

EAST PIER

Cultural Heritage Evaluation Report

114 Division Street
Cobourg, Ontario
November 12, 2020

BRANCH
ARCHITECTURE



Watercolour of Cobourg at dusk showing the harbour in silhouette (c. 1869-1875) by John H. Dumble. (Library & Archives Canada, LAC)

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Cover Image: East Pier, c. 1910. (Cobourg Public Library, CPL)

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1. Location Map showing the Cobourg Harbour, 2018. The East Pier is identified with a red dashed line. (Town of Cobourg, annotated by Branch Architecture, BA)

1 INTRODUCTION

1.1 Project Framework & Background

Branch Architecture and Shoalts Engineering were retained by the Town of Cobourg to evaluate the East Pier at 114 Division Street in Cobourg and advise if it has cultural heritage value.

For the purposes of this report, Branch Architecture and Shoalts Engineering completed a review of the East Pier on July 10, 2020 with Town Staff. The visit included walking the length of the pier, and in and around the light tower so as to complete a visual review and photographic documentation of the pier and its context.

This Cultural Heritage Evaluation was prepared in accordance with *Ontario Regulation 9/06 - Criteria for Determining Cultural Heritage Value or Interest, Town of Cobourg Official Plan, Ontario Heritage Act, Ontario Heritage Tool Kit, Parks Canada Standards and Guidelines for the Conservation of Historic Places in Canada* as well as other charters and guidelines that exemplify heritage best practice.

1.2 Site Location and General Description

The East Pier forms the eastern edge of the Cobourg harbour where it meets the Cobourg Beach. The pier extends out from the base of Division Street and is composed of several elements and structures:

- The Coast Guard lot located directly adjacent to Victoria Beach. This area is leased to the Department of Fisheries and Oceans and the building is to be replaced. The structures here were not included in this review.
- The main pier and breakwater extending out into Lake Ontario.
- The small wharf extending west into the harbour marina.
- The lighthouse at the end of the pier.

1.3 Town of Cobourg Official Plan

Within the *Town of Cobourg Official Plan* ('Official Plan') Consolidation May 2018, item 2.3 Community Development Principle: Distinctive Community Image identifies the harbour area as a distinct heritage feature integral to the Cobourg's small town character, and is considered within the following framework:

Principle: Any change in the Town of Cobourg should maintain and enhance its distinctive image as a small-town urban centre with strong historical, natural environmental and rural heritage traditions.

This principle is intended to ensure that the community's unique, small town character, with its strong ties to the surrounding rural community is preserved, recognizing that part of that character is reflected in new development generated by a strong diverse economy. The qualities and features which have been identified as important to the community's image include the need to preserve and enhance the many architectural heritage features and, in particular the downtown core and adjacent residential areas; to create a linked open space system which will preserve and enhance the community's natural heritage, as well as linking it to the surrounding rural areas and other urban areas; and, to provide for good community design.

i) To encourage a community form and design, at all levels of development, which provides opportunities for communication between residents and, in particular, allows for pedestrian/bicycle and vehicular access between different residential neighbourhoods and between residential and other activity areas such as the core, the harbour area and the natural features of the community.

ii) To protect the heritage of the community through:

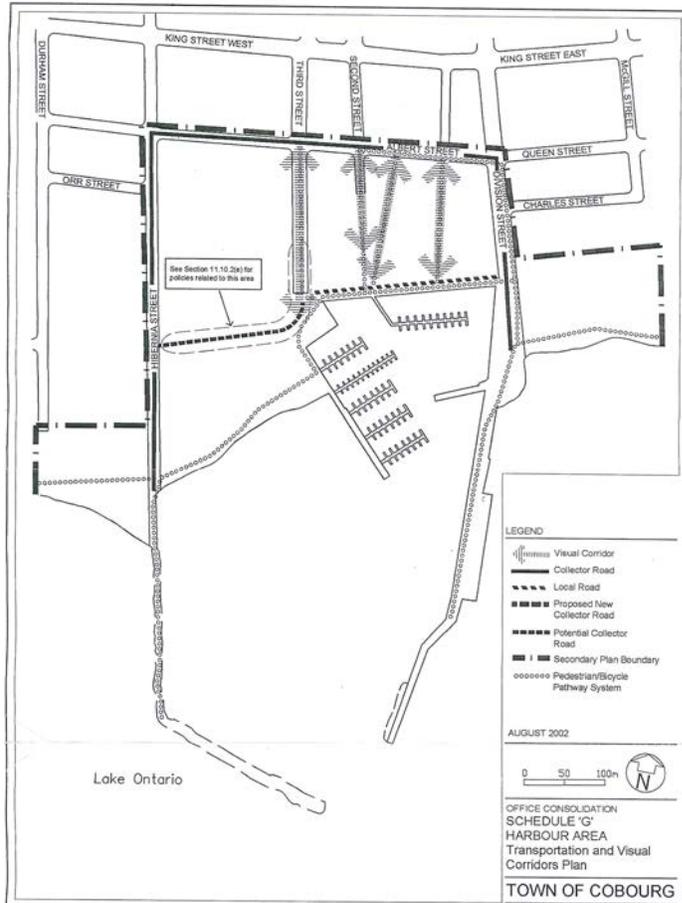
a) the preservation, restoration, and enhancement of heritage buildings and streetscapes and the natural features in the community; and,

b) appropriate design of new development which will be respectful of this heritage, particularly in the downtown core, residential areas adjacent to the core, and the harbour area.

iii) To provide, where feasible, for a linked open space and trail system, including natural features and parkland, as a central feature of the community that will reinforce its distinct image.

The Official Plan includes the Harbour Area Secondary Plan. The Harbour Area is described as an important public space tied to the Town's tourism economy and general economy. It is a prime area for private development and, as such, it is encouraged that new development maintains and enhances the attributes of the area. The Harbour Area's visual corridors speak to the importance of maintaining the visual dominance of the Victoria Hall Clock Tower as well as visual connections between the waterfront and Albert Street along street and park corridors as shown on the opposite page.

Within the Secondary Plan is the East Pier/Victoria Park Area. The policy here serves to enhance this public area to the enjoyment of residents and tourists, and requests site specific consideration and approvals for private development.



2. Harbour Area, Transportation and Visual Corridors Plan. (Official Plan)

The Official Plan allows for the designation of individual properties, groups of properties and cultural heritage landscapes under the *Ontario Heritage Act* in accordance with provincial regulation and the following municipal criteria:

- a) *prehistoric and historical associations with a theme of human history that is representative of cultural processes in the settlement, development and use of land in the Town;*
- b) *prehistoric and historical associations with with the life and activities of a person, group, institution or organization that has made a significant contribution to the Town;*
- c) *architectural, engineering, landscape design, physical, craft and/or artistic value;*
- d) *scenic amenity with associated views and vistas that provide a recognizable sense of position or place;*
- e) *contextual value in defining the historical, visual, scenic, physical and functional character of an area; and,*
- f) *landmark value.*

2 BACKGROUND RESEARCH & ANALYSIS

2.1 Pre-Settlement

Cobourg's Harbour area, with its sandy beach, shady trees and freshwater stream outlets, attracted settlers of early times... Even before settlements were begun parties travelling in open boats camped by the creek mouth to catch and enjoy fresh fish.¹

The records of early European explorers note Cobourg's beach and the fine fishing. In 1867, the Governor General of New France, Jacques-Rene de Brisay de Denonville, Marquis de Denonville, wrote to Louis XIV of this spot. It was along this sandy shore that he and his army camped on their return from the Seneca campaign - an attack on Ganondagan, the largest Seneca village of the time.²

Cobourg's natural encampment appears again in British Loyalist Captain Walter Butler's journal of 1779. Butler catalogued his travels along the northern shore of Lake Ontario from Niagara to Kingston. His journal includes this description of Cobourg's shore:

...set off at Daylight, rower till twelve, the swell increasing with the wind ahead at East put into a creek called by the Indians "Pamiliescotiyan" (the fat fire) the distance from our encampment 15 miles, at this creek and two others nearly of the same name, the Indians in the fishing season reside, all those three creeks head near a lake of about 30 miles long, distant from this 50 miles, where the Messessaugoes have two villages and where the Canadian in Winter send traders... - Walter Butler journal entry, March 11, 1779.³

Up until and during the American Revolution of 1775, people of the Mississauga nation were living in this area. This changed as with the arrival of settlers, first from the United States and later from Europe, to establish farms and settlements. The Mississauga peoples were forced out of their traditional fishing and hunting grounds.

1 "Cobourg Harbour: A Gateway to Central Ontario", p. 1.

2 Picturesque Canada, p. 638.

3 "Cobourg Harbour: A Gateway to Central Ontario", p. 1.

2.2 Early Settlement

The Town of Cobourg site (once referred to as the Hamilton Township) was settled in 1797 in accordance with Deputy Surveyor August Jones' survey. One of Cobourg's first settlers was Eluid Nickerson who, in 1798, built a log cabin at what is today the intersection of King and Division streets. A few years later, on May 17, 1802, Nickerson received a patent for 200 acres at Lot 16, Concessions A and B.⁴ This lot was roughly defined by Elgin Street to the north, Church Street to the east, Division Street to the west, and the Lake Ontario to the south. The beginnings of the harbour, the east pier, would later extend out into Lake Ontario from the south-west corner of this lot.

The town grew in an largely ad hoc fashion from the intersection of King and Division streets. According to the land abstract for Lot 16, Nickerson sold off large parcels to John Spencer, John Nickerson and Ebenezer Perry in 1816. From 1819, these lands were in turn sold off in 1/4 and 1/2 acre parcels organized into traditional town blocks.⁵ By 1827, the settlement of approximately 350 residents was made up of 40 houses, 2 churches, 2 inns, four stores, several distilleries, and a grist mill.

At that time, the waterfront was a curved inland with a bay formed at the mouth of the creek (which still empties into the centre of the harbour).⁶ The bay covered most of the area between Division and George Streets, south of Albert Street.⁷ Cobourg historian Perry L. Climo wrote that while the shoreline was attractive to early settlers, travelling from the lake to the shore was challenging:

The early settlers in the Cobourg area made use of water transportation for the movement of goods, chattels, products of the farm and forest and people. The crescent moon-shaped bay with sandy beaches, approximately one and a quarter miles in length, attracted newcomers in season for overnight camping, and a resting place while en route to inland locations. In calm weather, larger boats anchored in deeper water while goods and people were moved in small or jolly-boats to and from shore. Stormy weather made such landings very difficult if not impossible. The movements were cumbersome even under favourable circumstances.⁸

Despite the difficulty, many endured the inconvenience as the nearest alternative was to land at Carrying Place (Bay of Quinte) and proceed west to Cobourg via foot or wagon.⁹

4 Land abstract, Cobourg Book 60, Plan 16A and 16B. Service Ontario.

5 In 1841, J.P. Rubidge complete the Lot 16B Plan compiling the lots found south of King Street, and between Division and Church streets.

6 An Historical Walking Tour of Cobourg, p. 6 and 7.

7 Cobourg 1798-1948, p. 11.

8 "The Cobourg Harbour", p. 1.

9 Cobourg 1798-1948, p. 113.

By 1822, a small landing wharf had been built at the foot of Third Street. Steamboats such as the 'Frontenac' and 'Niagara' docked here, however, schooners had to be anchored off in the lake and small 'jolly' boats were used to transport passengers and goods to shore. This was the practice when, on August 12, 1825, 2,000 Irish immigrants landed on Cobourg's shore on their way to Peter Robinson's settlement in 'Scott's Plains' (later renamed Peterborough).

2.3 An Act is Passed to Construct the Cobourg Harbour

Local merchants depended wholly on water transportation and by 1828 the community decided that a proper harbour and docking facility was needed. A committee of local residents and business owners petitioned the Upper Canada government for permission to create a company - the Cobourg Harbour Company - to build a harbour.¹⁰

On January 20, 1829, the House of Assembly received statements from several witnesses including seasoned captains that advised that: there was not a safe place to dock at Cobourg (the nearest safe docking site was the natural harbour at Presqu'Isle); that a harbour here would be advantageous to Cobourg and Rice Lake settlements; and, that it could be constructed at a significant expense.¹¹

On March 20, 1829, the Province of Upper Canada passed "An act to improve the navigation of Lake Ontario, by authorizing the construction of a Harbour at Cobourg, by a Joint Stock Company."¹² The Act states:

*Whereas the construction of a safe and commodious Harbour at Cobourg, in the District of Newcastle, would manifestly tend to the improvement of that part of this Province, as well as be of great advantage to all persons in any way concerned in the navigation of Lake Ontario.*¹³

The petitioners - named in the statute as Walter Boswell, George Strange Boulton, Benjamin Throop, Charles Perry, Ephraim Powell, James Grey Bethune, John Gilchrist, Ebenezer Perry, Dougald Campbell, Henry Ruttan, Stoddard Bates, Alexander Neil Bethune, Joseph Ash and Archibald McDonald - were granted permission to form a Joint Stock Company for this purpose. The Act set out the conditions of the new corporation such as: the extent of the harbour construction; the permission to purchase the lands; the value of tolls and rates; expected property maintenance; the structure of the corporation; and, the authority to the King to buy back the harbour after fifty years. It also stipulated that harbour construction, "shall be commenced within One Year, and completed within Seven Years after the

10 An Historical Walking Tour of Cobourg, p. 6 and 7.

11 "Report on the petition of W. Boswell & others". Journal 1929. (CPL)

12 Statutes of Her Majesty's Province of Upper Canada, 1829, p. 42.

13 Ibid.



5. Watercolour of Cobourg harbour by Philip John Bainbridge, 1840. It shows the Cobourg steamboat docked at the East Pier. (LAC)



6. "Cobourg" by J H Bartlett, 1842. It depicts the East Pier with the store house at the shore (with the large flag), and Victoria College beyond. (*Canadian Scenery*, Vol. II, p. 52)

passing of this Act.”¹⁴ The following year the Cobourg Harbour Company was incorporated with the following local citizens forming the board of directors: Walter Boswell, George Boulton, Archibald McDonald, James Grey Bethune, Dougald Campbell, John Gilchrst, Ebenezer Perry, and John Covert as Chair.

