MUNICIPALITY OF PORT HOPE

# HERITAGE DESIGNATION

## Address: 33 South Street

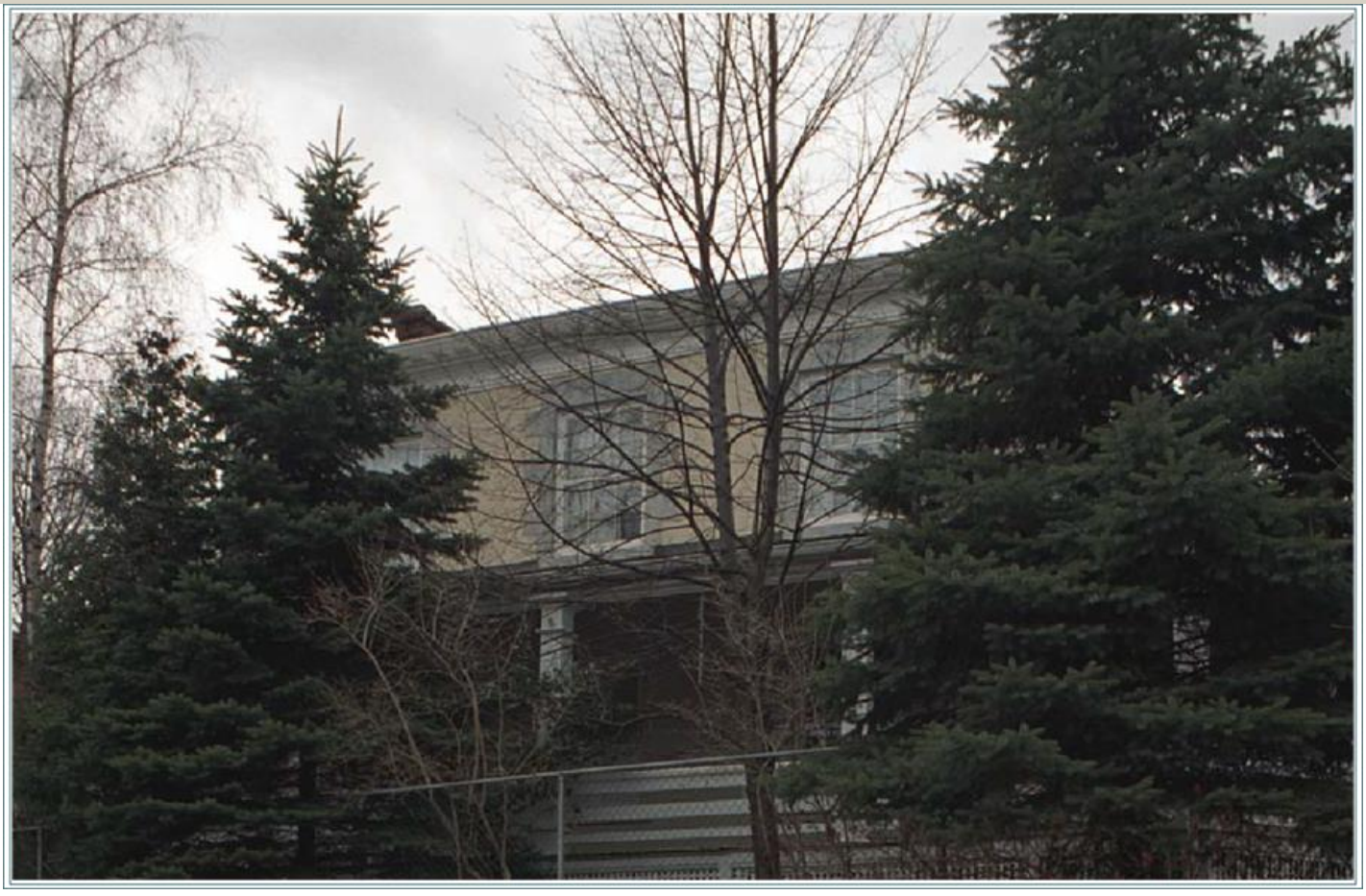
**Known as**: James Smith House (The Grange)

