P.O. Box 1749
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Item No. 9.1.2
Heritage Advisory Committee
September 22, 2021

TO: Chair and Members of the Heritage Advisory Committee

SUBMITTED BY: ***-Original Signed-***

Kelly Denty, Executive Director of Planning and Development

-Original Signed-

Jacques Dubé, Chief Administrative Officer

DATE: September 10, 2021

SUBJECT: **Case H00515: Request to Include 1262 Bedford Highway, Bedford in the Registry of Heritage Property for the Halifax Regional Municipality**

ORIGIN

On August 17, 2021, Regional Council passed a motion directing staff to examine the potential of including the subject property in the Registry of Heritage Property for the Halifax Regional Municipality.

LEGISLATIVE AUTHORITY

The *Heritage Property Act*

RECOMMENDATION

Should 1262 Bedford Highway, Bedford 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 1262 Bedford Highway, Bedford 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

On August 17, 2021, Regional Council directed staff to examine the potential of including 1262 Bedford Highway, Bedford in the Registry of Heritage Property for the Halifax Regional Municipality. The subject property is located on the northern portion of the Bedford Highway / Meadowbrook Drive intersection (see Map 1). The subject property contains a 1.5-storey dwelling that was designed in the Classical Vernacular Style. Research suggests that the dwelling was most likely constructed between 1855 and 1858.

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:

Criterion	Highest Possible Score
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
Total	**100**

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).

Figure 1: 1262 Bedford Highway (August 30, 2021)

1. Age:

The property at 1262 Bedford Highway was formerly part of the Mitchell family's 600-acre farmland estate, which was established by Joseph J. Mitchell. In 1855, Judah Borden purchased a quarter-acre lot, which research suggests was vacant at the time, from the Mitchell family. The property's deed made note of a "dwelling house" when it was transferred from Borden to Benjamin Wier and Samuel Harvie in 1858. Thus, staff believe that the existing dwelling was most likely constructed between 1855 and 1858 during Borden's tenure. Subsequent mapping and historical photographs (c.1912) appear to depict the same dwelling, along with a rear addition that was constructed sometime before 1926.

Research indicates that the building was most likely constructed between 1855 and 1858 and as such, staff recommend a score of 16 points for age.

2. Historical OR Architectural Importance:

Relationship to Important Occasions, Institutions, Personages or Groups
The subject property was owned by several notable residents who had distinguished role in local history. The Mitchell family was one of Bedford's largest landowners and the subdivision of their farmlands helped transform Bedford into its present-day form.

Benjamin Wier
The subject property was purchased by Benjamin Wier, merchant and politician, and Samuel D. Harvie in 1858. Following some early struggles, Wier gained professional success through his shipping company which traded with New England. He later rose to prominence in Halifax society and was elected to Halifax Council in 1851 and the Nova Scotia Legislature soon after. Under Premier Joseph Howe's government, Wier was the subject of a scandal after he and Financial Secretary William Annand used privileged information to speculate in gold mining. This scandal contributed to Howe's loss in 1864.

During the American Civil War, Wier supported the Confederates, hosting them in his Hollis Street mansion and providing ship repair services. When the confederacy collapsed, he was banned from the United States. In response to the difficulties this posed for his business, as well as the general hostility of the United States to Nova Scotia, Wier then advocated for Canadian confederation and a Halifax-to-Quebec railroad. John A Macdonald and Charles Tupper made Wier a Canadian Senator in 1867, shortly before his death in 1868. Due to Benjamin Wier's controversial and problematic legacy, staff recommend that HAC give special consideration to the amount of emphasis given to his association with the property and its historical importance during their evaluation.

Archbishop Thomas Connolly
Archbishop Thomas Louis Connolly owned the property between 1866 and 1870. Connolly served as a priest at St. Mary's Church in Halifax beginning in 1845, was named the bishop of Saint John in 1852, and became the archbishop of Halifax in 1858. Connolly was a supporter of confederation and influenced other clergy to support the confederation movement. He also advocated for establishing separate Catholic

schools in the Maritime provinces, helped mend discrepancies between Catholics and Protestants regarding the Fenian troubles, and oversaw the construction of schools, churches, and a seminary.

DeWolf Family
The property is also associated with the DeWolf family, who have a longstanding presence in the Bedford area. Kate and Henry ("Harry") George DeWolf purchased the subject property in 1921. Harry G. was a shipping agent and president of T.A.S. DeWolf and Son Ltd. - a company that supplied salt and other goods to the Atlantic fishing trade - as well as a sailing advocate. The company, which was originally founded in Parrsboro in 1818, was previously run by his father, James Edward DeWolf, who was also a dean of steamship operators. James Edward and his wife Priscilla lived opposite Meadowbrook Drive, in a home known as Sullivan's House.

Harry George DeWolf (Jr.), the most well-known child of Harry G. Sr, was one of Canada's most decorated World War II (WWII) Naval Officers and was appointed Vice Admiral due to his outstanding service. Vice Admiral DeWolf was born at Sullivan's House in 1903 where he lived until he left for Naval College in 1918 (three years before his parents purchased the subject property). During WWII, he captained the HMCS St. Laurent and took part in the evacuation of France; he later saved 859 passengers and crew from the SS Arandora Star after it was torpedoed by a German U-Boat. The Vice Admiral took command of the HMCS Haida in 1943 and led several successful missions, including the sinking of a U-boat. He went on to hold several other prominent positions and Naval ranks before becoming the Vice Admiral in 1956. DeWolf Park in Bedford is named in his honour.

Due to the property's connection to prominent residents, such as Archbishop Thomas Louis Connolly and the DeWolf family, who owned 1262 Bedford Highway until 1980, staff recommend a score of 11-15 points for historical importance.

3. Significance of Architect or Builder:

No information regarding the architect or builder was identified. Thus, staff recommend a score of 0 points.

4. Architectural Merit:

Construction type or building technology
The 1.5-storey dwelling has a wooden-frame, though the exact construction technique is unknown as the property's interior was not inspected due to COVID protocols. The dwelling demonstrates the craftmanship and exterior finishing's typically seen in vernacular homes from this era. The dwelling appears to rest on a masonry foundation that has been parged, but again, the foundation's exact composition is unknown.

Since the exact construction technology is unknown, staff recommend a score between 1 and 3 points.

Style
The existing dwelling, which is sometimes referred to as "Honeycote", was constructed in the Classical Vernacular style, which was popular in Nova Scotia between 1830 and 1880. The 1.5-storey dwelling originally had a simple rectangular plan, though a rear addition was later added. It is cladded in wood shingles which are indicative of the style. The dwelling's classical influences are also displayed through various features, including its symmetry, central entrance, gable returns, and pilaster detailing.

The gable roof features steeply pitched sides on the right (northeast) side wall that conveys the style's traditional symmetry, while the opposite (southwest) side was modified to give an asymmetrical, almost saltbox-inspired appearance. The roofline features two brick chimneys inside both side walls. Two gable dormers project from the front portion of the roof and feature coupled windows (i.e., a large central light with narrow flanking sidelights). The dwelling's remaining windows are Georgian-like six-over-six windows; while not original, their appearance is generally compatible with the dwelling's original design.

The front entryway consists of a central enclosed porch featuring a hipped roof and a pair of modest wood pilasters with inverse fluting to frame the exterior door. On either side of the porch is a half-panelled, half-glazed door which would have once led to uncovered porches.

Character defining elements of 1262 Bedford Highway include, but are not limited to:

- Original 1.5 storey Classical Vernacular building with a symmetrical appearance;
- Two single-stack brick chimneys located just inside the end walls;
- Decorative clay chimney pot on left (southwest) chimney;
- Wood shingle siding;
- Gable roof with classical return eaves;
- Window fenestration with double hung six-over-six windows;
- Two hipped dormers with three coupled windows in sets of three; and
- Enclosed porch with hipped roof, original side doors, and pilasters with inverted fluting.

The dwelling is a mid-to-late example the Classical Vernacular style and as such, staff recommend a score between 4 and 6 points for style.

5. Architectural Integrity:
The historic dwelling has a good level of architectural integrity. Based on historic photos, the dwelling's original appearance and Classical features have largely been retained. It also appears that some original elements (i.e., dormers, chimneys, a chimney pot, and the enclosed porch) still exit. The most significant alteration is the rear addition, which was constructed before 1926 (anecdotal evidence suggests that it occurred between 1918 and 1926). It's also likely that the southwest portion of the gable roof was modified during this timeframe, as well. Other alterations include:

- Modern windows were installed throughout the dwelling;
- Taller, non-functional window shutters were installed;
- Original uncovered porches on either side of the main entrance were removed;
- New front stairs were constructed; and
- Modern doors have been installed.

While both are visible from Meadowbrook Drive, the rear addition and southwest roof alteration do not have a significant impact on the dwelling's integrity. The other alterations have been carried out in a manner that respects the home's original appearance. Staff recommend a score between 6 to 10 points.

6. Relationship to Surrounding Area:
The property has historical connections to the lands along Bedford Highway and Meadowbrook Drive, including sites and structures that were connected with the DeWolf family. Unfortunately, all of these associated structures have been demolished.

While the immediate area has lost most of its historic buildings, some modern commercial and residential construction have attempted to maintain a compatible appearance through vernacular-inspired design. The existing dwelling is one of the oldest homes in Bedford and modern development trends only heighten its significance. Some nearby streets, such as Pleasant Street and Rutledge Street, still feature historic homes which, along with Honeycote, depict residential development patterns from the mid-to-late 1800s.

The subject property provides strong historical connections to the DeWolf family and Bedford's residential development trends from the mid-to-late 1800s. While it is now surrounded by mainly newer structures, the existing dwelling is one of the oldest homes in Bedford and is indicative of the area's residential history. As such, staff recommend a score between 1 and 5 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 - Social and Heritage Policy.

RISK CONSIDERATION

No risk considerations were identified.

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

No environmental implications were identified.

ALTERNATIVE

1. The Heritage Advisory Committee may choose to refuse the application to include 1262 Bedford Highway, Bedford 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.

