



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

**Item No. 12.1**  
**Halifax Regional Council**  
**November 9, 2021**  
**January 11, 2022**

**TO:** Mayor Savage and Members of Halifax Regional Council

**SUBMITTED BY:** Original Signed  
For Jenny Lugar, Chair, Heritage Advisory Committee

**DATE:** October 28, 2021

**SUBJECT:** Case H00510: Request to Include 5663 Cornwallis Street, Halifax in the Registry of Heritage Property for the Halifax Regional Municipality

**ORIGIN**

October 27, 2021 meeting of the Heritage Advisory Committee, Item 9.1.1.

**LEGISLATIVE AUTHORITY**

*Heritage Property Act*

s. 14(1) A heritage advisory committee may recommend to the municipality that a building, public building interior, streetscape, cultural landscape or area be registered as a municipal heritage property in the municipal registry of heritage property.

HRM By-law No. H-200 - Heritage Property By-law

4. The [Heritage Advisory] Committee shall, within the time limits prescribed by Council or the [Heritage Property] Act, advise the Region respecting:
  - (a) the inclusion of buildings, public building interiors, streetscapes, cultural landscapes or areas in the Registry.

**RECOMMENDATION**

It is recommended that Halifax Regional Council:

1. Set a date for a heritage hearing to consider the inclusion of the subject property in the Registry of Heritage Property for the Halifax Regional Municipality; and
2. Approve the request to include 5663 Cornwallis Street, Halifax in the Registry of Heritage Property for the Halifax Regional Municipality, as shown on Map 1 of the September 24, 2021 report, as a municipal heritage property under the Heritage Property Act.

**BACKGROUND**

At the October 27, 2021 meeting of the Heritage Advisory Committee, the Committee received a staff recommendation report dated September 24, 2021, and received a staff presentation on Case H00510. Staff noted that should the Committee award the property a total score of fifty (50) points or more for the

identified property, out of a possible one-hundred (100), then the staff recommendation is that the Committee recommend the property for registration by Halifax Regional Council.

For additional background information on this item, refer to the staff report dated September 24, 2021 (Attachment 1).

### **DISCUSSION**

At the October 27, 2021 meeting, following the presentation from staff, the Committee evaluated the proposed heritage property using the Evaluation Criteria for Registration of Heritage Buildings in HRM. The Committee applied the following scores:

<b>Criterion</b>	<b>Score Awarded</b>
1. Age	13
2B. Historical Importance-Architectural Style	15
3. Significance of Architect/Builder	6
4A. Architectural Merit: Construction Type	8
4B. Architectural Merit: Style	9
5. Architectural Integrity	13
6. Relationship to Surrounding Area	10
<b>Total</b>	<b>74</b>

Based on this evaluation, the Committee approved a motion recommending that Halifax Regional Council schedule a heritage hearing for the matter, and to approve the registration to Registry of Heritage Property for the Halifax Regional Municipality.

For further discussion on the heritage registration evaluation criteria as it relates to this application, refer to the staff report dated September 24, 2021 (Attachment 1) and the Scoring Summary for Heritage Buildings (Attachment 2).

### **FINANCIAL IMPLICATIONS**

Refer to the staff report dated September 24, 2021.

### **RISK CONSIDERATION**

Refer to the staff report dated September 24, 2021.

### **COMMUNITY ENGAGEMENT**

Members of the public are permitted to submit correspondence and petitions to be circulated to the Heritage Advisory Committee. The agenda, reports, and minutes of the Heritage Advisory Committee are posted on Halifax.ca.

For further information on Community Engagement as it relates to this item, refer to the staff report dated September 24, 2021.

### **ENVIRONMENTAL IMPLICATIONS**

Refer to the staff report dated September 24, 2021.

### **ALTERNATIVES**

The Committee did not discuss alternatives. Refer to the staff report dated September 24, 2021.

**ATTACHMENTS**

**Attachment 1** – Staff Recommendation Report dated September 24, 2021

**Attachment 2** – Scoring Summary for Heritage Buildings.

---

If the report is released to the public, a copy can be obtained by contacting the Office of the Municipal Clerk at 902.490.4210, or Fax 902.490.4208.

Report Prepared by: Simon Ross-Siegel, Legislative Assistant, Office of the Municipal Clerk, 902.292.3962

---



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

**Attachment 1**  
**Heritage Advisory Committee**  
**October 27, 2021**

**TO:** Chair and Members of the Heritage Advisory Committee

***-Original Signed-***

**SUBMITTED BY:**

---

Kelly Denty, Executive Director of Planning and Development

***-Original Signed-***

---

Jacques Dubé, Chief Administrative Officer

**DATE:** September 24, 2021

**SUBJECT:** **Case H00510: Request to Include 5663 Cornwallis Street, Halifax in the Registry of Heritage Property for the Halifax Regional Municipality**

---

**ORIGIN**

Application by the property owner, AMK Barrett Investments Inc.

**LEGISLATIVE AUTHORITY**

*The Heritage Property Act*

**RECOMMENDATION**

Should 5663 Cornwallis Street, Halifax score 50 or more points on evaluation as a heritage property under the HRM Heritage Property Program, the Heritage Advisory Committee recommends that Regional Council:

1. Set a date for a heritage hearing to consider the inclusion of the subject property in the Registry of Heritage Property for the Halifax Regional Municipality; and
2. Approve the request to include 5663 Cornwallis Street, Halifax in the Registry of Heritage Property for the Halifax Regional Municipality, as shown on Map 1, as a municipal heritage property under the *Heritage Property Act*.

## **BACKGROUND**

In April 2021, AMK Barrett Investments Inc. applied to include their property at 5663 Cornwallis Street, Halifax in the Registry of Heritage Property for the Halifax Regional Municipality. The property and the abutting lot (PID 00158014) are located near the western quadrant of the Cornwallis Street / Maynard Street intersection and have frontage on both streets (Map 1). These lands contain a three-storey building featuring two original two-storey wings. The T-shaped former factory building, which was constructed using the Italianate style in 1884, has historical associations to Halifax's historic manufacturing industry.

Given that the building in question straddles two lots and is not designed to be subdivided along property lines, the registration (if approved) must apply to both lots.

This application is being considered in accordance with Sections 14 (Recommendation as municipal heritage property) and 15 (Registration as municipal heritage property) of the *Heritage Property Act*.

### **HRM's Heritage Property Program**

The purpose of the HRM Heritage Property Program is to help protect and conserve significant heritage resources including buildings, streetscapes, sites, areas, and conservation districts that reflect the rich heritage found in local communities throughout HRM. One of the principal aims of the Heritage Property Program is to recognize significant heritage resources through the inclusion of properties into the Municipal Registry of Heritage Property.

Under the Heritage Property Program, all registration applications for heritage buildings are evaluated by the HAC using "The Evaluation Criteria for Registration of Heritage Buildings in Halifax Regional Municipality" (Attachment A).

The Evaluation Criteria for scoring a property and building are broken down into six categories as follows:

<b>Criterion</b>	<b>Highest Possible Score</b>
1. Age	25
2. Historical or Architectural Importance	20
3. Significance of Architect or Builder	10
4. Architectural Merit: Construction type and Style	20
5. Architectural Integrity	15
6. Relationship to Surrounding Area	10
<b>Total</b>	<b>100</b>

Should the HAC score a property with 50 or more points, a positive recommendation will be forwarded to Regional Council. If the property scores less than 50 points, the report will not be forwarded to Regional Council.

### **Nova Scotia Heritage Property Act**

HRM's Heritage Property Program receives its authority from the *Heritage Property Act* which seeks:

*"to provide for the identification, designation, preservation, conservation, protection and rehabilitation of buildings, public-building interiors, structures, streetscapes, cultural landscapes, areas and districts of historic, architectural or cultural value, in both urban and rural areas, and to encourage their continued use".*

Sections 14(2) and 15(1) under the *Heritage Property Act* require that notice of recommendation is given to the property owner at least thirty (30) days prior to any Council decision to include the property in the Registry of Heritage Property for the Halifax Regional Municipality. The property owner is also given an

opportunity to address Council before they make a decision on the registration request. Should a positive recommendation be forwarded to Council, heritage staff will ensure the required notices are sent to the owners and deposited at the Registry of Deeds.

## **DISCUSSION**

Heritage registration applications are evaluated by the HAC relative to six evaluation criteria as outlined previously, and described in greater detail in Attachment A. To assist the HAC in their evaluation and scoring, staff offer the following comments based on a historical research report (Attachment B).



### **1. Age:**

A deed from 1858 shows that the site contained a nail factory, engine and boiler room, and several houses when the lands were granted to Andrew Alexander Thompson and George Hulbert. Thompson and Hulbert operated a broom and bucket manufacturing company. In 1861, John MacLean and John Beaumont Campbell purchased the property to house their newly formed tobacco manufacturing company (est. 1860) which they, along with their superintendent John McLaughlin, rebranded to Mayflower Tobacco which grew into a thriving enterprise.

In 1867, the factory was a four-storey structure that measured 80 feet long and 50 feet wide, while historic maps from 1878 depict a large T-shape industrial building with several other on-site structures. After acquiring the lands and the company, McLaughlin sold the property to his partner in January 1884. Three months later, a fire destroyed the factory. An 1884 newspaper article noted that the owner planned to rebuild the factory that same year using a similar T-shaped design. The 1889 Fire Insurance Plan shows that the factory had in fact been rebuilt using a similar configuration and footprint, though this time the factory was constructed of brick. Historic documentation and photography from subsequent years show that the building's configuration has remained consistent since this time.

Research indicates that the building was constructed 1884 and as such, staff recommend a score of 13 points for age.

### **2. Historical OR Architectural Importance:**

#### ***Relationship to Important Occasions, Institutions, Personages or Groups***

The site has historical associations with Halifax's manufacturing history dating back to the early-to-mid 19<sup>th</sup> century, including three notable manufacturers: Mayflower Tobacco Company; Moirs Ltd.; and, W.H. Schwartz & Sons Limited.

The Mayflower Tobacco Company operated here from 1861 until 1903. Started by John MacLean and John Beaumont Campbell, the company was later owned by superintendent John MacLachlan, who helped set-up the factory, and his business partner Wiley Smith. The factory produced tobacco brands such as Twist, Twelves, Navy Sixes, Mayflower, and Plant; and was the first east of Ontario to manufacture flat tobacco to compete with American companies. By the 1870s, the factory employed 130 people and produced 500,000 lbs of product, which led to several building and equipment expansions. The Mayflower brand, which was known throughout British North America, won international awards at the London International Exhibition and Dublin Exhibition.

Moirs Ltd. operated a candy and box manufacturing operation from the Cornwallis Street factory between 1905 and 1924. Research suggests that Benjamin Moir established a bakery on Brunswick Street in 1830, which grew into a thriving family business. The company subsequently opened a steam bakery and flour mill on Argyle Street (north of Duke Street) around 1862 (which was believed to be largest of its kind in the Dominion) and a confectionary plant to produce chocolate in 1873. After the company expanded to the subject site, they added a paper box plant (likely at the Cornwallis factory) and a chocolate refining plant, sawmill and wooden box manufacturing plant in Bedford. By 1925, the company had branches throughout Canada and several foreign agencies. The company remained in the Moir family's hands until 1956.

W.H. Schwartz & Sons Limited operated a spice and dry goods manufacturing business on the site between 1934 and 1969. The company, which was founded by William Schwartz in 1841, produced spices, jams, pie and cake fillers, herbs, peanut butter, salad dressing, coffee, etc. The brand became well-known in 1889 following the opening of a small establishment on Brunswick Street. William's son, William E. Schwartz, was the first person in Canada to sell pure spices (they were previously mixed with cornmeal or flour). By 1930, the company sold its spices to over fifty countries; this growing demand led to an expansion, which included the Cornwallis Street factory and another in Saint John. The Schwartz brand was bought by McCormick and Company in 1984 and remains in operation today.

Due to the property's strong connections to Halifax's manufacturing history, staff recommend a score of 11-15 points for historical importance.

## **2. Significance of Architect or Builder:**

The building was designed by architect Henry Frederick Busch in 1884. Busch, who immigrated from Germany, started working with notable Halifax architect Henry Elliot in 1881. While Busch originally started as a draftsman, the two operated as a successful partnership between 1863 and 1876. The firm, aptly named Elliot & Busch, specialized in Italianate and Gothic Revival style architecture, and received commissions for several local schools, residences, and commercial buildings including the West House (2319 Brunswick) and the Universalist Church (2146 Brunswick).