**Architectural Style:** Neo-Classic

**Date Built:** Circa 1832, modified 1850

**Date Designated:** July 9, 1990 to By-Law No. 57/90, SCHEDULE B-5

**Lot Description:** PT TOWN PLOT 60 PLAN 10



## Architectural Description

The Grange began as a side-hall plan with its facade facing South Street. The house stands two-storeys high with a hipped roof. The side elevation (facing Brown Street) is three bays wide, including a "dummy" bay fitted with shutters but no window. The house is stone covered in stucco and ruled to resemble ashlar. Quoins accent the corners and surround the windows while original glazing (twelve-over-twelve) and louvred shutters remain in place. Cornice detail is of note, consisting of mouldings and a pattern of modillions. The cornice gutter was restored several years ago.

About 1850, a wing was added to the facade, which removed the front door to a new location. Concurrently there were other changes: a verandah (now in a slightly reduced incarnation), two triple-flue end chimneys, a walk-out French door on the east facade of the original house. A matching chimney also appears on the wing. Still later, presumably, is the stained glass window in the rear elevation that lights the staircase. Both the original house and the wing remain well preserved, but there are elements that have changed over the years that need not be included in this designation: a 2nd-floor balcony on the rear elevation; a lean-to porch at the rear entrance; a furnace flue on the south elevation; the front door (currently glazed, but "scars" front the original stiles remain upon which to model a restoration); a small square window on the south elevation. In all, a fascinating evolution in which much early detail remains.

This designation applies to the exterior, although designation of the interior ought to be considered at some future date. One of Port Hope's early mansions, the Grange ranks among the Town's most important buildings architecturally. Its connections to the Smith family are also of significance.

## Historical Abstract

The Grange was built by James Smith (1811-1874), third son of John David Smith, and grandson of Elias Smith, one of the founding families of Port Hope who were instrumental in settling the Town and establishing the first mill. James, like many of the sons of J.D. Smith, was very active in local politics and business. He was a distinguished town lawyer, and later a Judge for Victoria County. He was a Member of the Legislative Assembly in 1848-54 holding the office of Mayor of Port concurrently in 1851. He was actively involved in the development of the railway and was appointed President of the Railway Company in 1853. As Mayor of Port Hope in 1851, he oversaw the proceedings of the laying of the cornerstone of the Town Hall and Market Building in September 1851 (56 Queen Street).

Along with his brother, John Shuter Smith, James was responsible for the construction of the Smith Block erected on Walton Street (16-26 Walton Street) in 1851. The block was designed by Rochester architect Merwin Austin. Austin had also been commissioned to design the Town Hall in 1850 (56 Queen Street).

This is a handsome example of the side hall house modified slightly later circa 1850 by the addition of a north wing. The house was constructed circa 1832 contemporary with construction of John David Smith's house, the Bluestone (21 Dorset Street East). Similar to the Bluestone, the external walls are stuccoed

and jointed to simulate ashlar or cut stone. Shutters, as in the Bluestone, combine panels of horizontal and vertical louvres. The trim displays similar symmetrical pilaster treatment with corner blocks.

In 1867, James Smith sold the Grange to Cornelius Quinlan. Quinlan (1822-1883), originally from Ireland, was a successful tin smith and merchant. He was a dealer in cooking and coal stoves; tin, sheet iron and copperware; and coal oil lamps. In 1861-65, he served as Mayor of Port Hope and was an active member of the Methodist Church. In addition to this property, Cornelius Quinlan also had extensive real estate holdings including commercial blocks on Walton Street (78-92, 94-96 Walton Street) and Ontario Street (20-24, 26 Ontario Street), and his own residence, which he called Rose Lawn (78 Pine Street South). Upon his death in August 1883, and as a supplement to his will, C. Quinlan drew up a carefully measured survey of his holdings in the Walton and Ontario Street area of Port Hope. The land was subdivided into numbered lots and then colour coded. The plan is registered as Plan 30.

