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Item No. 9.1.1
Heritage Advisory Committee
January 22, 2025

TO: Chair and Members of Heritage Advisory Committee

FROM: Cathie O'Toole, Chief Administrative Officer

DATE: December 16, 2024

SUBJECT: **HRTG-2024-00773: Request to include 8 Sullivan's Hill, Bedford in the Registry of Heritage Properties for the Halifax Regional Municipality**

ORIGIN

Application for heritage registration by Zzap Consulting, on behalf of the property owner.

EXECUTIVE SUMMARY

- Property owner-initiated heritage registration request.
- 8 Sullivan's Hill (the 'property') was constructed circa 1894 by Joseph Heffler, builder.
- The property is a rare example of the Stick architectural style.
- The property has historical associations with the Heffler, DeWolf and Sullivan families, who were prominent in the Bedford area.
- There are no financial implications identified.

RECOMMENDATION

Should 8 Sullivan's Hill, Bedford score 50 or more points on evaluation as a heritage property under the HRM Heritage Property Program, the Heritage Advisory Committee (HAC) 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 8 Sullivan's Hill, 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

Zzap Consulting, on behalf of the property owner, has applied to include the property located at 8 Sullivan’s Hill, Bedford (Map 1) in the Registry of Heritage Property for the Halifax Regional Municipality. The subject property is located within the block bound by Sullivan’s Hill to the north, High Street to the west, Lindsay Hill to the south and Bedford Highway to the east. The property contains a Stick style residence constructed circa 1894 by the Heffler family.

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*.

Halifax Regional Municipality’s Heritage Property Program

The purpose of the Halifax Regional Municipality (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 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 the Architect/Builder	10
4. Architectural Merit	10
5. Architectural Integrity	15
6. Relationship to Surrounding Area	10
Total	100

Should the HAC score a property with more than 50 points on evaluation as a heritage property, a positive recommendation will 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 be 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 decide 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 filed at the Land Registry.

DISCUSSION

Heritage registration applications are evaluated by the HAC relative to six evaluation criteria 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 staff's research report (Attachment B). A consultant research report was also provided by the applicant (Attachment C).

1. Age

In 1861, Andrew Heffler purchased a Crown grant for a large parcel of land between the Bedford Basin and the Nova Scotia Railway. Andrew extended his lot in 1872 and constructed a structure on the lot along Windsor Road (now Bedford Highway), known as Costen House. In 1894, Andrew issued a deed for the lot containing present day 8 Sullivan's Hill to his son, Joseph Heffler, who was a carpenter. Bedford tax records for that time and other archival records indicate that the property, known as Red Gables, was constructed circa 1894 by Joseph. The DeWolf family purchased the property from Joseph in 1904.

As a property constructed circa 1894, staff recommend a score of 13.

2. Historical Importance

Red Gables has historical associations with the Heffler, DeWolf, and Sullivan families.

The Heffler family was one of the largest land-owning families in Bedford in the mid to late 19th century. Andrew Heffler married Margaret Fraser in 1850. The family commissioned well-known architect, Andrew Dewar, to design their family home, known as Costen House, along the Bedford Highway. Andrew sold a portion of their land to his son, Joseph Heffler, who subsequently built a house known as Red Gables on the property (present day 8 Sullivan's Hill).

The DeWolf family lived at Red Gables from 1903 to 1910. Henry DeWolf married Katherine, daughter of local Bedford farmer James Fitzmaurice, in 1900. Henry worked as a shipping agent in the family company of T. A. S. DeWolf & Son merchants, and eventually became president of the company. Their first three children were born at Red Gables, including Harry DeWolf. Harry served in World War II as a Captain and took part in multiple rescue and military actions including the evacuation of France, the rescue of the SS Arandora and sinking of a U-Boat.

The Sullivan family lived at Red Gables from 1910 to 2023. Eugene Sullivan began working as a bookkeeper at A. Gunn and Co., a growing feed and seed company, in the 1880s. By 1910, Eugene was made president of the company. Eugene married Mary and together had three children – Mary Margaret, Paul and Agatha. Red Gables is located on what was previously known as Third Street – the street was renamed Sullivan's Hill in honour of the Sullivan family. Red Gables was owned by Agatha and her family until 2023.

For its local historical associations with prominent Bedford families, staff recommend a score of 11 to 15.

