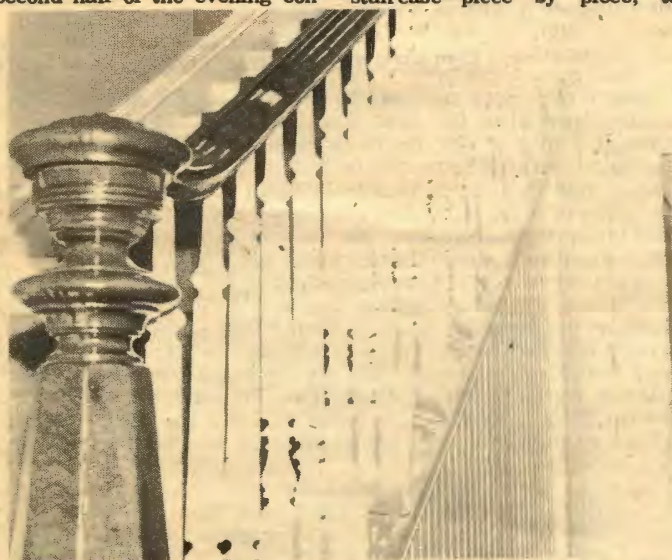
The final session was held at the home of the coordinator, Beverley Miller. The guest speaker, George Story, entitled his talk "Building and Living in a Victorian House in St. John's." Building a Victorian House? Indeed yes. Using the original house plans which he discovered in the house and an old ledger he was able to piece together a complete history of his Southside home which had been built by his grandfather, a sealing captain. He followed that part of his talk with the story of his own restoration of the house since he took possession of it several years ago. The program was followed by a wine and cheese social hour.

The large number of people (25) who signed up for the course and the general high level of attendance throughout were an indication of its success and plans are underway to offer it again in the fall. There have also been expressions of interest from as far away as Ottawa where CMHC inquired about the content of the course—perhaps with a view to organizing similar courses as adjuncts of the various neighborhood rehabilitation programs offered by them. Several suggestions made for improving

the course included the possibility of more information on older homes currently for sale (we had tried to include this but could not get realtors to cooperate), a more suitable atmosphere for the classes—a university classroom seemed a bit "cold," a session on the economics of restoration of homes for investment, and a tour of the older part of the city to augment the lecture on architecture. We are open to all suggestions from any quarter.

We wish to extend our warmest thanks to all the speakers who contributed. The high quality of all the presentations and the conscientious effort which went into their formulation were appreciated by all. Thank you.

BUYING AND RESTORING A HOUSE IN OLD SAINT JOHN'S CAN BE DONE ... and it may not be as expensive as you think. 25 Queen's Road was purchased by Bob McGhee of the anthropology department of Memorial University in June 1972 for \$11,000. It had been turned into three apartments and was in very bad condition when the MacGhees moved in. After a year of tender loving care and about \$1,000 the house is now a delightful family home in the center of town. Technically, the total reconstruction of the staircase presented the biggest headache. It had to be sanded and put back together bannister by bannister from pieces found in different parts of the house. Missing bannisters as well as light fixtures and odd pieces of moulding were tracked down in various second hand shops and junk yards around the city. One of the bonus points of a house such as this one is the beautiful view of the narrows from the second and third story windows. Revitalizing an older home can be a very rewarding experience but it helps if you plan to do a good portion of the work yourself because the magic ingredients in the economics of restoring an older home are interest and elbow grease.



The staircase at 25 Queen's Road which had to be lovingly reconstructed piece-by-piece.



Review - by Alice Story

Heritage Preservation is an issue today because it is part of a revolution of consciousness about the relationship of man to his environment.

In the past decade there has been a growing fear about where our current policies of development are leading. There is an increasing reaction against the waste that has become a part of our way of life and a backlash against the constancy of change.

This column by Alice Story, former lecturer in English at Memorial University, will be a regular feature of THE TRIDENT. Mrs. Story will review some of the books which have and which are changing our attitudes about our relationship to the environment we create; about our past and how it relates to the present and what it can mean for the future.

John Harvey, *Conservation of Buildings* (University of Toronto Press, 1972), \$15.00.

Architect and conservator, Mr. Harvey writes a simultaneously practical and sophisticated book on conservation, dexterously illustrating not only "what to save and how to save it," but detailed methods in craftsmanship, masonry, brickwork, timberwork, roofs, decorations, fittings and furniture. His predominant theme is how to endow a traditional form with new life, how to adapt a building to changing and developing use and so keep it, or groups of buildings, alive and healthy, instead of dead monuments to an extinct past.