After the duo parted ways in 1876, Busch became well-known for his Second Empire designs, though he continued to incorporate gothic features into his designs. Busch is credited with designing many significant Halifax landmarks including the Halifax Academy Building (1649 Brunswick St.), the Halifax Dispensary (1697 Brunswick St.), and Victoria Hall (2438 Gottingen St.). Busch was also well-known for his extensive use of brick, as illustrated on the Halifax Academy Building and Church of England Institute (aka. the Khyber Building at 1588 Barrington St., Halifax).

Henry Frederick Busch was a Halifax-based architect between 1863-1902 who gained provincial recognition for his Victorian Era building designs and use of brick. Many of his surviving buildings, including those previously noted, are municipally registered. As such, staff recommend a score between 4 and 6 points.

## **4. Architectural Merit:**

### Construction type or building technology

The factory building is of post-and-beam construction, also known as timber framing. Post-and-beam construction is a framing technique that uses heavy, squared-off timbers that are secured with wood working joints (via mortise-and-tenon connections) and wood pegs. This construction technique is common in wooden buildings from the 1800s and earlier. A newspaper article from 1884 also describes the ground-storey floor as being supported by two rows of 6-inch heavy wood pillars.

Due to advances in construction technology from the late 19<sup>th</sup> century, post-and-beam construction from this period could be clad in various materials, including wood siding, stucco, and brick. The factory is finished with a brick exterior. While brick-clad, wood-framed buildings are common throughout North America, they are now very rare in Halifax as most have been demolished or destroyed by fire.

The factory is a late example of post-and-beam construction which was common throughout North America, however, few brick industrial buildings from the 1800s remain in Halifax. With this in mind, staff recommend a score of 4 to 10 points.

### Style

The building was constructed using the Italianate style, which was popular in Nova Scotia from 1850-1900. An Italianate commercial building is typically reflected by a modest scale, segmentally arched windows, brick exterior walls, and a wide cornice. The building is a strong representation of the style as it displays a low-pitched roof, symmetrical plan, symmetrical front façade, distinct cornice, and segmental arch windows with brick-inlaid soldier voussoirs.

The three-storey factory has a T-shaped plan with original rear wings to the east and west. All elevations are clad in common bond red brick, except for the south elevation of the west wing, which is clad in black metal siding. The structure stands on a partially above-ground rubblestone foundation constructed of ironstone with granite at the corners. The original window fenestration, along with accompanying soldier voussoirs and brick lug sills, remains though they have been modified to include one-over-one windows. Several windows, along with the former eastern entrance, have been blinded (bricked-over) and a lug sill was lost on the front (south) façade due to a picture window installation.

Character-defining features of 5663 Cornwallis Street include, but are not limited to:

- Three-storey, Italianate style building with two-storey side wings creating a T-shaped plan;
- Partial above ground rubblestone foundation with granite corners;
- Low gable and flat rooflines;
- Common bond red brick cladding;
- Minimal setbacks from the south and east façade;
- Symmetrical façade and fenestration;
- Segmental arch window openings with soldier voussoirs and lug sills; and
- Remnant factory chimney or elevator at the northeast corner of the building.

The factory is a mid-to-late example of Italianate commercial building design; however, 19<sup>th</sup> century factories are rare in Halifax as most were burned down, destroyed by the Halifax Explosion, or were demolished. Staff recommend a score between 7 and 10 points for style.

### **5. Architectural Integrity:**

The building has a good level of integrity given that its overall form, including the original T-shaped plan, and Italianate elements have been maintained. That being said, some alterations have occurred:

- There were originally over 80 windows, which were 12-paned with an operable transom;
- All windows and doors have been changed from segmental arch wood to flat vinyl or aluminum;
- Some windows and doors have been blinded;
- An original window on the south façade has been expanded / replaced with a large picture window;
- A photo from 1965 shows that the brick had been painted;
- A rooftop shed dormer clad in wood shingles has been constructed at the building's rear;
- Pediment style entablatures surrounding the south and west entrances have been removed; and
- The south wall of the west wing was rebuilt with new windows and clad in metal.

It should be noted that the building's roof sustained significant damage during hurricane Dorian on September 7<sup>th</sup> 2019, which caused water and structural damage to portions of the building's interior. This damage precipitated a number of major repairs, most of which have not had negative impacts on the building's exterior appearance.

While the building's overall form and appearance remain largely unchanged, some alterations have eliminated original detailing. Given that the alterations are reasonably minor, staff recommend a score of 11-15 points for integrity.

#### **6. Relationship to Surrounding Area:**

The subject site has historical and physical associations with neighbouring 19<sup>th</sup> century buildings, such as the semi-detached dwelling near the intersection (5657-5655 Cornwallis St.) and 5653 Cornwallis St., and the streetscape which helps maintain the neighbourhood's historic character. Historic building forms and heights in the surrounding area are fairly contiguous aside from the modern mid-rise dwelling to the immediate east of the site. Conversely, the brick industrial building also serves as a neighbourhood landmark since it provides contrast along the streetscape, as few examples of 19<sup>th</sup> century factories exist in Halifax.

The subject site provides historical and architectural connections to the adjacent buildings of a similar era. As such, staff recommend a score between 6 and 10 points.

#### **FINANCIAL IMPLICATIONS**

The HRM costs associated with advertising and processing this application can be accommodated within the approved 2021/2022 operating budget for C340 – Heritage and Planning Information Services.

#### **RISK CONSIDERATION**

There are no significant risks associated with the recommendations in this Report.

#### **COMMUNITY ENGAGEMENT**

The community engagement process for a heritage registration is consistent with the intent of the HRM Community Engagement Strategy. The level of community engagement was information sharing achieved through public access to the required Heritage Advisory Committee meeting. As a provision of the *Heritage Property Act*, no registration of a municipal heritage property shall take place until Regional Council has given the owner of the property an opportunity to be heard.

#### **ENVIRONMENTAL IMPLICATIONS**

There are no significant environmental implications associated with the recommendations in this Report.

#### **ALTERNATIVE**

The Heritage Advisory Committee may choose to refuse the application to include 5663 Cornwallis Street, Halifax, in the Registry of Heritage Property for the Halifax Regional Municipality if the property scores less than 50 points based on the evaluation criteria. In doing so, the application will not proceed to Regional Council for evaluation.

**ATTACHMENTS**

Map 1: Location Map

Attachment A: Evaluation Criteria

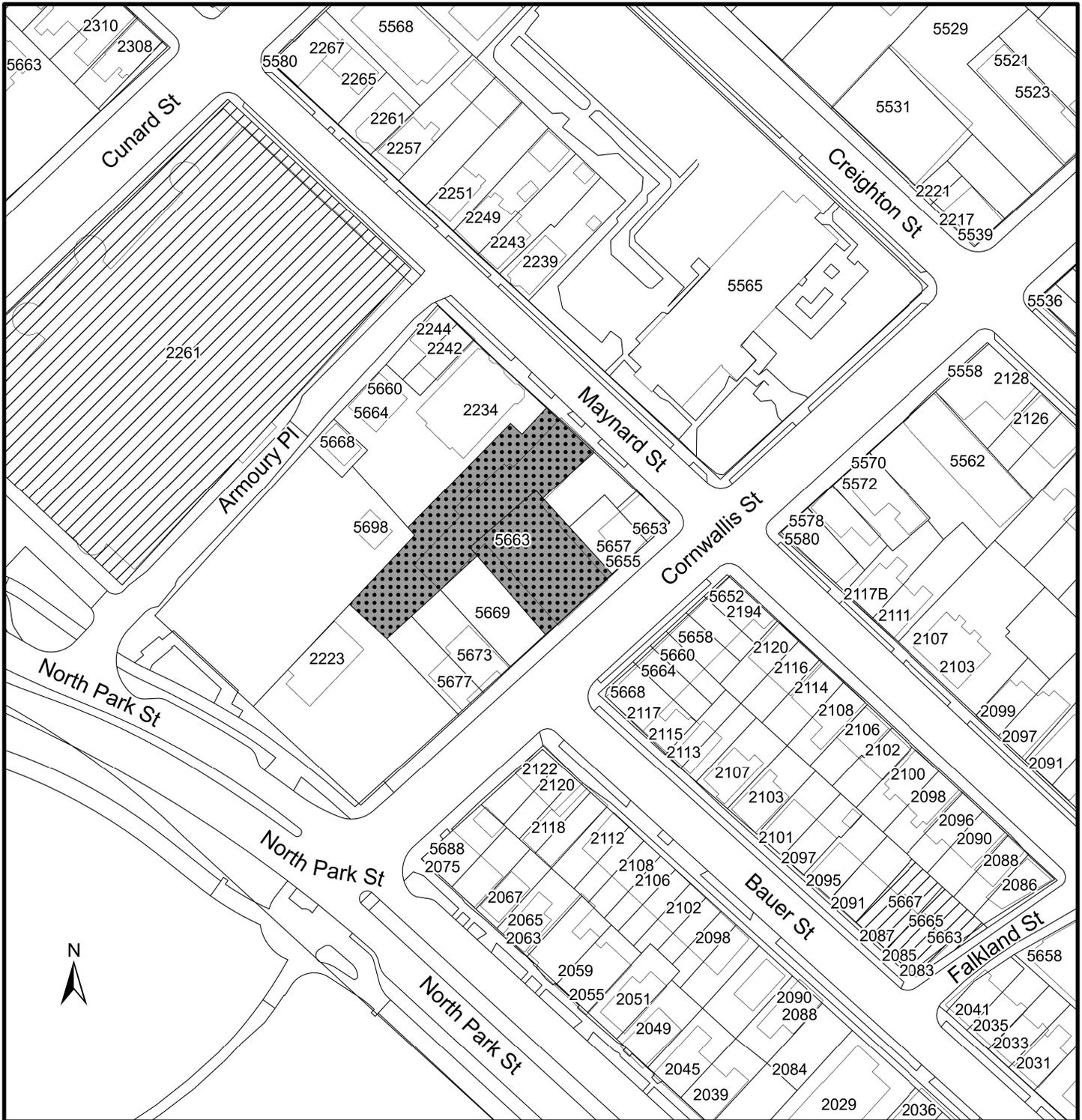
Attachment B: Historical Research Report

---

A copy of this report can be obtained online at [halifax.ca](http://halifax.ca) or by contacting the Office of the Municipal Clerk at 902.490.4210.

Report Prepared by: Jesse Morton, Planner II, 902.497.7655

---

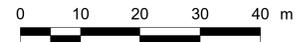


**Map 1 - Location**

5663 Cornwallis Street,  
Halifax

-  Subject Properties
-  Registered Heritage Property

**HALIFAX**



This map is an unofficial reproduction of a portion of the plan area indicated.

The accuracy of any representation on this plan is not guaranteed.

Halifax Peninsula By-Law Area

# **Attachment A**

## **HALIFAX REGIONAL MUNICIPALITY HERITAGE PROPERTY PROGRAM EVALUATION CRITERIA**

**EVALUATION CRITERIA  
FOR REGISTRATION OF HERITAGE BUILDINGS (Revised 2004)**

**1. AGE**

Age is probably the single most important factor in the popular understanding of the heritage value of buildings. The following age categories are based on local, national and international occasions that may be considered to have defined the character of what is how the Halifax Regional Municipality and its architecture.

Date of Construction	Points	Timeline
1749 - 1785	25	Halifax Garrison Town to the Loyalist migration
1786 - 1830	20	Boom period following construction of Shubenacadie Canal
1831 - 1867	16	From Boom to Confederation
1868 - 1899	13	Confederation to the end of the 19 <sup>th</sup> century
1900 - 1917	9	Turn of the Century to Halifax Harbour Explosion
1918 - 1945	5	The War Years
1945 - Present	3	Post-War

*\* Maximum score of 25 points in this category*

**2. HISTORICAL OR ARCHITECTURAL IMPORTANCE**

A building can receive points for:

- A) Having specific associations with important occasions, institutions, personages and groups,  
**OR**  
B) For being architecturally important unique/representative of a particular period.

**2A) Relationship to Important Occasions, Institutions, Personages or Groups**

Nationally	Points	Comments
Intimately Related	16 - 20	
Moderately Related	11 - 15	
Loosely Related	1 - 10	
Provincially	Points	Comments
Intimately Related	11 - 15	
Moderately Related	6 - 10	
Loosely Related	1 - 5	

Locally	Points	Comments
Intimately Related	11 - 15	
Moderately Related	6 - 10	
Loosely Related	1 - 5	
No relationship to important occasions, institutions, personages or groups.	0	

*\* Maximum score of 20 points in this category, scoring from one of the three categories only*

## 2B) Important/Unique Architectural Style or Highly Representative of an Era

Importance	Points	Comments
Highly important, Unique, or representative of an era	16 - 20	
Moderately important, Unique, or representative of an era	11 - 15	
Somewhat important, or representative of an era	10 - 1	
Not important, Unique, or representative of an era	0	

*\* Maximum score of 20 points in this category.*

## 3. SIGNIFICANCE OF ARCHITECT/BUILDER

Is the structure representative of the work of an architect or builder of local, provincial or national importance?

