

CULTURAL HERITAGE EVALUATION REPORT:

Built Heritage Resource

Fire Hall No. 4

**807 Colborne Street
London, ON**

Prepared for:

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CH 571: Determining Significance of Heritage Resources

and

The City of London

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November, 2016 (revised)

Executive Summary

In consultation with the City of London's Heritage Planning Services, Tara Jenkins prepared this Cultural Heritage Evaluation Report (CHER) on the subject property at 807 Colborne Street (Map 1). The property is occupied by Fire Hall No. 4.

Consultation with the City of London confirms that 807 Colborne Street is not municipally designated under the *Ontario Heritage Act (OHA)*. It is, however, listed in a municipal register which contains the local heritage inventory of cultural heritage resources. A CHER completed for this structure is a prerequisite for proceeding with heritage designation. In accordance with the heritage policies embedded in the City of London's *Official Plan* and 2.6.3 of the *Provincial Policy Statement* issued under the *Planning Act*, a CHER needs to be conducted in order to identify, evaluate, and assess this built heritage resource.

This CHER includes a description of the respective property, including land use history, a physical description of the building and its setting, an evaluation of the cultural heritage value of the property, a summary of its cultural heritage value and heritage attributes, and recommendations regarding heritage designation. The property at 807 Colborne Street was evaluated using the criteria set out under Ontario Regulation 9/06 of the *OHA*. Regulation 9/06 determines local or regional significance which was developed for the purpose of identifying and evaluating the cultural heritage value or interest of a property. To be eligible for heritage designation under Part IV, section 29, of the *OHA*, a property must meet one or more of the criteria for determining whether it is of cultural heritage value or interest listed in Regulation 9/06.

Based on the results of archival research, a field review and heritage evaluation, the property at 807 Colborne Street has been determined to possess cultural heritage value or interest under *Ontario Heritage Act* Regulation 9/06. As a result, the following is recommended:

1. The City of London share this report with City of London's Advisory Committee on Heritage (LACH).
2. The LACH and the City of London consider designating 807 Colborne Street as a heritage property under Part IV section 29 of the *Ontario Heritage Act*.

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Fire Hall No. 4

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1.0 INTRODUCTION

1.1 Purpose of the Report

In consultation with the City of London's Heritage Planning Services, Tara Jenkins prepared this Cultural Heritage Evaluation Report (CHER) on the subject property at 807 Colborne Street (Map 1). The property is occupied by Fire Hall No. 4.

The subject property, 807 Colborne Street, is not municipally designated under the *Ontario Heritage Act (OHA)*. However, it is included as a "Priority 1" building in the *City of London Inventory of Heritage Resources* (2006). Priority 1 buildings are considered London's most important heritage structures and all merit designation under Part IV of the *OHA*. Therefore, it is appropriate to designate Fire Hall No. 4 while it is still municipally owned. A CHER completed for this structure is a prerequisite for proceeding with heritage designation. In accordance with the heritage policies embedded in the City of London's *Official Plan* and 2.6.3 of the *Provincial Policy Statement* issued under the *Planning Act*, a CHER needs to be conducted in order to identify, evaluate, and assess a built heritage resource. Research was completed by Tara Jenkins to investigate and document Fire Hall No. 4 within the subject property. This document provides:

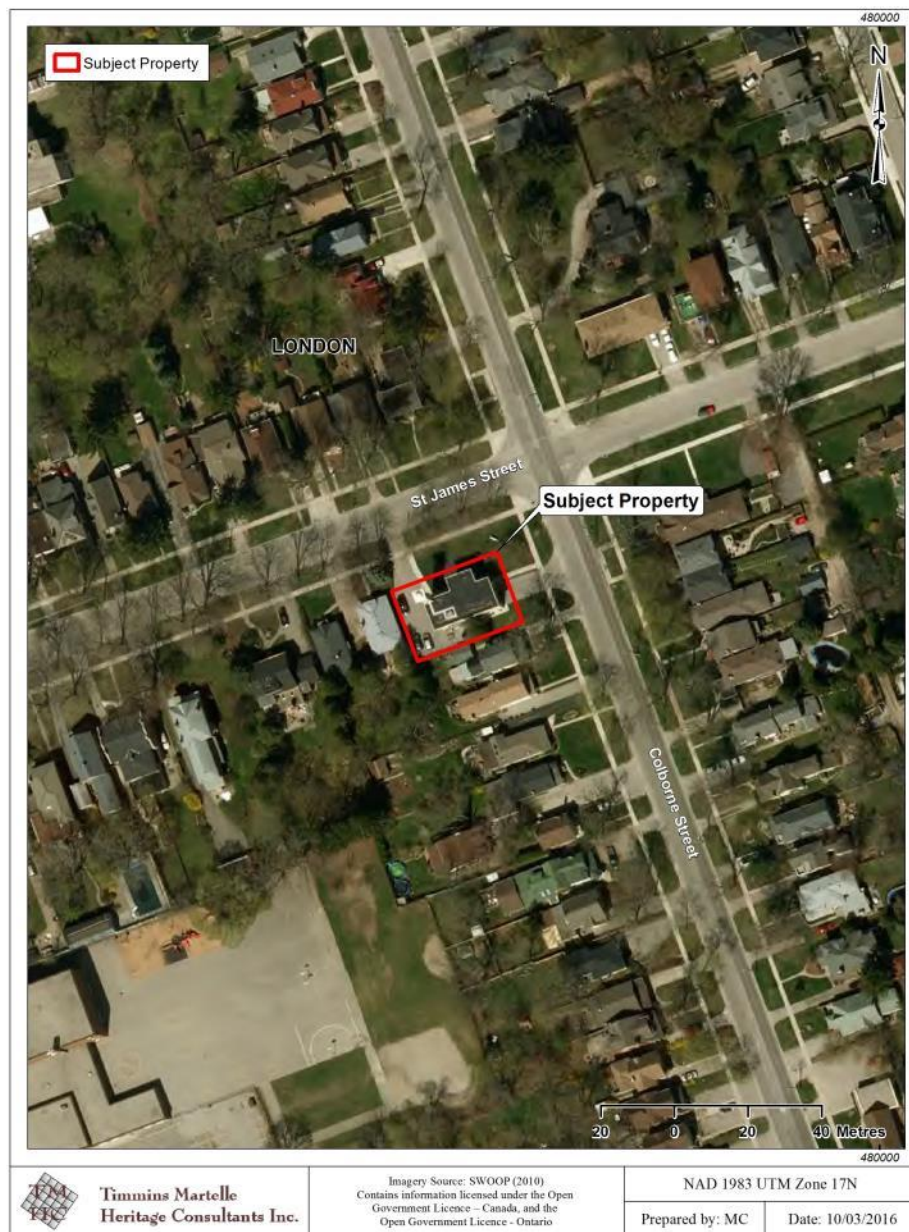
- a description of Fire Hall No. 4, including location, a detailed land use history (section 3.2) and existing conditions (section 4.0)
- a description of the subject property's cultural heritage value based on archival research, property analysis, and provincially accepted criteria for establishing cultural heritage significance (sections 6.0 & 7.0)
- recommendations based on heritage documentation activities (section 9.0).

1.2 Limitations of the Report

In addition to built heritage resources, a property's cultural heritage value and attributes can also be associated with cultural heritage landscapes and archaeological resources. This CHER examines only the potential cultural heritage value associated with the built resource on the property (i.e. Fire Hall No. 4). Such consideration of other heritage resources would require a separate assessment.

In *The City of London Archaeological Master Plan* (1996), the *Archaeological Potential Model* mapping, shows that 807 Colborne Street may include the potential for archaeological resources (personal communication with Heritage Planner Kyle Gonyou, March 31, 2016). It is recommended in future planning, such as in a development application for the property, an archaeological assessment be conducted by a licensed archaeologist.

The recommendations reached in this CHER are based on the information gathered on site, through interviews with key stakeholders and experts and through review of the primary and secondary sources. In the future should new information come to light that is not referenced in this report it may be necessary expand on the property's cultural heritage value.



Map 1: Aerial Photograph (2010) of 807 Colborne Street, City of London

2.0 CONTEXT AND METHODOLOGY

2.1 Location and Property Description

The Cultural Heritage Evaluation Report (CHER) addresses one property: 807 Colborne Street in the City of London. Colborne Street is a road extending north-south from Nelson Street to Huron Street and consists of a mix of residential, commercial, and industrial properties. The subject property is located on the west side of Colborne Street at the southwest corner of St. James Street (Map 1). The property is small, measuring 20m (N-S) by 30m (E-W). At a glance, 807 Colborne Street contains one building set back from the intersection of St. James and Colborne Streets, with a large manicured lawn, and an associated paved parking lot. The building is a civic structure constructed for the sole purpose of a fire hall.

2.2 Present Owner Contact

The subject property, 807 Colborne Street, is currently owned by the City of London.

2.3 Provincial Policy Framework

The *Ontario Heritage Act* makes provisions for the protection and conservation of heritage resources in the Province of Ontario. A Cultural Heritage Evaluation Report is intended to identify areas of heritage interest as specified in the *Provincial Policy Statement*. Built heritage concerns are recognized as a matter of provincial interest in Section 2.6.1 of the *Provincial Policy Statement* (PPS) which states:

Significant built heritage resources and cultural heritage landscapes shall be conserved (PPS 2014:29).

In the *Provincial Policy Statement* the term Conserved means:

the identification, protection, management and use of built heritage resources, cultural heritage landscapes and archaeological resources in a manner that ensures their cultural heritage value or interest is retained under the Ontario Heritage Act. This may be achieved by the implementation of recommendations set out in a conservation plan, archaeological assessment and/or heritage impact assessment. Mitigative measures and/or alternative development approaches can be included in these plans and assessments (MMAH 2014:40).

The Ministry of Tourism, Culture and Sport (MTCS) published the *Standards and Guidelines for the Conservation of Provincial Heritage Properties* (2014). These Standards and Guidelines apply to properties the Government of Ontario owns or controls that have cultural heritage value or interest. The Standards and Guidelines, and associated guidance documents, apply to provincially owned or controlled heritage properties in the areas of identification and evaluation, protection, maintenance, use, and disposal. However, since the property at 807 Colborne Street is not provincially owned, the Standards and Guidelines can only provide general reference in determining the heritage significance of this property. The *Ontario Heritage*

Toolkit (MCL 2006) provides a guide on how to evaluate heritage properties that are subject to or are being considered for municipal designation and/or listing under sections 27, 29 or 41 of the *Ontario Heritage Act*.

2.4 Municipal Policy Framework

Cultural Heritage is an important component of sustainable development and place making. The preservation of the City of London's cultural heritage is essential to the character of an urban and liveable city that can contribute to other social cultural, economic and environmental goals of a city. As a result, heritage conservation is integrated within the policies in many other sections of the City of London's *Official Plan*. The heritage policies of this Plan not only promote the preservation of important heritage buildings, but also the public views of them for the enjoyment of Londoners. As the subject property is located within the City of London, London's *Official Plan* was consulted with respect to policies regarding cultural heritage resources as a part of this CHER.

The City of London's *Official Plan* (2006; sections amended 2009), which conforms to the 2005 *Provincial Policy Statement*, recognizes the important role of "properties of cultural heritage value or interest" as assisting "in instilling civic pride, benefiting the local economy by attracting visitors to the city, and favourably influencing the decisions of those contemplating new investment or residence in the City." The *Official Plan* sets out criteria for designation under the *Ontario Heritage Act* of heritage buildings and Heritage Conservation Districts. Such properties include "buildings or structures, either individually or in groups, which are considered by Council to be of architectural and/or historical significance at the community, regional, provincial, or national level (section 13.0)." Section 13.1 of the *Official Plan* lists the following objectives for heritage resources:

- i) Protect in accordance with Provincial policy those heritage resources which contribute to the identity and character of the City.
- ii) Encourage the protection, enhancement, restoration, maintenance, and utilization of buildings, structures, areas, or sites within London which are considered to be of cultural value or interest to the community.
- iii) Encourage new development, redevelopment, and public works to be sensitive to, and in harmony with, the City's heritage resources; and
- iv) Increase public awareness and appreciation of the City's heritage resources, and encourage participation by the public, corporations, and other levels of government in the protection, restoration, and utilization of these resources.

The *Official Plan* sets out criteria for designation (section 13.2.2; amended 2009). City Council may designate heritage buildings or examples of heritage buildings by law pursuant to the *Ontario Heritage Act* based on the following criteria:

Architectural Significance

- i)(a) the heritage building is the work of, or reflects the work of, a major architect, designer or landscape architect;
- (b) it is an outstanding example of its architectural style or period;
- (c) it is an example of significant engineering or method of construction;
- (d) it is a work of outstanding quality as a result of its plan, or its external or internal treatment of materials, space, or details;
- (e) it is representative of a particular period of design or form of land use; or
- (f) it is the only example, or one of the few remaining examples, within the municipality of a particular period or style of design.

Historical Significance

- ii) (a) the heritage building is associated with a person or group of persons of local, provincial, national or international importance;
- (b) it is associated with an event or movement of local, provincial, national or international importance;
- (c) it is associated with some significant aspect of the history or development of the community; or
- (d) it is an early example of the work of an important architect or builder.

Contextual Importance

- iii) (a) the heritage building forms an essential part of a group of two or more related structures on the same side of the street, on opposite sides of the street or two or more corners of an intersection;
- (b) it defines or terminates a vista;
- (c) it is an essential element of an area which was laid out according to the planning principals of its period;
- (d) it forms an essential part of a distinctive skyline view; or
- (e) the site is in a critical location where ill-considered construction would adversely affect an important complex of structures or damage an important view or vista.

2.5 City of London: London Advisory Committee on Heritage (LACH)

As a part of the background research for this CHER report, the *City of London's Inventory of Heritage Resources 2006* was reviewed. The subject property, 807 Colborne Street, is listed on the City of London's inventory of heritage properties.

London's Advisory Committee on Heritage (LACH) prepares and maintains the descriptive inventory of properties of cultural heritage value or interest. "Listed" is a term used for properties the City Council recommends to be included on the Inventory. Listing promotes community and Council awareness of structures with special heritage significance. As explained in section 2.4, recommendations are based on criteria that relate to architecture, history, and neighbourhood contexts. The inclusion of properties on the Inventory is a clear statement that the City would like to ascertain the heritage attributes of such properties preserved. This Inventory falls under section 27 of the *Ontario Heritage Act*, and stipulates the clerk of a municipality shall keep a register of properties situated in the municipality that are of cultural heritage value or

interest. Each property listed shall include a legal description of the property, the name and address of the owner, a statement explaining the cultural heritage value or interest of the property, as well as a description of the heritage attributes of the property.

Properties that have been individually designated under Part IV of the *Ontario Heritage Act*, or are located within a Heritage Conservation District designated under Part V, are referred to as "designated". Designated properties are also included on the Inventory and are identified by a by-law number.

Currently, 807 Colborne Street, Fire Hall No. 4, is listed as a Priority 1 heritage structure. Priority 1 signifies London's most important heritage structures and all merit designation under Part IV of the *OHA*. Fire Hall No. 4 is not designated and is not located in one of London's Heritage Conservation Districts.

In London, the City Heritage Planner works with LACH and its sub-committees to identify properties that should be brought forward for the consideration of City Council as candidates for designation under the Ontario Heritage Act. LACH prepares the reasons for designation and recommends heritage designation to the City Planning Committee. It is appropriate and prudent to recommend designation of Fire Hall No. 4 while it is still municipally owned and remains well preserved. A CHER completed for this structure is a prerequisite for proceeding with heritage designation.

2.6 Cultural Heritage Glossary of Terms

The following section provides definitions and terms considered throughout this cultural heritage assessment process.