To determine what to save, one must consider a combination of the factors of quality, date and position, as well as exceptional

artistic or historic importance. Quality alone as a criteria, for example, might result in only more recent buildings being retained at the expense of rarer, perhaps more aesthetically pleasing structures in poor physical condition. By far the most important criteria is that of position, for it is the overall living character of certain cities, towns, villages or districts that is crucial. Conservation is not primarily a matter of saving individual specimens, but in maintaining the character and continuity of a region.

Harvey bemoans the fact that far too late in Britain, 1964 and 1965, two lists were prepared by the Council for British Archaeology of towns whose historic quality required careful treatment in planning or redevelopment proposals. Although a number of towns of

undoubted historic interest were deliberately omitted because the compilers considered them already injured beyond recovery, 324 towns were listed, and of these 51 were designated cases of national concern. Yet, although Government became involved in only four pilot surveys, surveys also approved by local authorities concerned, by 1971 destruction was still proceeding. If this is the case in England, consider how much worse our position in Newfoundland.

As Harvey so succinctly expresses it: "There are two main enemies, acting in unholy alliance against all the traditional values of the urban and rural scene: Transport, and Redevelopment. The false assumptions commonly made on both subjects must be challenged and relentlessly exposed. Transport has been allowed to arrogate to itself a position of national priority over almost any other consideration. This is sheer nonsense. Nobody denies that adequate communications are a national necessity, but their planning requires the utmost care of antecedent rights and interests, not least the right, however much qualified, to quiet and peaceable possession of property and in particular of the citizen's own home."

Redevelopment in some parts of Europe has seen buildings erected in the last twenty-five years which do not clash unduly with the atmosphere of old streets and buildings in course of change, but even "the best cases of modern redevelopment are unsatisfactory. Of all faults, that

of overpowering scale is probably the worst. To permit the erection of a towering block of as little as five stories in a traditional street where three is the rule and the older houses have only two, is to ruin the scene forever - or for as long as the new building stands. The second of the serious faults common in most of the new buildings scattered through old towns is the use of unsuitable materials. If concrete buildings are allowed cheek-by-jowl with traditional buildings, the strictest supervision of the proposed, and executed, colour and finish is essential. This should not be a matter of imposed control, but one of natural good manners on the part of developer and architect, in whose hands the fate of the whole community lies."

It is indeed a truism, as Harvey concludes, that change is inevitable; but the character of change is - apart from natural disasters and warfare - subject to human control. What is needed is public opinion not only aroused, but kept alert in constructive and lively maintenance of our heritage while and where it still exists. Indiscriminate preservation is not what is wanted, but an end to indiscriminate destruction, and no doubt the imbue of "natural good manners" on all sides of the issue. For sound observation and reasoning on behalf of conservation including a brief history of man's endeavors in this field to date, and for suggestions and methods in preserving and reconstruction techniques complete with many detailed photographs, this is a book to be highly recommended.

news in brief

The Newfoundland Historic Trust made the front page of the Daily News on March 27th because of remarks made by the Trust President, Mr. Shane O'Dea in a brief to the Henley Commission on the St. John's Urban Region Study. The brief pointed out, amongst other things, the economic value of the historic environment and the possibilities for reuse of older neighbourhoods. The commission has asked the Trust to submit an inventory of historic sites and buildings in the St. John's area.

On April 23rd, Shannie Duff spoke to a meeting of the Home Economists Association on the work of the Trust, particularly the efforts being made to increase the level of public interest in Heritage preservation.

Mary Devine, Mary Barry, Marilyn Tuck, Beverly Miller and Shannie Duff were guests on Kathy Williamson's INFORMATION MORNING, on March 14th. Topics ranged from a general discussion of the role of the volunteer group in Heritage preservation to comments on the specific projects of the Trust that are currently underway.

A panel discussion of HERITAGE PRESERVATION was sponsored by the LOCAL COUNCIL OF WOMEN on January 28th, moderated by Mr. John Nolan, popular host of CJON OPEN LINE. Panelists included Mrs. Frances Innes, a FIVE FOR CHANGE candidate in the

recent Council Election, Shannie Duff presenting the case for Heritage preservation and Mr. Cyril Morgan, president of Nuport Construction Co. who gave the developers point of view.

LETTERS TO THE EDITOR

We were very pleased to receive over a dozen letters commenting on the last issue of the newsletter, even though some of our readers took us to task for various failings ranging from the failure to print any address to a focus too heavily concerned with St. John's and the Avalon peninsula. Other readers were very pleased with the issue but whatever the comment it's since to know that somebody out there reads us.