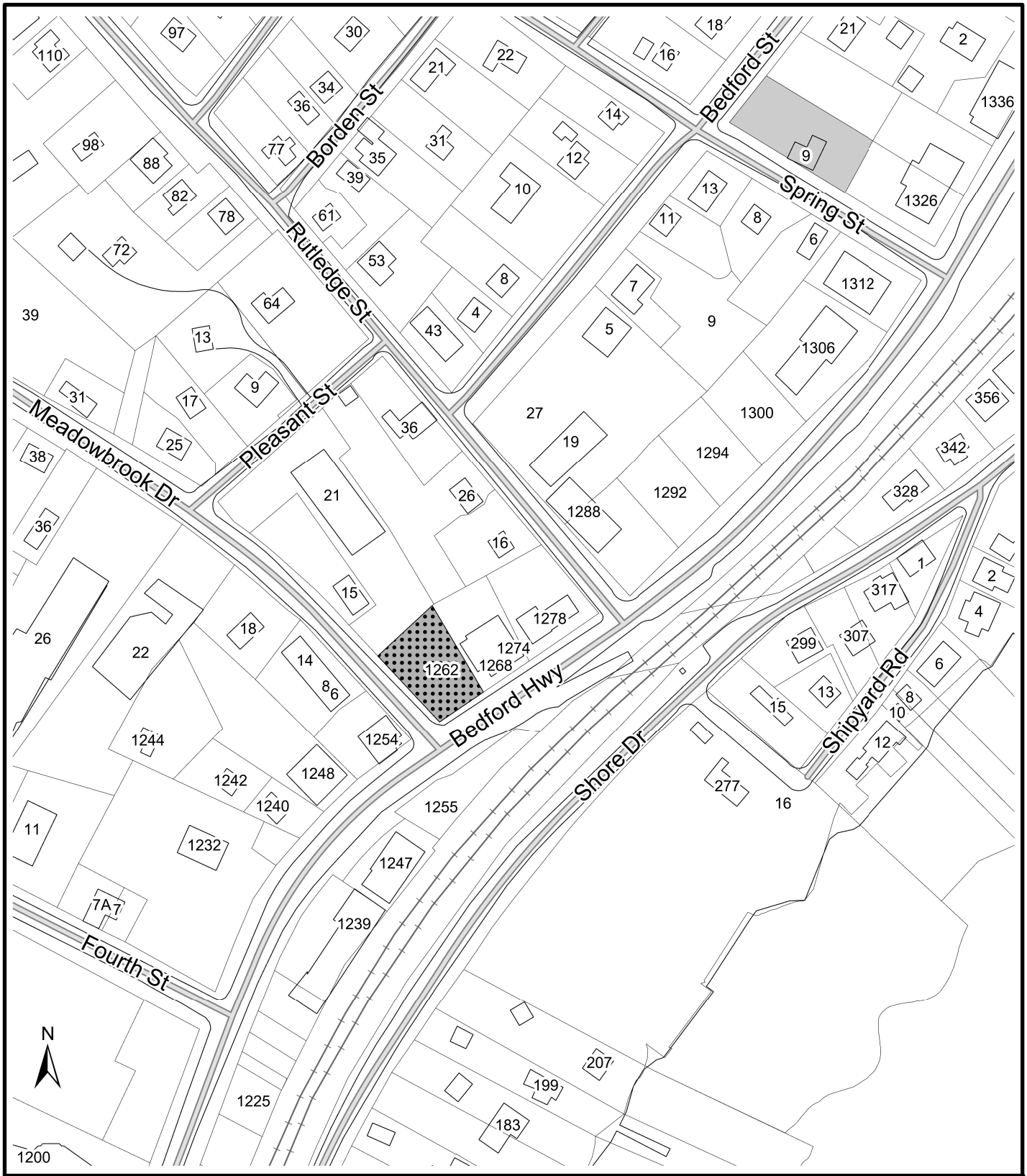
ATTACHMENTS

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 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 Map

1262 Bedford Highway,
Bedford

Registered Heritage Property

Subject Property

HALIFAX

0 10 20 30 40 50 60 70 80 m

HRM does not guarantee the accuracy\
of any representation on this plan.

3 September 2021

Case H00515

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Attachment A

HALIFAX REGIONAL MUNICIPALITY

HERITAGE PROPERTY PROGRAM

EVALUATION CRITERIA

Heritage Property Program **March 2013**

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 19th 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.

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

Architecture	Consider any additions/ removal/ alterations to windows, doors, porches, dormers, roof lines, foundations, chimneys, and cladding.	
Exterior	**Points**	**Comments**
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

Points	Comments
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*.

SCORING SUMMARY

Property	Date Reviewed	Reviewer

Criterion	Highest Possible Score	Score Awarded
1. Age	25	
2. a) Relationship to Important Occasions, Institutions, Personages or Groups **OR** 2. b) Important, Unique Architectural Style, or Highly Representative of an Era	20	
3. Significance of Architect or Builder	10	
4. a) Architectural Merit: Construction type/building technology	10	
4. b) Architectural Merit: Style	10	
5. Architectural Integrity	15	
6. Relationship to Surrounding Area	10	
Total	**100**	

SCORE NECESSARY FOR DESIGNATION **50**

Designation Recommended? **YES** **NO**

COMMENTS:

Attachment B

Research Report

1262 Bedford Highway, Bedford

Prepared by:
HRM Planning & Development
Carter Beaupre-McPhee, Heritage Planning Researcher

September 9, 2021

HALIFAX

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Construction Type or Building Technology 17

Style 17

Architectural Integrity **25**

Relationship to Surrounding Area **26**

References **35**

Age

1262 Bedford Highway, formerly 18 Main Post Road, is situated on the southern corner of the block bound by Rutledge to the northeast, Bedford Highway to the southeast, Meadowbrook Drive to the southwest and Pleasant Street to the northwest (Underwriters Survey Bureau Limited, 1926).

The existing historic house, colloquially known as “Honeycote”, was most likely built under Judah Borden's ownership, sometime between 1855 and 1858 (Tony Edwards, 2007). The lot was first subdivided from the very large acreage of the Mitchell family farmlands when purchased by Judah Borden in 1855, and the following deed transfer in 1858 from Borden to Benjamin Wier explicitly mentions the “dwelling house” in which Borden resided. Furthermore, Church's Map of Halifax County shows the historic house existed as early as 1865 and was occupied at that time by the Wier family [Figure 4] (NSPOL, 1855; Walling, 1865). It is of course possible that the historic house was built under the Wier family's ownership; however, this is far less likely, as the Wier family would have had to demolish the at-most three-year-old home which was built/commissioned by Judah Borden (NSPOL, 1858). Thus, it is reasonable to estimate that the present historic home dates from between 1855 and 1858. The house's architectural style is consistent with this time period (Dept. of Culture, Recreation & Fitness Heritage Unit, n.d.).

Following its creation in 1855, the lot underwent three major modifications in its history. The first such lot modification occurred with the 1919 deed transfer from Thomas and John Ritchie to David T. Leslie. In this transfer, the original lot on which the house sits was consolidated with an L-shaped parcel of land to the northwest, creating a single larger parcel (NSPOL, 1919). The second lot alteration occurred in 1960 when Muriel Maude Moore [formerly Muriel Maude DeWolf] had subdivided the parcel to create and sell “Lot A” to John Ferguson [Figure 7] (NSPOL, 1956, 1960). Lot A was approximately the same L-shaped lands that were consolidated with the original parcel in 1919 and did not include the land on which the historic house sits (Bauld, 1956). As a result, the subdivision and sale of Lot A loosely restored the remaining lot to its original ~¼ acre size and quadrilateral shape (NSPOL, 1855). The third and final lot modification occurred in 1963 when the Province of Nova Scotia expropriated a sliver of the parcel abutting Meadowbrook Drive for Meadowbrook’s reconstruction [Figure 8] (Certus, 1963).

The rear addition to the home is shown on a 1926 fire insurance map of Bedford [Figure 5] but not on a map hand drawn from memory by Vice Admiral Harry G. DeWolf [Figure 6] (DeWolf, July 29, n.y.b; Underwriters Survey Bureau Limited, 1926). The former demonstrates definitively that the rear addition existed at least as early as 1926. The latter suggests that the addition was likely added between 1918, the year the 15-year-old Harry DeWolf moved to British Columbia to join the Naval academy, and 1926, when the addition first shows up on the fire insurance map (Gardiner, 1991). The reasoning behind this is that Vice Admiral DeWolf’s memories of this area would have been primarily developed during his childhood 1903-1918 when he lived in Bedford at Sullivan’s House, only one block away from Honeycote (DeWolf, July 29, n.y.b).

1262 Bedford Highway "Honeycote" Ownership History (1855 to Present)

Carter Beaupre-McPhee

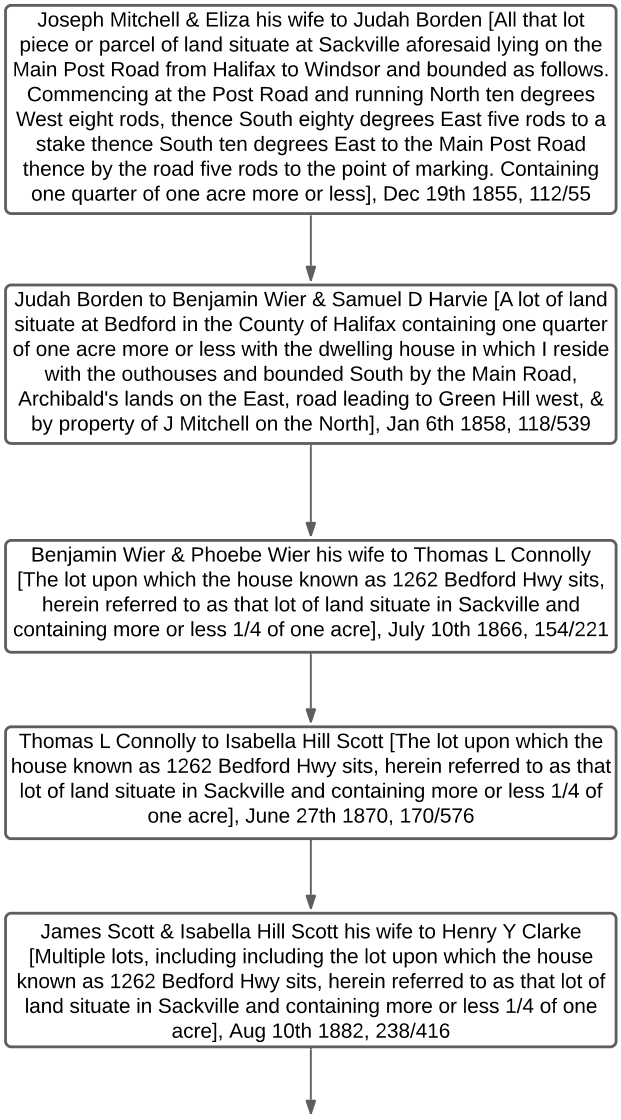


Figure 1: Ownership history of 1262 Bedford Highway, continued on the following page