Status	Points	Comments
Nationally	7 - 10	
Provincially Significant	4 - 6	
Locally Significant	1 - 3	
Not Significant	0	

*\* Maximum score of 10 points in this category.*

#### 4. ARCHITECTURAL MERIT

The assessment of architectural merit is based on two factors:

A) **Construction type/building technology**: which refers to the method by which the structure was built (early or rare uses of materials), and building techniques;

AND

B) **Style**: which refers to the form or appearance of the architecture.

<b>Construction Type/Building Technology</b>		
<b>A) Construction type</b>	<b>Points</b>	<b>Comments</b>
Very rare/ early example	7 - 10	
Moderately rare/ early	4 - 6	
Somewhat rare/ early example	1 - 3	
Not rare/ common example	0	
<b>B) Style</b>	<b>Points</b>	<b>Comments</b>
Very rare/ early example	7 - 10	
Moderately rare/ early	4 - 6	
Somewhat rare/ early example	1 - 3	
Not rare/ common example	0	

*\* Maximum score of 10 points for Construction Type, and a maximum score of 10 for Style - a total maximum of 20 points in this category.*

#### 5. ARCHITECTURAL INTEGRITY

Architectural Integrity refers to the extent to which the building retains original features/ structures/ styles, not the state of the building's condition.

<b>Architecture</b>	Consider any additions/ removal/ alterations to windows, doors, porches, dormers, roof lines, foundations, chimneys, and cladding.	
<b>Exterior</b>	<b>Points</b>	<b>Comments</b>
Largely unchanged	11 - 15	
Modest changes	6 - 10	
Major changes	1 - 5	
Seriously compromised	0	

*\* Maximum score of 15 points in this category.*

**6. RELATIONSHIP TO SURROUNDING AREA**

<b>Points</b>	<b>Comments</b>
6 - 10	The building is an important architectural asset contributing to the heritage character of the surrounding area.
1 - 5	The Architecture is compatible with the surrounding area and maintains its heritage character.
0	Does not contribute to the character of the surrounding area.

*\* Maximum score of 10 points in this category.*



**Attachment B**

# Research Report

**5663 Cornwallis Street, Halifax**

**Prepared by:**

HRM Planning & Development  
Elizabeth Cushing, Heritage Planning Researcher

July 30, 2021



**HALIFAX**

# Table of Contents

- Age ..... 3**
- Historical or Architectural Importance ..... 9**
  - Relationship to Important Occasions, Institutions, Personages or Groups ..... 9
  - Important / Unique Architectural Style or Highly Representative of an Era ..... 11
- Significance of Architect or Builder ..... 12**
- Architectural Merit..... 12**
  - Construction Type or Building Technology ..... 12
  - Style ..... 12
- Architectural Integrity ..... 16**
- Relationship to Surrounding Area ..... 17**
- References ..... 21**
- Appendices ..... 23**

## Age

5663 Cornwallis Street, Halifax, formerly 109-113 Cornwallis Street, is situated on the block bound by Armoury Place to the north, Maynard Street to the east, Cornwallis Street to the south and North Park Street to the west. The former industrial building has a T-shaped plan and was constructed over what is now two properties (PID#s 40456758 and 00158014). Historic maps from 1878 depict that the property also formerly contained rowhouses (with civic address 115-117 Cornwallis) that fronted onto Cornwallis Street.

Andrew Alexander Thompson and George Hulbert of the James [illegible] Manufacturers were granted the land near the corner of Maynard and Cornwallis Streets in 1858 from William Johns, Engineer, for £1100 (Book 122, Page 374). This deed references that a nail factory, engine and boiler room, and houses had been constructed on the property at that time. Thompson and Hulbert subsequently took out a mortgage from Enos Collins for their broom and bucket manufacturing business (Book 122, Page 377). A document from 1859 between Thompson, Hulbert, and Collins again references that a nail factory, engine and boiler, houses, and outbuildings had been built on the property. This document related to additional funds advanced to Thompson and Hulbert from Collins (Book 124, Page 151).

Thompson was unable to pay his debt and as a result, Thomas Mitchell obtained the property through a Deed of Trust in 1861 (Book 131, Page 512). The deed included the transfer of the land, houses, outhouses, buildings, shops, manufactories, engines, machinery, stock, and material both manufactured and unmanufactured to Mitchell. That same year, Mitchell sold the property to John MacLean and John Beaumont Campbell, merchants and owners of MacLean, Campbell & Co. (Book 131, Page 517), a tobacco manufacturing company with a storefront at 52 Bedford Row (McAlpine 1869:111). After moving their tobacco operations to Cornwallis Street, the company branded its product as Mayflower Tobacco. The partnership between Mr. MacLean and Mr. Campbell dissolved by 1867, and the company continued under Campbell's name and ownership (Halifax Citizen 1869; Attachment A).

An article from the *Halifax Evening Express* dated July 8, 1867 provides a summary of J.B. Campbell & Co.'s Mayflower Tobacco Manufactory, describing the building as a four-storey structure, 80 feet long and 50 feet wide, on Cornwallis Street near the corner of Park Street close to the North Common (Attachment B). The superintendent, John McLaughlin (sometimes spelled McLachlan), had experience working in tobacco establishments in Virginia and other southern states, which is where the factory obtained its tobacco from. At the time, the factory employed 100 people and produced 15 boxes of tobacco at 120 pounds each, per day. The upper storey of the building was a separating room for raw material. The third storey is where the tobacco was flavored, and the second storey was the preparing room where the leaves were cut, assorted based on size, and rolled. The first storey of the building was the press room, where the rolls were flattened. The article also notes that the property included a box factory, which produced boxes from oak and elm from Tatamagouche, Nova Scotia.

An article from the *Halifax Citizen* dated November 30, 1869, describes the company's recent success and the pivotal role that John McLachlan played in the thriving business (Attachment A). McLachlan obtained ownership of the tobacco factory from John Beaumont Campbell by 1868-69. This is confirmed by McAlpine's 1868-69 City Directory, which lists John McLachlan as operating the tobacco manufacturing factory; however, it incorrectly identifies the civic address as 110 Cornwallis Street. James Thompson, clerk, and James 'Thomson', bookkeeper, are listed as living at 111 Cornwallis Street, which may have been the rowhouse formerly located to the west of the factory. There appears to be discrepancies in the civic addresses listed in City Directories throughout the late 19<sup>th</sup> century, potentially due to new buildings changing street numbering. By the 1869-70 City Directory, 110 Cornwallis Street is identified as John B. Campbell's tobacco factory, while 109 Cornwallis Street is identified as a vacant lot and 111 Cornwallis Street was still occupied by James Thompson, clerk, and James Thomson, cashier (McAlpine 1869:403). 110 Cornwallis Street would have been across the street; however, no historical documentation was found to suggest that the tobacco factory was once located there.

John McLachlan was officially granted the property in 1874 from Marianne Campbell, executor of the last will and testament of John Beaumont Campbell (Book 191, Page 376). McLachlan and his business partners Allison and Wiley Smith were also granted a property fronting Maynard Street in 1876 from William Johns executors (Book 205, Page 203). By the 1873-74 Directory, 111 Cornwallis Street is identified as Smith & McLachlan, proprietors of the Mayflower tobacco manufactory. An advertisement in the Directory for the company notes that the company was established in 1860 and that John Taylor and John McLachlan succeeded the business from John Beaumont Campbell (Figure 1). Smith & McLachlan had obtained all of MacLean, Campbell & Co.'s assets, thus along with the factory, they had an office at 52 Bedford Row (McAlpine 1869:232).

By 1874-75, 109-113 Cornwallis Street are identified as the tobacco factory; however, by 1875-76, 109 and 113 Cornwallis Street are listed as vacant with the tobacco factory at 111 Cornwallis Street. By 1877-78, the factory was located at 109-111 Cornwallis Street with 113 Cornwallis Street vacant. Despite these fluctuations in the civic address, the factory remained at its current building footprint and location as evidenced by historical mapping. Hopkin's 1878 City Atlas of Halifax depicts a wood-framed building on the north side of Cornwallis Street (with no civic address identified), two sheds/outbuildings to the west, and another structure to the rear (Figure 2); although, the map spells the company Smith & 'McLaughlin'. In front of the sheds/outbuildings is a row house with the civic address 115-117 Cornwallis Street.

John McLachlan sold the property to his business partner Wiley Smith in January 1884 (Book 248, Page 385). Unfortunately, a mere three months later the factory suffered a fire that destroyed the building. A *Morning Herald* article dated April 28, 1884 provided details on the destructive fire, which started in the boiler and engine room at the southwest corner of the building (Attachment C). Despite best efforts to maintain the fire, it engulfed the entire factory including the associated factory buildings to the rear. Along with the building, machinery valued at \$30,000 and manufactured tobacco were destroyed. The company planned on rebuilding the factory later that year. This is confirmed by an *Acadian Recorder* article dated May 29, 1884, which describes the

new tobacco factory as being designed by Henry Busch with John Causey as contractor (Attachment D). The main building is described as fronting Cornwallis Street 48 feet and extending back 112 feet. A two-storey warehouse measuring 48 by 26 feet would be built to the rear on the west side, and on the east side of the rear extending to Maynard Street would be a boiler and engine room and coal shed measuring 33 feet by 56.5 feet. A passageway extending from Maynard Street would be built for admission of goods to the warehouse, main building, and boiler room.

By the 1889 Fire Insurance Plan, the factory had been rebuilt with a similar configuration and building footprint as the original wood-framed factory (Figure 3). It is identified as being owned by Smith & 'McLaughlan' and the T-shaped plan is visible. The east wing is identified as 56 Maynard Street, and there is another two-storey, wood-framed structure associated with the factory to the south with a civic address of 54 Maynard Street. A one-storey building was constructed in front of the west rear wing, and the house at 115-117 Cornwallis Street remained on the property. At this time, the factory's civic address is listed as 111 Cornwallis Street. A press room was located on the first storey, a twist room on the second storey, and a stripping room on the third storey. The west wing was a drying room while the east wing was used for storing coal. The factory and associated buildings are visible in Currie's 1890 *View of the City of Halifax* (Figure 4).

In 1892, Wiley Smith sold the property, including the Maynard Street parcel, to Solon Hogg (Book 291, Page 153), who subsequently sold both properties back to Wiley and Mortimer L. Smith (Book 291, Page 155). The tobacco factory remained in operation with the same building footprint by the 1895 (Revised 1899) Fire Insurance Plan. The Mayflower Tobacco Factory occupied the property until 1904-1905, when it is listed in McAlpine's City Directory as G.J. Hamilton & Sons, biscuit manufacturers. This is corroborated by a deed between Wiley and Mortimer Smith and Howard H. Hamilton dated 1903 (Book 356, Page 571). The biscuit company had already vacated the space by 1907-1908 (McAlpine 1907:625) and the factory remained vacant until 1910 when Moirs Limited purchased the space (McAlpine 1910:644).

James W. Moir purchased the property from Hamilton in 1910 (Book 399, Page 562). Goad's 1895 (Revised 1911) Fire Insurance Plan identifies the property as Moir's Factory No. 4 (Figure 5). The first storey held power and heat, steam, light, electric fuel, and coal; the second storey was for shipping and roasting; and, the third storey was candy boiling by steam and manufacturing. The wings contained a boiler room and coal room to the east and chocolate rolling and a kiln to the west. An aerial photo from 1921 confirms the building footprint had remained unchanged from the 1899 Fire Insurance Plan (Figure 6). According to McAlpine's City Directories, Moirs Ltd. occupied the property until 1924 which is around the time the company was incorporated and began liquidating some of their assets (Book 607 ½, Page 1).

The factory appears to have remained vacant until 1934, when William H. Schwartz, manufacturer, purchased the property from Moirs Limited (Book 699, Page 1155). In 1940, W.H. Schwartz & Sons Ltd., the corporate entity, purchased the property from Schwartz (Book 806, Page 737). The 1914 (Revised 1951) Fire Insurance Plan identifies the property as W.H. Schwartz & Sons Factory No. 2 at 111 Cornwallis Street. The first floor was used for shipping and stock,

second floor for dry fruit and third floor for spice grinding. At this time, the west wing was being used as a bonded warehouse and the east wing as a boiler room and auto shipping. The wood-framed building to the south of the east wing had since been removed. The one-storey building to the front of the west wing and the dwelling at 115-117 Cornwallis Street remained on the property.