As a result of these comments we have made two decisions. In future issues there will be a Letters to the Editor column so that if you have something to say about Heritage or about something the Trust is doing or not doing and would like us to print your comments please write to The Editor, The Trident, Nfld. Historic Trust, P.O. Box 5542, St. John's. Keep the comments as short as possible because of space limitations. In future we will also actively solicit articles relating to Heritage issues in areas outside St. John's. If you would like to submit an article, preferably with photographs, from your local area or would like to suggest someone whom we should contact for an article please write the above address. All material submitted will be returned.



Heart's Content Cable Station. The brick building in the foreground is the first permanent station built in 1874. The extension at the rear is the equipment room. Photo courtesy of the Historic Resources Division.

Heart's Content cable museum

Work is nearing completion on the restoration of the cable station at Heart's Content and if all goes according to plan, this July visitors will be able to share in the excitement of a tremendous breakthrough in the history of communications.

The first successful transatlantic communications cable was landed at Heart's Content, Trinity Bay on July 27th, 1866. The twelve years of hardship, failure, frustration and determination, especially on the part of Cyrus Field, the American financier who was the driving force behind the endeavour is an epic that rivals that of Cornelius Van Horne and the story of the Canadian Pacific Railway made famous by Pierre Burton and the C.B.C. as **THE NATIONAL DREAM**.

The first cable station at Heart's Content was a house rented from a local resident. It was not until 1874 that a permanent brick structure was completed. It is this brick building, which was used by the Anglo American Telegraph Company as a cable station until it were bought out in 1965 by Western Union, who closed the operation down.

A group of former employees petitioned the government to save the

station and as a result the Cable Commission was formed, with eight members from the company and David Weber who was then the provincial director of historic resources. The building was acquired by the government of Newfoundland in 1968 and work begun to restore the structure. The current project, which involves restoration of the interior and its preparation as a museum of communications history was begun in 1971.

The museum will consist of three separate sections. A newer concrete addition, built circa 1913 as an equipment room will be preserved much as it was when the station was working at peak capacity with a staff of close to 300. This is the room where all the cables from the ocean enter and are either delayed or, if there are destined for Newfoundland, are terminated.

The original brick station will house an interpretation center explaining both the background of the laying of the cable and the process involved in the transmission of message via transatlantic cable, and a museum of the history of communications.



Interior view of the equipment room which is preserved much as it was when the cable station was in full operation. (Photo courtesy of the Historic Resources Division, Dept. of Tourism.)

A developer's view

Prepared by
RICHARD J. COOK
 DATE: April 1974

Today's developer is considered by some segments of the general public as the villain of society. Some say that he is the one that would tear down historical buildings, create additional traffic problems, overdevelop land and pressure City Council into giving approval.

The fact that is not usually brought to the attention of the public, is that new development is generated because of the needs and demands of the more active and more (apparently) affluent public. These demands for more industrial, commercial or housing facilities usually require considerable planning and cost, and have major financial implications for a developer. Yet, when a developer sets out to fulfill a given need, he rarely encounters encouragement or assistance, but more often encounters opposition or criticism from outspoken, or uninformed citizens groups.

The advantages that can accrue from new development, in the way of new jobs, new tax revenue to the City, and the generation of new business, all help to build a stronger economy. The need for such things in today's growing city should of course, be obvious to every thinking person. Other events, however, many of which are of an intangible nature, often go unnoticed. These include the evolving of a new era and environment, which provide for a changing lifestyle that portrays the more active and lively way of life today.

When a developer has an idea for a new project in a specific area and he decides to promote it, he sets a goal for himself. This goal includes making a profit, of course, but in order to do so he also has to believe in the project and be prepared to research, analyse, promote, sell, design and then construct this idea as quickly, and economically feasible as possible. Today many conditions and pressures add to the difficulties of development and often, make the development much more difficult and expensive to achieve than it was only a few short years ago. This, of course, is not without penalty to the general public itself.

The methods used by planners and elected officials in their attempts to plan for future growth, as it relates to redevelopment or new development, such as the establishing of zoning regulations on vacant land areas, has in itself a major effect on development in that it escalates the value of the land. In many cases, to unreasonable prices.

In some cities, where there are no zoning by-laws, development is assessed on need and viability as well as being subject to negotiation with the

elected officials and their technical staff. This allows for a more flexible and realistic approach to development by not boxing in the city officials and planners to a predetermined scheme and in addition, reduces the chances of land speculation.

With respect to a developer's approach to development in the older or downtown area of a city such as St. John's, the high land costs of today, together with being faced with a choice of either renovating and reusing existing commercial buildings to comply with all applicable codes, or to remove them to be replaced with new construction, in many cases makes new construction the only realistic approach worth pursuing after all items have been considered. This may not necessarily be as true for residential or small commercial projects, as an individual on a small scale basis may be in position to consider the financial aspects (return on investment) secondary to other considerations.