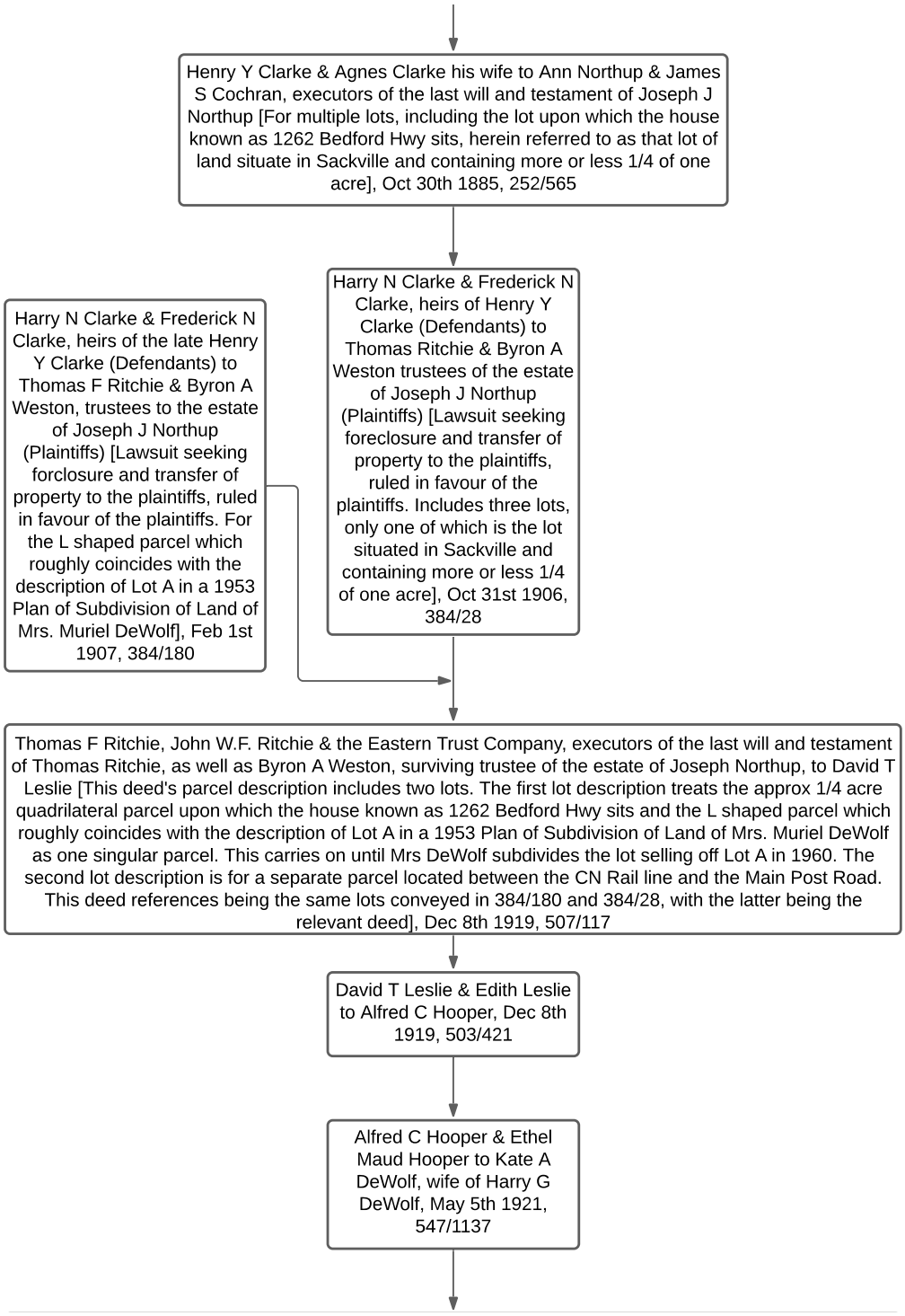


Figure 2: Ownership history of 1262 Bedford Highway, continued on the following page

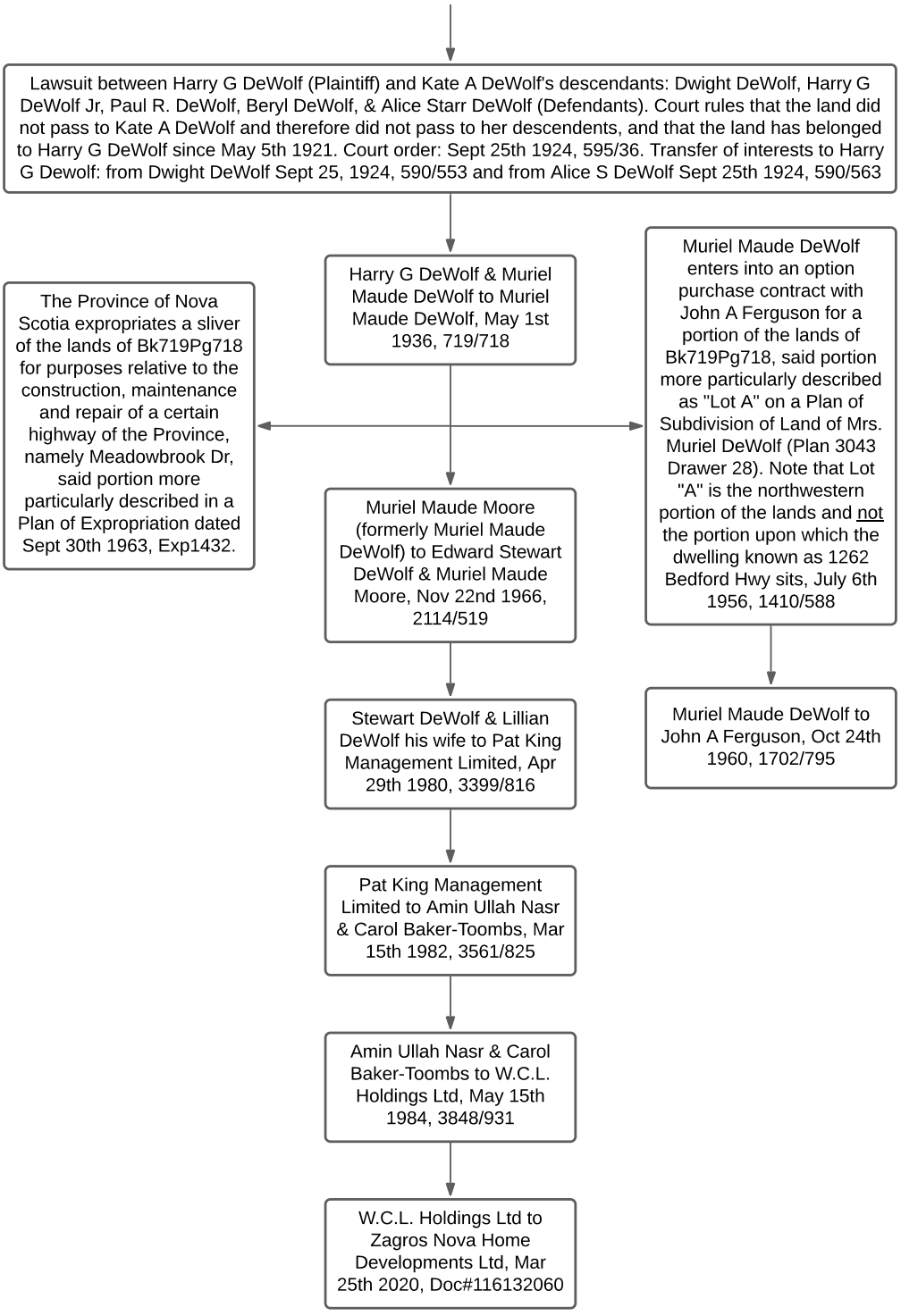


Figure 3: Ownership history of 1262 Bedford Highway

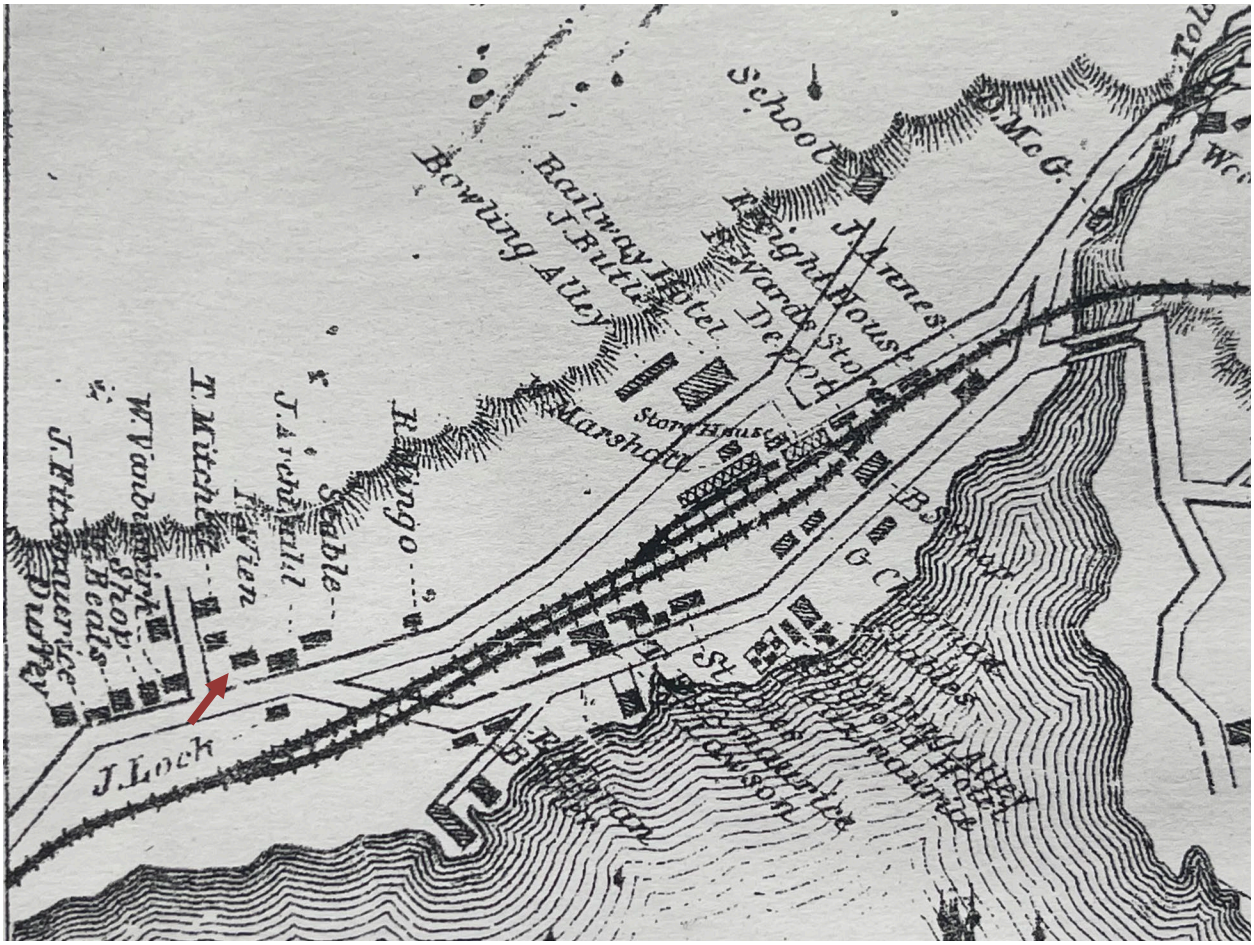


Figure 4: A portion of the Bedford Village inset of A.F. Church's 1865 map of Halifax County showing the house now known as 1262 Bedford Highway being occupied by Benjamin Wier (Walling, 1865)