In the end, Cobourg’s harbour was constructed in several stages. The East Pier was completed in 1832, followed by the Centre Pier in the early 1840s, and the West Pier (also known as the ‘Langevin Pier’) between 1874 and 1875.¹⁵

2.4 The East Pier

In early 1831, the Cobourg Harbour Company set upon the community’s first large infrastructure project. That year’s January 11th issue of the *Cobourg Star* published the following notice:

*Wanted for the Cobourg Harbour Company. 500 Sticks of pine timber, 100 sticks ditto and 12 inches square. To be delivered on the beach near the harbour on or before the of March next.*¹⁶

According the historian Perry L. Climo, the construction proceeded as such:

*Large timber cribs were assembled, floated into position and filled with stone. The cribs were set so as to have a short gap between each and connected with heavy timber above the waterline, topped with thick planking.*¹⁷

By May 17, 1832, the wooden pier at the end of Division Street was completed. It allowed for large schooners and steam boats to deliver and pick up both goods and passengers. The pier was 30 feet wide and extended over 500 feet into the lake. It had been completed at a cost of £5,495; £2,495 raised by the sale of stocks as well as a £3,000 loan from the government. While not yet a harbour, the pier provided Cobourg with a safe place for cargo and passenger vessels to dock.

On May 17, 1832 the *Cobourg Star* wrote:

The eastern pier of this very valuable work is now complete; and we heartily congratulate the company and the public upon its magnificent appearance. Such another is certainly not to be found on this side of Lake Ontario. Stretching a solid mass upwards 500 feet into the lake, and 30 feet wide, it arrives at a depth

14 Statues of Her Majesty’s Province of Upper Canada, 1829, p. 48.

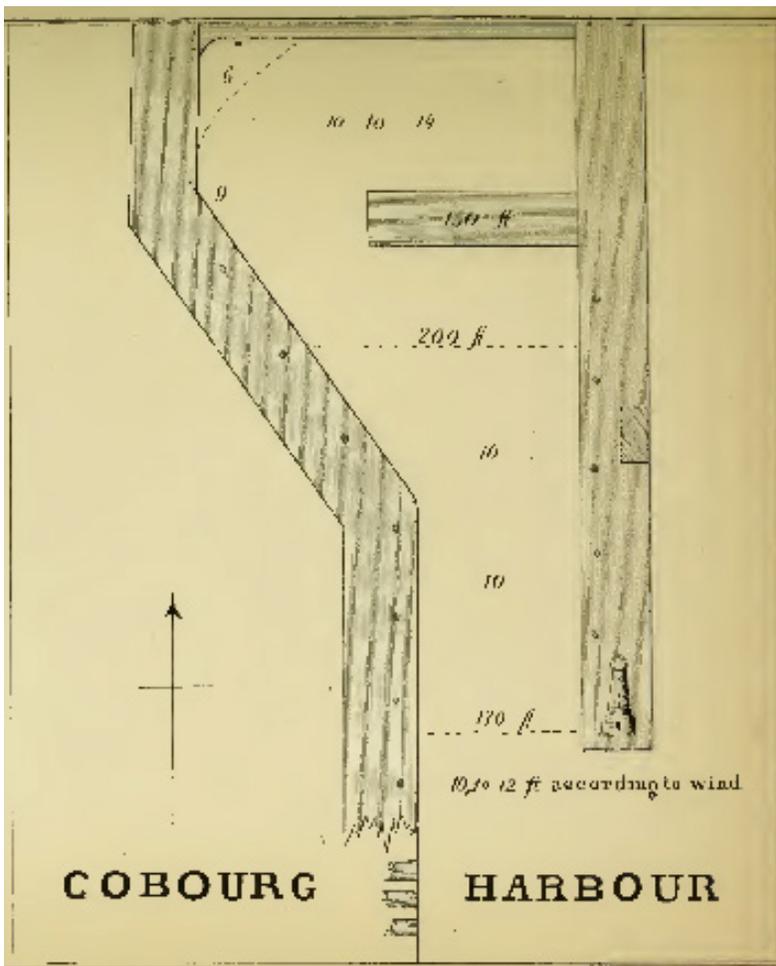
15 The west pier was named after the current Minister of Public Works, Sir Hectore Langevin.

16 *Cobourg Star*, Jan. 11, 1831.

17 “The Cobourg Harbour”, p. 1.



7. East Pier with first lighthouse and schooners on the opposite side of the pier, undated. (LAC)



"The Harbour of Cobourg is situated seven miles east of Port Hope, and is formed very much in the same way. A shifting bar of sand is thrown up during a S. W. gale, which renders the entrance to it still more dangerous than Port Hope for vessels of deep draft. The Harbour is more capacious, and when once entered, more secure, than that of Port Hope, having a second or inner basin with plenty of water, where no sea can injure or disturb the vessels that lie therein. The mouth of the harbour is 130 feet wide, with water varying from 10 to 13 feet..."

- The Harbours and Ports of Lake Ontario, p. 11. (1857)

8. Cobourg Harbour, 1857. (The Harbours and Ports of Lake Ontario)

*of between 15 and 16 feet of water, where the largest size vessel in the trade may now ride, in any moderate gale, even without a breakwater, in comparative safety.*¹⁸

While not a harbour, the pier greatly improved the convenience and safety of water based travel and shipping. It also provided a place for shipbuilding. On May 29, 1833, the first locally made steamboat - the 'Cobourg' - was launched from the pier.

As part of the harbour agreement, the Cobourg Harbour Corporation received 'port of entry' status. This allowed them to collect duties on goods shipped. A large customs house was built where the pier met Division Street. The building spanned over the street with a large central arched opening that allowed wagons through and served as a toll booth. Storage facilities flanked the archway.¹⁹ The first harbour master and customs collector was William Kiston.

2.5 The Centre Pier

The construction of the Centre Pier followed though, given the complexity and cost of the harbour infrastructure project, the Cobourg Harbour Company returned to the government in 1832 and 1835 to request an additional loan. First, there were complications and delays related to the drifting sand that continued to wash into the harbour basin. Second, the company suffered when its primary planner and stockholder, James Bethune, went bankrupt. While Bethune's shares were bought up, the new shareholders were primarily absentee landowners. This shifted a significant portion of the harbour business control from the local business owners who initiated the project to outside investors. Third, during the Rebellion of Upper Canada of 1837 (which lingered into 1838) halted construction leaving an incomplete harbour. Through all this, the harbour continued to operate with stockholders receiving dividends from the collection of tolls.

On May 11, 1839, the government passed "An Act to increase the Capital Stock of the Cobourg Harbour Company, and to extend the period for completing the same."²⁰ The Act's preamble stated that the construction deadline and budget set out in the original act was insufficient and, as such, recommended that the capital stock be increased to £10,000 and the harbour construction deadline be extended to four years from the passing of the new act.

18 [Cobourg 1798-1948](#), p. 114.

19 [An Historical Walking Tour of Cobourg](#), p. 18 and 19.

20 [Statues of Her Majesty's Province of Upper Canada, 1839](#), p. 88.

By 1841, the local economy had recovered and the harbour was a busy port. It received new settlers and manufactured goods, exported flour, corn, lumber, and wheat, and provided a dock for hundreds of vessels big and small.²¹ That April, the Cobourg Harbour Company accepted bids to extend the existing wharf by six more cribs. Joseph Metcalfe was selected to build the new (centre) pier. It extended out from the old Third Street wharf to provide a sheltered enclosure for ships to dock. It was intended to shield that harbour from the sand that was brought in with the south and southwesterly storms, and which required regular dredges to keep the harbour basin clear.

The following winter materials were bought and assembled along the shore in preparation for construction, however, work was interrupted when the provincial Board of Works took over construction of the harbour. The Cobourg Harbour Company had asked the newly formed Board of Works for assistance after one of the piers was breached. The government stepped in, turning over control of all harbour construction work to the Board of Works and requiring that all previous loans be repaid immediately from the tolls collected by the Cobourg Harbour Company.

It was at this time that Nicol Baird, Newcastle District engineer from 1835-45, was asked to prepare plans to complete the harbour.²² According to Perry L. Climo, Baird's design aimed to resolve the primary chronic problem of the harbour, drifting sand. He proposed

21 "Cobourg Harbour: A Gateway to Central Ontario", p. 3.

22 Baird's plans for the harbour (1842-43) are held at the Archives of Ontario, within the NH Baird fonds, ref. code F 645-2-0-2. At the time of this report, the archives was closed.



9. The Harbour-mouth, Cobourg, 1870, by W.H. Bartlett. (Cobourg Public Library, CPL)

the construction of a new crib that ran from the end of the East Pier east to the rocky shore at the base of Darcy Street at the opposite end of the beach. Baird's approach sought to create, "a large basin that would provide dockage and anchorage for many ships."²³ He ascertained that this enclosure would provide a barrier to the sand and remove the need for annual dredging. The Minister of the Board of Works, Hon. H.H. Killaly, rejected Baird's design, instead deciding to proceed with extensions to the two existing piers.

Between 1844 and 1845, the Board of Works' repair and construction work at the harbour included: repairs to the existing cribs; dredging (as needed); the construction of extensions to the two piers; and, the construction of a new lighthouse on the East Pier. The total cost of the work was £10,517.²⁴ The lighthouse was a square wooden tower that was approximately 16 feet x 16 feet square, 20 feet in height and contained a good lantern: "...the light is bright and good, and can be seen on a clear night seven or eight miles off."^{25 26} The Board of Work maintained the harbour until the summer of 1850.²⁷

23 "The Cobourg Harbour", p. 1.

24 "Appendix to...of the Journals of the Legislative Assembly of the Province of Canada, 1844-1845", p. QQ-8.

25 [Great Lakes Lighthouse Encyclopedia](#), p. 45.

26 [The Harbours and Ports of Lake Ontario](#), p. 11.

27 [History of the Great Lakes](#), p. 270.

Nicol Hugh Baird (1796-1849) was a civil engineer who worked on early infrastructure projects - canals, harbours, railways, roads, and bridges - throughout Upper Canada in the early 19th-century. He was born in Glasgow, Scotland on August 26, 1796. His father, Hugh, was the civil engineer and builder the Edinburgh and Glasgow Union Canal. Nicol trained under his father and was admitted to the Institute of Civil Engineers of London, England in 1831.

Nicol Baird immigrated to Upper Canada in 1828. He was employed as the Clerk of Works for the Rideau Canal which he worked on through to completion in 1832. In 1833 Baird was hired by the Newcastle District to improve navigation along the Trent Waterway, and in 1837 he was appointed engineer in charge of all railway, marine and road engineering projects within the district, including the Cobourg Harbour (1842-1846).

The Archives of Ontario holds records by Baird in his capacity as engineer for various harbour projects including Cobourg Harbour (1842-1846). This material was not accessible due to COVID-19 closures.



10. Ice damming in the harbour, 1898. (CPL)

2.6 The Town Purchases the Harbour

On July 1, 1850, the Town of Cobourg - lead by the Council of the newly incorporated town - agreed to purchase the harbour from the Cobourg Harbour Company for £10,500 and committed another £6,000 to immediate improvements to the cribs, piers and wharves as well as dredging the harbour basin. As part of this work, the mouth of the harbour was widened to create a shipping channel that allowed for larger boats to dock at the East Pier. These changes enabled the harbour to support 100 vessels, and four steamships and several schooners daily.²⁸

2.7 Industrial Development and the Railway

The Town's purchase of the harbour was part of an ambitious vision to compete with the larger neighbouring shipping ports in Toronto and Kingston. In 1854, the Cobourg and Peterborough Railway was completed, linking Peterborough and its surrounding natural resources to the Cobourg harbour for export. The line followed a straight course between the two towns, over Rice Lake via a long trestle bridge. The Grand Trunk Railway arrived in 1856.

Indeed, by the mid-1800s, the harbour had grown into a busy hub of industrial activity; it was filled with schooners, daily steamboat traffic, and, from 1854, cargo from a busy rail yard. The railway company had built their terminal in the lots to the north and west of the harbour, and the tracks extended onto the piers such that goods could be loaded directly onto the waiting boats.²⁹ Edwin Guillet wrote that Cobourg's harbour industry peaked in 1857 when exports reached 14 million board feet of lumber, 8,000 barrels of flour and 200,00 bushels of wheat.³⁰ Cobourg had grown into a key stop within the Lake Ontario trade circuit which included such centres as Toronto, Hamilton, Rochester, Oswego and Kingston.

An 1856 article in the *Sentinel Star* reported:

The wharves on all sides of the harbour are covered to an uncomfortable extent with several million feet of lumber for the conveyance of which sufficient vessels cannot be procured. All the available craft are now actively engaged in the trade, and it is almost impossible to get a vessel to take out a load of lumber. After this month, the navigation will get a little dangerous for grain traffic, and then we expect to see our groaning wharves relieved of their burdens.

28 [www.cobourghistory.ca / waterfront history](http://www.cobourghistory.ca/waterfront-history).

29 [An Historical Walking Tour of Cobourg](#), p. 6 and 7.