Built Heritage Resource	means a building, structure, monument, installation or any manufactured remnant that contributes to a property's cultural heritage value or interest as identified by a community, including an Aboriginal community. Built heritage resources are generally located on property that has been designated under Parts IV or V of the Ontario Heritage Act, or included on local, provincial and/or federal registers (MMAH 2014:39).
Cultural Heritage Evaluation Report (CHER)	means a report prepared with advice by a qualified person who gathered and recorded, through research, site visits and public engagement, enough information about a property to sufficiently understand and substantiate its cultural heritage value (MTCS 2014).
Heritage Attributes	means the physical features or elements that contribute to a property's cultural heritage value or interest, and may include the property's built or manufactured elements, as

well as natural landforms, vegetation, water features, and its visual setting (MTCS 2014).

2.7 Cultural Heritage Evaluation Report

This CHER comprises the following components:

- A general description of the history of the property, as well as a detailed historical summary of property ownership and the building's development
- A description of the built resource
- Representative photographs of the exterior and interior of the building and character-defining architectural details
- Photographic key plans of the exterior and interior of the resource
- Overall dimensional hand measurements of the exterior and principal rooms
- A cultural heritage resource evaluation guided by the *Ontario Heritage Act* criteria
- Historical mapping, photographs; and
- A location map.

Ontario Heritage Act Regulation 9/06 provides a set of criteria grouped into the following categories which determine the cultural heritage value or interest of a potential heritage resource in a municipality:

- i) Design/physical value
- ii) Historical/associative value, and
- iii) Contextual value.

Should the potential resource meet one or more of the above mentioned criteria, the property may be considered for designation under the *OHA* (see section 6.0).

To determine whether a built heritage structure meets the criteria of *OHA* Regulation 9/06 and the City of London's *Official Plan*, it is necessary to conduct extensive research into the history of the site and to make a thorough investigation of its physical qualities. Once the background information is gathered, the process of determining the degree of significance to be attached to a particular heritage structure involves the consideration and balancing of numerous factors: the age of the resource, the quality of its design, its mode of construction, the importance of architects or contractors responsible for its erection, the importance of its owners or inhabitants, its role in relation to significant events or movements in the area where it is situated, its state of preservation (i.e., the extent to which its original features and character have been maintained), its condition, its uniqueness or its value as a representative of a distinctive local type, its landmark status, and its visual and/or thematic role within its immediate topological and geographic contexts.

Through archival research, the land use history of 807 Colborne Street was examined. The significance of the building's design and construction was assessed against comparables and general architectural trends, and contextual value analysed within the context of the historical development patterns in the City of London. A field review resulted in photographic

documentation and a collection of on-site data necessary for establishing the property's heritage significance.

3.0 HISTORICAL CONTEXT

A heritage background study was conducted to gather information about the potential cultural heritage resources pertaining to 807 Colborne Street. Decisions regarding the significance of the property can only be made once the property has been evaluated within its historical context. Background historic research included consultation of available primary and secondary sources, historic mapping to produce a contextual overview of the property, and a general description of Euro-Canadian settlement and land use. Historic newspapers, historic maps, fire insurance plans, photographs, and City Council Minutes were examined in several public repositories including: the Ivey Family London Room at the London Public Library, the Western Archives at Western University, and the Sauer Map Library at Western University. Research into land ownership was conducted at the Middlesex Land Registry Office.

3.1 Historic Euro-Canadian and Municipal Settlement

The subject property falls within the south half of Lot 14, Concession 2, in the geographic Township of London, Middlesex County. A brief discussion of early municipal settlement in the township is provided below, along with a summary of historic land use.

Middlesex County and the City of London

Prior to the earliest European settlement in the Thames River Valley, the London environs were actively used for hunting and camping by Chippewa, Ottawa and Pottawatami peoples. It was from them that the British Crown purchased the lands in 1790 (LTHBC 2001). Shortly after the purchase, Abraham Iredell surveyed the general area. Lieutenant- Governor John Graves Simcoe visited the Thames River area in 1793 on his journey to Detroit from Niagara, and so admired the countryside and the forks of the Thames that he aspired to establish the capital of Upper Canada in London. Because the site was too far inland, his vision was never realized. Nevertheless, the Thames River Valley and London Township attracted European settlers in the early 19th century.

In 1798 the lands that are now Middlesex County formed part of Upper Canada's newly established London District which also included the future Oxford and Norfolk counties. Port Stanley offered a lakeside port entry for migrants destined for the London District (Whebell 1992), with travel facilitated by Kettle Creek or the Port Stanley to London Road (now Highway 4) constructed in 1822 that connected Port Stanley, St. Thomas and London. Although Simcoe's dream of having London become the capital of Upper Canada was never realized, the centre was chosen in 1826 to be the administrative seat for the London District, and land overlooking the forks of the Thames River was selected for the construction of a government building - the London District Courthouse (Cunningham 1976). In the same year London was officially founded as a hamlet when its first settler, Peter McGregor, erected a log shanty, the exact location of which is not known (City of London 1967). The settlement grew rapidly, focused first along the river and expanding to the north, west and south. By 1827 there were 20 to 30

buildings, by 1831, 96 houses and by 1842, 386 houses (Brock 1992). Records suggest that London grew by 239 percent between 1840 and 1850 as the population increased from 2,078 to 7,035 due to the entry of masses of British immigrants to Upper Canada (Whebell 1992).

London Township

While the subject property currently falls centrally within the urban boundary of the City of London, in the early 19th century it was situated in London Township in an early suburb of London. The township is one of the first in Middlesex County to be extensively settled.

Working alongside Colonel Thomas Talbot to create opportunities for settlement, Colonel Mahon Burwell initiated the first formal survey of London Township in 1810. This survey initially focused on the first six concessions north to today's Sunningdale Road, but was suspended when war broke out in 1812. The northern section of the township was surveyed following the war, with the first true settlers arriving between 1817 and 1818. The first land patent, however, dates to 1812 and relates to lands that formed part of Burwell's initial survey. Among those who received the earliest patents were Burwell himself and the honorable John Hale. These grants were given *in lieu* of payment for services and loyalty, as both gentlemen did not plan to homestead on these lots, but instead intended to sell them to arriving immigrants (LTHBC 2001:11-14; H.R. Page & Co. 1878:9).

In 1818, a group of Irish settlers arrived in London Township and established homesteads on lots in the 4th, 5th, and 6th concessions. Their trek here was organized by Richard Talbot of Tipperary, Ireland, who had spent a great deal of time working on behalf of the government to find families who were interested in relocating to Upper Canada. Richard Talbot took the advice of his kinsman Colonel Thomas Talbot, and brought these families to London Township which was said to be one of the most productive agricultural areas in the Thames River Valley (LTHBC 2001:13-14). Among the earliest settlers were the families of Folliott Gray, John Gray, William Haskett, Howard Thomas Talbot, Benjamin Lewis, Francis Lewis, and Joseph O'Brien. Other early settlers were of English and Scottish descent (LTHBC 2001:15). By 1851, much of London Township had been settled.

3.2 Land Use and Structural History

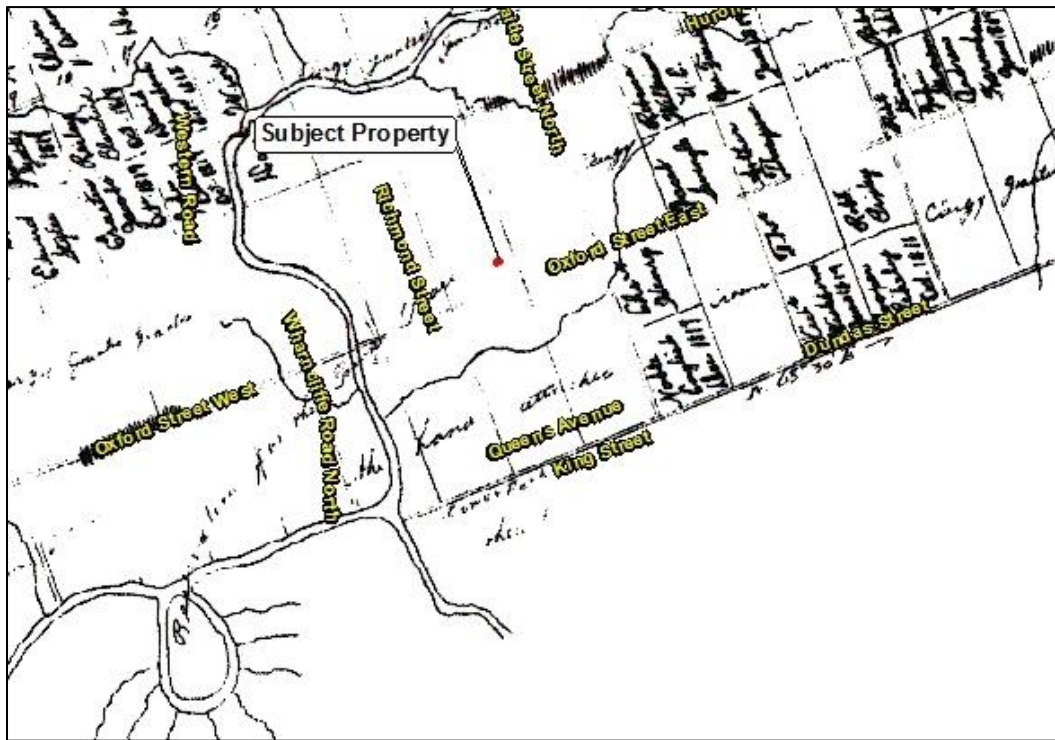
The following land use history is based on a compilation of land registry records, historic mapping, census records, London City Directories, microfilmed newspapers, and other local history resources.

3.2.1 Prior to 1872

The Abstract Indexes of Deeds for the early nineteenth century for Lot 14, Concession 2, London Township, including the subject property at 807 Colborne Street, were not located in the records at the Land Registry Office¹. In addition, the County of Middlesex Patent Book archived

¹ Staff at the Land Registry Office helped search for the Abstract Indexes of Deeds for Lot 14, Concession 2. No records were found.

at the Land Registry Office does not contain a patent date for Lot 14, Concession 2². However, georeferencing of the subject property on the 1818 *Talbot Ridout Map of Early Settlers in London Township* (Map 2) shows the subject property within an unsettled lot. It is likely that this lot was not farmed in the 19th century and may have been cleared to be a part of London's settlement plan.



Map 2: 1818 Talbot Ridout Map of Early Settlers in London Township

The 1824 *Plan of London* (Map 3) shows the block containing the subject property, 807 Colborne Street, as vacant and not divided into planned lots like the neighbouring blocks. The 1824 plan does depict a watercourse entering the block.

² Patents were listed into the 1860s.

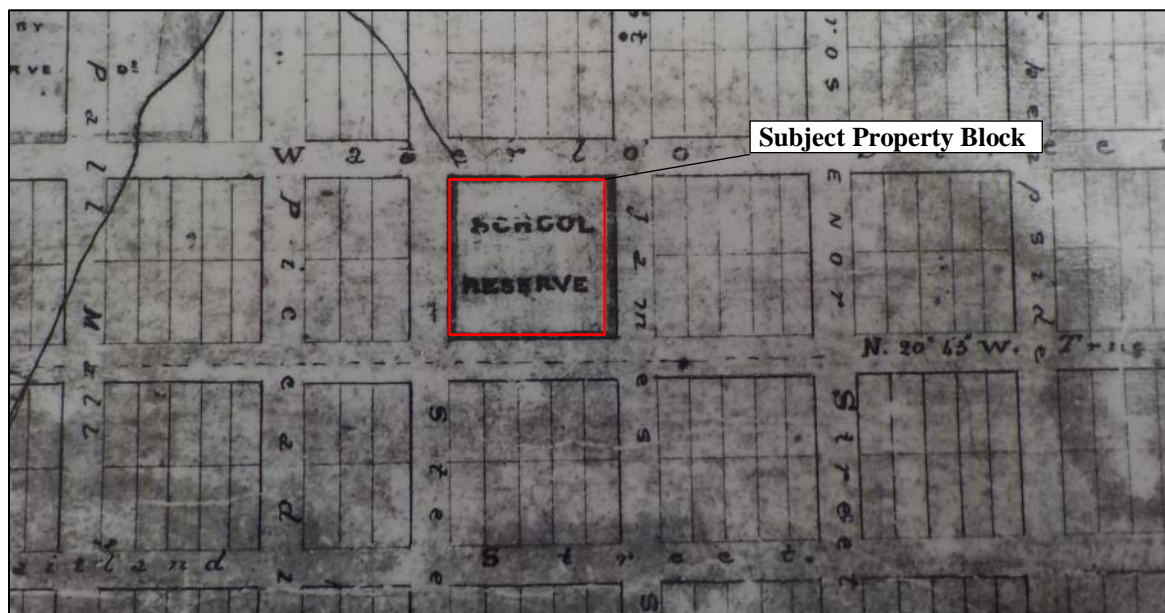


The image shows a section of a historical street map. The streets are labeled 'James's Street' at the top and 'Ford Street' at the bottom. The map is divided into a grid of lots, each with a handwritten number and an owner's name. A red box highlights a lot on the east side of James's Street, between the 20th and 30th lot numbers. A callout line points from this box to a text label that reads 'Subject Property Lot'.

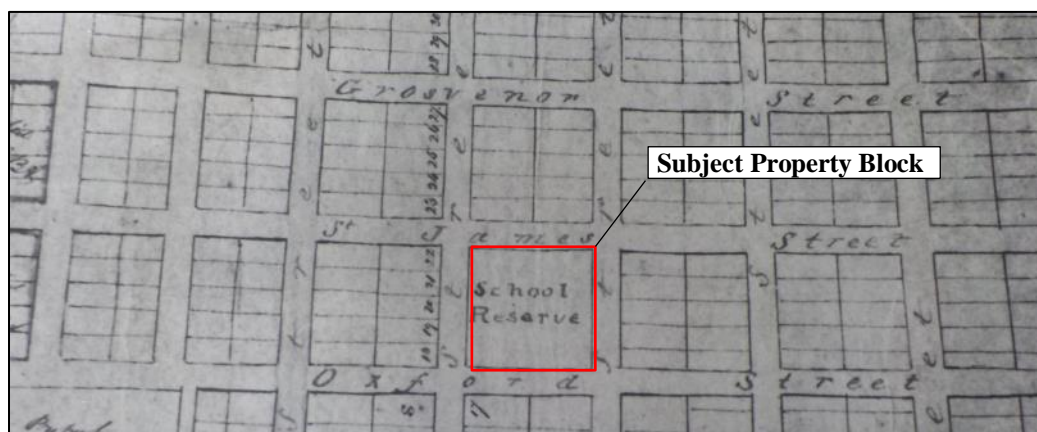
Lot Number	Owner Name
22	Patrick O. Dwyer &
24	Philip J. L.
26	H. Connell
28	Crisp. Goodhue
30	Philip &
32	George &
34	George &
36	Connell

Subject Property Lot

Another historic map dating to 1840 shows the entire block designated “School Reserve” (Map 5). Likewise, a map of London from the Sauer Map Library at Western University recorded by the library as dating between 1845-1850 (no title) depicts the subject property in a block allocated as “School Reserve” (Map 6).