3. Significance of Architect/Builder

Red Gables was built by Joseph Heffler. Joseph was a carpenter in Bedford and one of the sons of the Andrew and Eliza Heffler, who lived at Costen House on Bedford Highway. Joseph died suddenly from an ulcer in 1912. There are also multiple mortgages and deeds in his name granted around the same time indicating that he likely can be attributed to constructing several properties within the immediate area.

For his local contributions to Bedford's historic built environment, staff recommend a score of 1 to 3.



Figure 1: 8 Sullivan's Hill (Staff Photo, 17 July 2024)

4. Architectural Merit

Construction Type/Building Technology

Red Gables is a wood framed, single-detached house with wood cladding. The house stands on a brick and stone foundation for the original portion and concrete for later modifications. The builder used balloon frame construction, which was standard by the late nineteenth-century, as the method allowed for buildings to be raised with less labour, time and skill which made them a more economical option. Balloon framing is rarely used today but influenced contemporary platform construction.

Balloon framing, while common in its own time, was replaced by platform framing from the 1930s onwards, and is growing increasingly less common. As such, staff recommend a score between 1 and 3 points.

Style

Red Gables is a unique demonstration of the Stick architectural style, which served as a late 19th century transitional style between the Gothic and Queen Anne styles. The name stems from the use of vertical wooden ornamentation on the exterior (also known as stickwork). There are few examples of purely Stick style residences in Nova Scotia, as the style was typically incorporated into Queen Anne style homes. Red Gables aligns with Stick style in the complexity of the irregular cruciform plan, the high-pitched gable, tall gable finial, projecting verges and eaves with decorative mouldings, decorative flat wood trim of the vertically inclined windows, the box style and decorative brackets of the bay window, and the front porch with decorative trim.

The character defining elements of Red Gables include, but are not limited to:

- Shingle cladding and decorative brackets along the cornice;
- Vertically inclined decorative wood ornamentation such as the gable finial;
- Red colour of the roof and red painted gable detailing;
- High pitched gable roof with truncated hipped gables;
- Full front porch with ornamental bracketed posts, diamond balustrades, and decorative elements;
- Brick and rubblestone foundation;
- Rectangular one-over-one wood windows with moulded trim, single and paired;
- Two-storey square bay window topped by a truncated roof with decorative wood bracketed string course on the north elevation;
- Projecting decorative wood bargeboard and brackets along the gable roofline;
- Wood clapboard with boards imitating exposed half-timbered frames on the east elevation; and,
- Mature trees and vegetation towards the west and south property boundaries.

As a rare example of the Stick architectural style, staff recommend a score of 4 to 6.

5. Architectural Integrity

Several additions were added to Red Gables during the Sullivan family tenure. Based on historical documentation and visual inspection, the following modifications can be identified:

Modifications include:

- EII added in 1912, likely the rear addition;
- Upstairs bedroom constructed in 1934, likely the south side front addition;
- Verandah replaced with sun porch, also made at same time as the front addition; and,
- Rear addition containing bathroom and kitchen.

Red Gables has seen some modifications; however, the original form and design elements are still extant. As such, staff recommend a score of 6 to 10.

6. Relationship to Surrounding Area

Red Gables is the last remaining structure known to be built by the Heffler family on their original family lot. The property has physical, visual, and historical associations with the surrounding area. Red Gables supports the residential character of the surrounding neighbourhood and is one of the few remaining 19th century structures in Bedford. The property has visual connections to the railway and Bedford Basin.

Red Gables is a distinctive architectural asset that contributes to the historic built environment in Bedford. As such, staff recommend a score of 6 to 10.

FINANCIAL IMPLICATIONS

The HRM costs associated with advertising and processing this application can be accommodated within the approved 2024/2025 operating budget for Planning and Development.

RISK CONSIDERATION

No risk considerations were identified.

COMMUNITY ENGAGEMENT

The community engagement process for heritage registrations 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.

ALTERNATIVES

The Heritage Advisory Committee may choose to refuse the application to include 8 Sullivan's Hill, 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.

LEGISLATIVE AUTHORITY

The Heritage Property Act.