30 [Cobourg 1798-1948](#), p. 100.

By 1859, the Town began to feel the burden of its ongoing debts related to the three significant infrastructure projects - the railway, the construction of Victoria Hall and the harbour.³¹ In 1861, Cobourg fell into economic depression. The local economy was impacted by the collapse of the Rice Lake railroad bridge in 1860 which cut off access to the Town's northern trade partners, and the start of the American Civil War in 1861 which interrupted trade with the United States. Revenue from the harbour suffered greatly and impacted all those dependant on the harbour and railroad for their livelihood.

In 1863, the *Sentinel Star* wrote of the harbour's low:

*It is a rather melancholy spectacle to walk down to the wharf and see that magnificent harbour, which so long bore upon its bosom the signs of trade, wealth, and prosperity, a complete waste. Not a sail flutters in the breeze, not a single vessel raises her cheerful masts above the noiseless scene; but it seems as if all human industry has fallen back into rural resorts, while idleness and desolation prevail around the once busy shores of the lake. This is a sad picture to contemplate. ... Our fate is to be forever the victims of accursed railway speculations."*³²

John Mawe, a local resident and commercial traveller, reflected on the prosperity of 1857 (in which the harbour played a central role) in a letter to the Cobourg *Sentinel Star* on June 21, 1864:

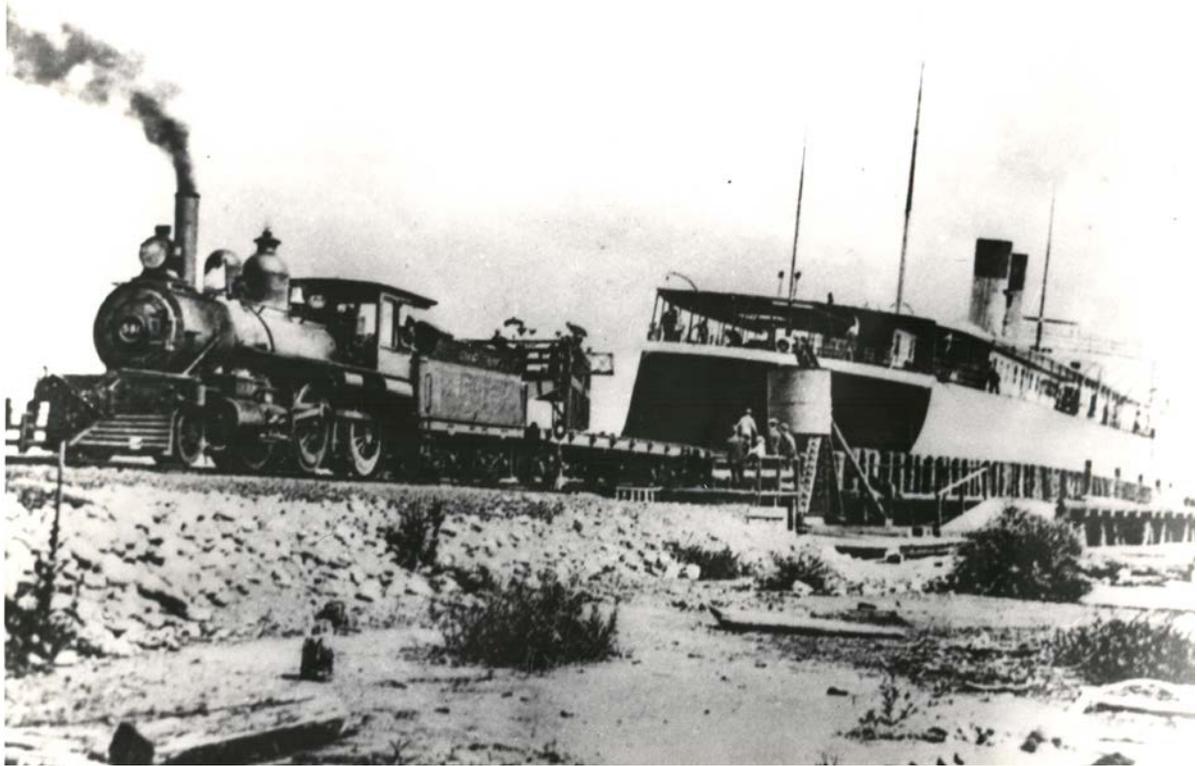
*The harbour was dredged and enlarged to receive all the shipping on the lakes during hurricanes, and to carry no end of lumber away. The wharf was loaded. Sailors walked about in scores. Plenty of shipwrights. Cobourg was to be the grand focus of commerce of law, and gospel.*³³

The next decades saw harbour activities experience gains and losses according to local economics that would, eventually, lead to the end of this highly industrialized era. The economy began to improve in 1865 as alternate connections to resources - lumber and iron ore - were established. First, in 1867 the Cobourg and Peterborough Railway diverted a line to the mines in Marmora to allow for shipping of iron ore to foundries in the United States. Second, in 1868 the railway installed an elevated trestle along the esplanade that made it possible to transfer the contents from the ore rail cars directly onto schooners. Third, in 1869 two sawmills established in Harwood and lumber was transported to Cobourg along the Harwood rail line.

31 [Delicious Mirth](#), p. 105.

32 [Cobourg 1798-1948](#), p. 101.

33 [Cobourg 1798-1948](#), p. 100.



11. Postcard of rail car being loaded onto ferry, undated. (NA)



12. Harbour rail yard, undated. (NA)

At the time of Confederation, July 1, 1867, the works consisted of two piers, the united length of which was 2,047 feet, and they were 190 feet apart at the entrance of the harbour, and inclosed an area of about 12 1/2 acres, the depth of the water within this area being at the outer end of the east pier, 14 feet, and decreasing to about 8 feet in the centre of the basin.³⁴

2.8 The West Pier

The construction of the West Pier resulted from a partnership investment between the Harbour Commissioner and the Minister of Public Works.

On February 27, 1873, the Minister of Public Works indicated that a 'harbour of refuge' was required along the north shore of Lake Ontario between Toronto and the Bay of Quinte to accommodate large vessels navigating the lake. The Cobourg Harbour was the preferred location as it was central, easy to access and the local authorities welcomed investment to expand the existing infrastructure. The letter continued on to note that an increase in trade was anticipated related to iron ore (from the Marmora Iron Mines) and lumber (accessed by the extension of the Cobourg Railway). Further these goods required large vessels currently unable to access the harbour. He recommended that parliament grant \$5,000 to complete a survey for a Harbour of Refuge here.^{35 36}

Following the approval and the completion of the survey, an agreement was made for improvements to the harbour, one where the government covered two thirds of the costs. It provided a 1,500 feet long and 30 feet wide pier extending out from the foot of Hibernia Street. The new west pier or breakwater was constructed by the federal Department of Public Works between 1875 and 1876 to address the harbour's exposure to the lake that resulted in sand accumulation within the harbour and ongoing dredging costs. The breakwater was named the 'Langevin Pier' after Sir Hector Langevin, Minister of Public Works at the time.

In the Minister of Public Works report for the Fiscal Year Ending 30th June, 1875, progress on the west pier expansion is described as follows:

Is situated on Lake Ontario, seventy-two miles east of Toronto. The improvement is the construction of a pier 1500 feet long, 30 feet wide, carried out on the line of Hibernia street; two thirds of the cost to be borne by the Department, and one third by the Harbour Commissioners.

34 [History of the Great Lakes](#), p. 270.

35 Letter by the Minister of Public Works, 1873. (LAC)

36 The LAC holds a letter from November 5, 1883, seeking approval to proceed with the contract to build an extension to the East Pier and engage J.W. Brown & Co. of Kingston as the contractor. This initial contract would fail and the work awarded to a second contractor.

This work is being energetically pushed on: material was delivered during winter and the sinking of cribs commenced on the opening of Navigation.

The construction was credited to contractors, Messrs. Row and Koyl. The summary of work in the following year's report clarified that the final length of the pier was determined to be 1470 feet.

Between 1881 and 1883, the East and West Piers received a further extensions. According to History of the Great Lakes:

In 1881-82 an arm was place under construction extending 150 feet in a south-easterly direction, but at the close of the fiscal year ending June 30, 1892, it was not completed...In 1882, \$12,000 was appropriated toward extending the piers. In 1883 Parliament appropriated \$20,000 more, for the extension of the eastern pier. The expenditures from Confederation to 1884 were, \$116,861. ³⁷

This work also included the erection of a beacon on the West Pier in 1883 (relocated in 1887) and a fixed white mast light at its outer end of the East Pier in 1886.³⁸ Further dredging increased the depth of the channel and basin was to 16 feet and 17 feet along the breakwater. In 1889, another 150 feet of superstructure was built to the western pier.³⁹ November 7, 1882 saw the first Canadian life saving station was established at the Cobourg harbour.

By 1891, the harbour was greatly improved as described in the following directory:

37 History of the Great Lakes, p. 270.

38 *Ibid.*

39 *Ibid.*



13. View looking north-west to town from the east pier, 1900. (Cobourg Illustrated)

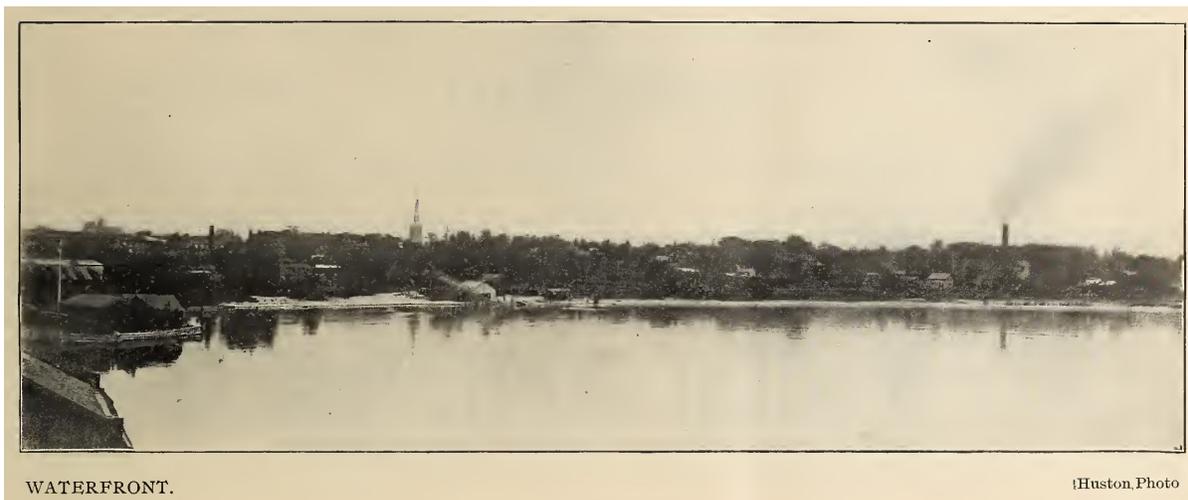
A port of entry, is pleasantly located on the north shore of Lake Ontario, 70 miles from Toronto, 90 from Kingston, 68 from Rochester, and 263 from Montreal. The manufacturing interests of the town show a healthy and prosperous condition. It possesses a good harbour, and the principal shipments are lumber, iron ore and farm produce. The Royal Mail steamers invariably land here. Population, 6,000. Collector of Customs, Charles E Ewing. It has a fixed white light on the pier head visible 8 miles, 20 feet high. To enter this harbour get the light on the east pier to bear north and steer directly for it till you open the piers; keep the east pier close aboard.⁴⁰

Another resurgence of maintenance work and improvements occurred in the early 1900's. The 1908 Minister's Report identified rebuilding, from the water up, the easterly end of the north esplanade (405 feet long by 23 feet wide), and dredging:

...the dredge removed 188,279 cubic yards of clay and sand, and excavated a channel approaching the harbour, 1,020 feet long by 120 feet wide; also, in the outer harbour, and area 600 feet long by a minimum width of 12 feet and a maximum width of 340 feet, and in the inner harbour, and area 530 feet long having a minimum width of 160 feet and a maximum width of 380 feet.

The following year a small crib - 12 feet wider by 48 feet in length - was rebuilt on the east side of the east pier. In the 1910, Randolph MacDonald Co. was awarded the contract to extend the western breakwater 350 feet and the eastern breakwater 425 feet, the cribs were 106 feet in length by 35 feet wide. Other work that year included dredging and the removal of old piles on the west side of the east pier. In 1923, V.T. Bartram reconstructed a portion of the east pier and in 1924 the current lighthouse was constructed.

40 R.L. Polk and Co's Marine Directory of the Great Lakes, p. 31.



14. View looking north-west to town from the east pier, 1900. (Cobourg Illustrated)

2.9 A 20th Century Resort Town

At the end of the 19th century, Cobourg was a small town of 5,000. The completion of the harbour and the easing of the local industrial shipping attracted recreational uses - sailing regattas, yachting and a ferry service to Rochester, New York. Recreational water uses appeared as early as May 10, 1876 when the "Countess of Dufferin", a racing schooner built in Cobourg, set off to race in the America's Cup race in New York.