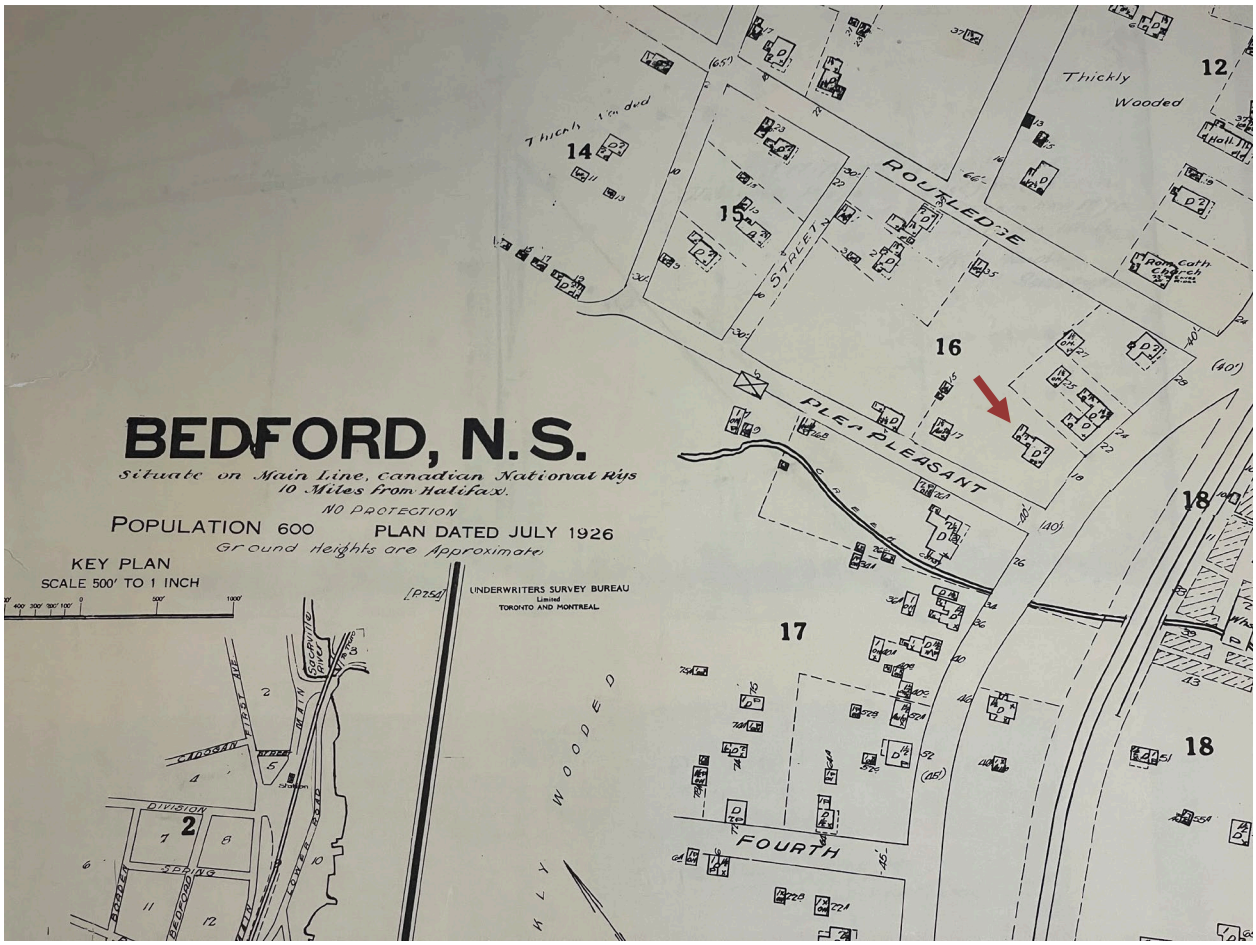


Figure 5: A 1926 Fire Insurance Map of Bedford showing the dwelling and its rear addition, with the property being identified by an arrow (Underwriters Survey Bureau Limited, 1926)

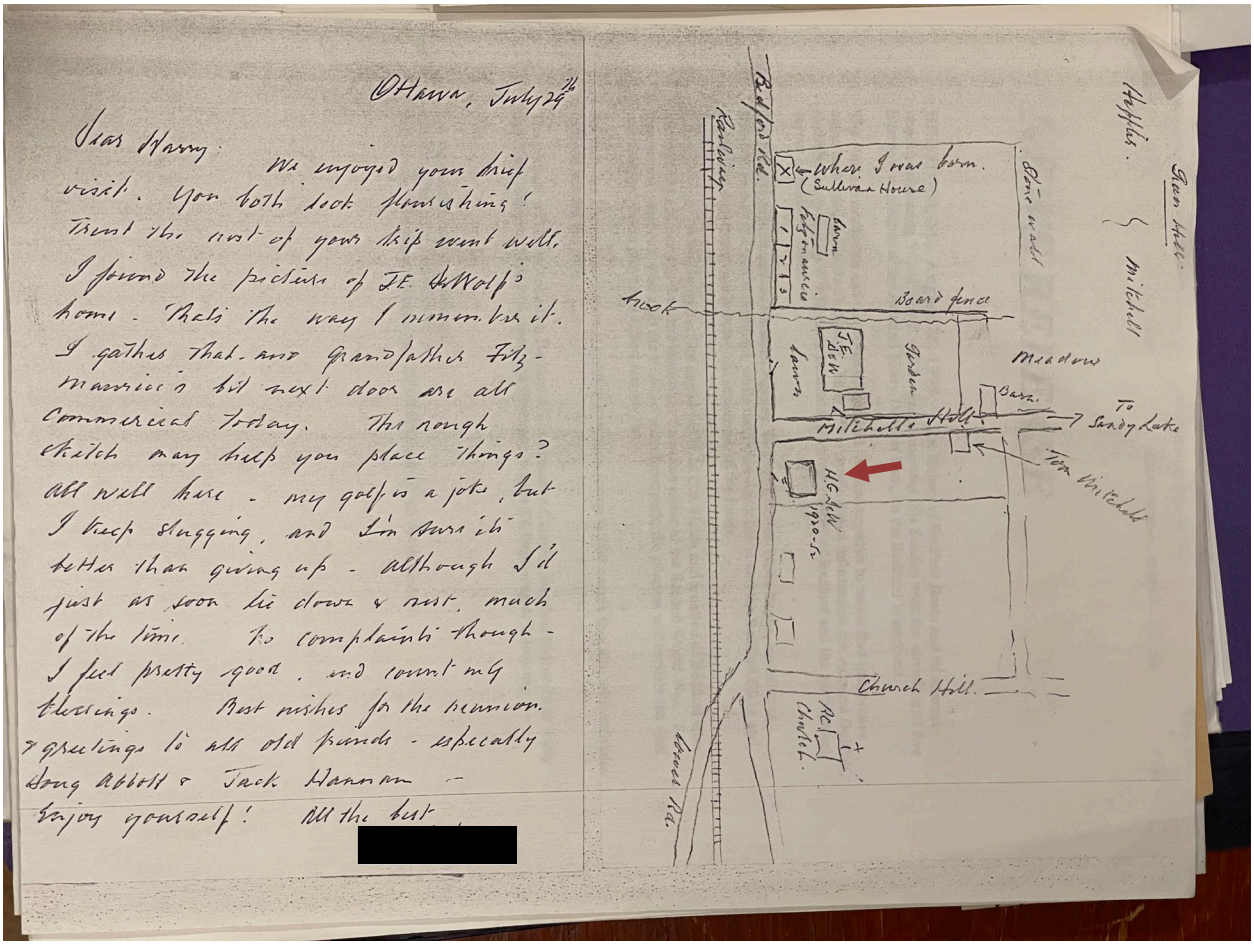


Figure 6: Letter and hand-drawn map by Vice Admiral Harry DeWolf to his father Harry G. DeWolf indicating that Harry G. DeWolf lived in the home from 1920 to 1952 (DeWolf, July 29, n.y.b).