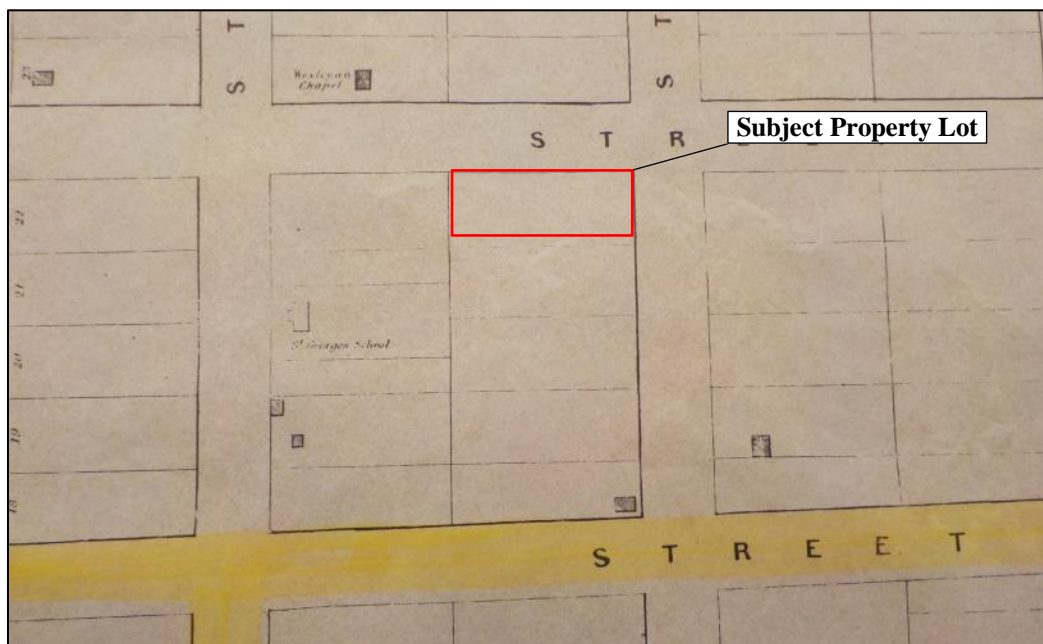


Map 5: 1840 *London Canada West*, drawn by Robinson (photograph)



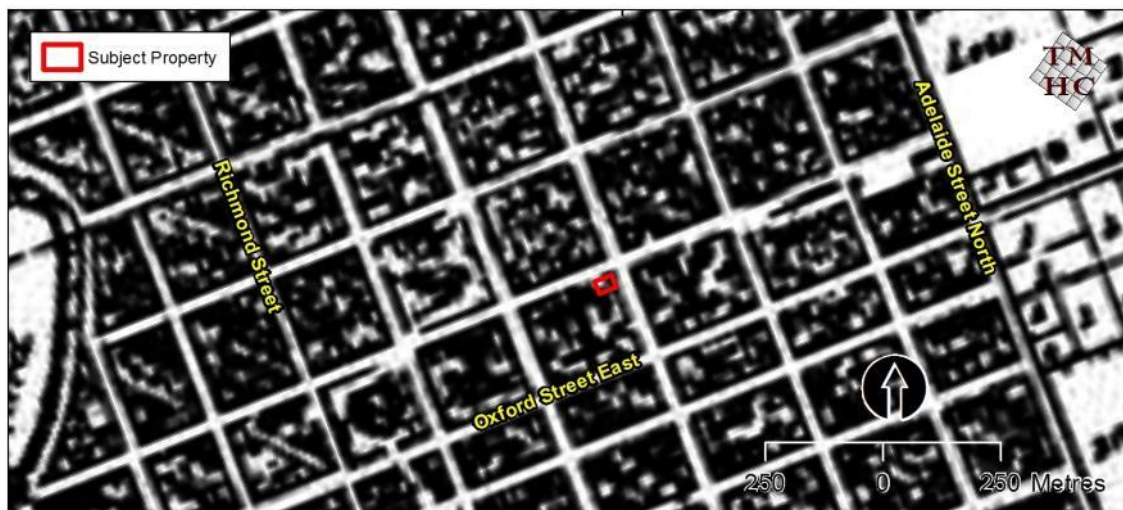
Map 6: 1845-1850 *Plan of London* (photograph)

Again, in 1855, the *Map of the City of London* (Map 7) shows the block pertaining to the subject property divided into lots. The plan illustrates that a school was built on the western side of the block, named as St. Georges School, roughly equidistant from Oxford and St. James Streets. Three other structures are drawn within the block, however, there are no structures drawn within the subject property which is located in the in the northeast corner of the so-called “School Reserve” block.



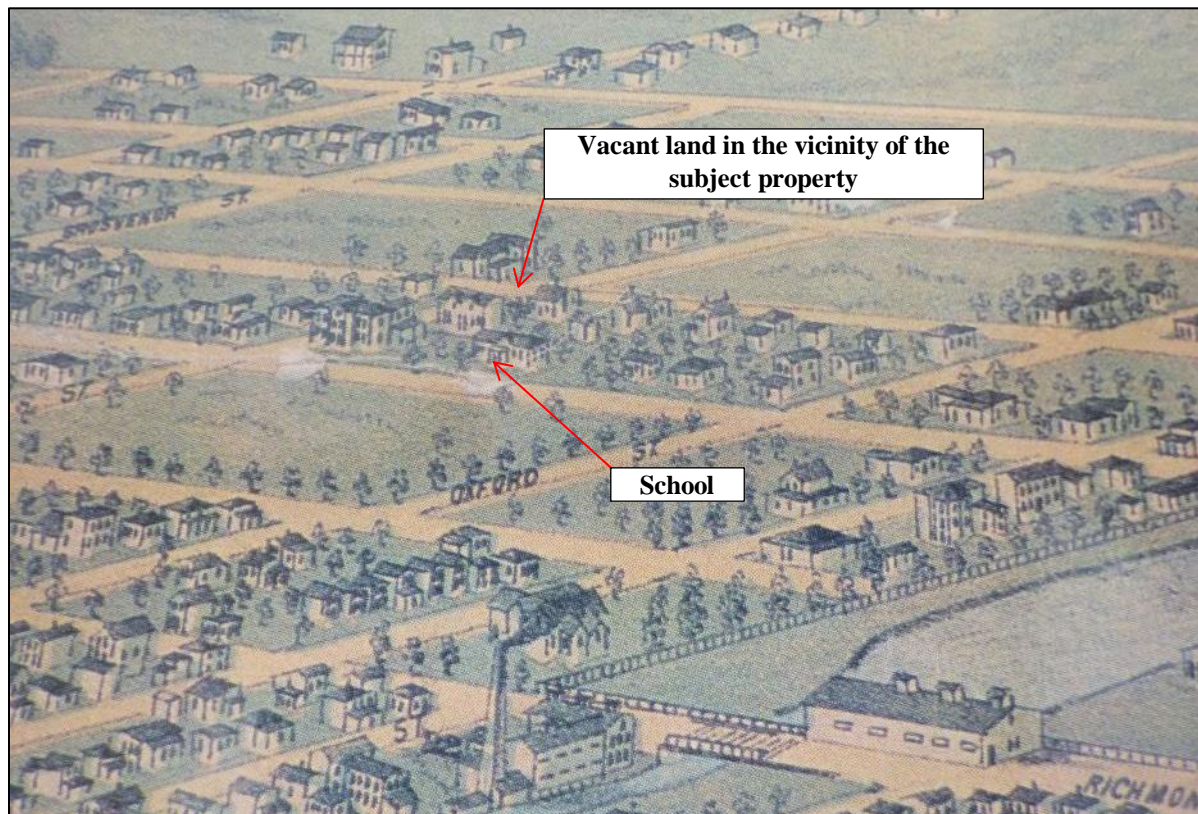
Map 7: 1855 Map of the City of London, Canada West, drawn by Sam Peters (photograph)

The 1863 Sam Peters *Map of the Township of London, Canada West* (Map 8) places the subject property within a developed block of the City of London. Although not depicted clearly, it appears no structure is located within the subject property.



Map 8: 1863 Sam Peters Map of the Township of London, Canada West

The 1872 *Bird's Eye View of London* (Map 9) illustrates vacant land at the corner of St. James and Colborne Streets in the vicinity of the subject property. This demonstrates that the block included residential houses, in addition to the school.

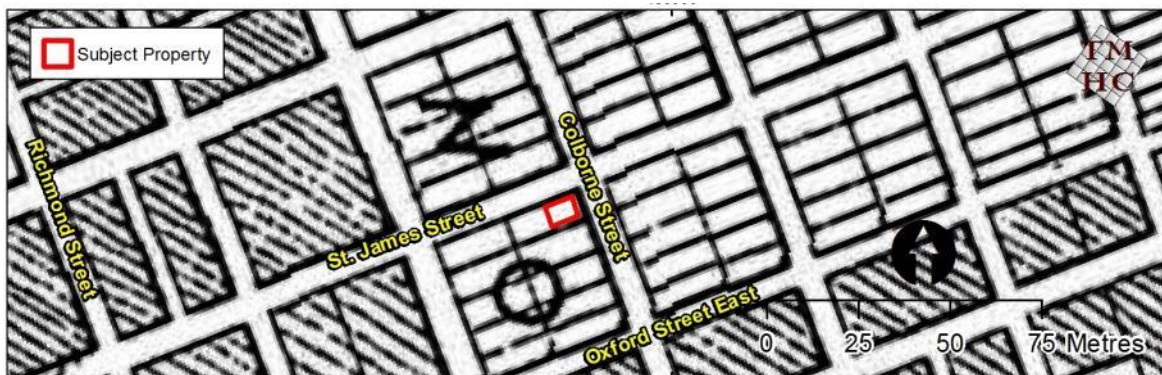


Map 9: 1872 Bird's Eye View of London, Ontario, Canada (photograph)

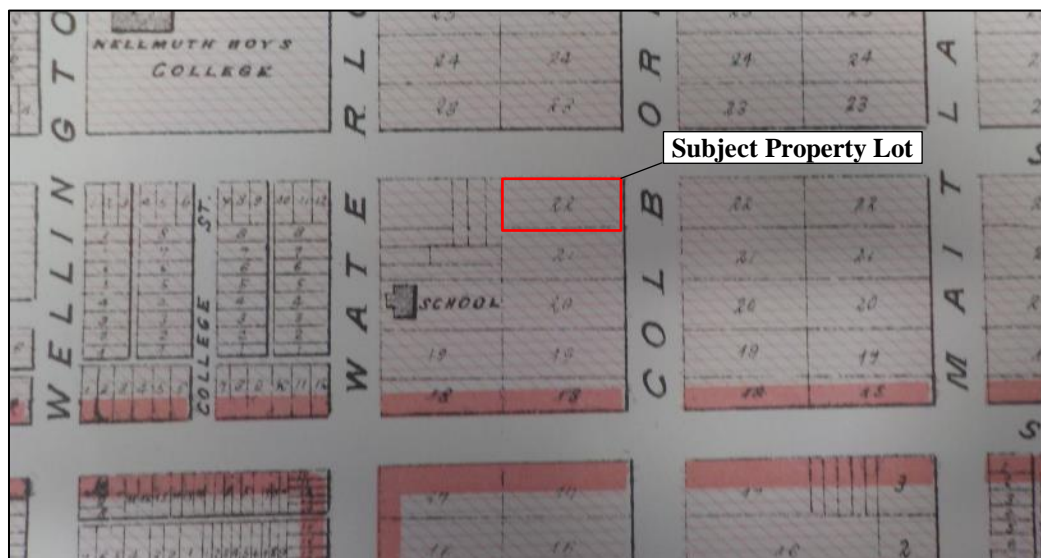
Prior to 1872, there is no evidence that the subject property contained a structure. In addition, even though the block containing the subject property had been divided into lots after the 1840s, it is likely that the formal plan for the subdivision was not surveyed and not registered on title until the 1890s (see section 3.2.2).

3.2.2 1873-1907

The 1878 H.R. Page and Co. *Illustrated Historical Atlas of the County of Middlesex* (Map 10) shows limited detail, but does depict the block as divided into lots. The 1878 map does not show an owner for the lot (i.e., 807 Colborne Street). The same year, a surveyor by the name of Rogers drew the *Map of the City of London* (Map 11) and shows the school within the block in the west half of lot 20. Lot 22, containing the subject property, does not illustrate any features.



Map 10: 1878 H.R. Page and Co. *Illustrated Historical Atlas of the County of Middlesex, Ont.*



Map 11: 1878 *Map of the City of London and Suburbs*, drawn by John Rogers (photograph)

The Land Titles search demonstrates that by 1898 the subject property was included in Block 235 subdivision plan within Lot 22, West Side of Colborne Street. Although the Land Titles entries on microfilm are largely illegible³, some historical information regarding the subject property can be determined. The Land Titles record indicates the first entry for Lot 22 was on September 19, 1898 when William Scarrow sold the east 115 feet of south 32 feet of the lot for \$900⁴. In 1908, he deeded that same portion of the lot for \$900.00⁵. In March 1907, William Scarrow sold the north 30 feet of south 62 feet of east 95 feet of Lot 22 to Joshua Huxtable for \$1,750.00. That same month, Joshua Huxtable acquired a mortgage for \$1,000 from William Scarrow. In June 1908, William Scarrow sold the east 100 feet of north 66 feet of part of Lot 22 to the Corporation of the City of London for \$1,200.00. The Title states that these are the lands “required for fire hall purposes”.

³ Staff at the Land Registry Office could not improve the legibility of the microfilm.

⁴ The Grantee is illegible.

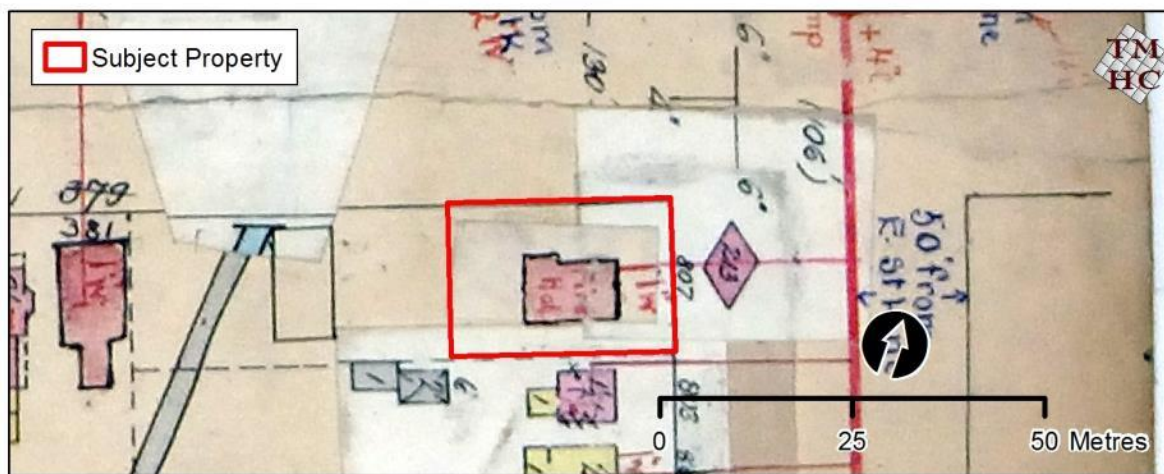
⁵ The Grantee is illegible.

Despite the Land Titles search, the earliest record of the Scarrows living on Colborne Street was in 1878 when William Wyatt, age 38, married Elizabeth Scarrow, age 34, daughter of John and Julia, at the residence of the bride's mother on Colborne Street (Black n.d.). They had four other children: William, Henry, Morris, and John Thomas (Black n.d.). Their child, William, became the owner of the subject property (Block 235).

In the 1881 Personal Census, William, age 30, and his brother Maurice, age 24, were the only Scarrows listed as living in London in Ward 6, Division 2 (London District, Page 27, Lines 17-18). By 1891, living in Ward 4, Division 7 were Maurice Scarrow, age 37, and his wife Kate, age 27, and their three children: Vera, age 7, Pearl, age 5, and Charles, age 4. Listed as living in the same household was William, age 40. William was noted in the census as Maurice's brother. The 1891 Census indicates that William Scarrow was born in England and worked as a harness maker (London District, Page 24, Lines 6-11).