Cobourg began to attract the attention of American industrialists and investors. Its picturesque setting along the north shore of Lake Ontario made it a popular summer resort town. New grand hotels were constructed in and around Victoria Park, as well as cottage resorts and summer homes along the shorelines as shown in Cobourg Illustrated: Canada's Beautiful Summer Resort published in 1900. Cobourg's lake side setting and harbour was featured prominently in promotional books promoting it as an established summer resort town in Canada:

The great lake, with its broad, sandy beaches offers a most tempting bathing ground for ladies and children, coupled with this is the "chute" is always well patronized.⁴¹

In the 1920s, the mayor published a booklet promoting the industrial infrastructure of the town. The harbour featured prominently:

Our harbour is open the entire year, and vessels from abroad, as well as lake vessels, are able to call for load or to discharge their cargoes at our docks. It is the only harbour of safety available to vessels during stress of weather on the north shore."⁴²



15. "On the Beach, Cobourg", c. 1882. ([Picturesque Canada](#))



16. "Lake shore east of the pier, one of the most delightful and safe bathing grounds in America", 1900. ([Cobourg Illustrated](#))



17. East pier, 1910. ([Photographic View Album of Cobourg](#))

41 [Cobourg Illustrated](#), p. 1.

42 [Cobourg: An Interesting Souvenir Booklet](#).



18. Postcard of the Cobourg beach (with the pier in the background) by Novelty Manufacturing & Art Printing Co., 1910. (TPL)



19. Postcard of east pier by Valentin & Sons, c. 1909. (CPL)



20. Aerial view of the harbour looking east by McCarthy Aero Service Ltd., 1919. (Archives of Ontario, AO)



21. "Waterfront, Cobourg, Ont. as seen from an aeroplane" by Canadian Post Card Co., 1919. (CPL)



22. Aerial view of the harbour by McCarthy Aero Service Ltd., 1919. (LAC)



23. Postcard of ferry docked at East Pier, undated. (NA)

2.10 The Ontario Car Ferry Company

As Cobourg entered into the new century, there were several changes in the Town's economy. First, the shipping industry had changed. The closure of both the Marmora mines and the Harwood sawmills indicated the end of its primary exports - lumber and iron ore. Second, the use of the schooner had come to an end. Steam ships had replaced them as the preferred mode of water travel and the railway was the primary mode of on land transportation.

Thus, the Town set about developing new economic interests, building upon its large factories and a strong business base. Over the coming years, Cobourg's water transportation system switched over to steamboat use, and its main import was coal from the United States. The coal was needed to fuel the new east-west railroad systems.⁴³

In 1905, the Ontario Car Ferry Company was formed. It was a joint venture between the Grand Trunk Railway and the Buffalo, Rochester and Pittsburg Railroad. The primary purpose of the company was to transport coal cars from Pennsylvania to Cobourg for use by the Grand Trunk locomotives. A steamboat line between Cobourg and Rochester was established: coal was shipped to Cobourg with feldspar, lumber, pulpwood and flour returning to the United States. New coal sheds were built in the rail yard and oil tanks adjacent to Hibernia Street.

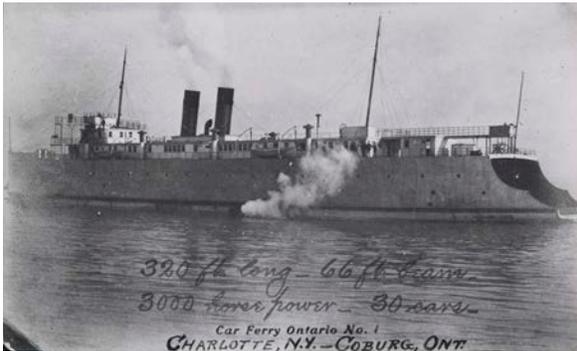
The first steamboat, 'Ontario No. 1', was launched in April 1907. The second vessel, 'Ontario No. 2', was introduced on April 3, 1915. In addition to carrying cargo, the boats were licensed to carry passengers. Ontario No. 1 had a car deck that could hold 28 railway cars and two passenger decks that could accommodate 1200 passenger, and Ontario No. 2 could carry 32 cars and 1000 passengers.

While the ferries encountered some difficulties due to storms, ice and fog, they did good business throughout the 1910s and 20s. In an average season, they ferried 70,000 passengers. Business began to fall during the Great Depression, during which time the vessels were leased out for excursions around Lake Ontario. By the late 1940s, passenger traffic had declined rapidly such that by 1948 the company was running at a deficit. The steamers completed their final trips on July 31, 1949 (Ontario No. 1) and April 20, 1950 (Ontario No. 2).

43 [An Historical Walking Tour of Cobourg](#), p. 18 and 19.



24. Ferry "Ontario No. 2", July 29, 1927. The new lighthouse is at the end of the pier. (LAC)



25. Ontario No. 1, 1947. (LAC)



26. Ontario No. 2, 1948. (LAC)



27. Lake Ontario Steam Boat Company poster. (Maritime History of the Great Lakes website)



28. Lake view from ferry, undated. (Cobourg Yesteryears, CY)



29. Ferry moving through ice, undated. (CY)



30. View from ferry, undated. (CY)



31. East Pier lighthouse, October 1924, Transport Canada. (LAC)

2.11 East Pier Lighthouse

The lighthouse is located at the end of the East Pier. It was one of five square tapered concrete lighthouse (or lighttowers) constructed between 1924 and 1931 by the federal government, "as aids to navigation for commercial and pleasure craft."⁴⁴

The lighthouse is a 40 foot tall pyramidal concrete structure. The board formed concrete exterior walls are 2 feet thick at the base and appear to have been poured in 3 foot lifts. The walls are painted on both sides. The entrance is on the north elevation; it is a 4 feet 2 inches wide opening with a metal double door. The threshold is raised 18 inches above the interior floor level.

At the ground floor, the interior floor plate is 14 feet x 14 feet and the interior height is 12 feet. The contents of the room include 3 concrete pads on the floor (these likely supported formed machinery / equipment) and an electrical panel on the west wall.

44 FHBRO Report, p. 1. The report also considered the following Ontario lighttowers: Maybury Highway 10 lighttower; Southeast Bend 16 lighttower; and Walpole Lower A32 and Upper A34 lighttowers.



32. East Pier lighttower, October 1990, Transport Canada. (FHBRO report)



33. Prospect Point, B.C. lighttower (c. 1947), undated, Transport Canada. (FHBRO report)



34. Burlington front range light. (google streetview)



35. Prospect Point, B.C. lighttower. (google streetview)



36. East Pier lighthouse, July 2020. (BA)

Keepers:

- George Gummow (1917–1927)
- J. Lavis (1927)
- J.F. McGuire (1927–1931)
- Gerald F. Harris (1931–1964)

The second floor is accessed via a steep metal stair, and through an opening in the 6 inch thick concrete floor slabs. At this level, the interior dimension tapers in sharply from a 14 feet square floor to 6 foot 10 inch square at 4 feet 6 inch high, and continues to reduce at a shallow slope within the 18 foot 6 inch tall space.

The third floor is 4 foot 6 inch square with an interior height of seven feet. The floor is a wood plank platform and the walls are roughly 9 inches thick.

The structure is largely intact with minor changes including: the partial removal of the exterior climbing rungs on the north elevation and the provision of a secure metal ladder and platform; the provision of an upper rail at the roof level; and re-painting. The structure displays a weathered exterior consistent with its exposed location on the lake.

In 1993, the Federal Heritage Buildings Review Office (FHBRO) completed a heritage evaluation of the structure. The following is the finding of the assessment:

Historical Associations: The Cobourg East Pierhead lighttower is only one of numerous aids established since 1884 to aid craft navigating in and out of the Cobourg Harbour. A light on the out end of the harbour's east pier harbour was lit on 10 November 1915. This 35 foot pole light was a supplement to an existing harbour light first established on the east pier in 1844, and maintained by the Town Corporation. (A light on the west pier was established in 1883 and later replaced.) The current concrete harbour light on the breakwater at the out end of the east pier was built in 1924 to house an electric light and an electrically-drive diaphone fog alarm plant. Its construction did not come at a particularly noteworthy time in the development of Cobourg.

For many years the harbour lights aided commercial traffic, including the Cobourg-Rochester car ferries, which ran daily service from the late-19th century until about 1952. By 1966, Cobourg was developing into a haven for pleasure craft in addition to 80-100 commercial arrivals a year. By 1979, commercial traffic was "non-existent," though the light and fog alarm continued to be used by the Cobourg Yacht Club and other pleasure craft. A new fog alarm installed in the lighttower in 1972 annoyed the citizenry; it was altered, and in 1980 was discontinued. No significant person or event is believed to be directly associated with the lighttower.

Architecture: The Cobourg East Pierhead concrete lighttower is an unusual design, with an 18-foot-square base surmounted by a pyramidal shaft which rises from a flared base to a 6-foot-square top. Similar design were used for the Propsect Point, B.C. lighttower and the Burlington, Ontario front range light. The Cobourg tower received even less aesthetic attention than the Burlington

front range or Prospect Point towers, lacking their more substantial concrete tower caps and minimal decorative formwork. The cap of the Cobourg tower was rebuilt and a railed was assess at an unknown date (perhaps 1959, when the 6th Order apparatus was changed.) The Cobourg tower, built to a Department of Marine and Fisheries' design is in good condition, according to Mac Peterson, CCG. Prescott.

Environment: The Cobourg East Pierhead lighttower stands on its original site, which was the site of its predecessor pole light. The light-station also includes a nearby dwelling (declared surplus in 1965) and garage, but now used by CCG Search and Rescue. The mainland is built-up and urban in character. When Public Works demolished the old harbour lighthouse and Powder House (where dynamite was stored to free the harbour mouth of ice in the winter so the ferries could operate) in 1981, the Cobourg LACAC wrote to the Minister of Transport to request that the Powder House be rebuilt and to ask permission to designate the East Pierhead lighttower under the Ontario Heritage Act "as an historic landmark of Cobourg." Transport Canada declined permission, as they did not wish to relinquish control over an active aid to navigation. The tower is well-known in Cobourg, though perhaps taken for granted, according to Bob Angioni of the Cobourg LACAC. In his opinion, attention would be generated if the tower was threatened.

See the appendices for a condition assessment of the lighthouse.



37. View to east pier from nearby roof top, c. 1947. (CPL)

2.13 The Mid 20th Century

After the closure of the ferry company, the harbour returned to a predominantly industrial character. Guillet's history of Cobourg, published in 1948, depicts a weathered industrial landscape:

This, with various extensions out into the lake and numerous reconstructions using cement, make up the harbour we know today, with the old piles still in plain view in some places...⁴⁵

Larger ships carrying freight and coal continued to frequent the harbour.

By 1964, Cobourg would begin to lease the harbour from the federal government and collect revenue from the marina shipping activities... There were ships of wire for General Wire and Cable and the ships with oil for the oil tank farms. Between Third Street and Division Street, it was all coal piles.⁴⁶

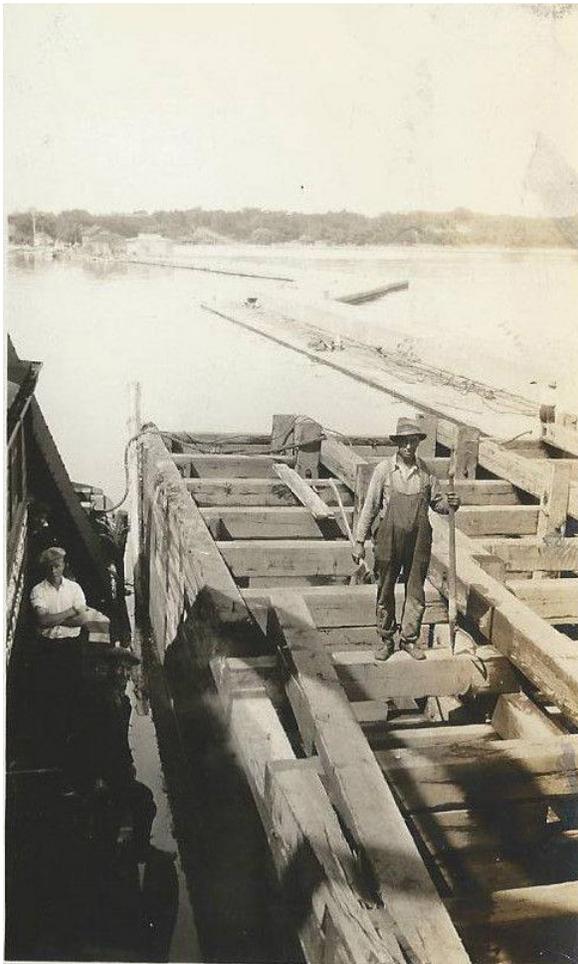
As reliance on coal diminished in the 1970s, so too did the coal piles near the harbour and the related shipping. These were replaced with large oil storage tanks and serviced by a small tanker fleet.

45 Cobourg 1798-1948, p. 116.

46 Note from Bryan Baxter in "On the waterfront; a look back at the history of Cobourg's waterfront". www.cobourghistory.ca.