A point that appears to be rarely considered by people interested in preserving the character of older areas, is in relating these older buildings to the need of the time and the circumstance under which they were constructed. The fact that they are old and in good repair does not always mean that they are necessarily worthy of preservation on historical ground.

In order to evaluate this consideration, some questions to be answered would include:

a) Who is to pay for the upkeep, operation, and security of a large number of historical buildings, if they are not self-supporting financially or capable of serving some useful and necessary function?

b) If it is to be the taxpayer, will it be at the expense of other services, and if so to what extent?

In most cases the buildings in the older parts of St. John's, in the downtown area in particular, have very little, if any, historical significance. They were a reaction to a demand and need of their own period and in many cases done in haste because of extraordinary conditions, such as the great fires the City had experienced. The few buildings that are of true historical significance are as much appreciated by the developers in the City as they are by any citizens group. Without question, they will receive the full co-operation of any developer in any attempt to preserve them.

The traffic implications implicit in redevelopment of older areas, has in itself a serious need for study as to what its implications are. It could dictate the widening of streets and the need for large open parking areas, which in turn could affect historical buildings in a much more dramatic way than any single development project which

normally provides its own facilities or is only a small part of an overall redevelopment or new development plan.

A very important consideration to any developer in promoting a development to meet the needs of a particular project, is the financial consideration. Without a project being feasible, along with its fulfilling a need, it may never ever become a reality. High on the list of the financial considerations is the cost of the land, which a developer needs to be able to purchase at reasonable prices. This has been complicated recently, as pressure caused by public announcements for proposed development areas, only serve to increase unrealistically the value of such property. If preliminary negotiations in the future are not to be done in confidence, with the governmental authorities, there is no question that land values are going to increase much more rapidly than in the past. This would be for new development as well as for redevelopment areas and will make the prospects of reusing existing buildings, regardless of historical significance, even less of a likelihood.

In addition to the purchasing of property, a developer has to pay interest on his investment during the approval procedures. There has been for large projects, a tendency for this to take unreasonably long periods of time. This, together with the rate of escalation of building costs has added millions of dollars to the cost of large developments in and around the city of St. John's and will in the future add additional costs of even greater amounts at a faster rate. The added cost to developers, not only makes the feasibility of projects more difficult to achieve, but eventually it is passed on to the consumer in the form of higher prices for all commodities. This is not to suggest, however, that a reasonable period of time not be given for their approvals as it is in the interest of everyone that sufficient time be allocated so that both parties will be aware of their obligations under the terms of any agreement.

At the present time developers have no greater problem than that of escalation. Present escalation in building construction is increasing at an unheard of and still unpredictable rate. It could, before the end of this year approach 3 percent per month. Housing that only a few years ago was an eighteen to twenty-four thousand dollar investment is now a forty to sixty thousand dollar investment and could soon be much higher. School construction costs have more than doubled in the last two years. The same is true for all other types of construction.

The rents that will be required to make projects feasible are also

escalating fast and will continue if projects encounter long delays in commencing.

This problem is not one of concern for the developer alone, but will affect every individual and the whole economy in general.

The developer has very little control over this situation. He is not the villain of society he is sometimes portrayed as being. He may, in fact, be one of the best means by which some stability may be able to be returned to our economy.

Through large scale developments carried out in a well designed, efficient and less restricted manner and with the co-operation and support of the public and the public officials, there may be a hope that the overall cost of new developments could be stabilized and the escalation rates now being experienced, slowed down to a more acceptable level.

Developers want to provide a service to society. They want to do it by providing the greatest good for the greatest number of people possible, for it should be remembered that not only is it their livelihood, but that they too are part of today's way of life and society.

Editor's Note:

Mr. Cook is Vice President and General Manager of Project Design and Co-ordinators, a division of Crosbie Services.

He was the chief designer of Atlantic Place which was the subject of the first major head on collision between a developer and citizen groups in Newfoundland. The Newfoundland Historic Trust took a very strong position in opposition to the construction of Atlantic Place based largely on two main concerns: 1. That the building, in size and design concept is inappropriate for its location in the heart of downtown St. John's, and 2. That the building, because of its location will be extremely detrimental to the retention of the general character of the historic old town and will ultimately pose a threat to the survival of the major historic buildings in the area.

Now that the smoke of battle has cleared for the time being we feel that it would be mutually beneficial to clarify some issues on both sides. The continued survival of our Heritage as a living part of a growing city may be better accomplished in co-operation than in controversy.

Accordingly, we have asked Mr. Cook to give us his view of the problems faced by a developer in a historic area. Many of us may not agree with his point of view but we will lose nothing by understanding it.