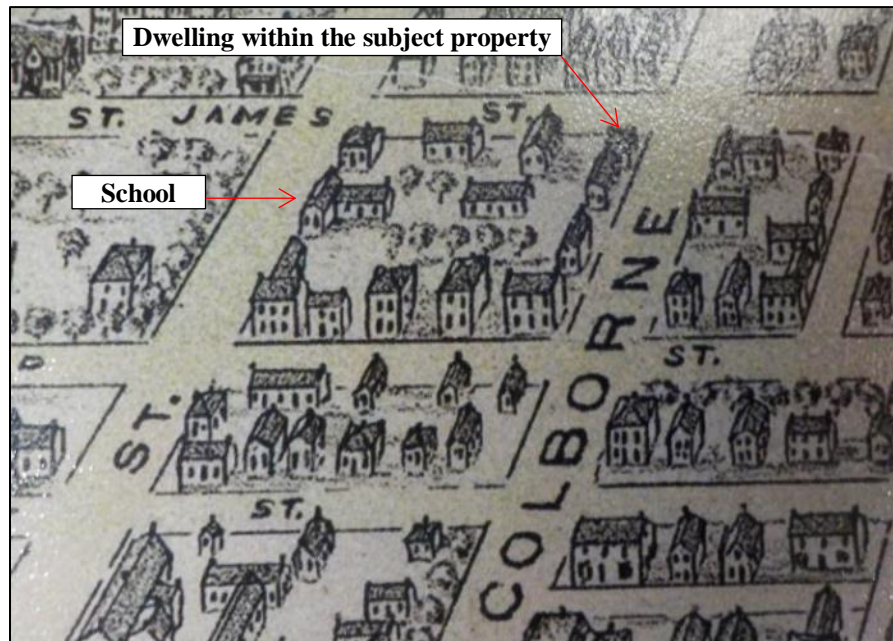
The 1901 Personal Census records Morris (formally spelled Maurice), age 47, as living with his wife Catherine, (formally spelled Cate), age 37, and their children Vera, Pearl and Charles (London District, Page 3, Lines 35-40). William Scarrow was still listed as living in the Morris (Maurice) household. His occupation is described as a "Lodger". At the time of the 1881, 1891 and 1901 Censuses, they were the only family with the surname Scarrow listed as living in London.

The City Directories for the west side of Colborne Street and the 1892 fire insurance plan provide evidence that there was a structure in the 19th century owned by the Scarrow family on the subject property. In 1890, the lot directly adjacent to where St. James intersects Colborne Street was vacant. The following year, the adjacent lot to St. James Street was occupied by Maurice Scarrow (numbered 797). The 1892 *Goad's Fire Insurance Plan* (Map 12) verifies that there was a structure located within the subject property. The structure is illustrated as a two-storey brick dwelling. The top plan of the structure is not the plan of the fire hall (see Map 14 below), therefore the handwritten label "fire hall" is a later addition to the fire insurance plan (post-1908: see section 3.2.3.).



Map 12: 1892 (Revised 1907) Goad's Fire Insurance Plan

By 1893, the subject property is renumbered as 813 Colborne Street and has Maurice Scarrow listed as living directly adjacent to where St. James intersects. The 1893 *City of London, Canada* map (with Views of Principal Business Buildings) (Map 13) provides a bird's eye view of dwellings and the school within the block. The map further depicts a dwelling within the subject property.



Map 13: 1893 *City of London, Canada with Views of Principal Business Buildings* (photograph)

In 1900, the City Directory street numbers changed once again. Maurice Scarrow is listed as living at 807 Colborne Street, directly adjacent to where St. James crosses. In general, the City Directories indicate that the Scarrow built a house on Lot 22 fronting Colborne Street within the subject property between 1890-1891. The 1907-1908 City Directory for 807 Colborne Street documents that Maurice Scarrow as still living at the property. William Scarrow is listed as living next door to Maurice at 803 Colborne Street, and has “Lumber” associated with his name in the directory.

In summary, the Land Titles indicate, William Scarrow, owner of Lot 22, sold the land in 1908 containing a two-storey brick residence that was occupied by Maurice, William’s brother, to the Corporation of the City of London in order to construct Fire Hall No. 4. Today, there is no physical evidence above grade of the Scarrow occupation of the property.

3.2.3 *Fire Hall No.4: 1908-1928*

Brief Summary of London’s Fire Department

In 1842, the citizens of the Village of London established a volunteer fire department (LPLB 2005). The first apparatus was a firefighter-pulled hand pumper which proved useless in

the face of a significant fire. This was evident in 1845 when one-fifth of the City's buildings were destroyed in what was referred to as "London's Great Fire"(Adams 2002:13). The fire transformed the look of London from a frontier town with wooden structures which burned quickly to a contemporary community with brick buildings (Adams 2002). The fire also prompted the need for a fire hall, Central Fire Hall, which was erected on Carling Street in 1847 still with volunteer firefighters. In 1853 it was relocated to a new structure on King Street. In 1867 London acquired a steam engine. However the steam pumper was heavier and required greater effort to get it to the scene. This necessitated the need to have horses pull the wagon in order to respond faster (Adams 2002). In 1871, after the devastating Chicago fire, Londoners insisted on the establishment of a permanent and professional fire department (Adams 2002:23). Two years later in 1873 their demands were met (Brock and Moon 1972). In 1885 Fire Hall No. 2 was opened on Rectory Street and in 1891 No. 3 on Bruce Street (LPLB 2005). The first 20 years of the new century witnessed a revolution in fire services (Adams 2002:35). Fire Chief John A. Roe sought modern fire equipment, such as a more efficient steamer, and requested a new station at the north end of London to serve the growing city (Adams 2002; LPLB 2005). It was later known as Fire Hall No.4.

Fire Hall No. 4

On March 11, 1908 the *London Advertiser* announced that the City of London was selecting sites for two new fire halls. The article states the sites are not yet chosen, but it was expected that they would be shortly and speculates the north end fire hall would be located in the vicinity of Oxford and William Streets. The Municipal Council Minutes of 1908 (pg. 3) state that the citizens voted in favour of an issue of debentures for fire halls in the north and east sections of the City. Mayor Samuel Stevely urged Committee #3 to act on this authority forthwith, "as the northern portion of the City should be afforded fire protection without delay" (Minutes 1908:3). On May 4, 1908, Committee #3 reported that the lot located at the southwest corner of Colborne and St. James Streets required for fire hall construction had been purchased from M. Scarrow for \$1,200 (Minutes 1908:119). The Land Titles in section 3.2.2. substantiates that 807 Colborne Street was transferred on title to the City of London by June 1908 for the location of the new fire hall. In the 1908-1909 City Directory, Maurice Scarrow was no longer listed as living at 807 Colborne Street and the directory lists the address as a "New bldg."

Local newspaper articles indicate that after the purchase of the land, the building of Fire Hall No. 4 commenced in 1908. The *London Advertiser* dated Tuesday, August 18, 1908, states:

Good progress is being made with the north end hall. The foundation has been laid, and the superstructure is well advanced. The brickwork will be finished within a week or two, and then the interior will be commenced. "We expect to have the hall ready this fall", said Chief Clark.

On Friday, November 27, 1908 the *London Advertiser* reports that the construction of the north end fire hall, Fire Hall No. 4, had cost a total of \$7,000 to build.

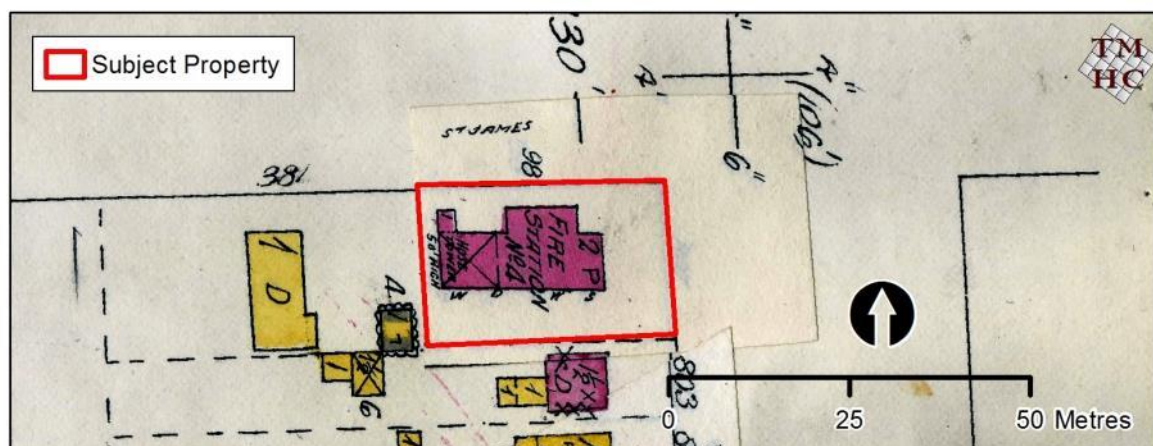
On Wednesday, March 31, 1909, the *London Advertiser* reports that despite the construction of Fire Hall No. 4 being finished, the new fire hall would not be operable for "some

time yet”. The *Advertiser* claimed the delay was caused because there was a mistake in calling for the tenders of beds and bedding. The *Advertiser* reports that the City hopes that the fire hall will be open by April 1, 1909, but likely won’t be ready until the middle of the month. It also notes that there have been no personal appointments with regard to the control of the fire hall.

On Sunday, May 9, 1909, the *London Advertiser* announces that “Robert Haylock is Captain of the North End Fire Station”. It notes that the north end station, to be known as No. 4, will be officially opened Monday night, May 10, 1909. The *London Free Press* (May 8, 1909) reports the same information.

Finally, on Monday, May 10, 1909 the *London Advertiser* proclaims that the “North End Fire Station is Open”. The article states that that there will be “no ceremonies in connection with the affair”, and that the hall “is a neat one, well equipped, and will do good service in that section”. The 1909-1910 City Directory, under the Fire Department section, lists 807 Colborne Street as Fire Hall No. 4 at the corner of Colborne and St. James Streets. The City Directory names Robert Haylock as Captain, Thomas Mason as Lieutenant, and Alfred Davis and G.J. Bolton as the Fireman. On Monday, May 31, 1909, the *London Free Press* reports that Committee #3 officially recognized Haylock as Captain.

The period design of the main floor of the fire hall accommodated two horses, as the fire vehicle was originally a horse-drawn hose wagon. The 1912 Goad’s Fire Insurance Plan (Map 14) shows the top plan of the fire hall as a two-storey brick structure at the corner of Colborne and St. James Streets. The building is labeled “Fire Station No. 4”.



Map 14: 1912 (Revised 1915) Goad's Fire Insurance Plan

The functional demands of the fire hall have remained the same in the 150 years in London’s firefighting history (Tausky 1993:146). The fire hall requires an open downstairs space to hold the truck or in the past the horses and wagon (Image 1), a large door through which the vehicle can pass, an upstairs dormitory, a pole which firemen can slide in emergencies, and a hose-drying tower (Tausky 1993:146). The main floor garage of Fire Hall No. 4 was historically divided into two sections (Map 14). The west portion, as illustrated with an “X” on Map 14, was the horse stable. The east section of the garage housed the wagon. Comparable to Image 2 of

Fire Hall No. 5, each horse would pass through doors leading into the garage. Consultation on January 28, 2016 with retired Fire Chief Jim Fitzgerald, a local expert on the history of London's fire department, revealed the main components of the period fire hall that are no longer extant:

- The vehicle door, once narrower, on the principal (east) façade consisted of inward folding doors.
- The floor was wooden throughout the main floor.
- The horses, under the care of the fire fighters, included a power horse and a race horse used in tandem. The power horse got the wagon to move while the race horse gave it speed.
- The second storey, above the stable stored hay (today the kitchen/lounge), was accessed through a hay door in the ceiling of the main floor stable.
- The hose tower was originally entered from the main floor. The leather fire hose would be pulled up by a rope and hung to dry. If water was left in the hose, it would form an acid that would destroy it.
- Below the main floor in the basement was the furnace and a storage area for coal. A chimney was required for the coal heating system.

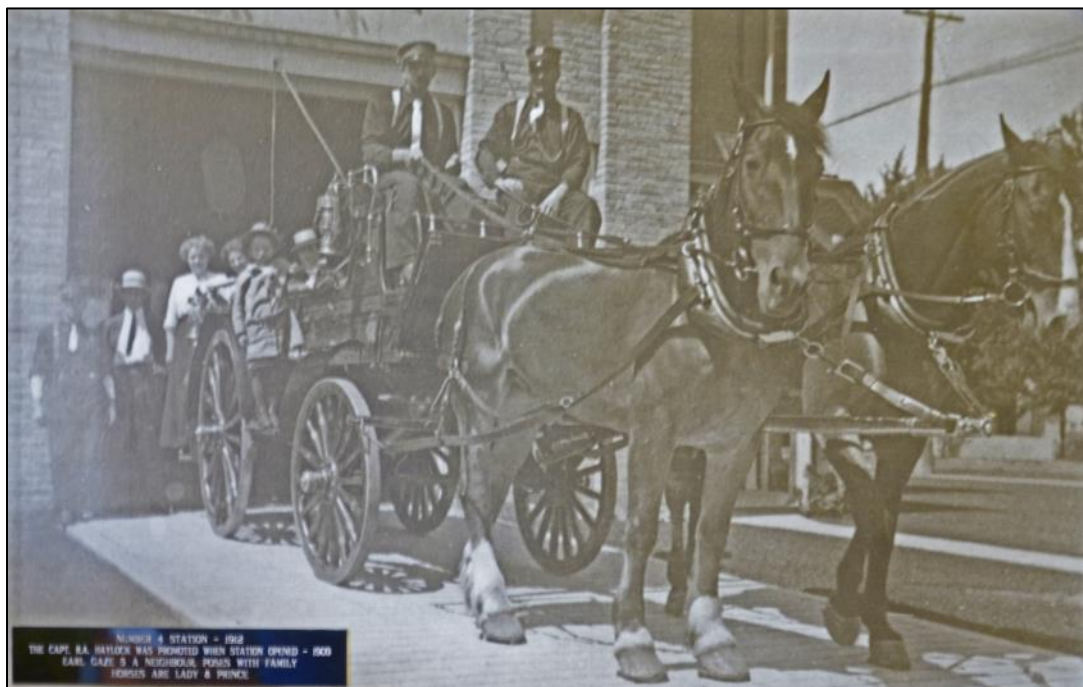


Image 1: Horse and Wagon, Fire Station No. 4 (ca. 1912)
(Courtesy of London Fire Department)

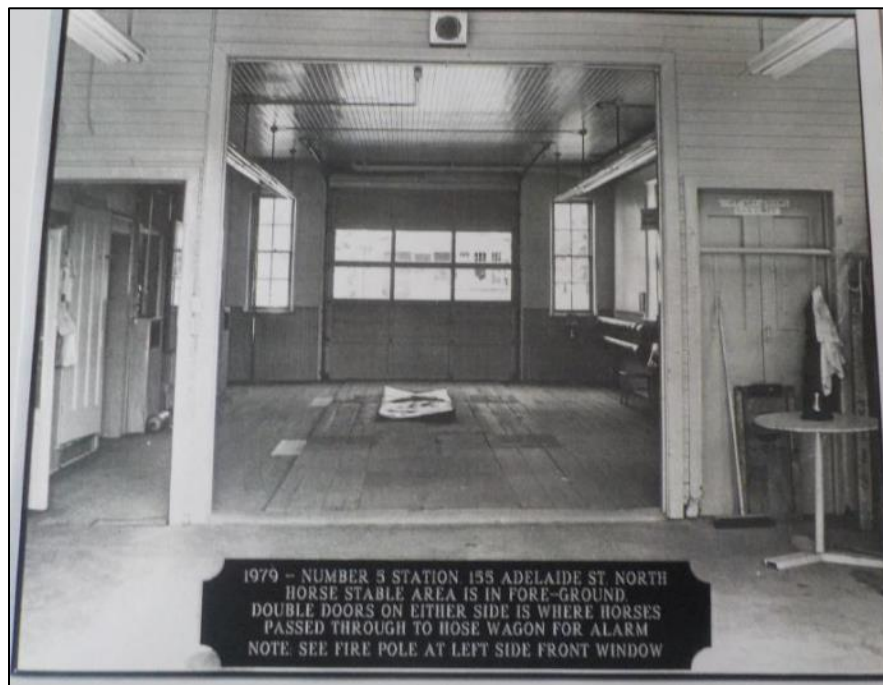


Image 2: Horse Stable Area and Double Doors where Horses Passed Through in the Event of a Fire, Fire Hall No. 5 (ca. 1979) (Courtesy of Chief Jim Fitzgerald)

After the opening of Fire Hall No. 4, The *London Free Press* dated Monday, May 17, 1909, reported an issue with the design of the building – water was flooding the cellar (basement) of the fire hall. The City Architect, Arthur E. Nutter (1874-1967 [Lerner and Williamson 199]), declared that the water could not be prevented. He stated that it is the fault of the land and not the building as the ground is “springy” and water is coming through the concrete basement floor. Nutter claimed this was because a creek had run through the property for many years (as shown on Map 3 above). The City Engineer observes that the space in the mortar joints are a new English style which is not known in Canada. Nutter defends it is not a flaw in his design because the foundation had to be low for the safety of the fireman entering the building with the horses, and the bricks are too soft and porous since the tender had called for “homemade bricks” as opposed to the red brick he had proposed. Today’s fire crew points out that the basement still floods from time to time. Nutter proclaims “My work is open for inspection”, providing indirect evidence in 1909 that A.E. Nutter (Image 3) is indeed the architect behind the design of Fire Hall No. 4.