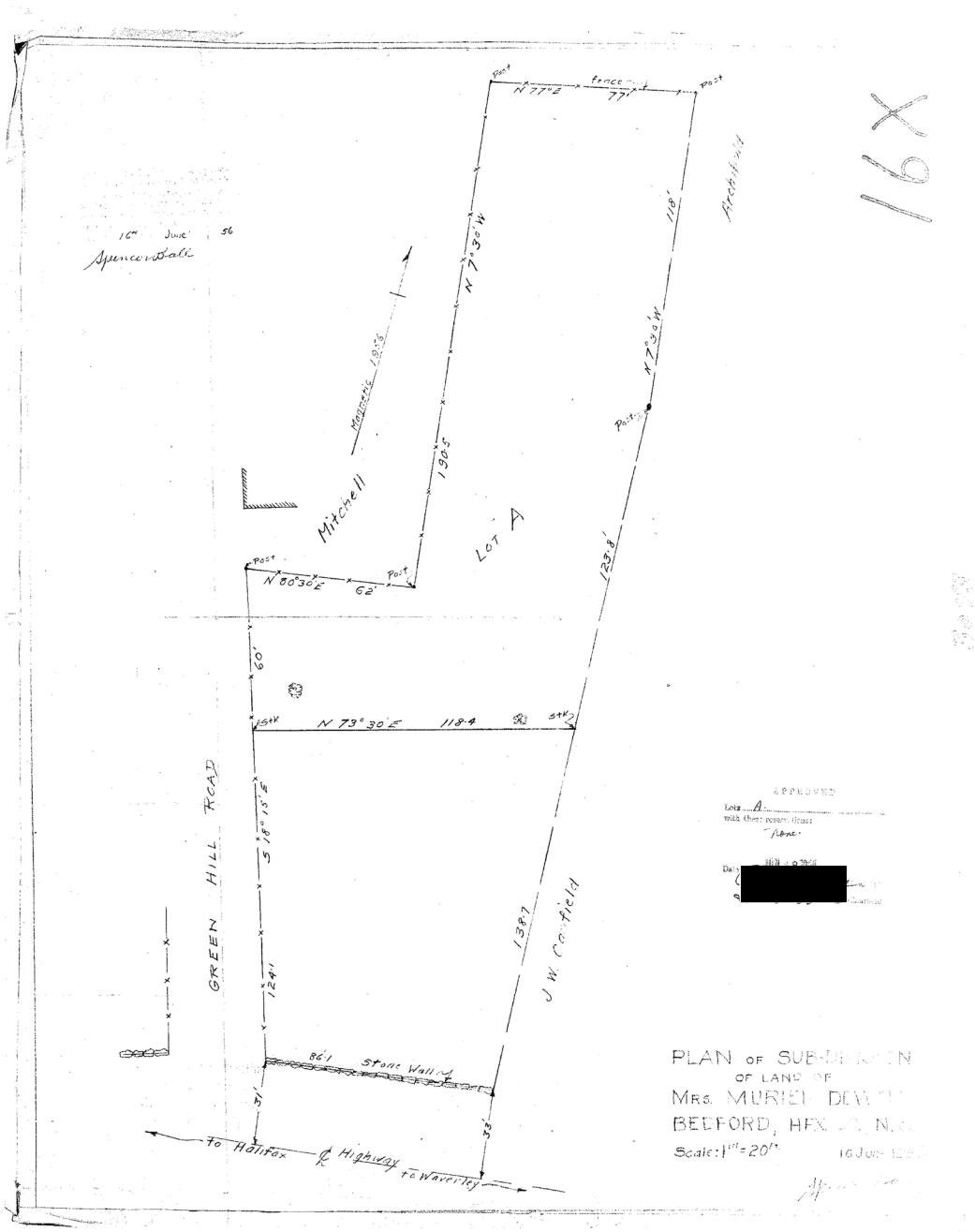


Figure 7: Plan of Subdivision of lands of Mrs. Muriel DeWolf showing "Lot A" to be sold off separately (Bauld, 1956)

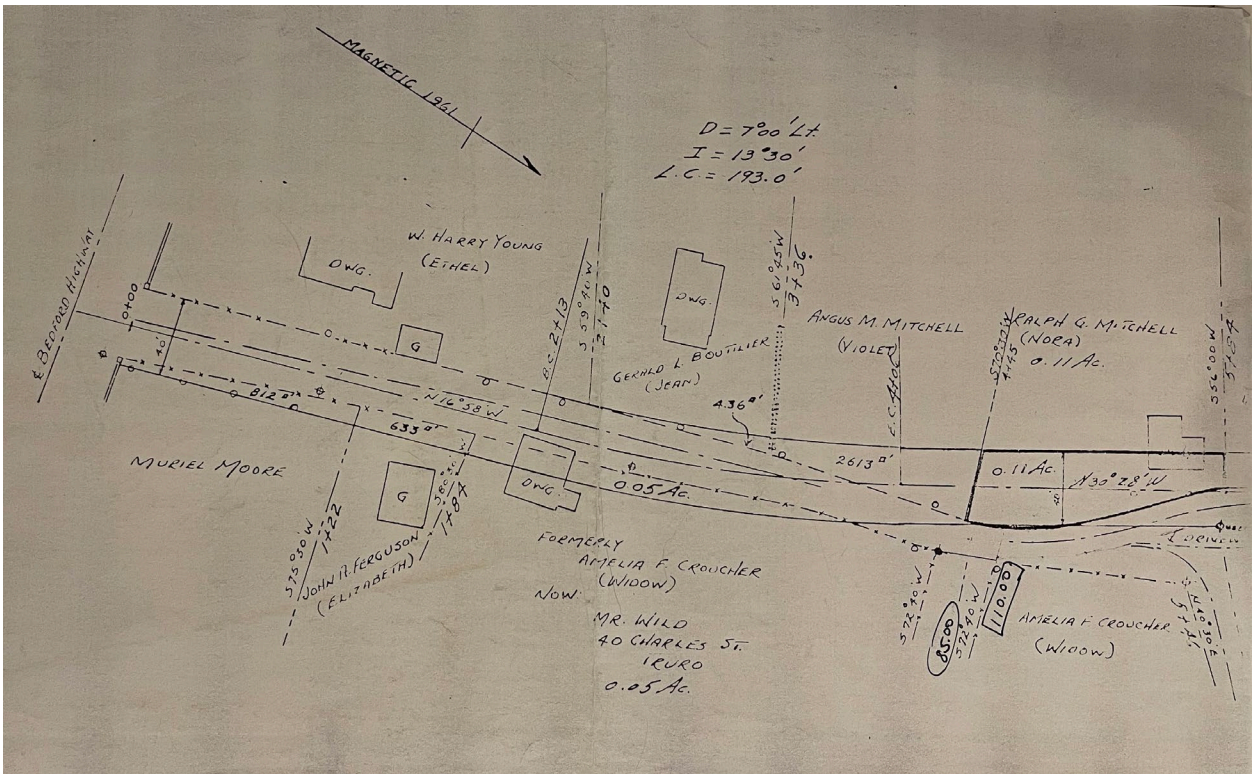


Figure 8: A 1963 Plan of land which it is desired to expropriate under the provisions of the Expropriation Act, identifying Muriel Moore as the owner of the lot at the northwest corner of Bedford Highway and Meadowbrook Drive (Certus, 1963)

Historical or Architectural Importance

Relationship to Important Occasions, Institutions, Personages or Groups

The dwelling at 1262 Bedford Highway has historical associations with businessman and Senator Benjamin Wier, the Archbishop of Halifax Thomas Louis Connolly, as well as Harry G. DeWolf [Sr.] and Kate A. DeWolf, the parents of one of Canada's most highly decorated WWII Naval Officers, Vice Admiral Harry George DeWolf (Mail Star, 1992).

The dwelling is sited on what was at one point part of the vast farmlands belonging to Joseph J. Mitchell (NSPOL, 1855). The Mitchells were a family of farmers, and their family estate at one point included six hundred acres of land bounded by Bedford Basin to the South, Sullivan's Hill to the West, Division Street to the East, and the Sandy Lake properties to the North (MacKay, 2010; NSPOL, 1855). The present historic home was most likely built/commissioned by Judah Borden, a trader, who bought the original ~¼ acre parcel from Mitchell in 1855 (NSPOL, 1855).

Borden later sold the property which included his dwelling house to Benjamin Wier and Samuel D Harvie for five shillings in 1858 (Government of Canada, 1871; NSPOL, 1858, 1866). Benjamin Wier [b. 1809, d. 1968] [Figure 9] moved to Halifax in 1830 to establish himself as a merchant, suffering several bankruptcies before finally achieving great success with his shipping company which traded with New England (Senn, 2005; Sutherland, 1976). Wier rose to prominence in

Halifax society and was elected to Halifax Council in 1851 and the Nova Scotia Legislature soon after (Senn, 2005). Under Premier Joseph Howe's Liberal government, Wier became subject of scandal and inquiry when Charles Tupper discovered that both Wier and Financial Secretary William Annand had used their access to privileged information to speculate in gold mining (Sutherland, 1976). This scandal contributed to Howe's loss in 1864 (Senn, 2005).

During the American Civil War, Wier supported the Confederates, hosting them in his Hollis Street mansion and providing ship repair facilities for them in exchange for a lucrative supply of cotton (Senn, 2005; Sutherland, 1976). When the confederacy collapsed, he was banned from the United States. In response to the difficulties this posed for his business, as well as the general hostility of the United States to Nova Scotia, Wier began advocating for Canadian confederation (Senn, 2005). He also renewed his previous advocacy for the construction of a railroad between Halifax and Quebec (Sutherland, 1976). Sir John A Macdonald and Charles Tupper, out of gratitude for his efforts in support of confederacy, made Wier a Canadian Senator in 1967, shortly before his death the following year (Senn, 2005).

Figure 9: Halifax businessman and Canadian Senator Benjamin Wier (*Photograph - Benjamin Wier*, 1865)

Benjamin Wier sold the property in 1866 to another figure of note, Rev. Thomas Louis Connolly [b1814, d1876], archbishop of Halifax [Figure 10]. Connolly was an ardent supporter of confederation and an advocate for separate Catholic schools for the catholic minority in the maritime provinces ("Connolly, Thomas Louis," 2021). He oversaw construction of numerous schools, churches, and a seminary, and he represented Canada at the Vatican Council of 1869-

1870, where he opposed papal infallibility (“Connolly, Thomas Louis,” 2021). A politically involved man until his retirement, Archbishop Connolly would correspond with Sir John A. Macdonald and exercise his influence over Nova Scotia’s bishops in support of confederation (“Connolly, Thomas Louis,” 2021).

Figure 10: Photo of Archbishop Thomas Louis Connolly (“Connolly, Thomas Louis,” 2021)

In 1870 Archbishop Connolly sold the property to Isabella Hill Scott [occasionally referred to as Isabell], wife of James Scott, a grocer and wine merchant operating on Granville Street in what is now Granville Mall [Figure 11] (Government of Canada, 1891; NSPOL, 1870; Rogers, 1871).