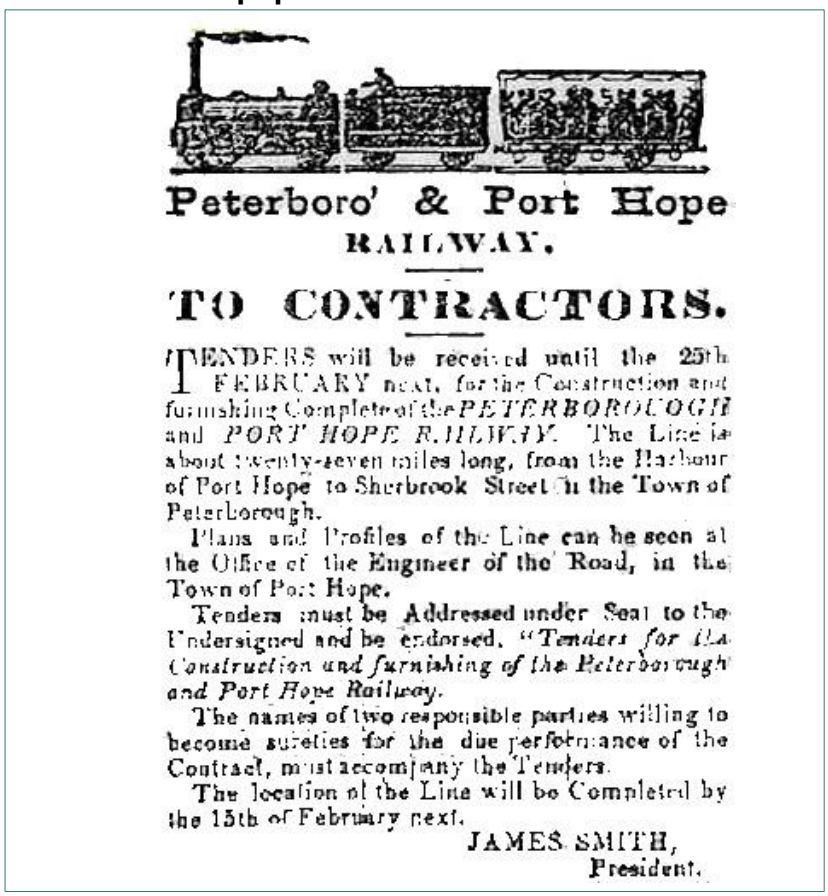
Upon the death of Cornelius Quinlan in 1883, his son James Walker Quinlan became the owner of the Grange although he probably resided at the house prior to acquiring ownership. Similar to his father, Cornelius, J. W. Quinlan was active in local politics and held the position of Mayor of Port Hope from 1896-1900, and again in 1904. Among his many accomplishments, he also introduced electric lighting to the town establishing the Port Hope Electric Light Company in 1885.

In 1887, James Walker Quinlan sold the Grange to George Frederick Horsford who retained ownership until 1919 at which time it was sold to Lilly E. Sculthorpe.




Measured drawings, The Horwood Collection, Archives of Ontario

**Historical Newspaper Ad**



Peterboro' & Port Hope
RAILWAY.

TO CONTRACTORS.

TENDERS will be received until the 25th FEBRUARY next, for the Construction and furnishing Complete of the *PETERBOROUGH and PORT HOPE RAILWAY*. The Line is about twenty-seven miles long, from the Harbour of Port Hope to Sherbrook Street in the Town of Peterborough.

Plans and Profiles of the Line can be seen at the Office of the Engineer of the Road, in the Town of Port Hope.

Tenders must be Addressed under Seal to the Undersigned and be endorsed, "*Tenders for the Construction and furnishing of the Peterborough and Port Hope Railway.*

The names of two responsible parties willing to become sureties for the due performance of the Contract, must accompany the Tenders.

The location of the Line will be Completed by the 15th of February next.

JAMES SMITH,
President.

A call to tender that appeared in the local paper in January 1853 for construction of the Peterboro & Port Hope Railway (later called the Port Hope, Lindsay and Beaverton Railway, then the Midland Railway). James Smith was the President.