Arthur E. Nutter, was an English architect who had come to London by “personal misadventure” (Lerner and Williamson 1991; Mason 1999). The office of the city architect was established in 1908 and Nutter was appointed the first incumbent (Tausky 2011). In a Letter to the *London Advertiser* dated April 16, 1912, the recently retired City Engineer, Aquila O. Graydon, included a strongly worded commendation of Nutter’s abilities:

I do know that he is a very competent architect; more than that, I consider him a very superior one, who knows every branch of his profession in a very thorough manner, and

combines with this practical and theoretical knowledge a very artistic power of designing buildings that are ornaments of the city.

Research undertaken for this study has not produced irrefutable evidence proving that Nutter was the architect of Fire Hall No. 4. No building permits searched on microfilm at the London Room, Central Library, for 807 Colborne Street, were found. In addition, no architectural drawings were found. However, indirect evidence was discovered in Eric Finch's *London Free Press* newspaper article dated June 22, 1960 (Finch, pg.43) that provides details of an interview with Nutter regarding the design of Fire Hall No. 4. Nutter states he is visiting London to visit buildings he designed and built during his tenure as the city architect and building inspector, specifically Fire Hall No. 3⁶, Fire Hall No. 4, Princess Alexandra School, Beal Technical School, and the isolation building at Victoria Hospital⁷.

Fire Hall No. 5, at 155 Adelaide Street, opened the same year as Fire Hall No. 4 and was also designed by Nutter (Tausky 1993:146). Documented as Fire Hall No. 4's twin, Fire Hall No. 5 was designated under Part IV of the *Ontario Heritage Act* in 1998 (By-law L.S.P. – 3286-80). It is noted for its cultural heritage value as "a fine example of a simple municipal services building with Italianate influences". In recent history the building was used by the Canadian Linen and Uniform Service. At some point, a large addition was added to the rear of the building. Today, a small merchandise store, called "The Hippy" operates inside the main floor garage. Alterations to the exterior include modern windows, a widened vehicle entrance on the front façade, modern lights hung alongside the vehicle entrance on the front façade, the side porch has been replaced with modern material (loss of Italianate decorative elements), and unlike its No. 4 twin, the hose-drying tower has been demolished. In 1996 the Fire Hall No. 5 building was decommissioned and was rebuilt in a modern design at 751 Deveron Crescent (Adams 2002:45).

In 1912, Nutter's appointment was repealed, and the office of City Architect was formally abolished (Tausky 2011). From 1920-1925 he had his own architectural office based in London, Ontario (LFP, Wed. June 22, 1960, pg. 43). In 1925 he moved to Florida and established an office there. By 1928 he had lost all his money due to a hurricane. Nutter then moved to Houston where he "took up his old line of work again, designing fire halls, schools and other city buildings" (LFP, Wed. June 22, 1960, pg. 43). In 1960, at the time of his visit to London at age 86, he was still professionally active (LFP, Wed. June 22, 1960).

⁶ It is unlikely that Fire Hall No. 3 was designed by Nutter. Fire Hall No. 3 was built in 1891 (LPLB 2005). Nutter would only have been 14 years old at the time of its construction. The newspaper author was likely mistaken and should have referenced Fire Hall No. 5.

⁷ The former isolation hospital, east pavilion, opened in 1909, designed by Nutter, had a shallow hipped roof, broad, bracketed eaves, and slightly arched windows, reminiscent of an Italianate house of an earlier era. Nutter gave the east pavilion (Isolation Hospital), a more formal and more contemporary quality through his use of proportion, ornamental detail and an imposing front entranceway (Tausky 2011:79-80).



Image 3: Image of Arthur E. Nutter (LFP, Wed. June 22, 1960, pg. 43)

Shortly after the opening of Fire Hall No. 4, the hose-wagon was replaced by a horse-drawn hose and chemical wagon, shown in Image 4, which carried containers of bicarbonate of soda and sulfuric acid (Adams 2002). A handle was inverted which poured acid into the tank. This created carbon dioxide gas and expelled the water (personal interview with Chief Jim Fitzgerald, Jan. 28, 2016).

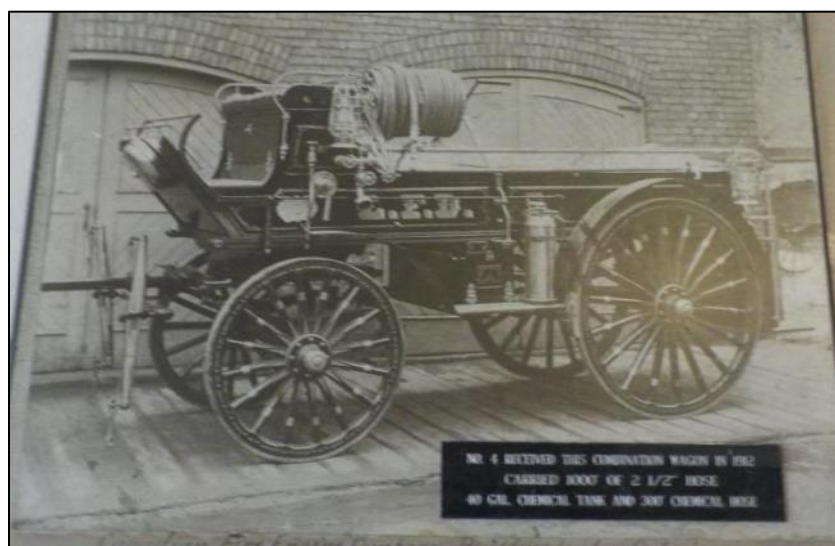


Image 4: A combination hose and chemical wagon of Fire Hall No. 4 (ca. 1911)
(Courtesy of London Fire Department)

In 1923, at Fire Hall No. 4, the horse-drawn hose and chemical wagon was replaced by a hose and chemical truck (Adams 2002; personal interview with Chief Jim Fitzgerald, Jan. 28, 2016). Images 5 and 7, below, depict Fire Hall No. 4 in 1928 with the hose and chemical truck.



Image 5: View of Fire Hall No. 4 in 1928 with a Ruggles hose and chemical truck
(Courtesy of Western University Archives)

Firefighters have always been regarded by society for their bravery. The *London Advertiser*, dated February 13, 1879, states that the London “firemen worked heroically”. Newspaper articles for decades have recognized firemen for their professionalism and bravery as they risk their lives. For example, when reporting on a fire which tore through the business block of Dundas Street on November 3, 1911, the *London Advertiser* states that the “firemen never shirked their duty at any time during the hard battle with the flames...the men stayed with their task like heroes and never flinched”. Upon the death of a firefighter in action, the community and the brotherhood of firefighters mourned their loss (Adams 2002:64). The *London Advertiser*, dated December 16, 1911, rates London’s fire department as “one of the best fighting forces in the country”. Fighting fires is seen as “...the most hazardous of all civilian jobs” (Adams 2002:89).

The horses were also held in high esteem in the fire hall’s operation. The horses were labelled as “heroes” (Adams 2002:45). The firefighters and the horses would have daily visits of persons from the surrounding neighbourhood (Adams 2002) (seen in Image 1). The *London Advertiser*, dated December 11, 1925, informs Londoners that “Doc” the horse (Image 6) of Fire Hall No. 4 “proudly laboured” as he “..worked hard and still works as the last surviving member of a once famous stable”. The article reports that although the fire hall now has “a shiny truck”, Doc is still stabled there to help pull the utility truck. Image 5, below, identifies Doc as a famous and valuable member of London’s fire department.



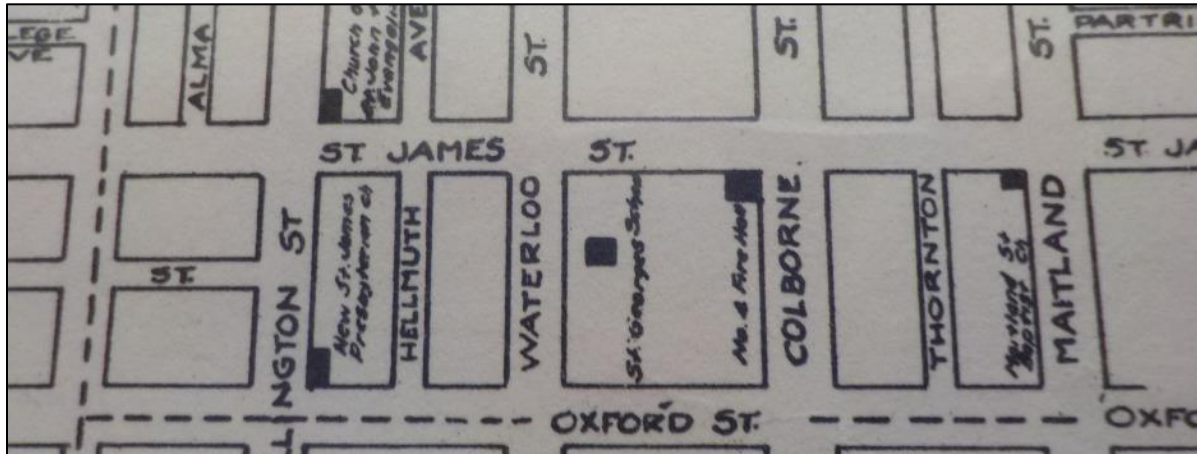
Image 6: Doc, Horse of Fire Hall No. 4 (LFP, Friday, Dec. 11, 1925)

The view of Fire Hall No. 4 in Image 7 below, represents the earliest full-sized image of the principal façade (east elevation). The image shows a rectangular plan with the north wing and a simple corner porch. The tower is asymmetrically located, forming a side towered plan. A single chimney is located toward the rear of the building (west elevation). The principal façade features five four-over-four sash pane windows, with full height wide pilasters with concrete accents and paired modillions with demi-bullnose edges below the projecting eaves. Windows with narrower full length pilasters flank the vehicle door. Entrances include the vehicle door, which has folding inward doors, and under the porch, a single entrance to the garage and a double door entrance to the Captain's office.



Image 7: View of Fire Hall No. 4 in 1928
(Courtesy Western University Archives)

In 1934, the City's Engineers Office map of London (Map 15) depicts St. Georges School and Fire Hall No. 4 extant in the block.



The 1936 map of London drawn by the Canadian Civic Map Service (Map 16) sketches prominent buildings in London which include St. Georges School and Fire Hall No. 4.



By 1941 the hose and chemical truck was replaced with a pumper truck (Image 8) (Adams 2002). The pumper truck was designed to hook to a hydrant and pump.



Image 8: Fire Chief Robert McDonald Accepting New Keys to the Pumper Truck at Fire Hall No. 4 in 1941 (Adams 2002)
(Courtesy of London Fire Department)

Image 9, below, depicts the fire hall in 1942 including the meticulous landscaping associated with the building in the wide right-of-way of St. James Street. Chief Jim Fitzgerald recalls that during the winter the fire fighters would build a skating rink for the neighbourhood children.



Image 9: View of Fire Hall No.4 with Pumper Truck (1940s)
(Courtesy of London Fire Department)

Between the late 1970s and 2008 major renovations were undertaken, especially to the interior, to accommodate new fire equipment and to upgrade the building to safety code. The *London Free Press* article, dated June 12, 1977 (Scrapbooks), reported the wooden floors of Fire Halls No. 4 and No. 5 are considered unsafe to handle the weight of the heavy fire equipment. Fire Hall No. 4 was evacuated until the repairs were made. The article notes that even though over the years the floors had been shored and braced, the pumper truck is too heavy. It also speculates that Fire Hall No. 4, responsible for a “three-mile radius of the city” and operating with a four-man crew on each shift, is due for replacement in four or five years.



Image 10: View of Fire Hall No. 4 in 1977
(*London Free Press*, June 12, 1977 [Scrapbooks])

3.2.5 Land Use History Summary

The subject property, 807 Colborne Street, is within historical Lot 14, Concession 2, in the historic Township of London, Middlesex County. Historical mapping suggests that the land in which the subject property is situated was cleared for the settlement of London. In the 1840s the subject property was in the east half Lot 22 of the block and had been reserved for a school. The 1855 historical map shows the school extant and three other structures in the block, however

there are no buildings depicted within the subject property. Background research indicates it is not until 1891 that there was a two storey brick dwelling located within the subject property. The dwelling, owned by William Scarrow and occupied by his brother Maurice Scarrow and family, was sold in 1908 to the City of London for the purpose of a fire hall. The dwelling was demolished to make room for the construction of Fire Hall No. 4 commencing in 1908 on Lot 22. The fire hall was designed by the prominent local City Architect, Arthur E. Nutter. Today, it is the oldest fire hall building in London still in use as a fire hall. It is a monument to the past and present of its brave firefighters, and reflects the post-1909 period when the fire department integrated more efficient fire equipment, and advanced its firefighting capabilities. Much of the streetscape remains as it did in 1908 illustrating the community's sense of history. Architecturally influenced by the Italianate villa style, Fire Hall No. 4 is in scale with the surrounding houses. It makes a colourful, efficient, and unobtrusive addition to its neighbourhood (LPLB 2005:36).

4.0 EXISTING CONDITIONS

A field review was undertaken on January 25 and 28, and March 16, 2016 to conduct photographic documentation of the property and to collect data relevant for completing a heritage evaluation.

The following is a summary of the architectural features of Fire Hall No. 4. Photographic documentation is provided in Appendix A and overall hand measurements of the dimensions of the exterior and interior of the building are provided in Appendix B.

4.1 Architectural Features - Exterior Description of 807 Colborne Street

The two-storey buff brick structure at 807 Colborne Street is a twentieth century civic (or institutional) structure. This buff coloured brick is made from local clay (Tausky 2011). The property parcel is small hindering clear photographic documentation of the south and west (rear) elevations.

The structure, designed specifically to be London's Fire Hall No. 4, was constructed in 1908 and opened in 1909. It sits on a concrete foundation. The foundation is low and is obscured from the exterior since the brick appears inset into the adjacent asphalt (Image 18) and other landscaping materials. The structure has a flat roof that has projecting (or deep) eaves (Images 13 & 41). Typically an Italianate design feature, scrolled brackets (or modillions) are attached to the cornice, under the eaves. The fire hall however, has stylized modillions with demi-bullnose edges fashioned to the eaves (Image 41). The brackets are situated above the full height pilasters with diamond-shaped display cement accents (Images 15 & 16). Originally wooden, today the eaves, soffit, fascia and the decorative brackets have been clad in aluminum (Image 41). Although Images 9 and 10, above, show a single chimney, there is currently no visible external brick chimney.