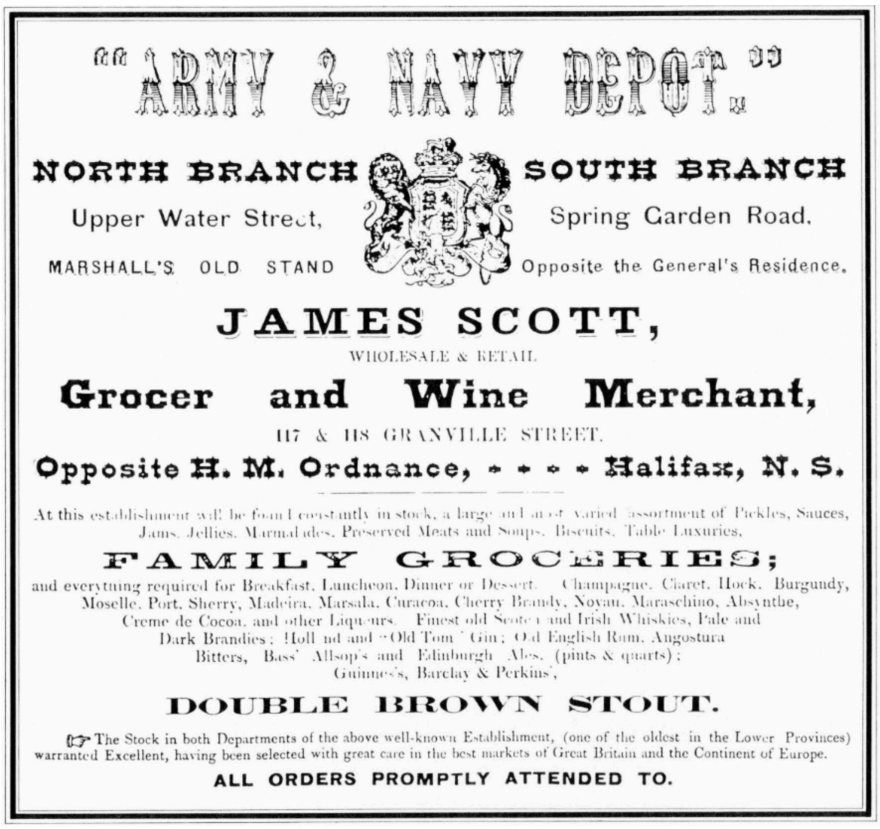
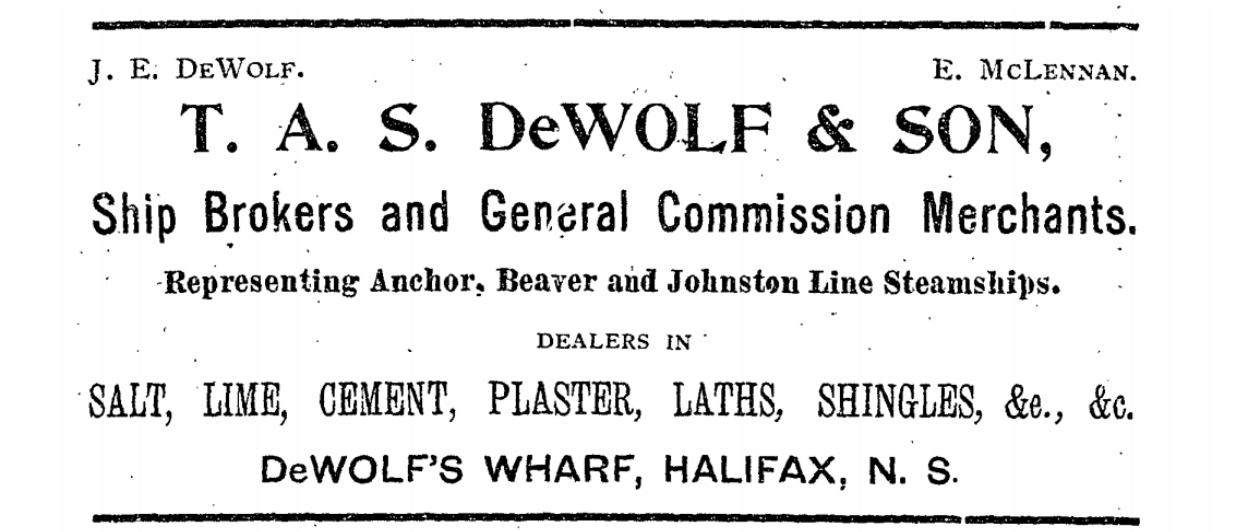


Figure 11: Advertisement for James Scott, grocer and wine merchant, published in McAlpine's Nova Scotia Directory for 1968-1969 (Rogers, 1871)

In 1882 James Scott and wife Isabella Hill Scott sold the property, and it continued to change hands among a series of less notable owners. In 1921 Alfred C. Hooper and his wife Ethel Maud Hooper sold the property to Kate A. DeWolf, wife of Harry G. DeWolf [occasionally written Henry], shipping agent, prominent yachtsman, and president of T.A.S. DeWolf and Son Ltd. [Figure 12] (*Brief History of Admiral Harry DeWolf*, n.d.; NSPOL, 1921). Harry G. DeWolf's business supplied salt and other goods to the Atlantic fishing trade (*Brief History of Admiral Harry DeWolf*, n.d.). Harry was the son of James Edward DeWolf, shipping agent, and his wife Priscilla DeWolf, who both lived directly across Meadowbrook Drive from Honeycote [Figure 5] (DeWolf, July 29, n.y.b; *J.E. DeWolf*, n.d.; *Untitled Genealogical Notes on the DeWolf Family*, n.d.). Harry married Kate A. Fitzmaurice, the daughter of James Fitzmaurice of Bedford, a carpenter (Government of Canada, 1881). Together they had three sons, Dwight DeWolf, Harry G. DeWolf [Jr.], and Paul DeWolf, as well as two daughters, Beryl [DeWolf] Gordon and Alice Starr [DeWolf] Shaw (*J.E. DeWolf*, n.d.).



J. E. DeWolf. E. McLennan.

T. A. S. DeWOLF & SON,

Ship Brokers and General Commission Merchants.

Representing Anchor, Beaver and Johnston Line Steamships.

DEALERS IN

SALT, LIME, CEMENT, PLASTER, LATHS, SHINGLES, &c., &c.

DeWOLF'S WHARF, HALIFAX, N. S.

Figure 12: Advertisement for T.A.S. DeWolf & Son in the 1899-1900 McAlpine's Halifax City Directory (McAlpine's, 1900)

Harry G. DeWolf [Jr.] was the most notable of Harry G. DeWolf's children, becoming Vice Admiral Harry George DeWolf, C.B.E, D.S.O., D.S.C., C.D., one of Canada's most highly decorated WWII Naval Officers [Figure 13] (Mail Star, 1992). Vice Admiral DeWolf was born in 1903 at "Sullivan's House" one block south along Bedford Highway from Honeycote [Figure 6] (DeWolf, July 29, n.y.b; Gardiner, 1991). He lived there until he left for Naval College in 1918 at the age of 15 (Mail Star, 1992). In World War II he was captain of the HMCS St. Laurence and took part in the evacuation of France (Mail Star, 1992). He saved 859 passengers and crew from the SS Arandora Star, which was carrying German and Italian prisoners when it was torpedoed by a German U-Boat (Mail Star, 1992). He captained the tribal destroyer HMCS Haida [Figure 14], leading a series of successful actions including the sinking of a U-Boat (Crowsnest, 1960). His very successful career had ultimately earned him the rank of Vice Admiral and a good deal of national fame (Crowsnest, 1960). Fred Ware, a war veteran who worked under DeWolf was quoted as saying "We Worshipped him the same way the men of the Royal Navy worshipped their old hero, Admiral Nelson," (Foot, n.d.). DeWolf retired in 1960 and DeWolf Park in Bedford was named in recognition of his achievements (Crowsnest, 1960; Mail Star, 1992). At the dedication ceremony for DeWolf park, Vice Admiral DeWolf said of Bedford "My memories of my early days are here and happy memories," (Mail Star, 1992).

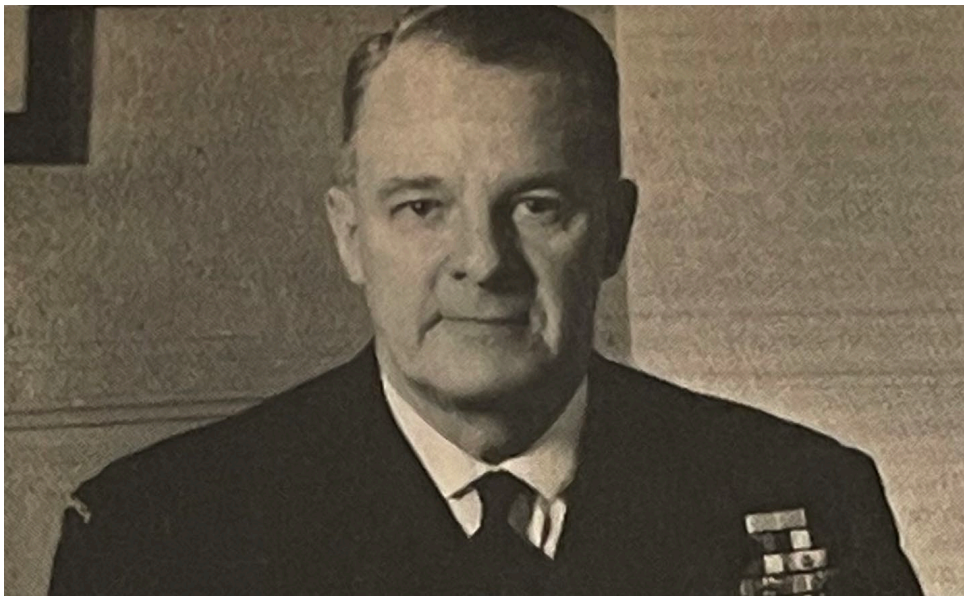


Figure 13: Vice Admiral Harry G DeWolf (Gardiner, 1991)

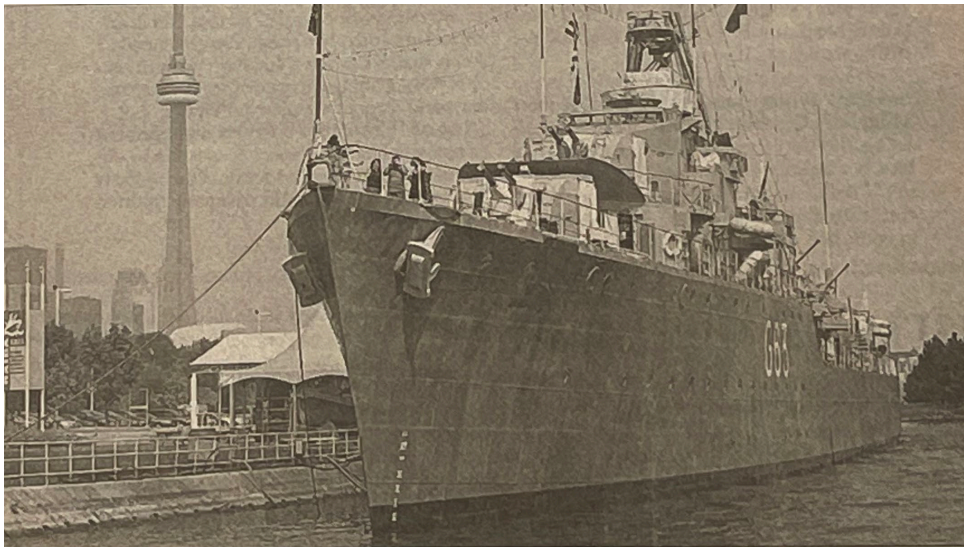


Figure 14: HMCS Haida ("Haida Returned with Glorious Record," 1944)

The DeWolf family lived in Sullivan's House (Vice Admiral DeWolf's birthplace and childhood home) until 1921, three years after the young Harry DeWolf left for naval college, when Harry G. DeWolf [Sr.] and Kate A. DeWolf purchased Honeycote just one block further North along Bedford Highway (NSPOL, 1921). Sullivan's House has unfortunately been lost, though Honeycote remains.