In 1969, W.H. Schwartz & Sons Limited sold the property to Regal Stationary Co. Ltd. (Book 2328, Page 63). A plan of the property during Regal Stationary Co. Ltd. tenure identifies the factory as having a T-shaped plan and references that the property was formerly owned by Thompson, and Smith & McLaughlin (Figure 7). The Cornwallis Growth Corporation Limited owned the property from 1987 until 2018, having purchased it from Canadian Corporate Management Company Limited following the amalgamation of Regal Stationary Company Limited (Book 4440, Page 727). The current owner, AMK Barrett Investments Inc. purchased the property in 2018 (Document #112564183).

Based on historical documentation, the current, T-shaped structure at 5663 Cornwallis Street was constructed in 1884 as the Mayflower Tobacco Factory.

**1872.**

**The Mayflower Tobacco Factory.**

**HALIFAX, N.S.**

ESTABLISHED 1860,

**TAYLOR & McLACHLAN,**

**Proprietors,**

*SUCCESSORS TO JOHN B. CAMPBELL & Co.*

**OFFICE—BEDFORD ROW.**

---

The reputation which the Tobaccos of this Factory have steadily enjoyed, under the continuous management of Mr. John McLachlan since its inception, has firmly established the excellence of our manufactures.—Awarded Prize Medal, London, 1862.

The recent improvements in our manufacturing machinery are calculated to materially increase our products and to impart an improved finish to our respective Brands.

**BRANDS.**—International Exhibition, Mayflower, Plant, International Pathfinder, Twist.

---

**JOHN TAYLOR.**                      **JOHN McLACHLAN.**

Figure 1: Advertisement from McAlpine's 1873-74 City Directory for The Mayflower Tobacco Factory (McAlpine 1873:2)

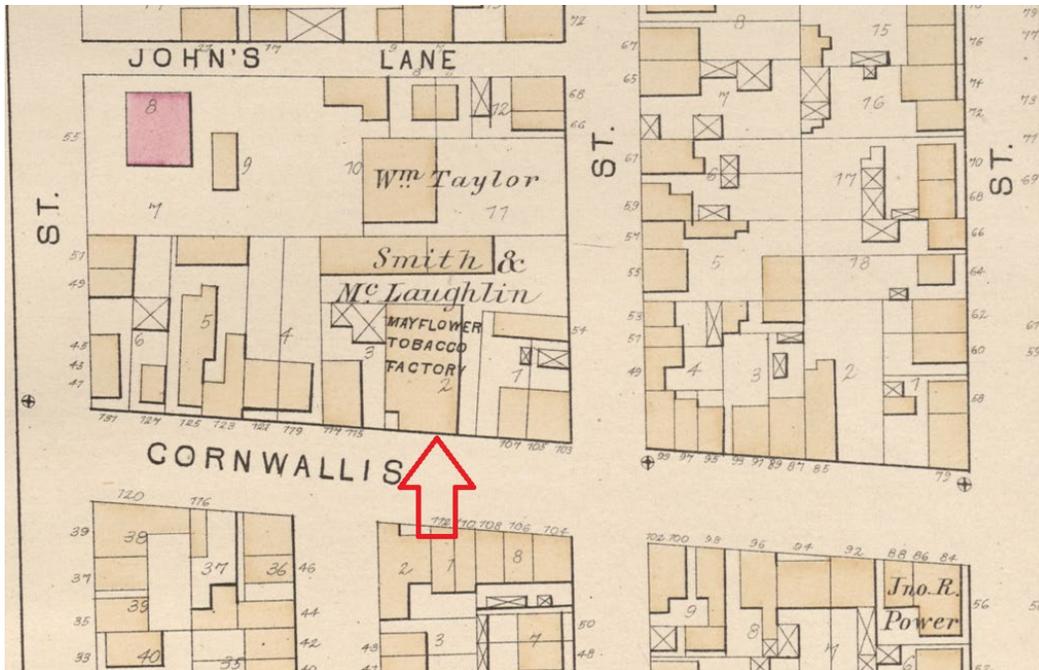


Figure 2: Hopkin's 1878 City Atlas of Halifax with the subject property identified in red

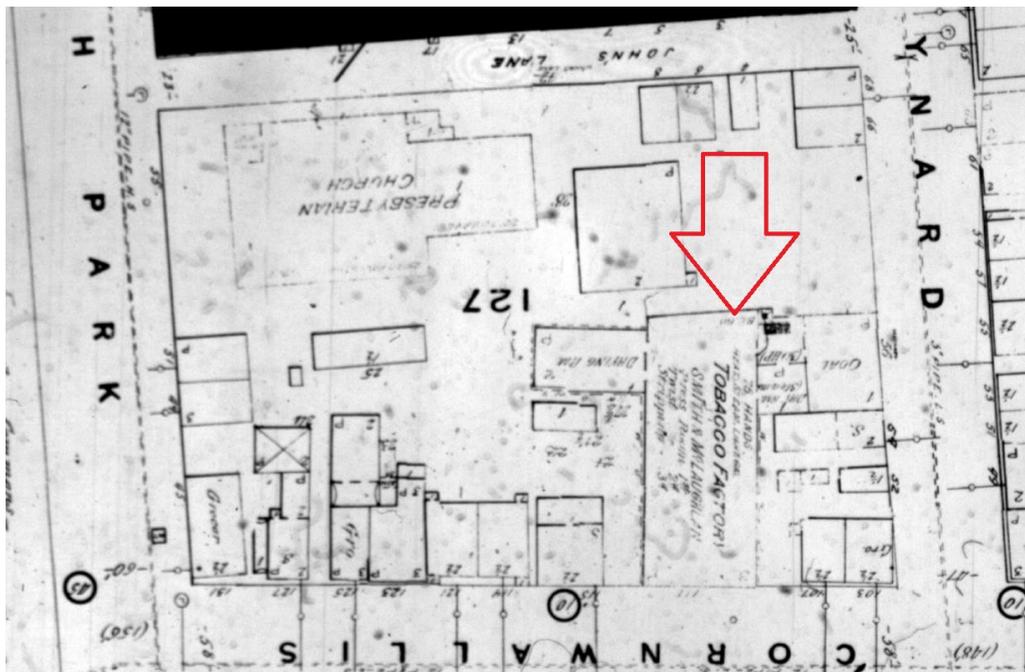


Figure 3: Goad's 1889 Fire Insurance Plan with subject property identified in red



Figure 4: Ruger's 1879 View of the City of Halifax map with the subject property identified in red

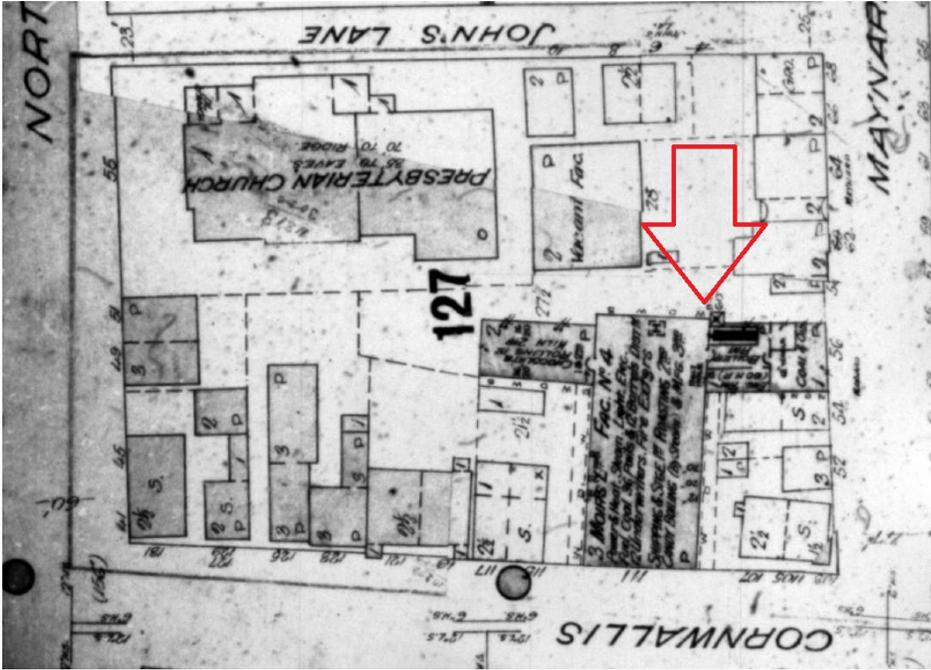


Figure 5: Goad's 1895 (Revised 1911) Fire Insurance Plan with the subject property identified in red



Figure 6: Aerial photo from 1921, with the subject property identified in red (National Air Photo Library)

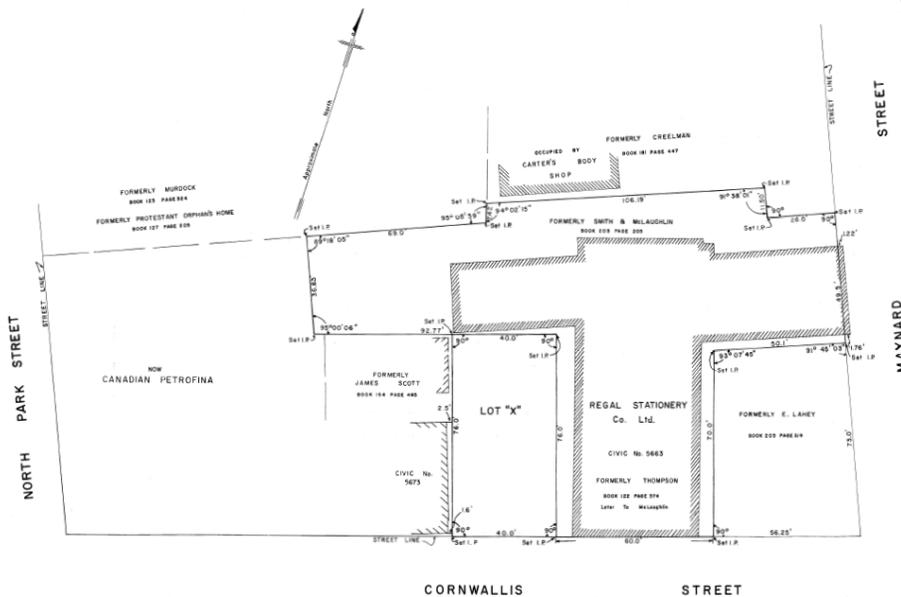


Figure 7: Plan of Property Conveyed to Regal Stationary Co. Ltd. by W. Servant dated 1970

## Historical or Architectural Importance

### Relationship to Important Occasions, Institutions, Personages or Groups

5663 Cornwallis Street has historical associations with the early 19<sup>th</sup> to mid 20<sup>th</sup> century manufacturing industry in Halifax, including three notable local manufacturers: Mayflower Tobacco Factory; Moirs Ltd.; and, W.H. Schwartz & Sons Limited.

The Mayflower Tobacco Factory operated on this site from 1861 until 1903. Started by John Maclean and John Beaumont Campbell, the company was later taken over by superintendent John MacLachlan and business partner Wiley Smith. MacLachlan moved to Halifax in 1860 and worked with Maclean and Campbell to set up the factory at Cornwallis Street. The factory produced Twist, Twelves and Navy Sizes, and the Mayflower and Plant Brands. By the 1870s, the factory employed 130 people and produced 500,000 lbs of product (White 1876:103). This success eventually led to several expansions in buildings and machinery. The Mayflower brand was well known throughout British North America, and according to an 1867 article in the *Halifax Evening Express*, the tobacco manufactured at the factory won international awards at the London International Exhibition and Dublin Exhibition. The factory was the first in the Lower Provinces to manufacture flat tobacco to compete with American produced tobacco (White 1876:104).