In general, the composition of the structure is a side tower plan. The structure has a tall corner "Tuscan" tower with a two storey rectangular floor plan and a north wing. The Italianate style often incorporates a square tower, either centrally or asymmetrically located, such as this

(Humphreys and Sykes 1980). Originally, the tower was used to dry the leather hoses (Images 46 & 47). Unlike the main building, the brickwork of the tower is load-bearing – five courses of stretchers between each course of headers. In addition, the patterned brickwork of the tower bordering the windows has been fashioned to create the illusion of structural pilasters (Image 47). This gives the appearance of supporting columns, but it only has an ornamental function. The tower windows are modern and the eaves, soffit, and modillions are aluminum. Beneath the windows is a concrete sill with decorative dentil moulding. The current Captain of Fire Hall No. 4 recalls that the entire tower roof top was replaced in 2013, and new material was fashioned to replicate the period appearance of the tower.

The principal (front) façade (east elevation) is symmetrical except for the pedestrian door which is placed to one side under a simple corner wooden porch (Image 22). This principal façade has five narrow rectangular windows in a row with cement lintels and sills (Image 13). The row of windows is a distinctive feature of the Italianate villa (Blumenson 1981). The concrete dentil moulding below the roofline is original (Image 13). The main vehicle door, serving as the fire truck entrance, is modern and framed in steel with a steel lintel supporting the masonry. Post-1977 the entrance was widened to accommodate a larger fire truck. Originally, full height pilasters surrounded the vehicle door. The original vehicle entrance had folding doors, visible, although not clearly, in the 1942 photograph (Image 8, above). Image 10, above, shows that in 1977 the door had been replaced and included three rows of windows. In 1977 the entrance had not yet been widened since the windows on either side of the vehicle entrance were still extant. Today, the narrow pilasters that border the entrance are a newer addition added once the door was expanded in width.

The signage on the principal façade is original and is decorated with wooden dentils above and a wooden beam below (Image 14). The main lettering on the sign has been carved from concrete blocks (Image 15). Images from 1928 (Image 7), 1942 (Image 8), and 1977 (Image 10) show that the sign has been painted in different colours. The light fixtures, referred to as gooseneck exterior lights, are also period fixtures still functioning on the principal façade (Images 17 & 20). However, Images 1 and 8, above, indicate that the gooseneck lights were added to the façade after 1912, but before 1928.

The wooden door covered by the porch on the front façade (east elevation) is the pedestrian access to the garage (Image 26). The door has a concrete sill and wooden trim. This front entrance features a slightly a segmented brick arch. The porch itself has a wood soffit with wooden brackets, undecorated wooden fascia and aluminum eaves (Images 23 & 24). There are two large modern windows under the porch that illuminate the Captain's office (Image 22). Image 7, shows that originally these large windows were doors. Today, the porch has been enclosed with plain balusters with a decorative geometric feature (Image 25). Images 7 and 9 reveal that before the 1940s there was no enclosure. Image 10 shows that by 1977 the porch was enclosed, however with a different design than what is featured today.

The second pedestrian entrance is a steel door on the west elevation, at the rear of the building (Image 33). Lacking a segmented brick arch, it is an entrance that was added later. Similarly, the vehicle entrance at the rear of the building (west elevation) has a modern aluminum door, but has retained its original wooden frame and lintel (Images 33 & 34). A third

pedestrian entrance is a modern door on the south elevation at the top of the fire escape stairs (Image 30). The door lacks a segmented brick arch and was a safety feature added later.

In general, all windows have been fitted with modern materials (Image 42). All window frames, sashes and muntins are made of aluminum. The current configuration of the aluminum windows that are operational (open) are six-over-two pane sash windows. Image 7 from 1928 shows that the period windows were four-over-four pane sash windows. Today, all windows sit on concrete sills under slightly round-headed segmented brick arches. New mortar surrounding the window sills and the smoothness and pristine condition (i.e. not eroded) of the concrete sills indicate the sills were replaced when the new windows were installed. With the exception of the five row of windows on the principal façade, voussoirs are formed by two or three rows of brick headers. These segmented brick arches over the windows create the illusion that they have narrow lunette, giving the otherwise rectangular windows the appearance of a rounded head which is a style found in Italian Villas (Blumenson 1981). The windows around the vehicle entrance on the principal façade were bricked-in and the work is evident by newer blue-grey mortar⁸. There is evidence during the exterior examination of a partially covered segmented brick arch on the ground level on the north elevation (Image 43) indicating an opening was closed over.

4.2 Architectural Features - Interior Description of 807 Colborne Street

Documentation of the interior of Fire Station No. 4 was conducted for all floors - the main floor, the second floor, as well as the basement. The rectangular main floor plan of the station comprises an open garage with concrete floor (Images 48,49 & 53). The north wing of the main floor includes the stairwell (Images 50 & 58) and the Captain's office (Image 56). Although not the original hardware, the door of the Captain's office, located along the north wall of the main floor garage, is the original wood with eight vertical panels topped by four panes of glass (Image 55).

The staircases have been improved with modern materials (Image 58), although there is evidence of some earlier wainscoting. The rectangular second floor plan of the station comprises a dormitory (Image 61), a kitchen/lounge area (Images 64, 65 & 69), a modern women's washroom and the enclosed sliding pole chute (Images 63 & 64). The sliding pole located within the kitchen/lounge area provides quick accessibility to the main floor garage. A second sliding pole, now closed over, once joined the dormitory to the main floor (Image 54). The north wing of the second floor includes the stairwell and a modern men's washroom which is entered from the dormitory. The entrance to the hose-drying tower is off the second floor. Originally, the entrance was off of the main garage. Although outfitted with a modern ladder to the tower, the original interior components are still present (Images 66-67).

The basement (not hand measured) is accessed through the stairwell in the north wing through the garage. It comprises an equipment storage room (Image 59), an exercise room, an electrical room, and modern washroom. Image 60 shows the painted-over parged concrete

⁸ The period mortar is reddish in colour.

foundation and the brick-filled opening corresponding to the partially covered segmented brick arches on the north elevation. The height of the foundation roughly measures 2.40 metres.

Hand measurements recorded during the building examination provide an estimation on the overall thickness of the brick-walled building. The interior window sill measured in the dormitory is 37cm deep. From the exterior, the window glass to the brick is about 10cm. Therefore, this estimates the building to be 47cm thick. Another measurement of the vehicle entrance estimates the brick to be 37cm thick.

5.0 ARCHITECTURAL SUMMARY

The architecture of Fire Station No. 4 has features of Italianate villa style, fashionable in the mid-19th century. The station is set back from the street in alignment with the other residential buildings, thus blending the station into the residential streetscape (Image 57). The overall composition is asymmetrical balancing with classical Italianate forms, intending a picturesque quality. Archival research indicates Arthur E. Nutter, originally from England and the City of London architect at the time, designed Fire Station No. 4. The Italianate design came to Canada from England and was very popular for public buildings because of its historic reference that depicted the civic life of the community. Since the surrounding neighbourhood has typical vernacular style houses, Nutter may have purposely restrained the strong elements (i.e. decorative features) of the Italianate design to blend with the neighbourhood streetscape.

In summary, Fire Station No. 4 at 807 Colborne Street is in excellent condition and well-maintained. It appears there are no cracks in the masonry, signs of building movement, material deterioration, or damaged finishes based on inspection of the exterior and room by room interior inspection. In comparison to Fire Hall No. 5, it is observed that in general the heritage preservation of Fire Hall No. 4 is superior since the building has maintained its original mass and scale, its use as a fire hall, and it has retained its soaring hose-drying tower which is a prominent feature. It is ascertained Fire Hall No.4 has many more heritage attributes that support its cultural heritage value or interest than does Fire Hall No. 5.

The examination of the exterior of Fire Hall No. 4 suggests the building has undergone moderate alterations, including the replacement of all windows, the removal of the chimney and coal chute, alterations to entrances, including new doors, and changes in roofing materials, including the soffits and fascia. The building's exterior features a number of heritage attributes that exhibit the original form or materials that retain direct associations with an Italianate villa design, which include, but may not be limited to:

- Form, scale, and massing of the asymmetrical design which includes a tower on the northwest corner, a north wing, and a side covered porch;
- two-storey T-shaped floor plan;
- a tall and slender brick tower (i.e., the hose-drying tower) designed in the Tuscan style with open belfry at the top and Italianate style roof with dome;
- construction of locally-made buff clay brick;
- large projecting eaves and dense paired modillions with demi-bullnose edge;

- flat roofline (low pitch roof);
- concrete dentil moulding below the eaves;
- brick pilasters with diamond-shaped concrete accents;
- a row of five tall and narrow windows on the principal façade;
- fenestration pattern and size of the window and door openings supported by segmented brick voussoirs and concrete sills;
- gooseneck period lights on the east façade;
- wooden side porch door to the garage on the principal façade;
- hose-drying tower, including the original access ladder and initials of firefighters carved into the brick;
- signage with embossing of “Fire Hall No. 4”; and,
- vehicle door openings on the front and rear of the building.

The interior portion of Fire Station No. 4 has been heavily modified over the last 30 years, including some changes to the floor plan, new flooring and modern renovations leaving few visible heritage elements. Some notable period elements, which include but may not be limited to:

- hose-drying tower, including the original access ladder and initials of firefighters carved into the brick;
- original brass sliding pole and chute in its original location; and,
- Captain’s wooden office door.

6.0 HERITAGE EVALUATION OF 807 COLBORNE STREET

Table 1 shows the evaluation of 807 Colborne Street against criteria as set out in the *Ontario Heritage Act* Regulation 9/06.

Table 1: Evaluation of 807 Colborne Street using OHA Regulation 9/06			
Municipal Address:	807 Colborne Street	Resource Name:	Fire Hall No. 4
Date of Construction:	1908, Opened 1909	Original Owner:	Corporation of the City of London
Property Description:	PT LT 22 W/S COLBORNE STREET AS IN ED16612 LONDON		
Criteria for Determining Cultural Heritage Value or Interest:			
Summary of Results for 807 Colborne Street			
	Yes		No
Physical/Design Value	<input checked="" type="checkbox"/>		<input type="checkbox"/>
Historical/Associative Value	<input checked="" type="checkbox"/>		<input type="checkbox"/>
Contextual Value	<input checked="" type="checkbox"/>		<input type="checkbox"/>
A property may be designated under Section 29 of the <i>Ontario Heritage Act</i> if it meets one or more of the above criteria in <i>Ontario Heritage Act</i> Regulation 9/06.			
1. The property has design value or physical value because it:			
Ontario Heritage Act Criteria		Analysis	

<p>i. is a rare, unique, representative or early example of style, type, expression, material or construction method;</p>	<p>The building, Fire Hall No. 4, at 807 Colborne Street is a representative example of a modest municipal civic structure. It features a two-storey buff brick building, and is a good and representative example of an early 20th century fire hall design. Following the search of historical newspaper articles, its construction commenced in 1908 and it opened in 1909 to serve the north end of the city. It is now London's oldest functioning fire station.</p> <p>Originally, Fire Hall No. 4 was designed to house horse-drawn firefighting equipment. Although alterations have been done to accommodate a heavy fire truck, the building still has design value as it features its original mass and scale set on the design of an Italianate villa. The late expression of Italianate is conveyed through its flat roof, demi-bullnose edged modillions projecting below the eaves, row of elongated windows, and asymmetrical plan. The Italianate villa style includes a tall corner "Tuscan" designed hose-drying tower with a two-storey rectangular floor plan, a north wing, and a side covered porch.</p> <p>Its twin, Fire Hall No. 5, opened the same year to serve the east end of the city, was decommissioned in 1996 and was rebuilt in a modern design at 751 Deveron Crescent. The original Fire Hall No. 5 building, now used for commercial purposes, is designated under the <i>OHA</i>. However, major alterations, including the demolition of its "Tuscan" hose-drying tower, has compromised the design value of the original building.</p>
<p>ii. displays a high degree of craftsmanship or artistic merit, or;</p>	<p>The property, 807 Colborne Street, does not demonstrate craftsmanship or artistic merit that is greater than normal quality or to an intensity above industry standard.</p>
<p>iii. demonstrates a high degree of technical or scientific achievement.</p>	<p>The property, 807 Colborne Street, does not display technical or scientific achievement, nor is it greater than normal quality or an intensity above industry standard.</p>

2. The property has historical value or associative value because it:	
<i>Ontario Heritage Act Criteria</i>	Analysis
i. has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community;	<p>The civic structure at 807 Colborne Street, Fire Hall No.4, is the work of the prominent architect Arthur E. Nutter (1874-1967). Among other civic structures he claimed to design in London were Fire Hall No. 5, Beal Technical School, and Lord Roberts School; the former Princess Alexandra School and isolation building at Victoria Hospital (now demolished). These structures built in the early 20th century were hallmarks of Nutter's work and the remaining are a part of the collection of London's historic civic buildings representing the development of a community.</p> <p>The historical association that this building retains with other fire stations in London is important to note, given the significance of other civic structures in the community. Fire Hall No. 4 has served the community of London for decades and continues to be functional as its firefighting unit providing emergency response to locals in need.</p>
ii. yields, or has the potential to yield information that contributes to an understanding of a community or culture, or;	<p>Fire Hall No. 4 was built to serve the north end of the city that was expanding. Today it serves the central area of the city.</p> <p>807 Colborne Street has a long history of use as a fire station. This property has the potential to contribute to the understanding of the development of London's firefighting department. It reflects the post-1909 period when the fire department integrated more efficient fire equipment, and advanced its firefighting capabilities. Alterations to Fire Hall No. 4 maintain the design value, and are reflective of an evolutionary process. It was initially designed to house horse-drawn firefighting equipment. After the hose wagon was replaced by a hose and chemical truck and later a pumper truck, major renovations were undertaken, especially to the interior, to accommodate the new heavy firefighting equipment, and to upgrade the building to safety code, and environmental</p>

	<p>performance. For example, in the interior, the horse stables were eliminated and the wooden flooring replaced with concrete in order to accommodate larger motorized vehicles. On the exterior, two windows were removed and the vehicle entrance widened to adjust for the wider heavier pumper truck. In addition, the “Tuscan” hose-drying tower, extant but no longer in use, represents an era when leather hoses required drying after fighting a fire.</p> <p>The building, Fire Hall No. 4, representing London’s oldest functioning fire hall, is a monument symbolizing London’s heroic firefighters and their decades of service.</p>
iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.	<p>The property is known to represent the work and ideas of the City of London’s first City Architect, Arthur E. Nutter (1874-1967) who came to London from England. He is best known for his designs of fire halls, schools and other civic structures. Nutter created significant buildings in the community of London, including Fire Hall No.4 and No. 5, Princess Alexandra School, Beal Technical School, Lord Roberts School, and the isolation building at Victoria Hospital.</p> <p>In 1912, Nutter’s appointment as the City Architect was repealed, and the office was formally abolished. However, during his term, Nutter’s was noted by City Engineer, Aquila O. Graydon, as having superior competency, one that combined his practical and theoretical knowledge and a very artistic power of designing buildings that still today are ornaments to the city.</p>
3. The property has contextual value because it:	
<i>Ontario Heritage Act Criteria</i>	<i>Analysis</i>
i. is important in defining, maintaining or supporting the character of an area;	<p>The building, Fire Hall No. 4 at 807 Colborne Street, artistically employing elements of Italianate villa style, is fashioned to have a domestic quality in order to blend with the mainly 19th to early 20th century built residential streetscape. Its use as a fire hall with its soaring hose-drying tower is an important feature in the</p>

	<p>neighborhood, and performs as an essential element in defining the community's character. Overall, it is an attractive component contributing to the appeal of the residential neighborhood.</p> <p>The fire hall is a community attraction making it an essential feature of the area. Since its opening in 1909, neighbours are frequently invited to tour the hall. Historically, residents came to visit the horses. Today, the hall is decorated at holidays such as Christmas, and serves as a deposit site for the food bank. It participates in the "Doors Open" tour of London where city residents are invited to learn about a building's heritage significance. The London Heritage Council conducts guided tours for children during the year. The firefighting crews are proud that their small fire hall is highly regarded by residents as contributing to community spirit.</p>
ii. is physically, functionally, visually or historically linked to its surroundings, or;	<p>The building Fire Hall No.4, 807 Colborne Street, retains a physical and visual relationship to the streetscape. A review of historical maps indicates many of the houses in the block were built in the mid to late 19th century and early 20th century. The form of the fire hall, built in 1908, is unobtrusive and was designed to be at scale with the surrounding residential neighbourhood, set back from the street like the adjacent houses, as it still is today.</p>
iii. is a landmark.	<p>Research suggests that 807 Colborne Street, Fire Hall No. 4, is recognized by the community of London as a social landmark- important to and reflective of the history of London and, one that attests to brave firefighters. The property is also considered to be a landmark within the residential neighbourhood. From a physical point of view, the soaring hose-drying "Tuscan" tower is visible from the surrounding streets. It is listed on the <i>City of London's Inventory of Heritage Resources</i> (2006) as a "Priority 1" building where Priority 1 signifies an important heritage structure.</p>

7.0 SUMMARY OF CULTURAL HERITAGE VALUE

7.1 Cultural Heritage Value of 807 Colborne Street

Consultation with the City of London Heritage Planners confirmed that the building at 807 Colborne Street is not municipally designated, but is municipally listed under section 27 of the *OHA* on the local heritage inventory of cultural heritage resources. However, given that 807 Colborne Street meets more than one of the criteria contained in Regulation 9/06, thus meeting the criteria of the City of London's *Official Plan*, this property should be considered for municipal designation under Section 29 of the *Ontario Heritage Act*.