In 1924 Harry G. DeWolf [Sr.] brought a successful lawsuit against Kate A. DeWolf's descendants to retain ownership of Honeycote (NSPOL, 1924). In 1927 he remarried to Muriel Maude Lewis, of Salisbury who took the DeWolf name (*Untitled Genealogical Notes on the DeWolf Family*, n.d.).

He gave her full ownership of the house in 1936 (NSPOL, 1936). Harry G. DeWolf [Sr.] passed in 1952, and Muriel later remarried to Clifford Moore, becoming Muriel Maude Moore. In 1966 Muriel split ownership of Honeycote with [Edward] Stewart DeWolf, son of the late Dwight DeWolf and husband to Lillian DeWolf (NSPOL, 1966; *Obituary: Dwight DeWolf*, n.d.). Stewart sold Honeycote to a real estate management firm in 1980, marking the end of the DeWolf family's ownership of Honeycote (NSPOL, 1980). The property has had no further owners of historical noteworthiness.

Important / Unique Architectural Style or Highly Representative of an Era

This building at 1262 Bedford Highway is representative of a small, Classical Vernacular home, of the kind found readily across Nova Scotia. This style and similar vernacular styles were common from 1830 through to 1880 (Dept. of Culture, Recreation & Fitness Heritage Unit, n.d.). Its large, flat-fronted dormers with coupled windows in sets of three are quite unique within this architectural style.

Significance of Architect or Builder

Historical research did not identify that the dwelling at 1262 Bedford Highway was constructed by a notable architect or builder.

Architectural Merit

Construction Type or Building Technology

The dwelling at 1262 Bedford Row is a one-and-one-half storey, wood-framed dwelling. The interior was not accessed; however, the exterior displays the typical sturdy craftsmanship and reserved styling of a vernacular home of the time period (Ennals & Holdsworth, 1981).

Style

1262 Bedford Row was constructed in the Classical Vernacular style [1830-1880] (Archibald & Stevenson, 2003; Dept. of Culture, Recreation & Fitness Heritage Unit, n.d.). The single-detached, one-and-one-half storey dwelling has a simple rectangular plan with a two-storey rear addition [Figures 15 to 20]. One-and-one-half storey houses of this style are very common across the maritime provinces (Ennals & Holdsworth, 1981). The classical influence of this house can be seen in its rigid symmetry, its visually emphasised central doorway, its gable returns, and its pilaster detailing.

Given the dwelling's age, it likely rests atop a masonry foundation which has since been parged with cement. The exterior walls, including the rear addition, are clad in painted wood shingles. The gable roof features return eaves, again denoting the dwelling's classical style. The roofline on the right gable end is steeply pitched on both sides maintaining classical symmetry, while the left gable end features an asymmetrical almost saltbox inspired roofline. Given the placement of the rear door on the upper floor, this was most likely a modification to provide extra living space completed at the same time as the rear addition. The roofline is punctuated by two brick chimneys at either end of the dwelling. Their placement, just inside of the end walls, is consistent with later houses of this vernacular style (Ennals & Holdsworth, 1981). The left chimney notably features a

decorative clay chimney pot. The cornice features a plain frieze board and no bracketing or other decorative elements.

Projecting from the gable roof are two large hipped dormers. The dormers feature large, coupled windows consisting of a main light flanked by two smaller sidelights. Like the rest of this house's windows, these are vertical sliding sash windows. Most of the dwelling's windows are a Georgian-style six-over-six. The dormer windows by contrast feature a main light with a single central muntin and sidelights with no muntins. These window styles are consistent with the appearance of the building at least as far back as 1912 [Figure 21]. There is also a small skylight located between the two dormers. The skylight's position is consistent with the building's 1912 appearance; however, its present style is wholly modern. The house's windows appear to have been modernized, but they remain faithful to the original design. The shutters, which in the 1912 photo are shorter and functional, have been replaced with decorative shutters.

The front entry consists of a central enclosed porch, which features a hipped roof and a pair of simple wood pilasters with inverse fluting to frame the exterior door. On either side of the porch is a half-panelled, half-glazed door which would have once granted access to the uncovered porches on either side of the front entrance. These uncovered porches have since been removed. The exterior front door has been replaced by a commercial aluminum and glass door. The interior front door features a transom window and sidelights, but the door itself while panelled and appropriate, does not appear to be the same door as in the 1912 photo, as evidenced by the differing doorknob placement. The entrance is accessed by a large wooden staircase, which while not original to the house, is complementary to the house's style.

Character defining elements of 1262 Bedford Highway include, but are not limited to:

- Original 1.5 storey Classical Vernacular building with a symmetrical appearance;
- Two single-stack brick chimneys located just inside the end walls;
- Decorative clay chimney pot on left (southwest) chimney;
- Wood shingle siding;
- Gable roof with classical return eaves;
- Window fenestration with double hung six-over-six windows;
- Two hipped dormers with three coupled windows in sets of three;
- Interior door surround with transom, sidelights, and wood paneling; and
- Enclosed porch with hipped roof, original side doors, and pilasters with inverted fluting.

Figure 15: Southeast [front] elevation of 1262 Bedford Highway (August 30, 2021)

Figure 16: Eastern elevation of 1262 Bedford Highway (August 30, 2021)

Figure 17: Southern elevation of 1262 Bedford Highway (August 30, 2021)

Figure 18: Southwest elevation [Meadowbrook Drive] of 1262 Bedford Highway (August 30, 2021)

Figure 19: Western elevation of 1262 Bedford Highway (August 30, 2021)

Figure 20: Detail view of dormers and porch of 1262 Bedford Highway (August 30, 2021)

Figure 21: Photo of Honeycote c. 1912 (Tony Edwards, 2007)

Architectural Integrity

1262 Bedford Highway has a good level of integrity. The most significant modification was the rear addition, which was likely constructed between 1918 and 1926 (DeWolf, July 29, n.y.b; Gardiner, 1991; Underwriters Survey Bureau Limited, 1926). While the addition is visible from Meadowbrook Drive, it is not visible from Bedford Highway, and it does not have a tremendous impact on the property's overall heritage value. Most windows appear to have been modernized; however, replacement windows have been carefully selected to maintain the building's original appearance (Tony Edwards, 2007). The shutters have also been replaced with a non-functional and slightly taller alternative, which also appear roughly consistent with the building's original appearance (Tony Edwards, 2007). The dormers, chimneys, decorative clay chimney pot and enclosed porch appear original. The uncovered porches on either side of the main entrance have since been removed and a new wooden staircase to the front entryway has been added in a style which complements the original building. The exterior front door has been replaced with a commercial aluminum and glass door; however, the side doors of the enclosed front porch remain original.

Relationship to Surrounding Area

1262 Bedford Highway, also known as Honeycote, has historical associations with the surrounding area along Bedford Highway and Meadowbrook Drive. The immediate area surrounding Honeycote includes the sites of former homes that were once owned and occupied by the DeWolf family. These sites include: Sullivan's House [Marked as **A** on Figure 22], the birthplace and childhood home of Vice Admiral Harry G DeWolf, which has since been demolished; Honeycote itself [Marked **B** on Figure 22], the house the Vice Admiral's parents Harry G DeWolf and Kate A DeWolf purchased in 1921 and which still stands today; J.E. DeWolf's home, also known as Gypsy Hill [Marked as **C** on Figure 22, see also Figure 31], the home of the Vice Admiral's paternal grandfather, which has since been demolished; and lastly James Fitzmaurice's home [Marked as **D** on Figure 22], the home of the Vice Admiral's maternal grandfather, which has since been demolished (DeWolf, July 29, n.y.a; Tony Edwards, 2007).

Presently, the area immediately surrounding Honeycote consists of a few modern commercial properties and the St Ignatius Catholic Church along Bedford Street, a mix of relatively modern single and multi-unit residential properties to the north of the highway and along Meadowbrook Drive, and the Canadian National Railway to the south of the highway. A couple of the modern commercial buildings have attempted, through their use of blue-grey siding and maritime-vernacular-inspired design, to create a somewhat cohesive look between them, Honeycote, and St Ignatius [Figures 23, 24, & 28]. Honeycote itself is partly obfuscated from view on the Bedford Highway by several mature trees which emphasize the age of the area [Figure 23].

While Meadowbrook Drive may have lost most of its heritage buildings, the nearby streets, such as Rutledge, Spring, Bedford, and Division feature many heritage homes. This clustering of built heritage is owing to the residential development of the area after the subdivision of Thomas Mitchell's lands in 1892 [Figure 30] (Forward, 2009). Honeycote, having been subdivided from Joseph Mitchell's lands several decades earlier, stands as one of the older heritage homes in this part of Bedford (NSPOL, 1855).