Moirs Ltd. operated a candy and box manufacturer from the Cornwallis Street factory from 1905 until 1924. Benjamin Moir, who was originally from Scotland, opened a bakery shop on Brunswick Street in 1830, which eventually grew into a thriving family business (Hanes 2020; Memory Nova Scotia n.d.). After Benjamin's death in 1845, his son William C. Moir took over the bakery. The company opened a Steam Bakery and Flour Mill fronting Argyle Street and north of Duke Street around 1862 (White 1876:79). At the time, the mill was believed to be the largest of its kind in the Dominion and produced soft breads and biscuits (White 1876:80). A confectionary plant was opened in 1873 by William's son, James W. Moir, to produce chocolate. In 1896, James took over the family business with his brother William C. Moir Jr. as an associate. The firm, then known as Moir Son and Co., was renamed to Moirs Limited in 1903. A paper box plant was added in Halifax (likely the Cornwallis Street factory), along with a chocolate refining plant, saw mill and wooden box manufacturing plant in Bedford (Memory Nova Scotia n.d.). In 1925, the company was incorporated and reorganized that following year with branches and warehouses across Canada and foreign agencies in the West Indies, Central and South America, South Africa, and New Zealand. The company remained in the Moir family's hands until 1956.

W.H. Schwartz & Sons Limited operated a spice and dry goods manufacturer at the Cornwallis Street factory from 1934 until 1969 (Figure 8). The company was founded in 1841 and produced spices, jams, pie and cake fillers, herbs, peanut butter, salad dressing, coffee, etc. (ANSM 2020). William Schwartz, who emigrated to Nova Scotia from Holland, established the brand in 1889 through a small establishment on Brunswick Street. In 1918, the firm moved to the A.M. Bell Building, again moving to 826 Barrington Street in 1926 (Halifax Chronicle 1941:8). His son, William E. Schwartz, was the first person in Canada to sell pure spices (Schwartz 2020). Prior to this, spices were typically mixed with cornmeal or flour. Schwartz imported the first bicycle with pneumatic tires from England, which he used to sell his spices throughout Nova Scotia. His son, William H.C. Schwartz, became President and Managing Director in 1924. By the 1930's, the company was selling its spices to over fifty countries. This increasing demand required expansions to their facilities, which included a factory in Saint John and the Moirs No. 4 Factory on Cornwallis Street (Halifax Chronicle 16 June 1941:8; Attachment E). By 1967, the company started a joint venture with Jenks Brothers Foods to create Schwartz Spices UK Ltd. (Schwartz

2020). The Schwartz brand was bought by McCormick and Company in 1984 and remains in operation today.



Figure 8: Advertisement for W.H. Schwartz & Sons Limited Centennial, with an illustration of the Cornwallis Street factory visible to the right (Halifax Chronicle June 16 1941; Attachment E)

### Important / Unique Architectural Style or Highly Representative of an Era

5663 Cornwallis Street is a former industrial building constructed in the Italianate style. The building is an important and representative example of Halifax's late 19<sup>th</sup> century industrial buildings, of which few remain. The Italianate style was popular in Nova Scotia from 1850 to 1890 (Penney 1989:74-75). In the context of commercial buildings, the Italianate style is typically reflected at a modest scale with segmentally arched windows, brick exterior walls and a wide cornice (Humphreys and Skyes 1980:8). The style is evident in 5663 Cornwallis Street through the building's low-pitched roof, segmental arch windows with soldier voussoirs, symmetrical plan, and distinct cornice. 5663 Cornwallis Street is also an example of Halifax's mid-19<sup>th</sup> century movement away from wood-framed construction to brick, for fire prevention purposes.

## Significance of Architect or Builder

The Mayflower Tobacco Factory was designed by Henry Frederick Busch in 1884. Busch (1826-1902) was originally from Germany and practiced in Halifax from 1862 until his death in 1902 (Rosinski 1994:114; Biographical Dictionary of Architects in Canada n.d.). In 1861, Busch began working with notable Halifax architect Henry Elliot as a draughtsman. The two architects operated a partnership under Elliot & Busch from 1863 to 1876, with an office located on Bedford Row (Rosinski 1994). Henry S. Elliot was a senior partner who had practiced architecture since 1846. The firm specialized in Italianate and Gothic Revival style architecture, and received commissions for several local schools, residences, and commercial buildings, including the West House and the Universalist Church on Brunswick Street (Rosinski 1994:122).

In 1876, Elliot and Busch separated. During this time, Busch became particularly well-known for his Second Empire designs, including the Halifax Academy Building, the Halifax Dispensary, and Victoria Hall. Gothic features were still incorporated into Busch's designs (Rosinski 1994). Busch was also well-known for his extensive use of brick in his designs, including the Halifax Academy Building and Church of England Institute, both of which remain standing today. Busch was naturalized in 1874 and lived on Gottingen Street. Upon his death in 1902, his son Walter Johannes Busch took on his architectural practice.

## Architectural Merit

### Construction Type or Building Technology

The factory at 5663 Cornwallis Street is post and beam construction or timber framed with a brick exterior. An *Acadian Recorder* newspaper article also describes the floor of the first storey of the factory as being supported by two rows of 6-inch heavy wood pillars. Post and beam construction is a method that uses heavy, squared off and joined timbers with joints secured by large wood pegs (Region of Waterloo n.d.). The method originated with the use of logs and is common in wood buildings from the 1800s and earlier. Advances in insulating technologies and heating in the late 19<sup>th</sup> century allowed for wood framed buildings to be clad in different materials, such as horizontal wood siding, stucco, and brick (Heritage Manitoba, n.d.). Brick often was either laid as a solid wall, a cavity wall or as a veneer onto a light wood frame (Heritage Manitoba n.d.). Brick veneered, wood-framed buildings are traditional and widely used throughout North America (Central Mortgage and Housing Corporation 1960). Although a common construction method, brick exteriors are not overly common in this area of Halifax.

### Style

5663 Cornwallis Street was constructed in the Italianate style, popular in Nova Scotia from 1850 to 1900 (Penney 1989:74). The style presents itself in 5663 Cornwallis Street through its low-pitched roof, segmental arch windows with soldier voussoirs, symmetrical plan, and distinct cornice.

The single-detached, three-storey former industrial building has a T-shaped plan with rear side wings to the east and west (Figure 9 to Figure 11). All elevations are clad in common bond red brick, except for the south elevation of the west wing which is clad in black aluminum siding. The structure stands on a partial above ground rubblestone foundation constructed of ironstone with granite at the corners. There is surface parking to the south of the west wing, and gravel driveways to the north of the building and south of the east wing. The building has a low gable roof with plain fascia. The east wing has a flat roof and a small portion of the brick on the east elevation has been patched. A rooftop addition is visible from the north elevation, which is clad in wood shingles with a flat roof. There appears to be a remnant factory brick chimney or elevator at the northeast corner of the building.

All windows have been modified to flat one-over-one; however, the segmental arch opening with soldier voussoirs with brick lug sills have been retained. A window on the south elevation has been blinded and replaced with a picture window. There are several blinded windows on the east and north elevations. The north elevation has one short segmental arch window on the upper storey. All windows on the east wing have been blinded, along with another former single-leaf entrance. A window on the west elevation of the west wing has been boarded up with plywood.

The centre main entrance on the south elevation with a granite lug sill has been modified with two flat, multi-paned windows. There is a single-leaf entrance on the west elevation that originally had a segmental arch opening. The door has been modified with a flat opening; however, the soldier voussoirs are still evident. The entrance is accessible by a small set of concrete steps with no railing. Another single-leaf, metal door with transom is on the east elevation, and is accessible by a small set of concrete stairs with railing. There is another entrance on the north elevation with soldier voussoirs. There is a vinyl or aluminum glazed single-leaf entrance with sidelights on the south elevation of the west wing. The north elevation of the east wing has two separate wood panelled double doors with soldier voussoirs, which originally would have had a segmental arch. There is a garage door on the east elevation of the east wing.

Character-defining features of 5663 Cornwallis Street include:

- Three-storey, Italianate style building with two-storey side wings creating a T-shaped plan;
- Partial above ground rubblestone foundation with granite corners;
- Low gable and flat rooflines;
- Common bond red brick cladding;
- Minimal setbacks from the front and east façade;
- Symmetrical façade and fenestration;
- Segmental arch window openings with soldier voussoirs and lug sills; and
- Remnant factory chimney or elevator at the northeast corner of the building.



Figure 9: South and west elevations of 5663 Cornwallis Street, with the west wing visible to the left (April 14, 2021)



Figure 10: East and south elevations with east wing to the right (April 14, 2021)



Figure 11: East and north elevations, with the east wing to the left (April 14, 2021)



Figure 12: East elevation of the building with east wing to the right (June 9, 2021)



Figure 13: West elevation with the west wing to the left (June 9, 2021)

## Architectural Integrity

5663 Cornwallis Street has a good level of integrity, with the overall form and Italianate style elements retained. The T-shaped plan remains unchanged from its original 1884 design by Henry Busch. However, the following minor modifications have taken place:

- An *Acadian Recorder* newspaper article from 1884 notes that there were originally over eighty windows in the building, which were 12-paned with an operable transom;
- A photo from 1965 shows that the brick had been painted (Figure 14);
- All windows and doors have been replaced from segmental arch wood to flat vinyl or aluminum;
- Some windows and doors have been blinded;
- An original window on the south façade has been expanded / replaced with a large picture window;
- Rooftop shed dormer clad in wood shingles has been constructed;
- Pediment style entablature surrounding entrances on the west and south elevations have been removed;
- South wall of the west wing has been rebuilt with new windows (D. Goodspeed, email communication, July 13, 2021); it was later clad in metal and a single-leaf entrance removed; and
- Cornices have been cladded in metal.



Figure 14: Cornwallis St. between Creighton and Maynard, dated 1965, with 5663 Cornwallis Street visible in the background (Halifax Municipal Archives 102-39-1-705)

## Relationship to Surrounding Area

5663 Cornwallis Street has historical, visual and physical associations with the neighbouring 19<sup>th</sup> century buildings in this block of Cornwallis Street (Figure 15 and Figure 16). Although many are not registered heritage properties, this portion of Cornwallis Street is contiguous except for a mid-rise residential building to the immediate east. Historical mapping confirms the visual and historical relationship between the residential rowhouses on the south side of Cornwallis Street and 5663 Cornwallis Street. The property itself has remained relatively unchanged since the buildings construction in 1884 and is important in maintaining the historic character of the area.

The factory building serves as a landmark in the area. As a brick industrial building, its presence is noticeable and significant within the streetscape. There are few surviving examples of Halifax's 19<sup>th</sup> century factories as most burned down, were destroyed by the Halifax Explosion, or were demolished in the name of urban renewal (see Figure 17 to Figure 19).



Figure 15: Cornwallis Street from the Maynard Street intersection, facing east (June 9, 2021)



Figure 16: Cornwallis Street near the Maynard Street intersection, facing west (June 9, 2021)

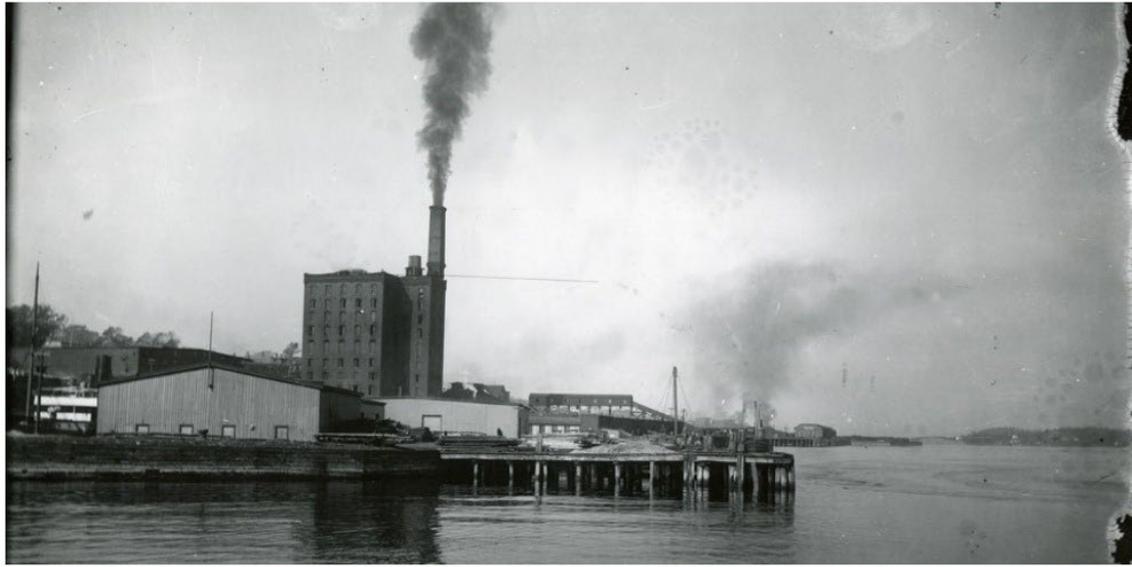
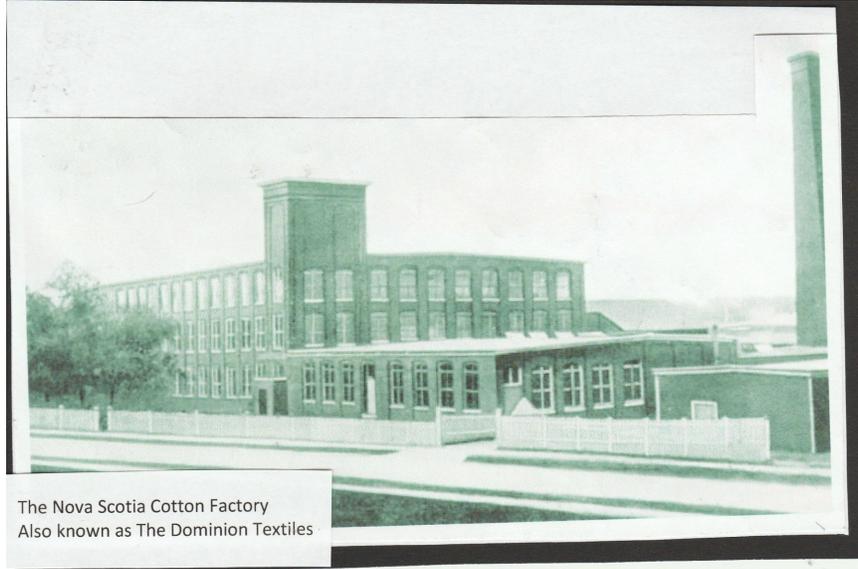