38. East Pier, 1930. (CPL)



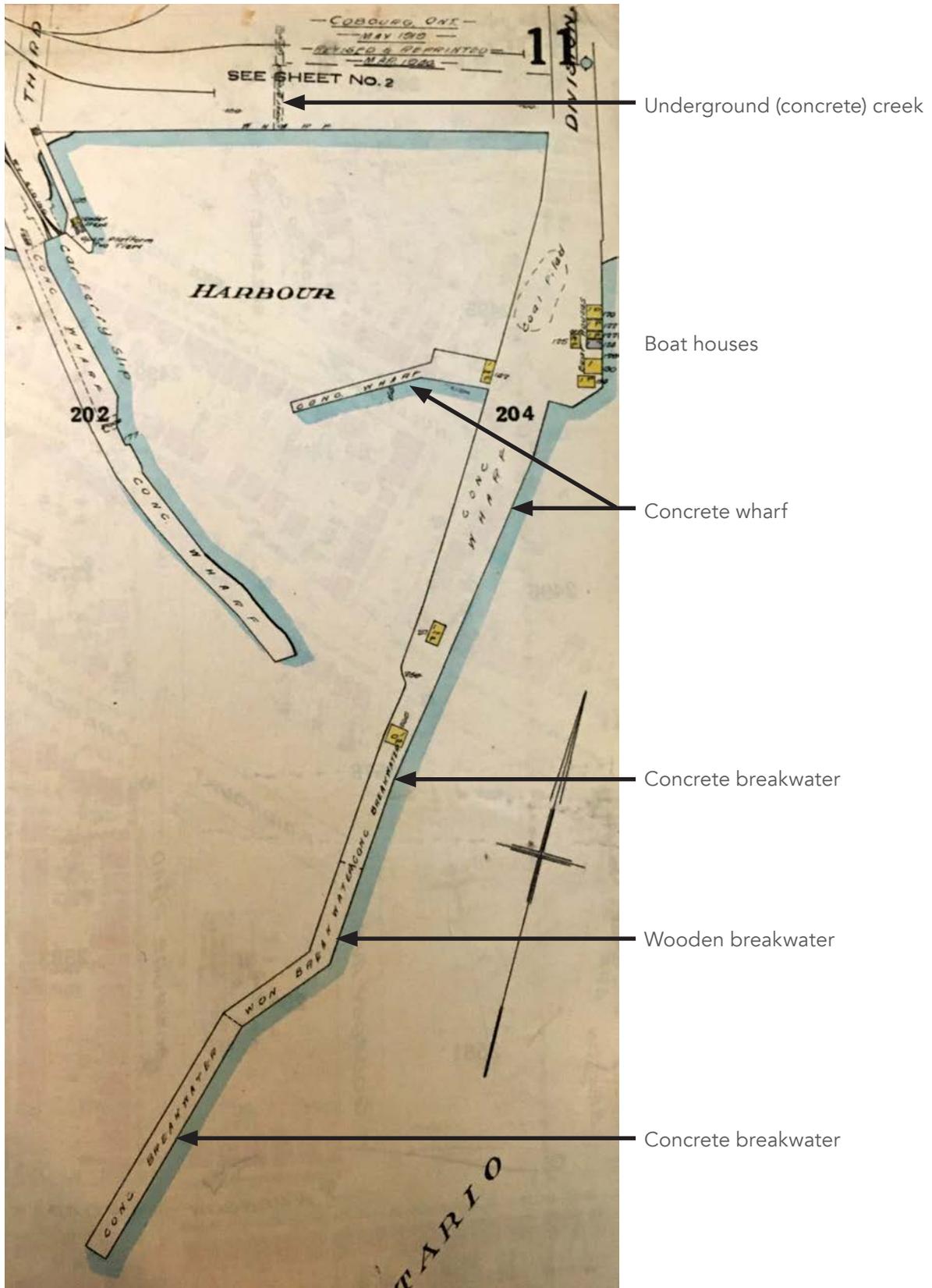
40. East Pier, 1929. (CY)



39. "East Pier looking north" by James Guillet, 1948. Pictured are Edwin and Bob Guillet. (CPL)



41. "East Pier looking north" by James Guillet, 1948. (CPL)



42. Fire Insurance Plan by Charles Goad, May 1919 Revised Mar 1946. (NA)



43. Industrial rail lands adjacent to the harbour, 1956. (NA)



44. Large freighters docked along the east pier, undated. (NA)

2.13 The Cobourg Yacht Club

The Cobourg Yacht Club (CYC) was established on September 17, 1965, when it was granted a Charter by Provincial Secretary John Yaremko. The first Commodore was Edmond Gendron. In 1967, the CYC clubhouse was completed, and soon after purchased a search and rescue boat named "Red Barren". A new clubhouse followed in 1987.

2.14 Harbour Rejuvenation

In the early 1980's, the Town embarked on a new vision for the harbour that would shift the emphasis from deep-sea industrial uses to small craft, recreational and tourism uses. The catalyst for this change happened in 1981 when the Department of Oceans and Fisheries suggested that the Town change its harbour designation to a small-craft harbour. The Town received the new designation in 1982 and set about planning upgrades to the harbour in partnership with the federal government.⁴⁷ The first project completed was the installation of a new sewer main across the top of the harbour and related land upgrades, the Town completed the land based work and the federal government completed the water-side harbour and dock improvements.

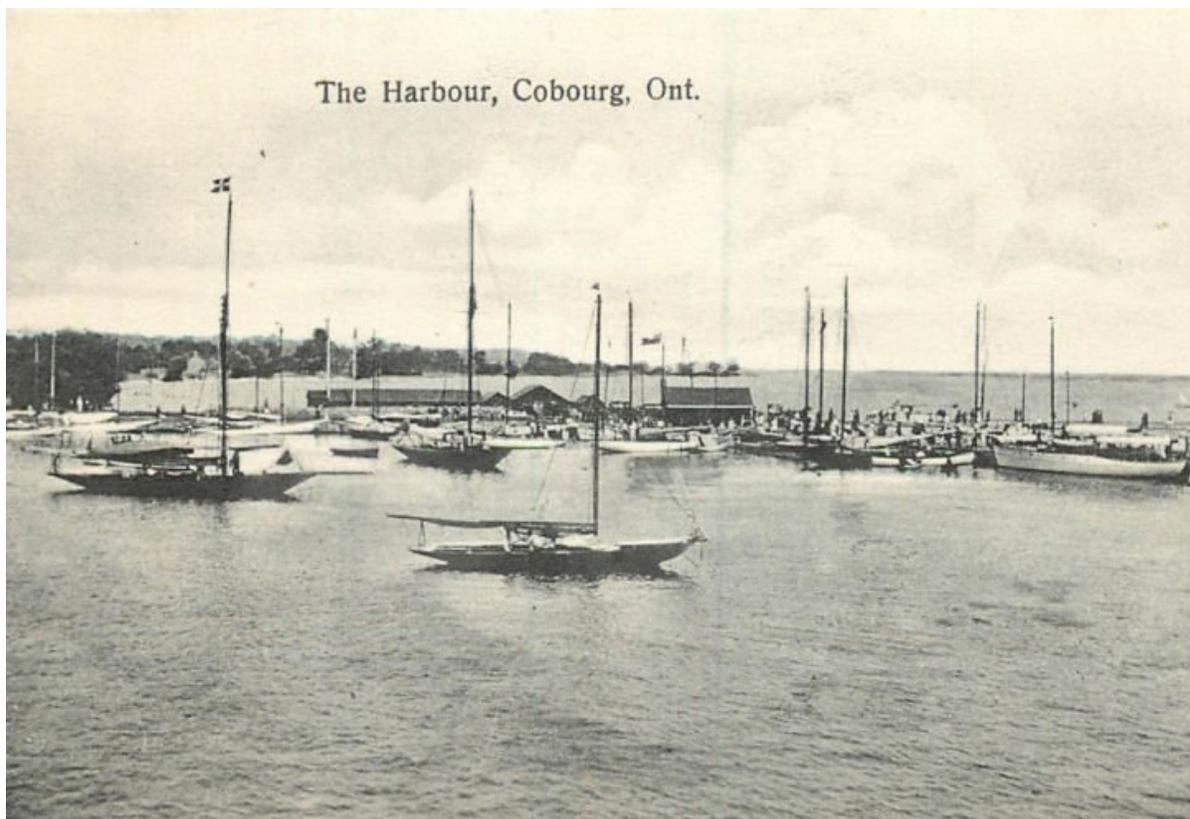
These initial improvements yielded prompt results, attracting leisure yachts and development interest in condominiums along the shoreline. Cognizant of the possibilities a rejuvenated harbour would bring, the Town completed a secondary plan for the harbour area that allowed for residential redevelopment on the former rail yards and industrial lands, and preserved public lands in and around the harbour. The plan allowed for an impressive waterfront regeneration project that would attract residential and commercial development as well as tourism. Environmental remediation and industrial removals were undertaken over the next decades. The work included land acquisitions and the remediation of soils that contained petroleum, hydrocarbons and heavy metals prior to new development. Two of the last oil tanks closest to the shore removed in 1991.

According to an article by Vince Versace in Northumberland News, while condominium development was at first slow in coming, the Town proceeded with their plans for the area with the aim to improve connections between the harbour and Victoria Park, and establish Cobourg's marina as a sailing destination. In the 1990's, the Town built a new marina building, completed improvements to the adjacent trailer park and built a new waterfront walkway, from Division to Green streets.⁴⁸ The area has since received several low rise condominiums.

The Town regained ownership of the harbour in 2002, and the Department of Fisheries and Oceans continues to lease the coast guard property.

47 An Historical Walking Tour of Cobourg, p. 18 and 19.

48 Cobourghistory.ca



45. Harbour view looking east to East Pier, 1946. (CYF)



46. Harbour and marina, 1998. (*An Historical Walking Tour of Cobourg*, p. 18)

3 CULTURAL HERITAGE EVALUATION

3.1 Cultural Heritage Evaluations

The following table evaluates the East Pier at 114 Division Street in Cobourg in relation to *Ontario Regulation 9/06*.

Criteria	Description	Assessment
Design or Physical Value	i. is a rare, unique, representative, or early example of a style, type, expression, material, or construction method;	√
	ii. displays a high degree of craftsmanship or artistic merit, or;	X
	iii. demonstrates a high degree of technical or scientific achievement.	X
Historical or Associative Value	i. has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community;	√
	ii. yields, or has the potential to yield, information that contributes to an understanding of a community or culture, or;	√
	iii. demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.	X
Contextual Value	i. is important in defining, maintaining, or supporting the character of an area;	√
	ii. is physically, functionally, visually, or historically linked to its surroundings, or;	√
	iii. is a landmark.	√

The following table evaluates the East Pier at 114 Division Street in Cobourg in relation to the Town's Official Plan criteria.

Criteria	Assessment
a) prehistoric and historical associations with a theme of human history that is representative of cultural processes in the settlement, development and use of land in the Town;	√
b) prehistoric and historical associations with the life and activities of a person, group, institution or organization that has made a significant contribution to the Town;	√
c) architectural, engineering, landscape design, physical, craft and/or artistic value;	√
d) scenic amenity with associated views and vistas that provide a recognizable sense of position or place;	√
e) contextual value in defining the historical, visual, scenic, physical and functional character of an area; and,	√
f) landmark value.	√



47. Postcard of the Cobourg Harbour by Valentine & Sons' Publishing Co. Ltd., 1910. (TPL)

3.2 DRAFT Statement of Cultural Heritage Value

Description of Property - East Pier, 114 Division Street

The East Pier forms the east-most built component of the Cobourg harbour. The man-made structure extends out into the Lake Ontario from the base of Division Street and displays a small concrete lighthouse at the end of the pier.

Statement of Cultural Heritage Value or Interest

The East Pier's cultural heritage value lies in it being an example of an early and highly evolved pier structure within the Cobourg harbour and along the north shoreline of Lake Ontario. Built in 1832, the original section of wooden pier was 30 feet wide and extended over 500 feet into the lake. It formed the first section of the Cobourg harbour. The pier has received numerous repairs and alternations, a concrete breakwater extension and two lighthouses (only the 1924 lighthouse remains).

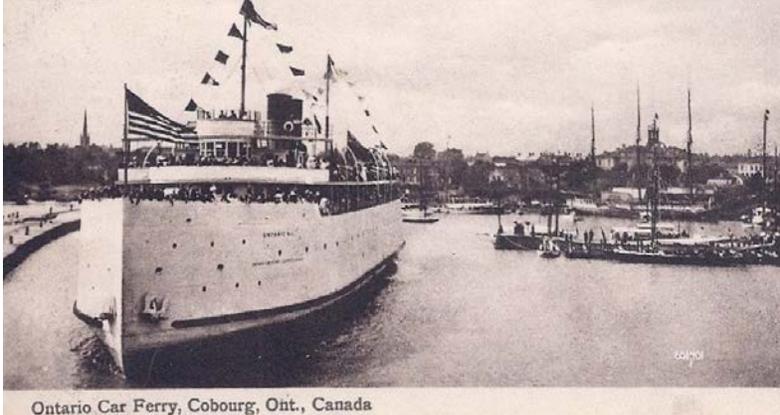
The East Pier has historical associations with the Cobourg Harbour Company. Composed of local business owners of the time, the company successfully lobbied for and completed the construction of the harbour with the aim to improve the viability of the early settlement. While the harbour would be completed by the Ministry of Works and purchased by the Town of Cobourg, the harbour initiative established Cobourg as a key water transportation port on Lake Ontario and would inform the Town's eras of economic growth and change.

The East Pier has further cultural heritage value as a key element of the Cobourg harbour. The pier, with the landmark lighthouse at the end, is visually distinct and picturesque as viewed from Lake Ontario, the Esplanade and the Cobourg beach.

Description of Heritage Attributes

Key exterior attributes that reflect the East Pier's cultural heritage value as an early and highly evolved element within Cobourg's harbour include:

- the footprint of the East Pier estimated at 825 foot long by 65 feet wide at the north end and 100 feet wide at the south end;
- the breakwater extension;
- the 40 foot tall concrete lighthouse;
- the view to the pier from the east end of the Cobourg beach; and
- the view from the esplanade towards Lake Ontario, within which the East Pier frames the eastern edge of the harbour.