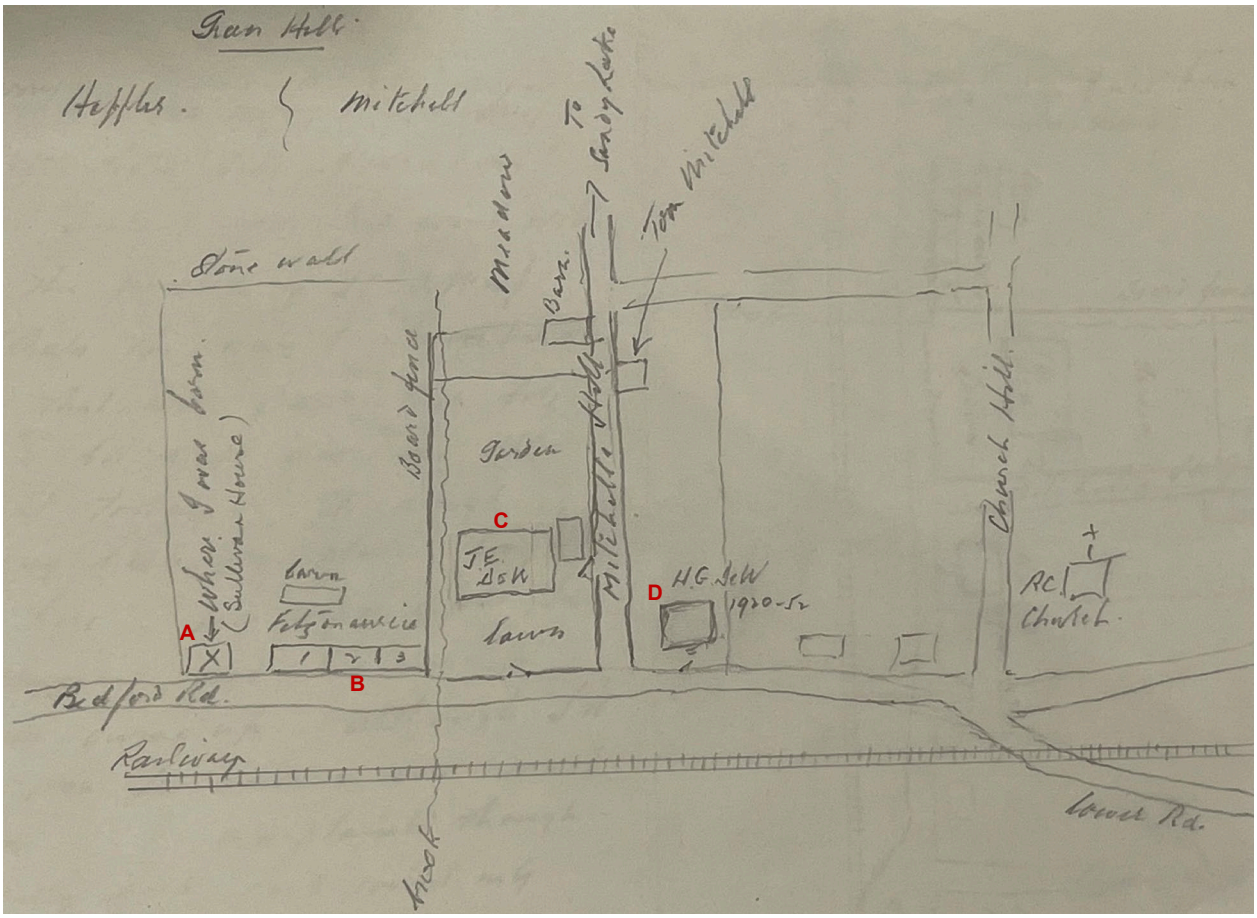


Figure 22: Untitled hand drawn map by Vice Admiral Harry G DeWolf of the area surrounding Honeycote. Note that the 1921 Deed for Honeycote contradicts DeWolf's estimate of his parents residing at Honeycote from 1920 (DeWolf, July 29, n.y.a)

Figure 23: View of the corner of Bedford Highway and Meadowbrook Drive, showing 1262 Bedford Highway at right (August 30, 2021)

Figure 24: View of properties to the northeast of 1262 Bedford Highway, showing St Ignatius Catholic Church in the background, with 1262 Bedford Highway indicated by an arrow (August 30, 2021)

Figure 25: View showing (from left to right) Shore Drive, the Canadian National Railway, and the intersection of Bedford Highway (formerly Main Post Road) and Meadowbrook Drive, with 1262 Bedford Highway indicated by an arrow (August 30, 2021)

Figure 26: View looking down Meadowbrook Drive (formerly Mitchell's Hill, formerly Green Hill Road) showing lands formerly owned by Thomas Mitchell at left (August 30, 2021)

Figure 27: Retaining wall in the rear of 1262 Bedford Highway approximately showing the rear boundary line shared with "Lot A" which was sold off separately in 1960 (August 30, 2021)

Figure 28: Front elevation of St Ignatius Catholic Church (August 30, 2021)

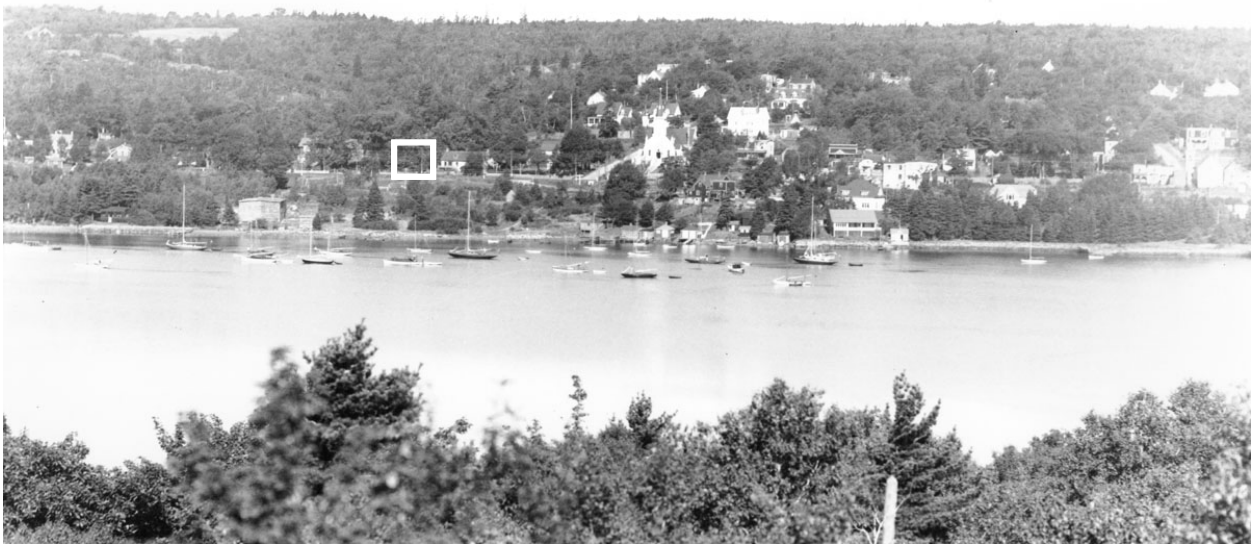


Figure 29: Historic photo of Bedford, with location of 1262 Bedford Highway (hidden by trees) indicated by a box, photo from a collection dated 1907-1949 (MacAskill, 1907)

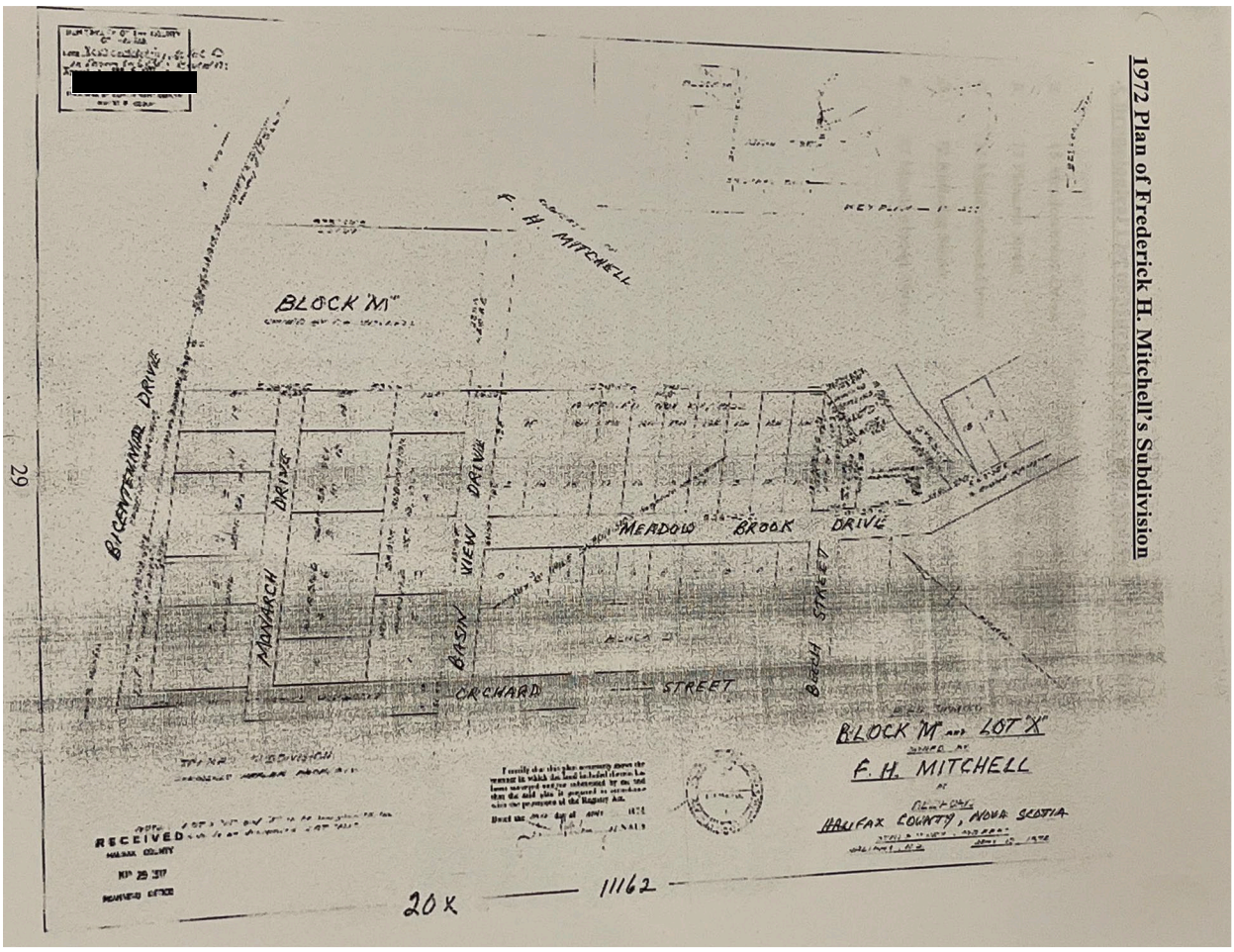


Figure 30: Subdivision of the Lands of Thomas Mitchell (Forward, 2009)

Figure 31: Gypsy Hill [Demolished], former home of J.E. DeWolf, located across Meadowbrook Drive from Honeycote (Tony Edwards, 2007)

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