Figure 17: Acadia Sugar Refinery, once located in the Richmond area and destroyed in the Halifax Explosion  
(Source: Signal Halifax)



Figure 18: Portion of Clayton & Sons factory building on Jacob Street ca. 1966, demolished for urban renewal  
(Source: Halifax Municipal Archives)



The Nova Scotia Cotton Factory  
Also known as The Dominion Textiles

**Figure 19: Undated photo of Nova Scotia Cotton Factory once located at near Kempt Road and Robie Street, destroyed in the Halifax Explosion (Source: Fairview Historical Society)**

## References

Acadian Recorder

1884 The New Tobacco Factory. *Acadian Recorder*. 1884, May 29:3. NSARM Microfilm.

Archibald, S. and S. Stevenson

2003 *Heritage Houses of Nova Scotia*. Halifax, NS: Formac Publishing Company Limited.

Association of Nova Scotia Museums (ANSM)

2020 W.H. Schwartz & Sons, Ltd. Electronic resource:  
<https://www.novamuse.ca/Detail/entities/52573>

Biographical Dictionary of Architects in Canada

n.d. Busch, Henry Frederick. Electronic resource:  
<https://dictionaryofarchitectsincanada.org/node/166>

Central Mortgage and Housing Corporation

1960 Catalogue of House Building Construction Systems. Ottawa, ON: Central Mortgage and Housing Corporation.

Goad, C.E.

1889 *Fire Insurance Map of Halifax, Nova Scotia*. Halifax, NS: Nova Scotia Archives.

1899 *Fire Insurance Map of Halifax, Nova Scotia*. Halifax, NS: Nova Scotia Archives.

1911 *Fire Insurance Map of Halifax, Nova Scotia*. Halifax, NS: Nova Scotia Archives.

1914 *Fire Insurance Map of Halifax, Nova Scotia*. Halifax, NS: Nova Scotia Archives.

Halifax Chronicle

1941 House of Schwartz, Pure Food Pioneer, Century Old Today. *Halifax Chronicle*. 1941, June 6: 8. NSARM Microfilm.

Halifax Citizen

1869 The "Mayflower" Tobacco Factory. *Halifax Citizen*. 1869, November 30: 2. NSARM Microfilm.

Halifax Evening Express

1867 Our Manufactories: The Mayflower Tobacco Manufactory. *Halifax Evening Express*. 1867, July 8:2. NSARM Microfilm.

Hanes, H.R.

2020 'Much More Than Chocolate': A Mosaic of Identity in Moirs Advertising, 1830 to 2007. Electronic Resource:

<https://dalspace.library.dal.ca/bitstream/handle/10222/79126/Hanes-Holly-MA-Hist-April-2020.pdf?sequence=1&isAllowed=y>

Heritage Manitoba

n.d. Historic Construction Materials & Techniques. Electronic resource:

<https://qimlheritage.ca/pdfs/Historic%20Construction%20Materials%20and%20Techniques.pdf>

Hopkins, H.W.

1878 *City Atlas of Halifax, Nova Scotia*. Halifax, NS: Provincial Surveying and Publishing Co.

Humphreys, B.A., and Skyes, M.

1980 *The Buildings of Canada: A Guide to Pre-20<sup>th</sup>-Century Styles in Houses, Churches, and Other Structures*. Montreal, QC: Parks Canada. Electronic resource:  
<https://www.historicplaces.ca/media/7173/buildingsofcanada.pdf>

Memory Nova Scotia

n.d. Moirs Limited Fonds. Electronic resource: <https://memoryns.ca/moirs-limited-fonds>

McAlpine, D.

1893 *McAlpine's Halifax City Directory for 1893-1894*. Montreal, QC: John Lovell.

1894 *McAlpine's Halifax City Directory for 1894-1895*. Montreal, QC: John Lovell.

Morning Herald

1884 Destructive Fire. *Morning Herald*. 1884, April 28:3. NSARM Microfilm.

Penney, A.

1989 *Houses of Nova Scotia: An Illustrated Guide to Architectural Style Recognition*. Halifax, NS: Formac Publishing Company and the Nova Scotia Museum.

Region of Waterloo

n.d. Practical Conservation Guide for Heritage Properties: Structural Woodwork. Electronic resource: <https://www.regionofwaterloo.ca/en/exploring-the-region/resources/Documents/PracticalGuideStructuralWoodwork-access.pdf>

Rosinski, M.

1994 *Architects of Nova Scotia: A Biographical Dictionary 1605-1950*. Halifax, NS: Province of Nova Scotia.

Schwartz

2020 About Us. Electronic resource: <https://www.schwartz.co.uk/about-us>

White, G.A.

1876 *Halifax and its Business: Containing Historical Sketch and Description of the City and its Institutions*. Halifax, NS: G.A. White.

**THE "MAYFLOWER" TOBACCO FACTORY.**

Notwithstanding what the decided minority, no matter how respectable it may be, may say against the "weed," there can be no doubt that the tobacco trade contributes very largely to the revenues of all nations, civilized, half-civilized, or with no civilization at all. Without being apologists for the use of the article, or issuing "blast" or "counterblast," as the arguments for and against it were called in the reign of the English Solomon, we say that men in all conditions of life use it freely either in smoking, chewing, or in the form of snuff; and moreover enjoy the luxury with the greatest complacency and satisfaction. Unlike opium or any other deliterious drug, man's life does not seem to be shortened by its use; and when the user has fortitude to carry out his resolution to abandon the practice, with exception of a few days "hankering" at the first, no unpleasant consequences follow. But it is a most seductive habit, whether inhaled through the amber mouth-piece of a merschaum or the blackened stem of a *dhudeen*; and never did the head-centres of the Fenian brotherhood put the patriotism of their confederates to a severer test than when they issued their last great bull (blunder) charging the "Sunbursters" to refrain from using tobacco in any shape until the British tyrants had released their martyred brethren from the bonds and captivity. The idea was shrewd, but impracticable.

Seeing then that its use is inevitable, and that a great deal of money is put in circulation by its manufacture, the place in which it is manufactured is all the better for it, giving employment to many hands at home, and keeping money in the country which would otherwise find its way into foreign markets: besides providing for home consumption at a cheaper rate, than a similar article could be imported from

Messrs. McLean and Campbell of this city entered into the business of manufacturing tobacco, at first in a small way, as a "feeler," but the production of their factory has steadily increased in quality and quantity until their "Mayflower" brand is known and eagerly sought after by all the dealers and consumers in British North America. At the dissolution of the above mentioned partnership, the manufacture was carried on by Mr. Campbell, who has the satisfaction of seeing his establishment far ahead of any in the Maritime Provinces, and the capital which he has invested giving him handsome returns besides employment to nearly one hundred workers who would else, in a great measure be entirely destitute.

In one important particular Mr. Campbell has been singularly fortunate, viz., in securing the assistance of Mr. John McLachlin, who has been connected with the establishment since its commencement, and whose experience and judicious and careful supervision has brought the factory and its produce to its present state of perfection. For several years in the Southern States engaged in the trade, he was thoroughly acquainted with tobacco in all its details, and prepared to carry out to the best advantage such an undertaking as that which has so flourished under his care.

Some time ago we paid a visit to the factory

**Appendices**

Attachment A: Halifax Citizen  
Newspaper Article (November 30, 1869)

Some time ago we paid a visit to the factory at the head of Cornwallis street, and were shown over the concern by the superintendent who kindly explained the different modes of process from the plant in leaf until it was packed in boxes, branded and ready for the market. The leaf, which is imported in large puncheons, is first taken out and damped, then stripped, all stem being carefully removed. The tobacco is then sorted, the fillings from the wrappers, and placed upon the benches before the workers, who plug and twist it as required, when it is sent down stairs, the former kind to be put into moulds, where they are pressed by a powerful hydraulic to a uniform size and thickness. The tobacco is then packed into strong boxes of a certain size, which are then put into screw presses, having an ingenious arrangement for firmly clamping the boxes on all sides, else they would immediately burst by the enormous pressure, the squareheaded ram is then screwed down by the means of levers manned by half a dozen of the hands, until the whole is pressed into a compact mass as hard as a board, and after they have remained the proper time the boxes are taken out, headed up, branded and sent to the store. Besides the hydraulic, Mr. McLachlin has eighteen lever presses in full operation, turning out upon an average of 55 boxes of manufactured tobacco a week, without any accumulating in the store, the demand is so steady and uninterrupted. The secret of this remarkable success is three-fold—first the importation of first rate stock, we have a sample of the pure leaf and can vouch for it; second the employment of competent workers, and last and most important of all, the presence of an overseer, who to a thorough knowledge of the business is possessed of a singleness of purpose, and an untiring watchfulness over the interests of his employer, which reflect credit upon himself and renders his services highly effective. The premises have been very much extended during the past year; yet there seems hardly room enough just now for the workers to move about. Such an unqualified prosperity should be a great encouragement to those who have capital to invest in some branch of home manufacture, instead of hoarding it up through selfishness or timidity. We are no advocates for rash speculation or anything of that kind: but we have seldom seen a judicious outlay in the manufacture of a staple commodity fail, especially when accompanied by a liberal and honest principle, without which no undertaking can ultimately prosper. We wish Mr. Campbell and every one of our countrymen actuated by the same liberal spirit of enterprise, every success in their undertakings, assuring them that while they are honorably adding to their own substance, they are at the same time giving bread to the hungry and clothing to the naked, and the destitute for which when it is over they verily, shall receive their reward.

**OUR MANUFACTORIES.**

ARTICLE V.