Ontario Car Ferry, Cobourg, Ont., Canada

48. Ontario car ferry postcard, undated. (CYF)



49. View from base of East Pier looking west to piers, undated. (CYF)



50. Steamships at end of cracked concrete breakwater, undated. (NA)



51. East Pier collage. (AECOM drawing and google map)

4 FINDINGS

For three-quarters of a century the East Pier was Cobourg's boardwalk, and the arrival of the Kingston, the Caspia, or the North King was something that the citizens congregated to see. As a contemporary publication put it, "The long piers are favourite promenades for hundreds who enjoy the refreshing lake breezes". - Edwin C. Guillet

The East Pier at 114 Division Street in Cobourg was found to satisfy multiple criteria set out in *Ontario Regulation 9/06* as well as the Town's Official Plan criteria for the designation of cultural heritage resources, and merits designation under Part IV of the *Ontario Heritage Act*.

The East Pier has design/physical value as an evolved and dynamic man-made structure within Cobourg's harbour. It has direct historical/associative value related to the Cobourg Harbour Company and the Town of Cobourg. It also has contextual value related to the development of the harbour, the Town of Cobourg and the Town's economy since early settlement times. The East Pier with the light house is a significant visual marker along Cobourg's shoreline - one that features prominently in the Town's historical records of the last 200 years.

As the East Pier has received innumerable alterations and repairs since the first wooden pier was constructed in 1832, making it a highly evolved and dynamic cultural heritage resource.¹ The key physical attributes of the pier to be conserved are the physical footprint of the pier (with its subsequent extensions) and the 1924 concrete light house. Other aspects to be preserved are views to the pier and lighthouse from the beach and the esplanade.

As the pier structure is subject to extreme weather and forms part of Cobourg waterfront rejuvenation work, it is expected that this resource will require ongoing repairs and upgrades to maintain and improve its built integrity, attractiveness and usefulness as a public space. The pier displays significant weathering and cracks, so much so that it is currently cordoned off from the public. As the East Pier is a dynamic component of the Town's cultural heritage, new work to the pier should aim to preserve² the pier and rehabilitate³ the pier as an significant feature of the harbour.

1 The Ontario Heritage Tool Kit describes 'evolved' places as those that have grown up over a period of time and whose elements document the process of its evolution, and 'dynamic' places as those who have evolved over a long time and where the process of evolution is ongoing.

2 Preservation: The action or process of protecting, maintaining, and /or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.

3 Rehabilitation: the action or process of making possible a continuing or compatible contemporary use of a historic place, or an individual component, while protecting its heritage value.

Appendix 1: Sources

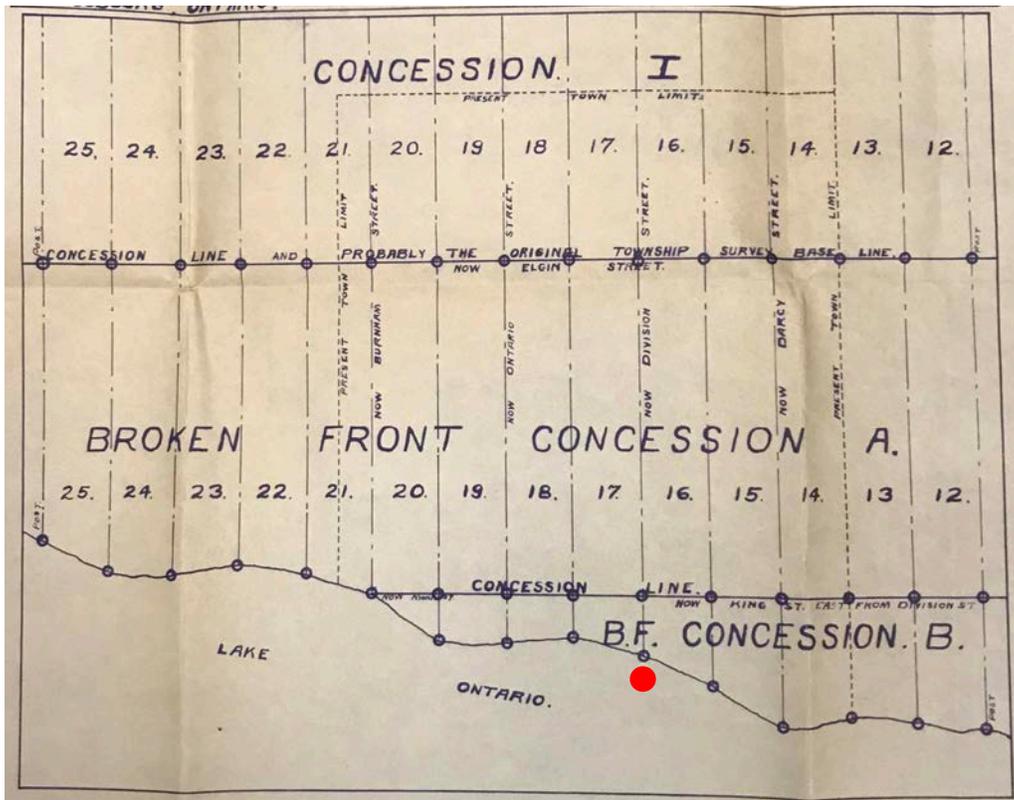
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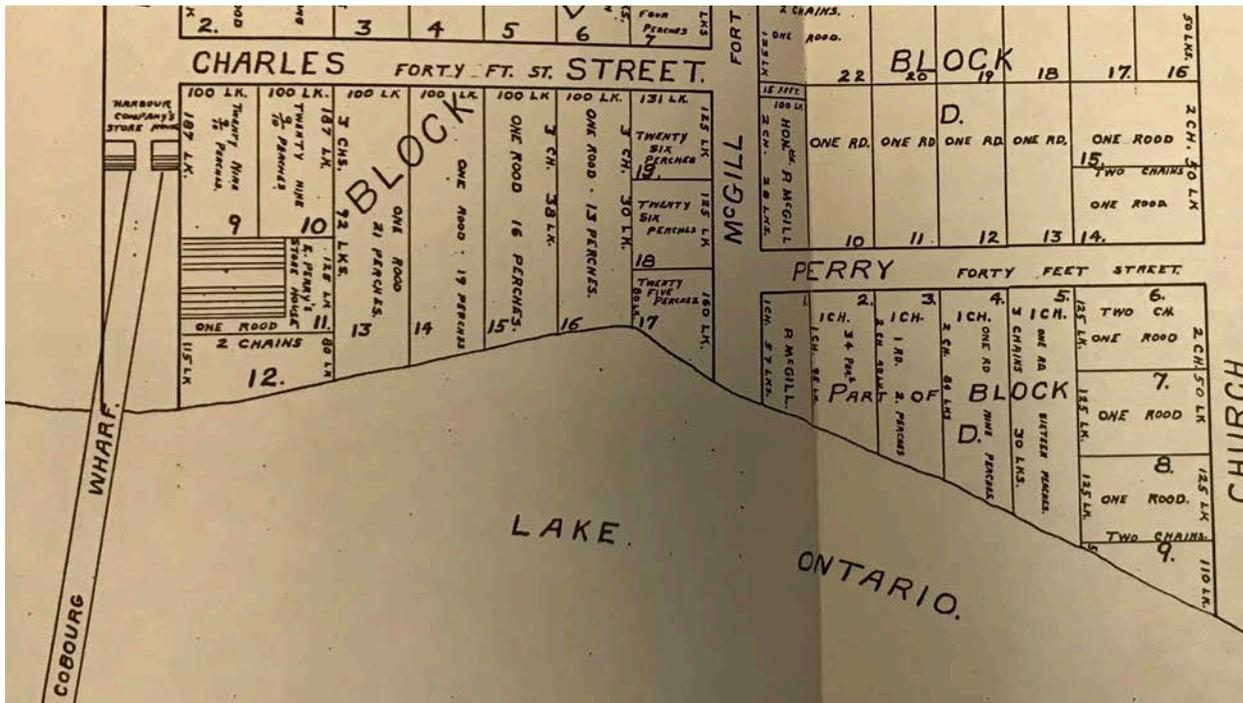
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7. Maritime History if the Great Lakes. www.maritimehistoryofthegreatlakes.ca
8. Northumberland County Archives

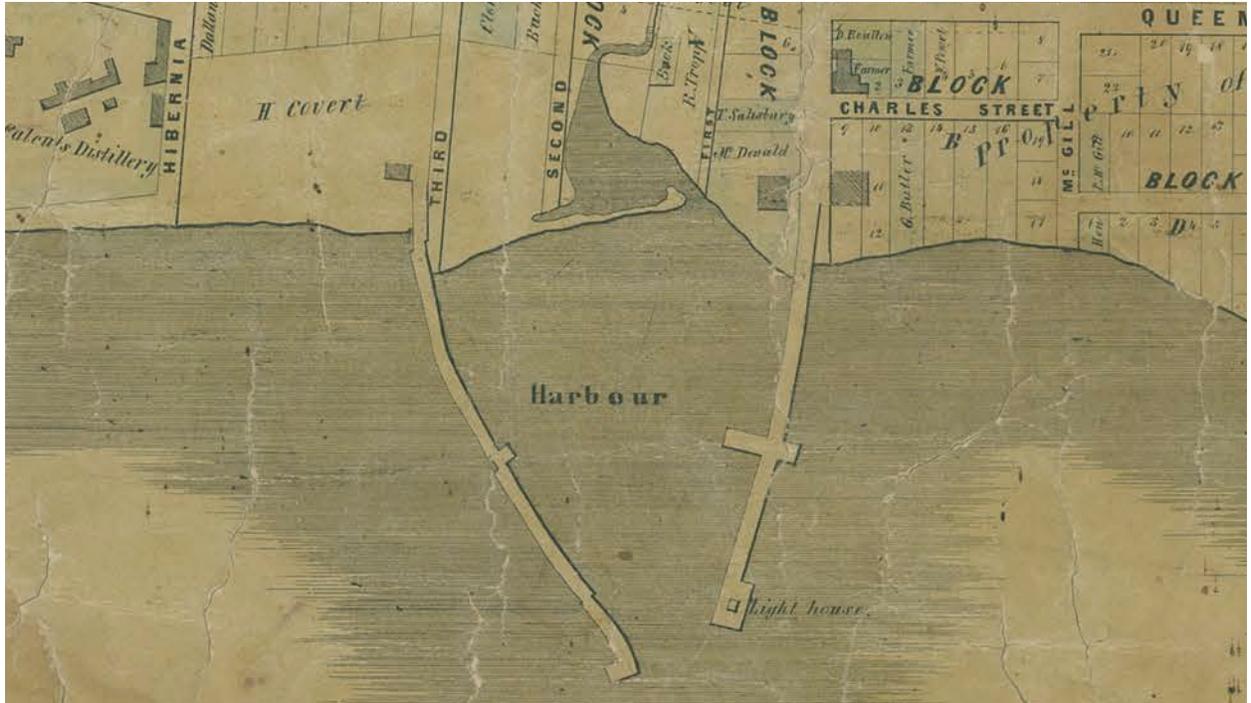
Appendix 2: Historic Maps



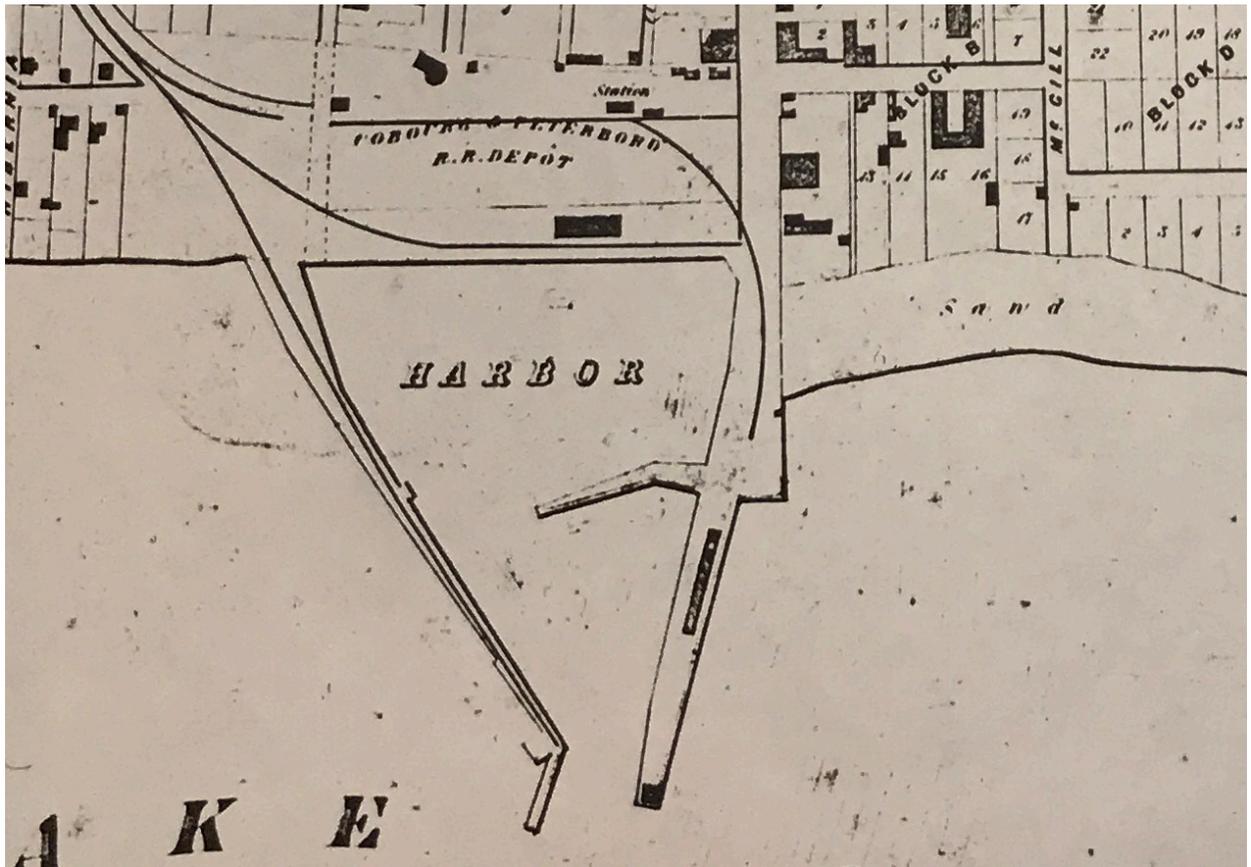
1. "A Sketch Illustrating the Original Survey of Part of Hamilton Township" by Augustus Jones, 1795. The east pier would be built at base of Division Street at Lot 16, B.F. Concession B. (CPL)