In summary, Fire Hall No. 4 has cultural heritage value because of its decades of service as a fire hall and because it was designed using Italianate elements by prominent City Architect, Arthur E. Nutter. It is a community landmark and well integrated into the handsome streetscape, which it anchors and where it still plays a crucial role in firefighting in London.

8.0 DRAFT STATEMENT OF CULTURAL HERITAGE VALUE OR INTEREST (November 2016)

807 Colborne Street, London, Ontario

Other Names:

Fire Hall No. 4

Fire Station No. 4

Construction Date(s)

1908

Description of Property

807 Colborne Street, Fire Hall No. 4, is located on the southwest corner of Colborne Street and St. James Street in London, Ontario.

The property was purchased in 1908 by The Corporation of the City of London for the purposes of constructing a fire hall to serve the north end of the City. Built in 1908, it commenced operation in 1909 as Fire Hall No. 4. Designed by Arthur E. Nutter (1897-1967), City of London Architect, it is a two-storey buff brick building that incorporates Italianate design elements, an asymmetrical plan and prominent hose-drying tower.

Statement of Cultural Heritage Value or Interest

807 Colborne Street, Fire Hall No. 4, is of cultural heritage value or interest because of its physical or design values, historical or associative values, and its contextual values.

Physical/Design Values

Fire Hall No. 4 is a representative example of early 20th century fire hall design. The fire hall, built in 1908, was opened in 1909 to serve the north end of London. Its twin, Fire Hall No. 5 (155 Adelaide Street North) now decommissioned, opened the same year to serve the east end of the City.

Fire Hall No. 4 is valued for its associations with prominent City of London architect, Arthur E. Nutter. Originally from England, Nutter designed other early 20th century civic structures, such as Fire Hall No. 5, Beal Secondary School (525 Dundas Street), and Lord Roberts Public School (440 Princess Avenue). These structures remain hallmarks of Nutter's work and form a collection of London's historic civic buildings. The City Engineer, Aquila O. Graydon, in 1912 referred to this collection of Nutter's civic buildings as "ornaments of London" a characterization still held by many today.

The building's overall composition presents a picturesque quality, balancing an asymmetrical plan with a late Italianate form and decorative treatment. Nutter artistically employed elements of Italianate villa style, while fashioning the building to have a domestic quality with visual appeal that is well integrated into the handsome residential streetscape. The exterior of the building expresses the Italianate villa style with its mass, scale and details, including its flat roof, demi-bullnose edged modillions below the projecting eaves, and a row of elongated windows. The asymmetrical plan comprises a tall "Tuscan" tower on the northwest corner historically used to dry the leather hoses, a two-storey T-shaped floor plan with one vehicle bay opening on the east façade and one vehicle bay opening on the west facade, a north wing, and a covered side porch.

Historical/Associative Values

Fire Hall No. 4 is London's oldest functioning fire station. Fire Hall No. 4 represents improvements made in local fire protection. Alterations made are reflective of an evolutionary process. The fire hall was initially designed to house horse-drawn firefighting equipment. After the hose wagon was replaced by a hose and chemical truck and later a pumper truck, major interior renovations (late 1970s and 2008) were undertaken to accommodate new heavier firefighting equipment and to update the building for safety and environmental performance.

Fire Hall No. 4 is associated with the formative history of London. It reflects the post-1909 period when the fire department integrated more efficient fire equipment, and advanced its firefighting capabilities. As a result of London's residential expansion to the north which commenced in the late 19th and early 20th centuries, it has become more centrally located within the City.

Contextual Values

Fire Hall No. 4's contextual value is substantial in that it has played a significant role in its contributions to the community's history and its character. It is a landmark within its context for physical and social reasons. The soaring hose-drying tower is an important feature in the neighbourhood, and preforms as an essential element in defining the community's character. Its scale is unobtrusive to the surrounding residential neighbourhood, but still defined as a landmark. The building itself is also a testament to the heroic feats of the firefighters, as well as the horses, who risked their lives to save the public and properties from death and destruction.

Heritage Attributes

Heritage attributes which support and contribute to the cultural heritage value or interest of this property include:

Exterior heritage attributes:

- Location at the corner of Colborne Street and St. James Street;
- Form, scale, and massing of the asymmetrical design which includes a tower on the northwest corner, a north wing, and a side covered porch;
- The wooden porch features wooden elements including square porch posts, stylized brackets, and plain balusters which form a decorative geometric pattern;
- A tall and slender brick tower (the hose-drying tower) designed in the Tuscan style with an open belfry at the top and Italianate style roof with dome;
- Two-storey T-shaped floor plan;
- Construction of locally-made buff clay bricks;
- Large projecting eaves and dense demi-bullnose edged modillions in pairs;
- Flat roofline (low pitch roof);
- Concrete dentil moulding below the eaves;
- Brick pilasters with diamond-shaped concrete accents;
- Five tall and narrow windows on the east façade;
 - Fenestration pattern and size of window and door openings supported by segmented arch brick voussoirs with concrete sills; and,
- Wooden side porch door to the garage on the principal façade.
- Signage with embossing of "Fire Hall No. 4";
- Vehicle door openings on the front and rear of the building;
- Two gooseneck period lights on the principal façade; and,
- Driveway from garage opening to Colborne Street.

Interior heritage attributes:

- Hose-drying tower, including the original access ladder and initials of firefighters carved into the brick on the interior;
- Original brass sliding pole and chute in its original location (from the second floor off the existing kitchen to the garage area) (note: a second brass sliding pole formerly connected the dorms to the garage area but has been blocked off); and,
- Captain's wooden office door.

9.0 RECOMMENDATIONS

Based on the results of archival research, a field review and heritage evaluation, the property at 807 Colborne Street has been determined to possess cultural heritage value or interest under *Ontario Heritage Act* Regulation 9/06. As a result, the following is recommended:

1. The City of London share this report with City of London's Advisory Committee on Heritage (LACH).
2. The LACH and the City of London consider designating 807 Colborne Street as a heritage property under Part IV section 29 of the *Ontario Heritage Act*.

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APPENDIX A: PHOTOGRAPHIC DOCUMENTATION

**Image 11: View of 807 Colborne St.: Fire Station No. 4
(looking southeast)**



Image 12: Eastern elevation – principal façade



Image 13: Modern windows on upper-storey of the east elevation



Image 14: Period signage on east elevation



Image 15: Period signage on east elevation- cut concrete lettering



Image 16: Repointing of some mortar joints (east elevation)



Image 17: Period gooseneck exterior lights on east elevation



Image 18: View of asphalt covering over concrete foundation

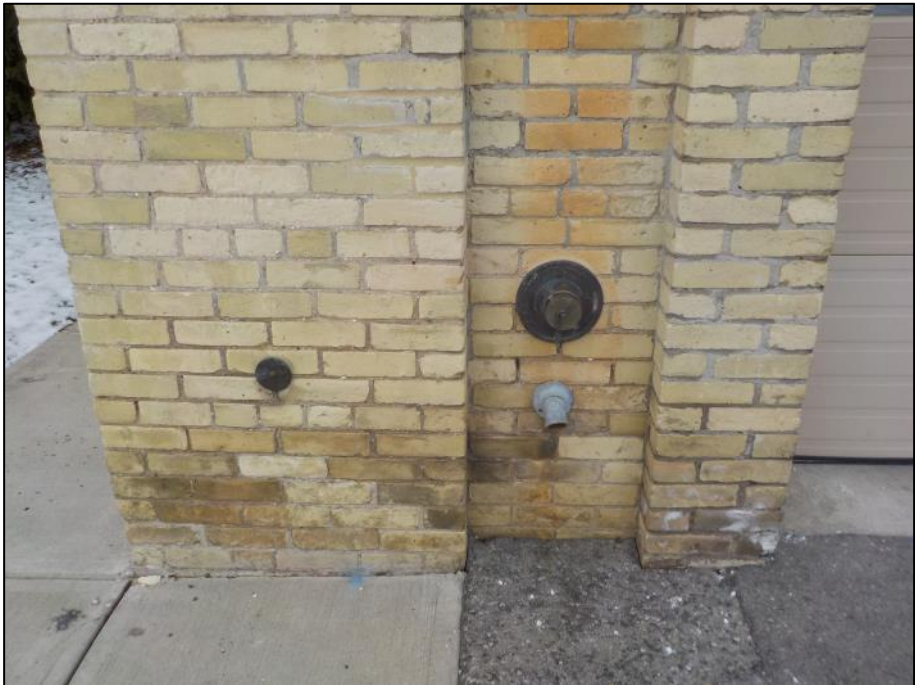


Image 19: View of bricked-in window on east elevation (new and period mortar)



Image 20: East elevation view of period gooseneck exterior lights



Image 21: Plaque on east elevation



Image 22: Side porch on east elevation



Image 23: Covered porch decorative woodwork and wooden soffit



Image 24: Concrete footing of porch post



Image 25: Porch rail and balusters decorative woodwork



Image 26: Original porch door to the garage

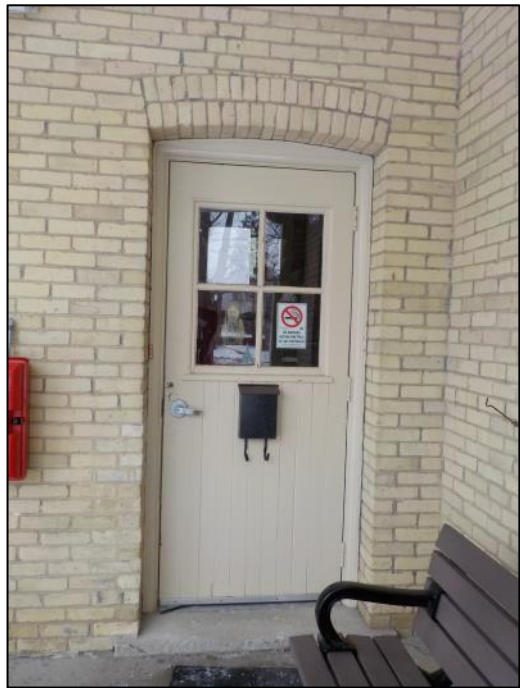


Image 27: View of east and south elevations (looking northwest)



Image 28: View of south elevation (looking northwest)



Image 29: Modern fire stairs on south elevation



Image 30: View of south and west elevations



Image 31: View of second-storey windows on south elevation



Image 32: View of west elevation (looking east)



Image 33: West vehicle entrance on west elevation



Image 34: Wood framing surrounding the west vehicle entrance



Image 35: View of modern door adjacent to west vehicle entrance



Image 36: View of the west and north elevations (looking southeast)



Image 37: View of the north elevation, including tower (looking south)



Image 38: North elevation and window fenestration



Image 39: Close-up of north elevation



Image 40: Utilities adjacent to north elevation



Image 41: View of projecting eaves and paired modillions with demi-bullnose edge



Image 42: Example of modern six-over-two pane sash window with aluminum frame and concrete sill (north elevation)



Image 43: View of covered over segmented brick arches extending below ground surface



Image 44: Close-up of brickwork (north elevation)

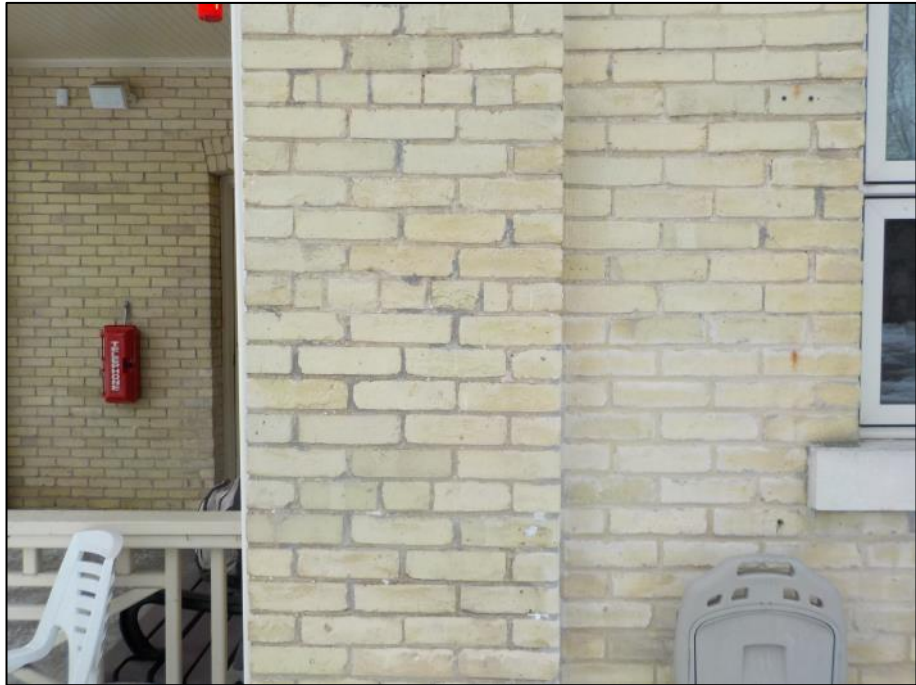


Image 45: Brickwork on tower (north elevation)



Image 46: View of hose-drying “Tuscan” tower (north elevation)



Image 47: View of hose-drying tower (west elevation)



Image 48: Interior view garage rear (west) entrance

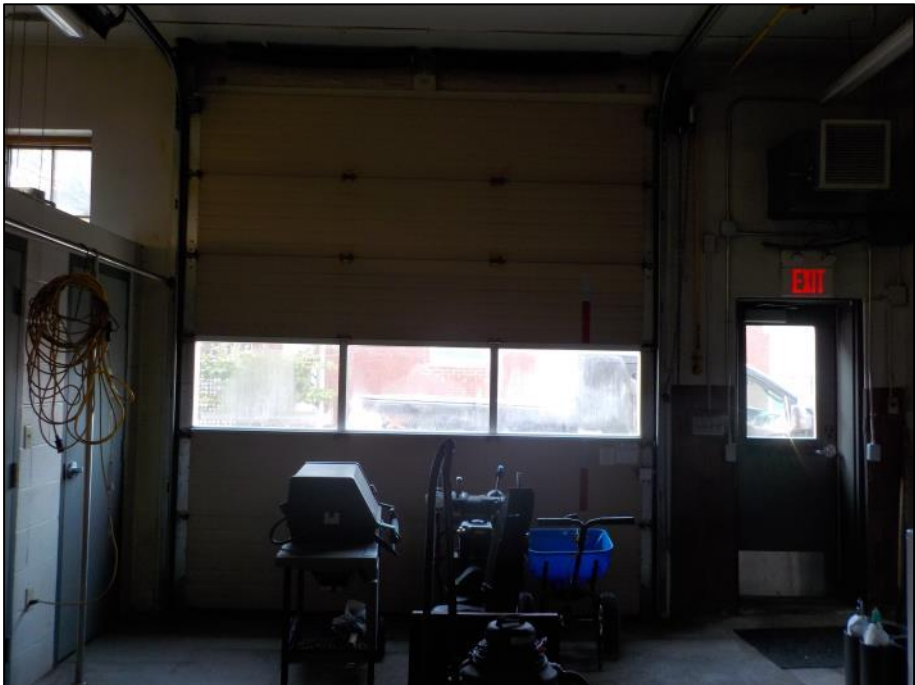


Image 49: View of the garage



Image 50: North wall of garage interior; view of brass sliding poles and stairwell doors