**THE MAYFLOWER TOBACCO MANUFACTORY.**

J. B. CAMPBELL & CO., PROPRIETORS.

The quantity of tobacco annually consumed in the Province of Nova Scotia is really enormous; and previous to the establishment of factories in this country, the article was imported in the manufactured state from the neighboring Republic and the West Indies. We find, upon reference to the trade returns, that in the year 1863, before manufactories upon anything like an extensive scale were established in this city, tobacco to the amount of 267,056 pounds was imported into this Province, being nearly one pound for every man, woman and child in Nova Scotia. At the price of forty cents per pound—and this is putting it at a low figure, as at one time during the war between the North and South it realised eighty cents—this quantity cost the sum of \$106,822.40, which amount went out of the Province, in the year named, never to return. If the people will indulge in luxuries like tobacco, it is much better that they should be supplied by the industry of the country, than send abroad our hard cash to purchase and bring them hither. The value of all we produce at home is saved to the people; and as an instance of what the Province has gained by the introduction of one class of factories alone, we here state the fact, which can be authenticated by reference to official documents, that since the establishment of tobacco manufactories in this city, the importation of the manufactured article has fallen off upwards of fifty per cent, and there are unmistakeable indications that it will become "smaller by degrees, and beautifully less." Of course, we are not yet in a position to produce the raw material in quantities sufficient to meet the present requirements of the trade, and must necessarily import the stock, but in so doing we save the cost of manufacture together with the profit realized by the holder, by manufacturing the article at home. And again this business affords employment to very many persons, who in the absence of such establishments would, in all probability, be compelled to seek a livelihood in the neighboring states, or some other foreign country where their labor might, for the time, be in demand. But few persons are aware of the extent to which the business of manufacturing tobacco is prosecuted in this city, and in order to afford the citizens an approximate idea of it we propose to notice, briefly, the establishment of John B. Campbell & Co., in which the celebrated "Mayflower" brand of tobacco is exclusively manufactu-

red. The

**BUILDING**

In which operations are conducted is a four story structure, 80 feet long, 50 feet wide, and 4 stories high, and is situated in Cornwallis street, near the corner of Park street, in the immediate vicinity of the North Common. The manufacturing business is superintended by Mr. John McLaughlin, who has had the benefit of a long practical experience in some of the most extensive tobacco establishments in Virginia, and other States in the South of the neighboring Republic. The proprietor imports his stock direct from the producing markets of the South, and we are informed that his arrangements are such as to enable him to obtain the choicest article at the very lowest wholesale rates. The factory, in which, upon an average, 190 persons are employed, is of sufficient capacity to turn out 15 boxes of tobacco, of 120 pounds each, per day. At the London and Dublin Exhibition prizes were awarded for samples of tobacco manufactured at this establishment, and we are informed that since that time improvements have been introduced in the mode of manipulation, by which the production of a more refined article has been secured. The upper story of the building is occupied as a

**SEPARATING ROOM,**

to which the raw material is brought to be subjected to the first process of manipulation. In this department a number of young women are employed in the work of divesting the leaves of the stems and stubborn fibres with which they abound. The selected leaves are then spread upon the floor of the apartment, where they are allowed to remain until they become thoroughly dried, when they are removed to the flat below, which is devoted to the purposes of

FLAVORING THE WEED.

The flat in which this operation is conducted, as well as the one above, is provided with suitable heating apparatus, which, in the winter season, serves to keep the atmosphere of the apartments at an agreeable temperature. Here are located the cauldrons, in which the liquid used for flavoring purposes is boiled and made ready for use. As the process is a secret of the trade, of course we cannot divulge it, nor enter into any explanation respecting its nature. After having been dipped in the liquid, the leaves are removed, and hung up on racks, made for the purpose, to dry, in which position they are allowed to remain for some time. From this apartment they are conveyed to the

PREPARING ROOM,

in which several workmen, male and female, are employed in cutting up the leaves, and assorting them according to size, quality and adaptation, to the respective grades of tobacco and cigars, manufactured on the premises. Here the choicest leaves, suitable for "wrappers," are selected, and the coarser and broken material prepared for filling. In this department at the time of our visit, about thirty females, and a number of boys, were seated at a long bench, putting up tobacco in rolls, each containing enough to make a "fig," preparatory to them being removed to the

make a "fig," preparatory to them being removed to the

PRESS ROOM

on the flat below. Before being sent from the preparing room, the rolls pass between two iron cylinders, and the pressure to which they are subjected by this operation gives them a somewhat flattened appearance. The presses, which are of large capacity, and very powerful, are twenty in number, and each worked with a large screw, operated by men who use a long and strong iron lever. By this means a very great pressure can be attained. The flattened rolls, of which we have spoken, are placed in apertures, each of the length and width of a fig of tobacco, contained in iron plates about two and a half feet square. The first plate, thus filled, is placed upon a prepared foundation beneath the press, and upon this plate is laid one of the opposite conformation of under surface, it being solid, and provided with blocks exactly corresponding with, and closely fitting the apertures in the one below. The filled plates, and those fitted with blocks as described, to the number of a dozen, or more, are piled, alternately beneath the press, and after this operation the screws are brought into requisition, and the lumps designed for "figs," subjected to a

very heavy pressure. After being allowed to remain in this condition for some time the screws are eased, the plates removed, and the pressed tobacco knocked out of the apertures mentioned. The figs then being in a comparatively rough condition, are conveyed to other presses fitted with a strong frame work of exactly the same dimensions of the tobacco box employed in packing the article, where they are placed in layers, between each of which is inserted a plate of sheet iron. The presses are again brought into action, and the masses of tobacco packed as described subjected to a very high pressure. The sheet iron plates between the layers suffice to impart to the outside of the "figs" that polished appearance well manufactured tobacco usually presents. After remaining a certain length of time under pressure the layers are separated by boys, the plates removed, and the tobacco packed in boxes on the premises, and conveyed to the wareroom. One department of the building is devoted to the purposes of a

**BOX FACTORY,**

in which are made all the tobacco boxes used in the establishment. The boxes are manufactured from oak and elm board, procured principally from Tatamagouche. There are several advantages gained by making the boxes on the premises, prominent among which is the fact that no unseasoned lumber, which is wholly unsuited for the purpose, can be used without the knowledge of the proprietor, and moreover the cost is less than that for which they could be obtained elsewhere.

As yet Mr. Campbell has not entered largely into the manufacture of

**CIGARS,**

but is making preparations to engage, in the course of a few months, in this branch of the business upon a pretty extensive scale. He is satisfied he can produce an article of cigars equal in quality to those imported, and undersell the foreign manufacturers in the markets of the Dominion. We wish the enterprise success.

B

PE

AR

AU

BRI  
TC

It  
upon  
Arn

Is  
arriv  
road  
flow  
who  
Prin  
tary  
ous  
in a  
Ishu  
Dudl

At  
desp  
mills

De  
orde  
stand  
to re  
been  
Co  
Br  
Co

Attachment C: Morning Herald Newspaper Article (April 28, 1884)

**Local and Personal News.**

**DESTRUCTIVE FIRE.**

**MCLAUGHLIN'S TOBACCO FACTORY ENTIRELY DEMOLISHED.**

About 2.45 last evening an alarm of fire was sounded from box 25, corner of Cornwallis and Göttingen streets, caused by fire being discovered in Smith and McLaughlin's tobacco factory, near the head of Cornwallis street. The fire was first seen by a small boy, and was breaking out of the lower windows of the boiler and engine room, situated in an ell at the south-western end of the main building. Several persons ran in different directions to give the alarm, and the hose reels from the Gerrish street engine house were at the scene before the alarm had sounded. By this time the fire had assumed gigantic proportions and appeared to envelop the whole of the interior of the building. A second alarm was sounded about five minutes after the first, and a third within a similar interval after the second, thus calling out the entire fire department. The force of water appeared to be inadequate, many streams not reaching above the first storey windows. No. 2 steam fire engine was located at the corner of Cornwallis and Maynard streets; No. 1 at the head of Cornwallis, on Park street, and No. 3 at the corner of Bauer and Cogswell streets. The walls of the boiler house were pulled down and for a time it appeared as if the fire could be got under control, but suddenly the flames burst out of the fourth story windows and through the flat roof with irresistible fury, roaring, hissing and crackling with a deafening noise, and throwing out such a heat that the crowds which had assembled were obliged to beat a hasty retreat. The building on the west, owned by the estate of the late Enos Collins, a tenement with four families, and a shop beneath occupied by Capt. John Currie, also buildings of Frank Graham and Marshal McDonald now caught fire, and the flames leaping across the street, threatened the row of buildings on the south side of Cornwallis street, owned by Robert Wise, and a building on the corner of Bauer street, owned by the widow Thompson. A building on the east owned by the estate of the late Edward Leahy, was the next to catch fire. It was occupied by Thomas Reilly, a shoemaker, and Patrick Meagher.

No. 1 at the head of Cornwallis, on Park street, and No. 3 at the corner of Bauer and Cogswell streets. The walls of the boiler house were pulled down and for a time it appeared as if the fire could be got under control, but suddenly the flames burst out of the fourth story windows and through the flat roof with irresistible fury, roaring, hissing and crackling with a deafening noise, and throwing out such a heat that the crowds which had assembled were obliged to beat a hasty retreat. The building on the west, owned by the estate of the late Enos Collins, a tenement with four families, and a shop beneath occupied by Capt. John Currie, also buildings of Frank Graham and Marshal McDonald now caught fire, and the flames leaping across the street, threatened the row of buildings on the south side of Cornwallis street, owned by Robert Wise, and a building on the corner of Bauer street, owned by the widow Thompson. A building on the east owned by the estate of the late Edward Leahy, was the next to catch fire. It was occupied by Thomas Reilly, a shoemaker, and Patrick Meagher, and the furniture of both families removed. By this time the greater part of the front of the factory had fallen out and the roof in scattering clouds of sparks in all directions, which settling on the adjoining buildings threatened them all with destruction. It being found impossible to save the factory, the attention of the firemen was directed to the surrounding buildings, among others the new Presbyterian church, the rear of which was in close proximity to the burning buildings and was for a time seriously threatened. The rear portion of the factory was the next to fall, with a loud crash and two low buildings back of it, used as storehouses, in which were 300 boxes of manufactured tobacco, which were to have been warehoused this morning, were soon in flames, and before they could be extinguished were completely gutted. After the roof and side walls of the building had fallen in, the firemen dragged down the posts which were left standing, and the danger to the surrounding property was at an end. It was past midnight, however, before the "all out" was sounded, and all sources of danger finally removed.

The tobacco factory was a large four story wooden structure, formerly known as John's foundry. Some twenty years ago it was purchased and turned into a tobacco factory by Messrs. McLaughlin, Campbell and others, who operated it with indifferent success until a short time ago, when it passed into the hands of Messrs. A. & W. Smith, who have been pushing the business energetically. Besides the machinery, there was in the building some \$3,000 worth of leaf tobacco, upon all of which there was only a small amount of insurance. There were 300 boxes of manufactured tobacco in the warehouses in the rear, on which there was an insurance of \$8,000 in the Queen. About a fortnight ago, a policy for \$4,000 in the latter office on the machinery in the building had been allowed to drop. It could not be ascertained in what office the Leahy building was insured, but those of Messrs. Graham

... into a tobacco factory by Messrs. McLaughlin, Campbell and others, who operated it with indifferent success until a short time ago, when it passed into the hands of Messrs. A. & W. Smith, who have been pushing the business energetically. Besides the machinery, there was in the building some \$3,000 worth of leaf tobacco, upon all of which there was only a small amount of insurance. There were 300 boxes of manufactured tobacco in the warehouses in the rear, on which there was an insurance of \$8,000 in the Queen. About a fortnight ago, a policy for \$4,000 in the latter office on the machinery in the building had been allowed to drop. It could not be ascertained in what office the Leahy building was insured, but those of Messrs. Graham and McDonald (only slightly injured) were insured in the London and Lancashire. The capacity of the factory was from 1,500 to 2,500 lbs. a day, and it was under the management of Henry R. Bonn, a practical man who only arrived here from Virginia in February last. There were some 65 hands employed, who will all be thrown out of work by the unfortunate occurrence. The manager states that he left the factory at 5 o'clock on Saturday evening and can advance no theory as to the origin of the fire. The machinery in the building was valued at about \$30,000, and there was a large lot of a more improved kind, recently imported, ready to be put in. It would appear from the suddenness with which the flames broke out through the roof and top of the building, that the fire had been smouldering for a long time, as it enveloped the whole building almost at once. The factory, of course, was an old building, very inflammable, and filled with material which proved a ready fuel for the devouring element. The supply of water was undeniably poor, and handicapped the work of the firemen in an appreciable manner. The steam fire engines did not appear to work as well as usual, and No. 2 broke down early in the evening.

... again down which Khar imp route Sunda Berbe the pr all the bring Egypt

The marke Gordon last fo it shou decide: town a peduio distinct almost the g tain of section adm ra an equ who wo a Briti his reli mect s and the rigity under t therefo ment wi to th Gordon. abandon depende which a Let era glories speak c "suspens

his mother to keep, folk, Va., (colored), renia. Last Sunday from home; Teasmore oung State traced the active Power discov- W. & A. train en- mouth, Word was Clarke, and Teasmore greater part of the

enzle (piper) of Dart- probate, and the es- er \$5,000. John S. Waddell are appoint- says his property, to be invested for the barles, during the life ) to be invested for during his life, and nto four parts to be rts to daughter Chris- a; one part to Isa- part to Mary Wil- Mass. On the death 18000 to be divided med in the same pro- herit their mothers'

be proved in solemn motion for security for petitioners, Alexander I. E. Henderson ay deposited \$100 re- is second cousin of the ilkie, and is a grand- David Shaw Clarke, suat.

returned with the body Tuesday night. The funeral took place yesterday at 3 p. m.