2. Part of Plan of Subdivision registered on November 11, 1841, showing the Cobourg Wharf (east pier), the Harbour Company's Store House across Division Street, and E. Perry's Store House. (CPL)



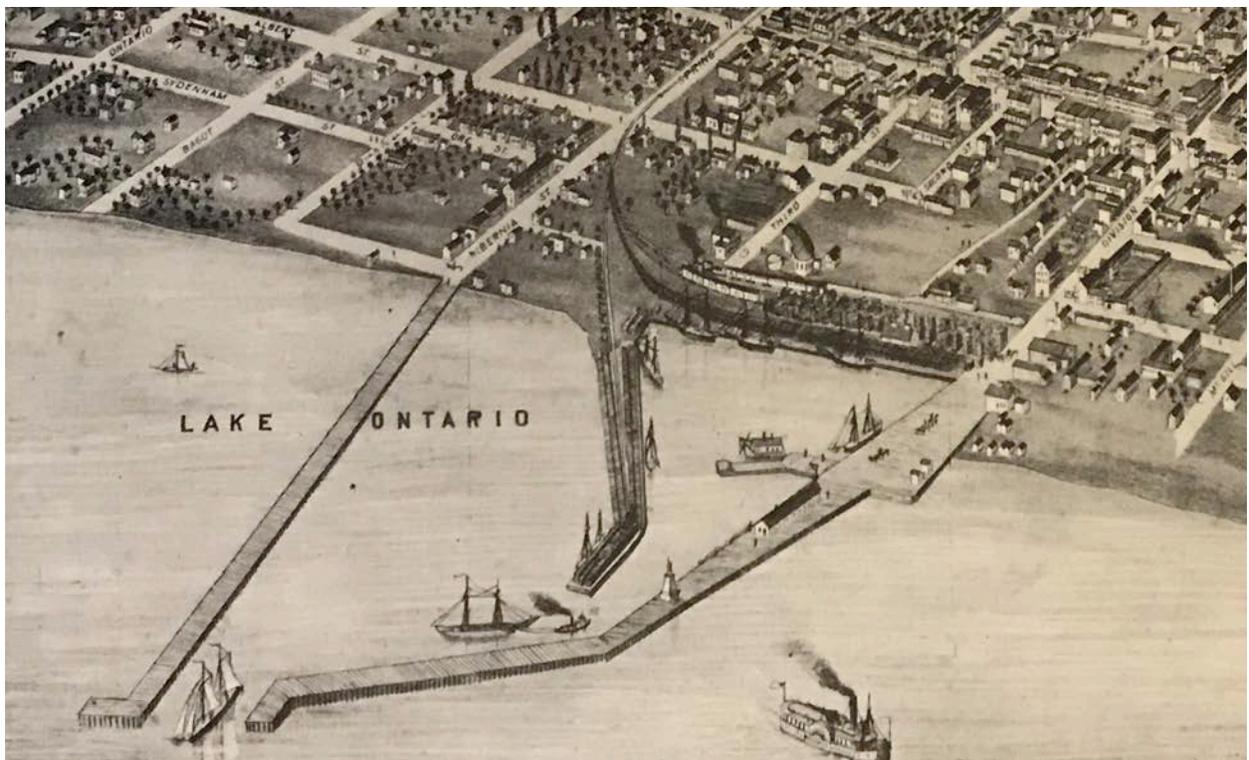
3. Part of 1847 "Plan of the Town of Cobourg" by Sanford A. Fleming, 1847, showing east pier with a light house and centre pier at Third Street. (Northumberland Archives, NA).



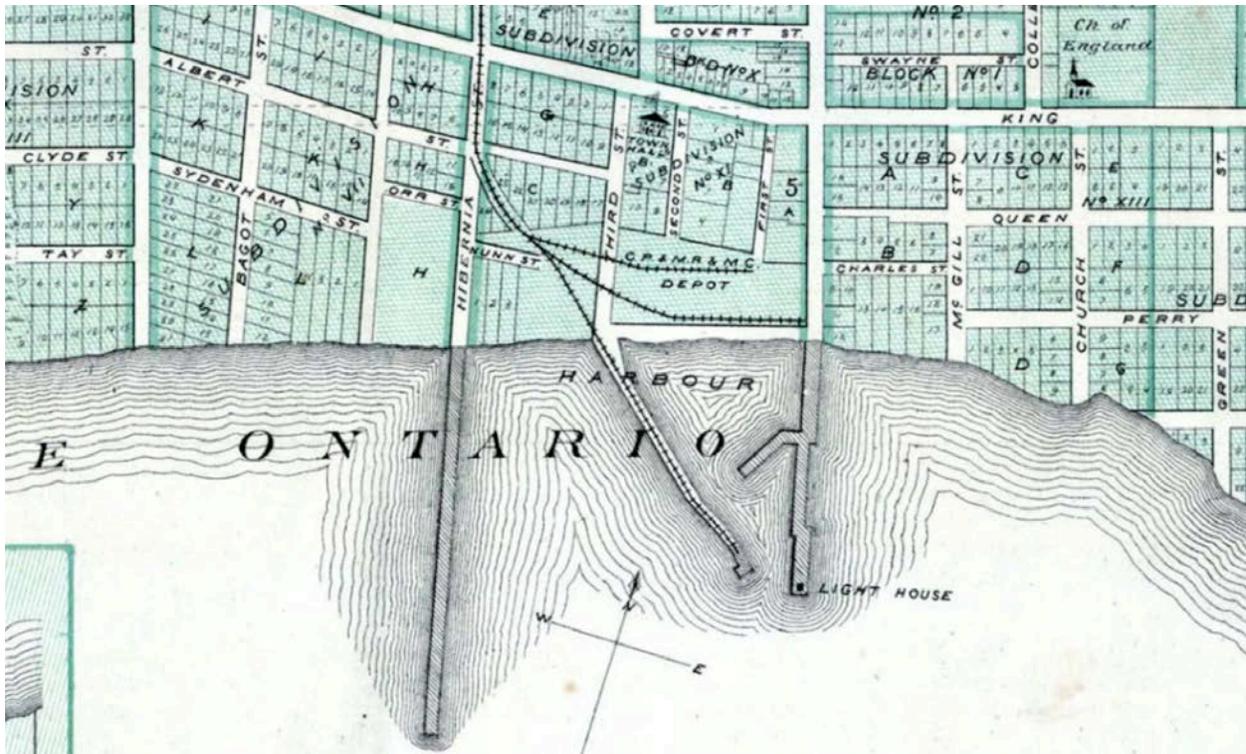
4. Part of "Plan of the Town of Cobourg, With Its Limits" by Hannaford & Lloyd, 1858, showing the introduction of the rail lines. (CPL)



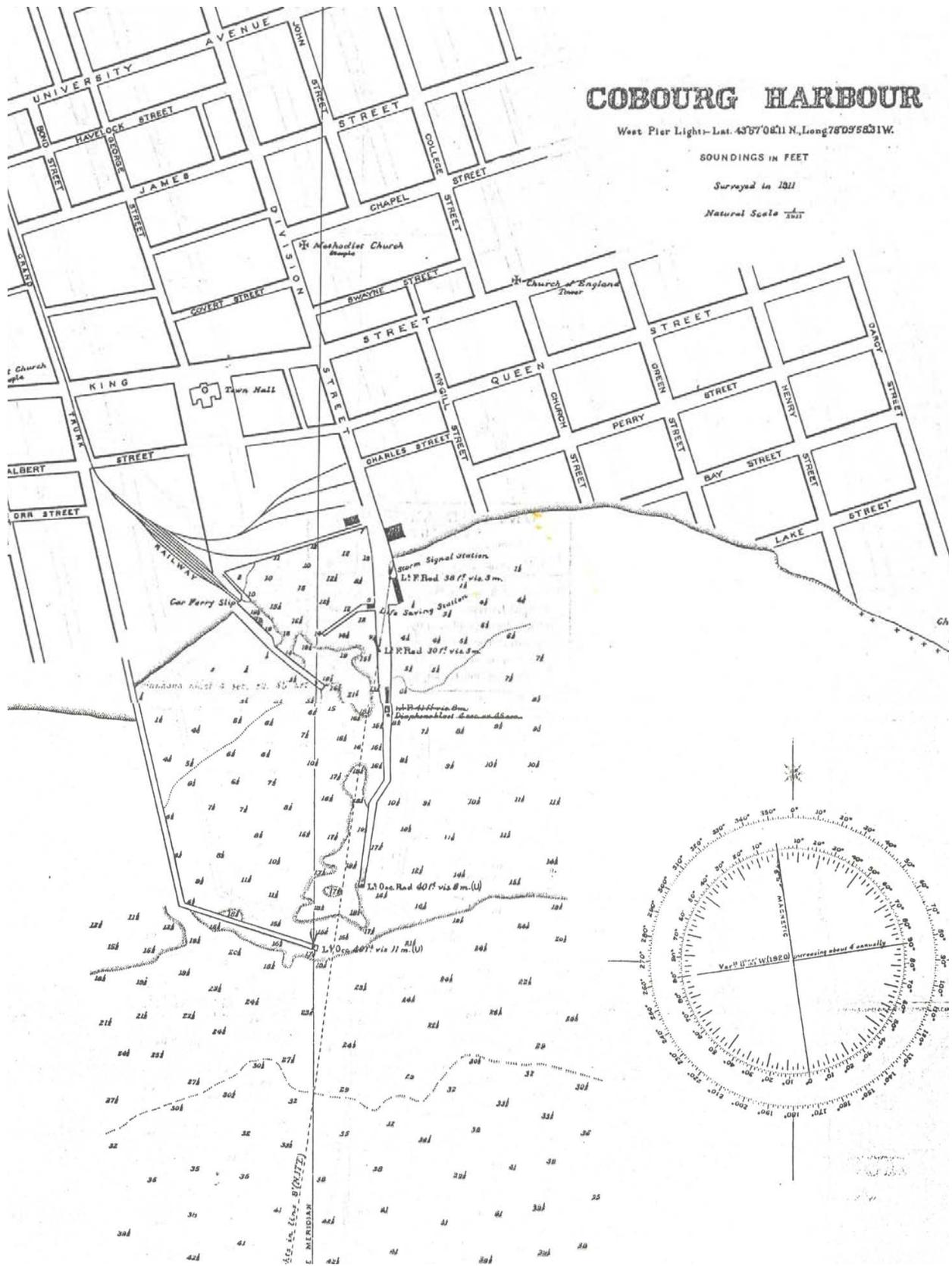
5. Part of "Plan of the Town of Cobourg" by E. C. Caddy, 1867 (revised June 1892). (CPL)



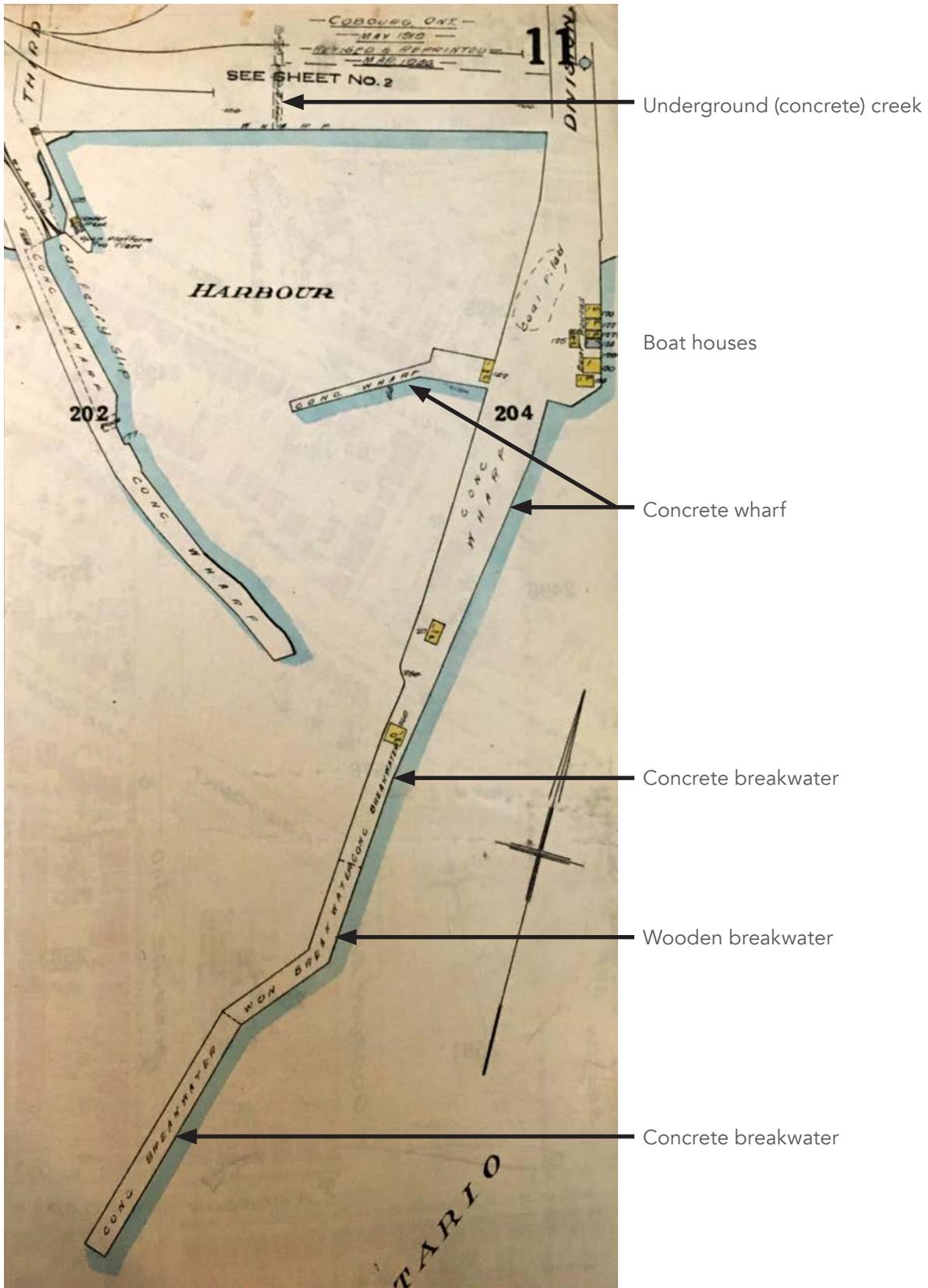
6. Part of 1874 "Bird's Eye View of Cobourg" by Mr. Brosius, 1874, showing the extension to the east pier, the centre pier and the west pier at Hibernia Street. Of note, the west pier was not constructed at the time of this map (CPL)