Image 51: Brass pole and original sliding chute



Image 52: Original sliding chute



Image 53: View of garage south interior wall

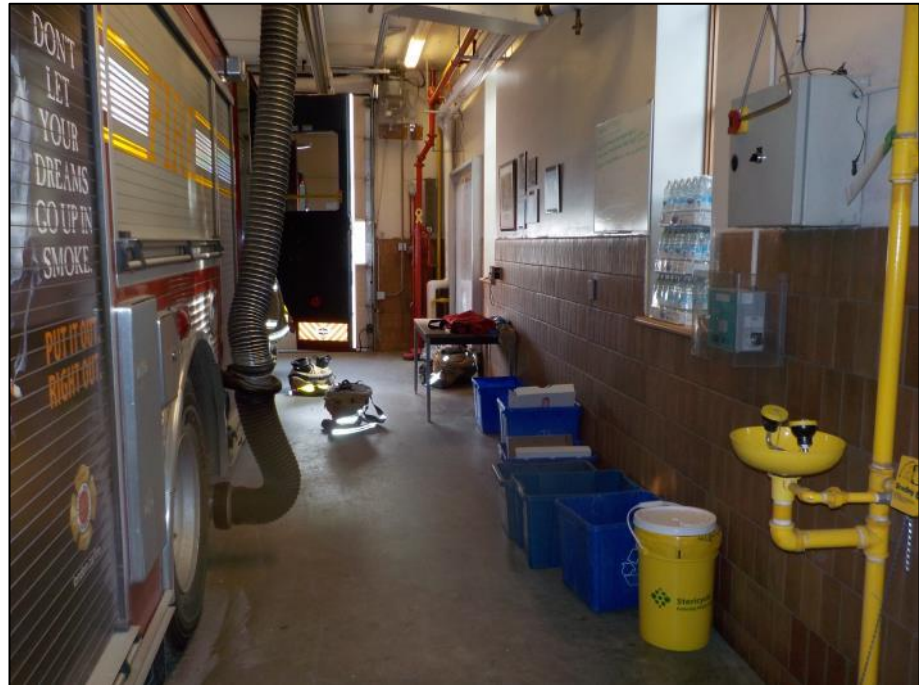


Image 54: View of former sliding pole from second floor dormitory (chute no longer extant)

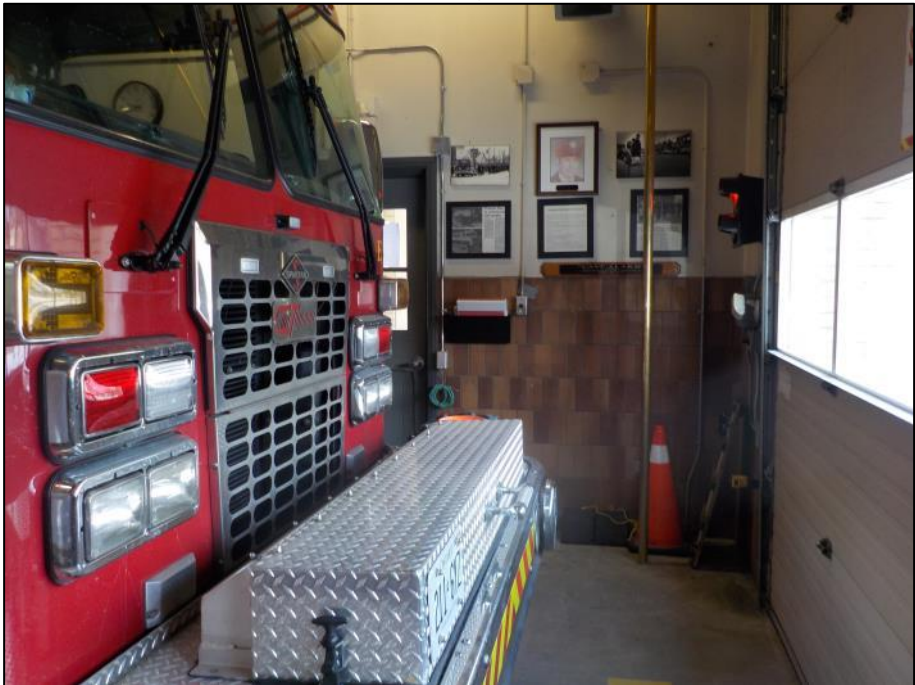


Image 55: Captain's office wooden door



Image 56: View of Captain's office



Image 57: Windows in Captain's office, view of porch



Image 58: View of stairwell to basement



Image 59: View of basement

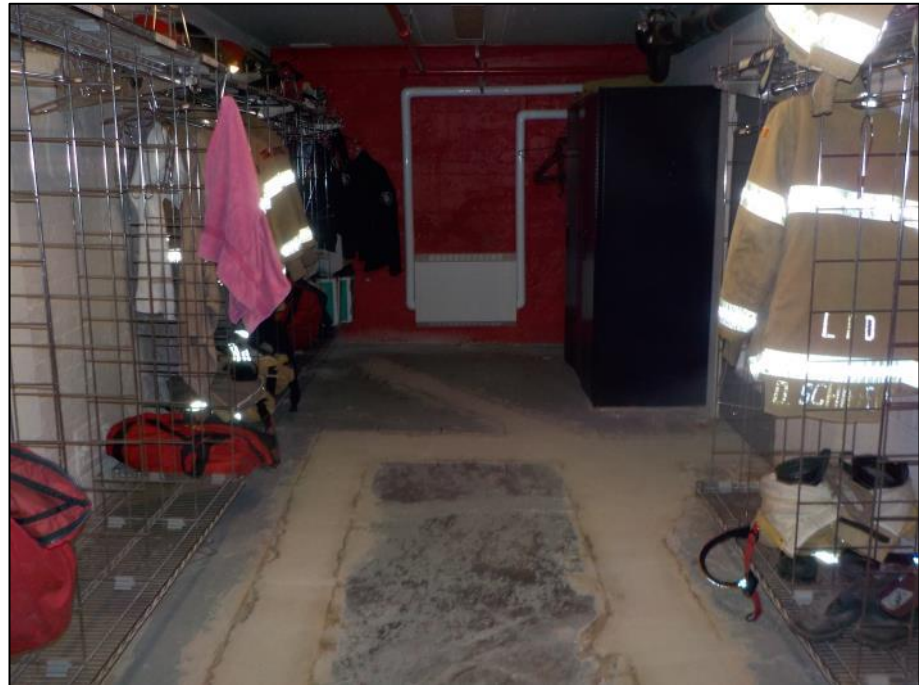


Image 60: North wall of concrete foundation (parged and painted), view of former coal entrance into basement (bricked-over)



Image 61: Second-storey dormitory



Image 62: Modern dormitory interior window sill



Image 63: Brass sliding pole and chute from second-storey



Image 64: View of door access to sliding pole and kitchen area



Image 65: View of kitchen and lounge area



Image 66: Hose-drying tower access from second-storey, with original ladder



Image 67: Second-storey hose-drying tower access room



Image 68: Looking up at hose-drying tower



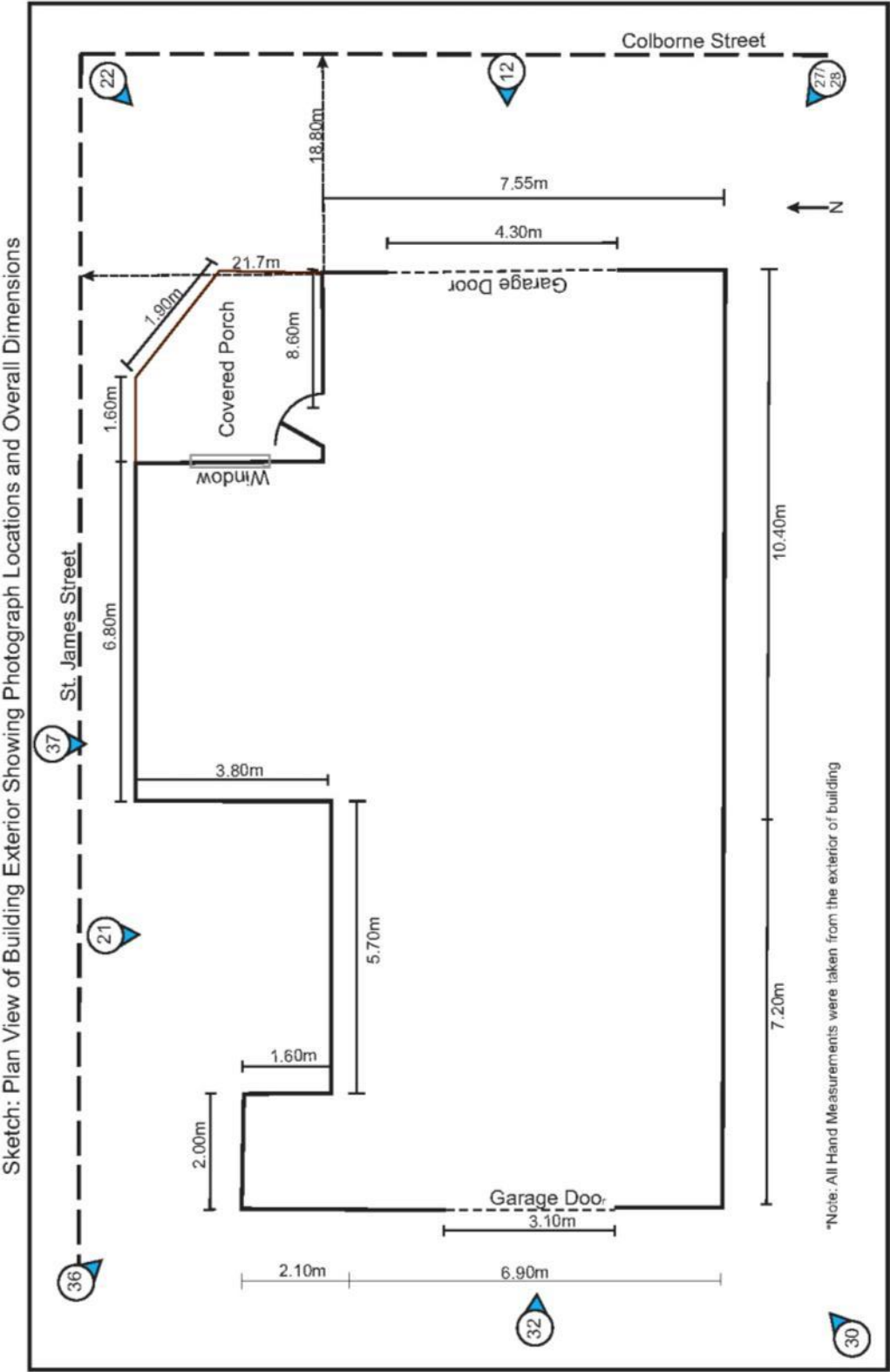
Image 69: View of kitchen

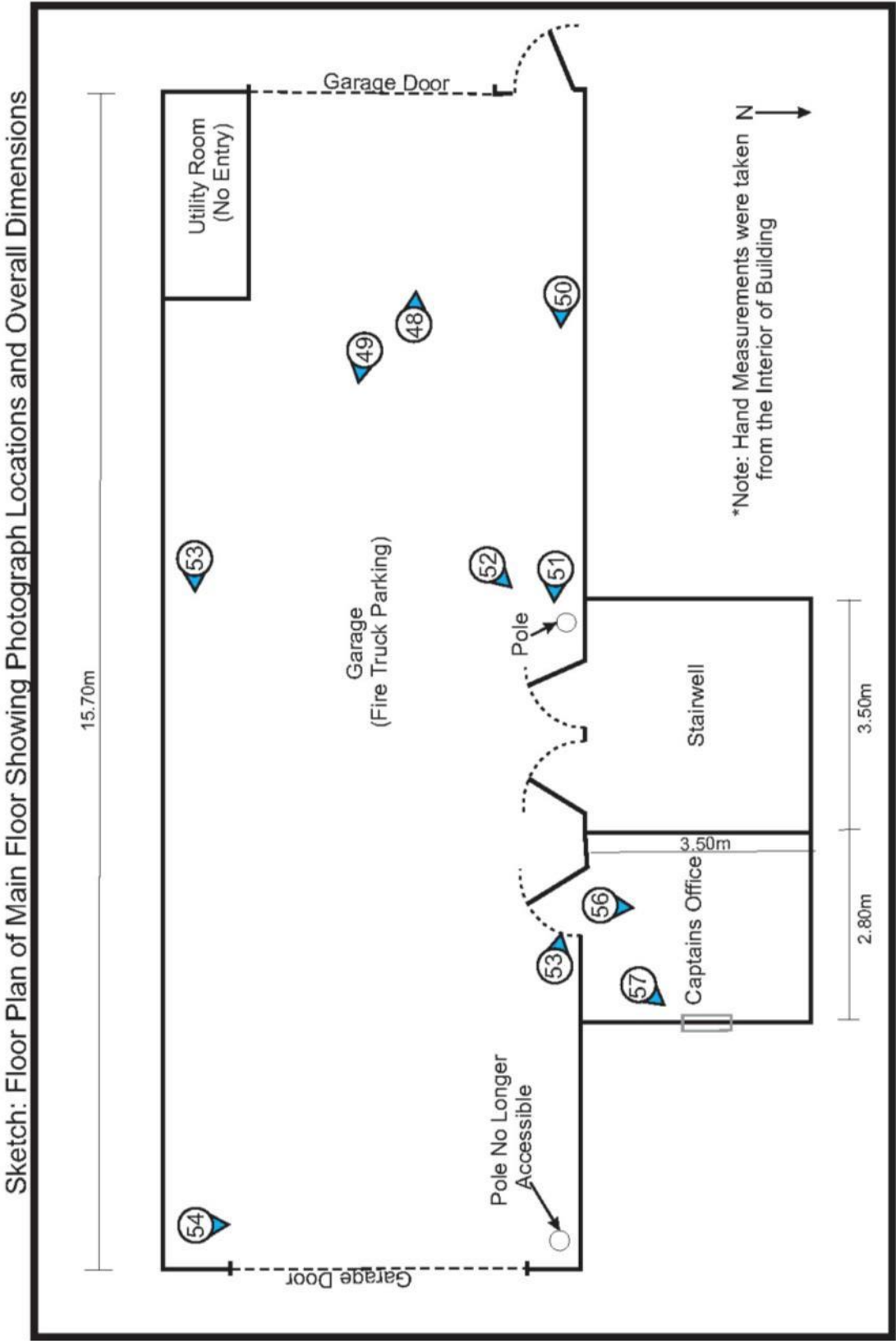


Image 70: Colborne Street streetscape (looking north)



APPENDIX B: AS FOUND FLOOR PLANS
(based on hand measurements conducted on site)





Sketch: Floor Plan of Second Floor Showing Photograph Locations
and Overall Dimensions of Principle Rooms