**THE NEW TOBACCO FACTORY.**

The work of erecting the new tobacco works on the site of the disastrous fire of a few weeks ago will be commenced to-morrow by the contractor, John Causey, and will be ready for occupation if completed according to contract, by 15th of August.

The works will be more extensive and more modern than before, and the following from the plans prepared by Henry Busch, architect, will give an idea of what the buildings will be:

The main building will front on Cornwallis street 48 feet, and extend back 112 feet. It will be three stories high with flat roof and built entirely of brick. The front will have a large entrance with two windows on either side, and six windows each for the second and third stories. At right angles running west from the rear end of this building will be a warehouse two stories high, measuring 48 by 26 feet. On east side at the rear and extending out to Maynard street will be the boiler and engine rooms, coal sheds, etc. This building will front 38 feet on Maynard street, by 26 feet 6 inches in depth, to where it joins the main building. A passage way will extend from Maynard street for admission of goods to the warehouse, main building and boiler room. The main building floors will be supported by two rows—6 in. each—of heavy wooden pillars. On the lower floor all the heavy machinery, screws, etc., will be placed, with the exception of one machine which will occupy the centre of the second floor, and under which special foundations will be built. The elevator will run up from the rear or north entrance of the main building and will be in close proximity to the side entrances from the adjoining warehouse. There will be over eighty windows in the building, rather oddly constructed; the upper quarter of the window (three of the twelve panes) will be a transom hinged to the stationary sash, so as to fold an angle of 45° inwardly, thus letting the air from the building out from above.

to London and an enquiry case is now being held Police Court. They gave Turpin and Eugene Le French chemists living in Paris, and alleged that their possession were same the purpose of trade. were well known to the I could summon members prove the truth of the claim to have made no officers at Dover, but station rather late and them rather rudely they officers off without know

**Birt**

MULH-LLAND—At Horrabridge on the 10th inst, the wife of Holland, Royal Engineers, MAGRATH—At 66 Lockman st the wife of Capt J F Magrath of a son.

**Deat**

OLDRIGHT—at the Hill, Dart No. 62 the 24th May, Eliza wife of Major John Oldright Funeral on Saturday, at Cemetery.—(English, Irish) please copy.

QUINN—On 25th inst, after a love: wife of Patrick Quinn her age. Funeral on Sunday from her late residence, N Friends and acquaintances to attend.—(Scotian paper)

McKENZIE—At Greenfield, C McKenzie, in his 87th year shire, Scotland, and some

McKENZIE—At Middle Street Hamilton, in her 43rd Charles Ruthenford, leaving children.

McKENZIE—At Truro, 17th Jan Alexander, second son of leaving a wife and two children of consumption, Isaac B, 4 Lean, in his 124th year.

**In Family For 100 Years**



Above, left, is W. H. Schwartz, who founded the firm of W. H. Schwartz and Sons Limited, in 1841, establishing what at first was purely a coffee business—and today coffee remains the most widely-distributed product. Succeeding him was his son, W. E. Schwartz, upper right, whose activities carried him into all parts of Eastern Canada, building and expanding the business in many directions. Today the third generation of the founding family is in control—W. H. C. Schwartz, president and managing director, lower left, and K. E. Schwartz, vice-president and factory manager, lower right.

**Peanut Butter Is High In Food Values**

Peanuts, in one form or another, have probably been used in the household constantly, pestered with the attention of providing a changing and varied menu. And, until recently, they were not considered as a food source. A pound of peanuts is 25.6 per cent protein, while a pound of portehouse steak is 21.9 per cent. A pound of peanuts also contains 47.5 calories per pound, while a pound of portehouse steak contains 1230 calories per pound and, peanuts, 2490 calories, for the much richer in protein, for a much richer in either steak or eggs.

Peanut butter consisting solely of peanuts and salt, provides a better to peanut than the whole nut. After considering some of these facts, it is not hard to realize why peanut butter is so popular. It is a Schwartz brand leads the way. Scientific facts support the statement that Schwartz peanut butter, which is nourishing through tested formulae, is good for you.

**'Red Currants' That Prove Hot**

There are many kinds of 'peppers' and even the most common, green, red, black, and white, are not the same. These really are not peppers at all in the true sense of the word. The special favorite has the odd Latin name vine looking at harvest time, like a cluster of red currants, which wrinkle and dry into the black berries, especially at picking time.

**Their First Coffee Roaster**



Here is pictured Canada's first coffee roaster installed in the first plant opened by W. H. Schwartz in 1841, just a century ago. It served faithfully for many years but has been followed by a succession of improved roasters until that of today, which automatically controlled gas and electric roasters preclude the slightest variation in flavor or quality.

**Magellan Paid For His First World Voyage With Pepper**

Spices and coffee were the two first and most important items brought from the world's markets to Halifax by the Schwartz firm one hundred years ago from the West Indies, of course, but in the ships of the old East India Company, as well as that huge imperial organization, the Dutch East India Company, and the Nova Scotia agents. That was in the days when the Indian held almost a monopoly of eastern products, especially of tea, or more different spices and herbs to choose from.

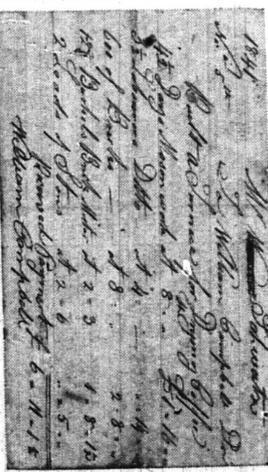
Pepper, for example, is so common that it was once used as a coin were fought, and pirates committed because of it in earlier days. There is the story of Magellan, which everyone knows, in which he carried pepper to the Indies that he had. But the voyage was costly. Only one boat, and it would be a small one by today's standards, was able to carry the cargo to survive the storms and uncertain tides. But that vessel had a cargo of pepper at that time to pay for the whole expedition, losses and all.

**Mustard Seed Now Grown In Province**

For the first time last year, mustard seed was grown by Nova Scotia farmers under contract with W. H. Schwartz & Sons, European supplies having been shut off, due to the war, Schwartz decided to experiment with the growing of mustard seed in this province.

About thirty-five farmers planted small test plots from special mustard seed obtained in England. Many of these farmers growing mustard and familiar with the growing of seed in their own gardens, found that this first year's planting was purely satisfactory. Since larger acreages have been sown this Spring, it will shortly be possible to announce that a 100 per cent Nova Scotia product, in addition to the growing of certain herbs, such as sage and oregano, also being undertaken by Schwartz.

**Just A Century Ago**



Here is shown William Campbell's bill for the construction of the first coffee roasting oven built for W. H. Schwartz, founder of W. H. Schwartz and Son. In those days it would be a good top pay for a mason was 8 shillings, about two dollars, and the whole oven required an outlay of little more than \$34.

# House of Schwartz, Pure Food Pioneer, Century Old Today

One hundred years ago—in 1841—W. H. Schwartz, whose father had emigrated to Nova Scotia from Holland in the late 18th Century, established the business which has borne his name, that of his sons, and now conducted by his grandsons in Halifax—now Canada's oldest Coffee House.

The beginnings were small—a shed at the rear of the family residence in Brunswick Street housed the first, hand-operated coffee roaster and mill—and coffee for many years was the only product offered the public.

## BUSINESS GREW STEADILY

Just as the product was limited, so was the market. But W. H. Schwartz was a determined pioneer and he handed on that determination and the family ability to blend coffees and spices to his son, the late W. E. Schwartz, who will be remembered by hundreds of retail and wholesale grocers throughout Eastern Canada.

Under the son of the founder, the business grew steadily and was expanded to include spices. Then pure food laws had not even been envisioned; spices and many other commodities were almost invariably sold in compounds, designed to bring low prices, but not to give the consumer real satisfaction.

## ARDUOUS TASK

The Schwartz firm pioneered in changing that. It was long and arduous work. W. E. Schwartz spent months away from his business house in Halifax, attempting and slowly succeeding in interesting the trade in the advantages of stocking pure products—pure spices and pure coffee.

It meant, as he used to tell in his later years, that he would leave home shortly after Christmas by horse and sleigh and not return until the Spring break-up made further travel by sleigh impossible. It meant calling on merchants in the most obscure places in this and other provinces of the east—but it meant a steady growth of confidence in the firm and a steadily expanding output.

As an example of what persistence it took, Mr. Schwartz used to say:

"I went into Yarmouth every year for five years, calling on the trade persistently, before I could make a single sale of our pure spices. The trade wanted only the compounds which Schwartz were determined not to market."

Then resistance broke down and in Yarmouth, as in every other community in this part of the Dominion, the pure products of the House of Schwartz are now to be found on the shelves of almost every grocer.

is particularly proud is the market found in Quebec. That province is the largest buyer of prepared mustard and takes large quantities of coffee, spices and other products as well. For the convenience of the French-speaking public, the House of Schwartz maintained a French-Canadian sales and office staff, especially assigned to this business.

From the outset the policy of the company has been to manufacture products not hitherto made in this part of the Dominion. It is a policy which has been successful and it is one which, in other fields, might well be emulated, the writer of this article believes.

It is a policy which requires aggressive and modern merchandising as a foundation. Many products of first quality have been produced in Nova Scotia, but the producing plant and business have languished because modern and persistent sales methods were not utilized.

The horse and sleigh with which W. E. Schwartz travelled this province in the early days, sufficed for that time. So did the bicycle he used in the summer months—the first bicycle with pneumatic tires in this country, it is believed. Such an object of curiosity was it that teachers let school children out to see the marvel—a man actually "riding on air."

Both methods were unique for their time. They long since have given way to others and the House of Schwartz has been quick to adopt the new where a better service might be given the merchant and the consumer and, most important of all, the high quality and purity maintained in the many products it now makes available to the public.



## ENLARGE PLANT

This development of the business entailed changes in the plant in Halifax. The establishment on Brunswick Street—it stood on part of the site of St. Patrick's Boys' School—proved too small. A retail store was opened at the corner of Buckingham and Barrington Streets. Eventually, the firm's policy was changed and it was decided to confine activities to manufacturing and wholesaling. Premises at 204 Water street were acquired.

Here a costly fire occurred in 1916, when all machinery and all stocks on hand were destroyed.

It was a hard blow, but fire could not dampen the firm's ambition, and so a new, start was made in what is now the A.M. Bell building.

In 1918, the firm of W. H. Schwartz and Sons was incorporated and the active management was taken over by the two grandsons of the founder, W. H. C. Schwartz and K. E. Schwartz, under whose direction the policy of manufacturing goods not previously produced in Nova Scotia was continued and expanded.

## FIRST IN CANADA

In 1920 the company began to manufacture prepared mustard, all of which formerly had been imported from the United States. There was no guarantee that a market existed; there was no available experience in such trade, but the start was made and the blend established to the Schwartz family standards.

Success was almost immediate until today the company is one of the largest makers of prepared mustard in Canada. Hundreds of carloads, containing tens of thousands of cases, have been shipped into Central Canada and exported to Newfoundland, the West Indies, South America and other countries and, until the war interfered, to England, where notable progress had been made before 1939.

Following the success with the making of prepared mustard, the firm began the manufacture of jelly powders, flavoring extracts, baking powder, peanut butter, and processing and packaging dates, raisins and currants; products, the bulk of which formerly had come from other provinces or other countries, and all of which, under the House of Schwartz name have since found wide distribution.

In 1926, the company purchased its present building at 526 Barrington street and that it was believed would suffice to house the business for many years. In 1931, a further expansion took place when W. H. Schwartz and Sons purchased the Canada Spice and Specialty Mills Limited, of Saint John, replacing their "Perfect" brand products with the Schwartz "Fearless" brand.

In 1935, business had grown so that further quarters were needed and Moirs No. 4 Factory on Cornwallis street was purchased and adapted for the company's purposes. Again it was believed that the increased space would suffice for years ahead.

Instead, it again has been found necessary to expand and today a steam shovel is busy in Barrington street, adjacent to the main plant, digging the foundations for a new building. It will provide the most modern facilities for manufacturing and office staffs, and will be available in early Autumn.

## Attachment 2

### Scoring for Case H00510: Request to Include 5663 Cornwallis Street, Halifax in the Registry of Heritage Property for the Halifax Regional Municipality

Criterion	Score Awarded
1. Age	13
2B. Historical Importance-Architectural Style	15
3. Significance of Architect/Builder	6
4A. Architectural Merit: Construction Type	8
4B. Architectural Merit: Style	9
5. Architectural Integrity	13
6. Relationship to Surrounding Area	10
<b>Total</b>	<b>74</b>