7. Part of Town of Cobourg Northumberland County, 1878. (Historical Atlas of Northumberland & Durham Counties)



8. Cobourg Harbour survey, 1911. (CPL, item notes original at Archives of Ontario)



9. "Fire Insurance Plan" by Charles Goad, May 1919 Revised Mar 1946. (NA)

Appendix 3: Property Photos, 2020



1. View to pier from east end of beach. (BA)



2. View to pier from marina. (BA)



3. East Pier, looking south across the pier. (BA)



4. East Pier looking south across pier. (BA)



5. East Pier, as it meets the breakwater, as viewed from the east. (BA)



6. East Pier, looking north along the breakwater. (BA)



7. East Pier, looking north where the breakwater meets the pier. (BA)



8. East Pier, looking north along the breakwater. (BA)



9. East Pier, typical erosion. (BA)



10. East Pier, typical cracking. (BA)



11. East Pier, typical cracking. (BA)



12. East Pier, hydrographic service marker. (BA)



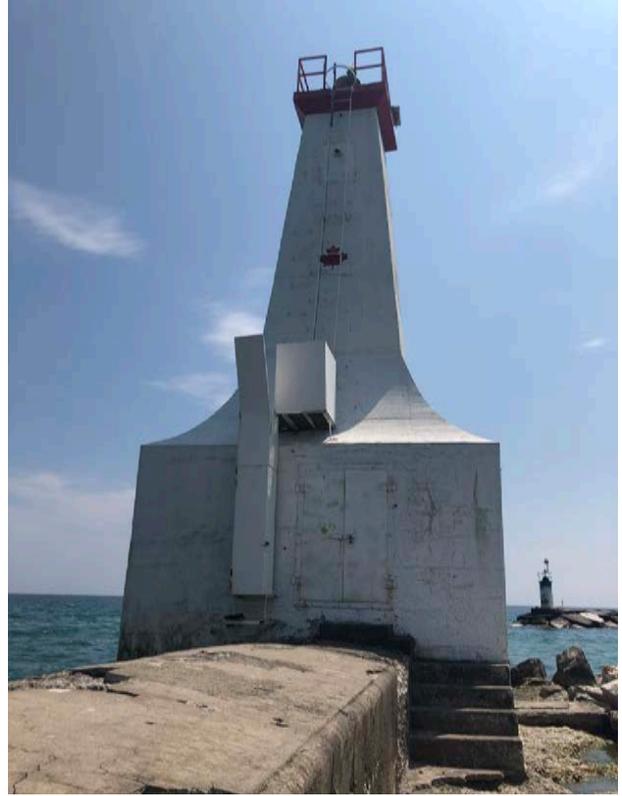
13. Wharf off west side of pier. (BA)



14. Coast Guard building. (BA)



15. Lighthouse, as viewed from the breakwater. (BA)



16. Lighthouse, north elevation. (BA)



17. Lighthouse, lantern. (BA)



18. Lighthouse, stair at entrance. (BA)



19. Lighthouse, west elevation showing board treatment and erosion at base of wall. (BA)



20. Lighthouse, atypical form at south wall. (BA)



21. Lighthouse, south wall, lighthouse resting on existing concrete breakwater (BA)



22. Lighthouse, interior west wall. (BA)



23. Lighthouse, interior north wall. (BA)



24. Lighthouse, tapered wall at second level. (BA)



25. Lighthouse, wood plank floor at third level. (BA)



26. Lighthouse, wood blocking in wall. (BA)



27. "RDR" scribed on outside wall. (BA)

Appendix 4: Condition Assessment, Cobourg East Pier Lighthouse,
November 2020 by Shoalts Engineering

Condition Assessment, Cobourg East Pier Lighthouse, November 2020

Building description

The Cobourg East Pier Lighthouse is a 40' high concrete structure with an 18' square base approximately 15' high tapering in a graceful curve to a pyramidal shaft about 9' square which tapers uniformly to 6' square at the top. Surmounting the shaft is a concrete capital projecting about 12" all around. Originally the capital was the base for a square plinth about 3' high, upon which was mounted an electric light with a 6th order Fresnel lens. The 6th order lens was the smallest Fresnel lens made for lighthouses, approximately 17" high with a focal length of 6". There was a diaphone fog alarm in the lighthouse as well as the light, operated by an electrically driven air compressor. The concrete plinth for the light was removed, a railing was installed around the platform, and the light was changed to a more modern beacon, apparently in 1959. The diaphone fog alarm was changed in 1972 and removed in 1980; it is unknown when the equipment to drive the apparatus was removed from the building but the concrete bases are all that remain inside the tower today.



The lighthouse was built in 1924 “to a Department of Marine and Fisheries’ design using technology and materials typical of the era”.¹ We do not have the design drawings or specifications so we are unable to determine definitively if “technology and materials typical of the time” means reinforced or unreinforced concrete. The first quarter of the 20th century saw the beginnings of widespread use of portland cement concrete for structures, initially unreinforced as in the Peterborough Lift Lock (1904), and the Cape Race, Newfoundland lighthouse (1907), but the use of steel reinforcing was quickly adopted as knowledge was gained about the benefits of reinforcing for concrete structures. We know that reinforcing was in use before 1924 for this type of building because the Point Abino Lighthouse was built by the Department of Marine and Fisheries on Lake Erie in 1917: a reinforced concrete tower much more highly detailed and more than twice as tall as Cobourg. Rust stains in various locations on the interior of the Cobourg tower and the 14' span thin concrete floor for the second level of the tower are good indications that it is reinforced but we do not have definitive information or physical evidence.

¹ FHBRO Report 93-049

Building condition

Interior

The concrete of the tower is generally in excellent condition, which is a major reason that we cannot tell if it is reinforced. The few visible rust stains could be from steel tie wires used in forming for the concrete, the wires are evident in a number of locations. Poor concrete cover over reinforcing or cracks that permit water ingress usually result in embedded steel rusting and spalling the concrete; this is not a problem at Cobourg.



Minor rust stains above the 2nd level floor

The concrete walls on the lowest level of the tower are more or less bare of paint. The concrete is sound with little to no cracking, spalling, or efflorescence. There are a number of small steel and wood embedments and numerous abandoned fastenings or holes from fastenings for equipment that has since been removed. Some of the holes have been filled. None of the holes or the embedments are of any concern for the structure. There is a steel ship's ladder bolted in place for access to the second level, it appears original. It is painted and is in excellent condition.



First level interior

There is a small (8" +/- square) formed hole in the second floor of unknown purpose. A crack in the concrete second floor extends diagonally from opposite corners of the hole; the crack is likely from shrinkage and has been in existence for a long time. Multiple coats of paint have penetrated the crack. The paint on the first floor ceiling is in fair condition.



Formed hole in ceiling and ceiling crack

The second floor level is likewise in excellent condition. The concrete floor has been painted more than once, the concrete is excellent and the paint is in fair condition. The concrete walls are in excellent condition and the wall paint is fair. There is another steel ship's ladder leading to the third level. The ladder is good but the paint condition is fair to poor.



2nd level looking up to the 3rd level

The third floor is the highest level of the interior and consists of wood planks sitting on steel rods embedded in the concrete walls. The wood and the steel is in good condition. There is a steel hatch in the north wall of the tower at this level. The steel of the hatch and frame are in good condition and the paint is fair. The walls and ceiling of the third level are all of concrete in excellent condition, although the paint is fair to poor. There has been some minor leakage through some cracks at the top of the tower; it is not affecting anything.



Underside of top of tower

The structure has been painted multiple times both inside and out, and the condition of the paint varies from good on the lowest-level ceiling and second-level walls to almost non-existent on the first-level walls. Paint on the concrete does not serve any protective purpose; on the exterior it increases the visibility of the lighthouse from the lake and on the interior it is a housekeeping item to brighten the space and make cleaning easier.

Exterior

In general, the exterior of the Cobourg East Pier Lighthouse is in excellent condition. The concrete is sound and the paint is adhering well. The steel access door and frame on the north side of the lowest level is good. Many of the original cast-in-place steel ladder rungs are still in place and are in good condition, although they are no longer in use. A new steel ladder runs up the north side, with a landing mounted on the shoulder of the tower at the flared section and with a steel shroud enclosing the lowest section to prevent unauthorized access. The authors did not have access to the ladder and as a result did not see the top of the platform where the light is mounted.



The lighthouse was built on an existing concrete breakwater, as was described in historic documents and is evident from examining the base of the tower. The fitting of the forms to the existing breakwater for a levelling base and the escape of small amounts of concrete from the forms show the order of construction. The concrete steps providing access to the entrance door and to the lower level of the west side of the breakwater also were clearly poured on top of the existing concrete, as was the small alcove of uncertain purpose at the southwest corner of the tower.



Evidence of levelling base overpour of concrete on existing breakwater

Remnants of the pole-mounted light that the lighthouse replaced are still in existence just south of the tower, with a hole for the base of the post, some anchor bolts, and some cut ends of embedded steel guy cables.



Probable location of previous pole light

The condition of the concrete breakwater is dealt with in another report but there are overlapping concerns. It appears that a first lift of concrete was poured on top of the existing breakwater to provide a level base for construction of the lighthouse. The condition of the concrete of the breakwater itself varies greatly, both in sections of what appear to be original construction and in the quality of various later repairs. As noted previously, the concrete of the lighthouse is in excellent condition throughout the structure. The only exception to this is the lowest section of concrete on the west side, immediately on top of the original breakwater. This concrete is in poor condition, having eroded up to 4" deep in an almost uniform stretch starting on the south face at the west side of the breakwater extending north to the concrete steps on the north side of the tower at the west side of the breakwater.



Southwest corner of the tower base

It appears as though the concrete mix for the first pour was inferior to the concrete for the rest of the tower. We can only speculate but it may have been a slow pour, being the first one of the project, resulting in the placing of concrete that had been mixed for too long, or the mix itself may have been improved after the first pour. This concrete is in the location that takes the worst effects of exposure, so it could simply be that harsher environmental conditions have broken it down faster than elsewhere, but the almost straight horizontal line between the deteriorated concrete and the sound concrete (indicated below) seems to indicate the limit of a pour. The deterioration has not involved the concrete steps exposed to the same conditions.



West wall at north corner

This band of deteriorated concrete represents the only area on the tower that is in need of significant repairs. The balance of the structure is in very good condition.

Conclusions

The 1924 Cobourg East Pier Lighthouse is a utilitarian concrete structure that has been rated by some as having an aesthetic score of less than zero. The FHBRO report 93-049 states that the Cobourg Lighthouse received “even less aesthetic attention” than the benchmarks used for comparison, the Prospect Point, BC Lighthouse and the Burlington Front Range Light, both of which were assigned a score of zero. This judgement is rather harsh; all of the towers have a certain grace to their rather sturdy profiles. At any rate, the design and construction of the Cobourg tower can be considered a resounding success with respect to its purpose and its durability. At nearly 100 years of age, it requires few repairs and only minimal maintenance. While the lighthouse might not display a high degree of craftsmanship or artistic merit, or demonstrate a high degree of technical achievement, it is a fairly unusual and early example of what was at the time a new material and new construction methods. Reinforced concrete was in its infancy. The lighthouse is nearly unaltered from its original configuration, and has proven unusually durable, providing us with an excellent representative example of this type of construction from nearly 100 years ago. It is in a prominent position, forming an important and integral part of the Cobourg Harbour landscape. Loss of the tower would mean a drastic change to the appearance of the harbour and the loss of an important reference point for the beginnings of this technology. If the concrete repairs to its base are carried out properly with compatible, durable materials, there is no reason that the tower cannot serve many more generations of Cobourg residents and visitors and continue to be a landmark for the community.