ATTACHMENTS

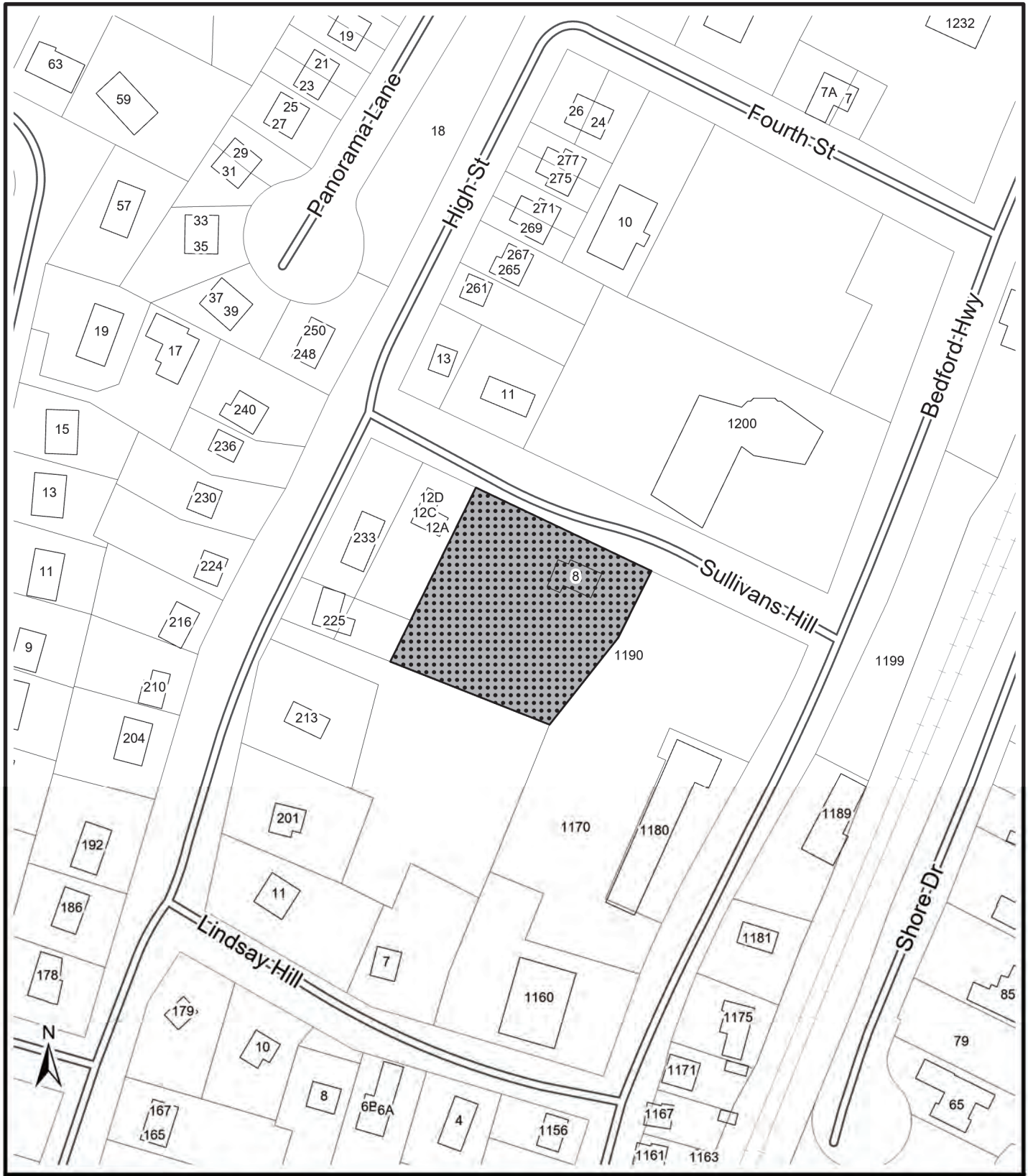
Map 1: Location Map

Attachment A: Evaluation Criteria

Attachment B: Research Report

Attachment C: Consultant Research Report

Report Prepared by: Elizabeth Cushing, Heritage Planner II, 902.478.2586



Map 1 - Location Map

8 Sullivan's Hill
Bedford



Subject Property

HALIFAX



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

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 th 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

Red Gables, 8 Sullivan's Hill, Bedford

Prepared by:

HRM Planning & Development
Alex Kitson, Heritage Planning Researcher

November 14, 2024

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Age

8 Sullivan's Hill (hereby 'Red Gables') is located within the block bound by Bedford Highway to the east, Sullivan's Hill to the north, High Street to the west and Lindsay Hill on the south.

In 1861, Andrew Heffler purchased a Crown grant for a large parcel of land between the Bedford Basin and the Nova Scotia Railway (Book GR01, Page 508). Heffler extended his lot in 1872 when he purchased a large lot of land from Almon Mather (Book 180, page 458). The deed shows one structure on the lot along Windsor Road (now Bedford Highway; Figure 1). This house was referred to as Costen House.

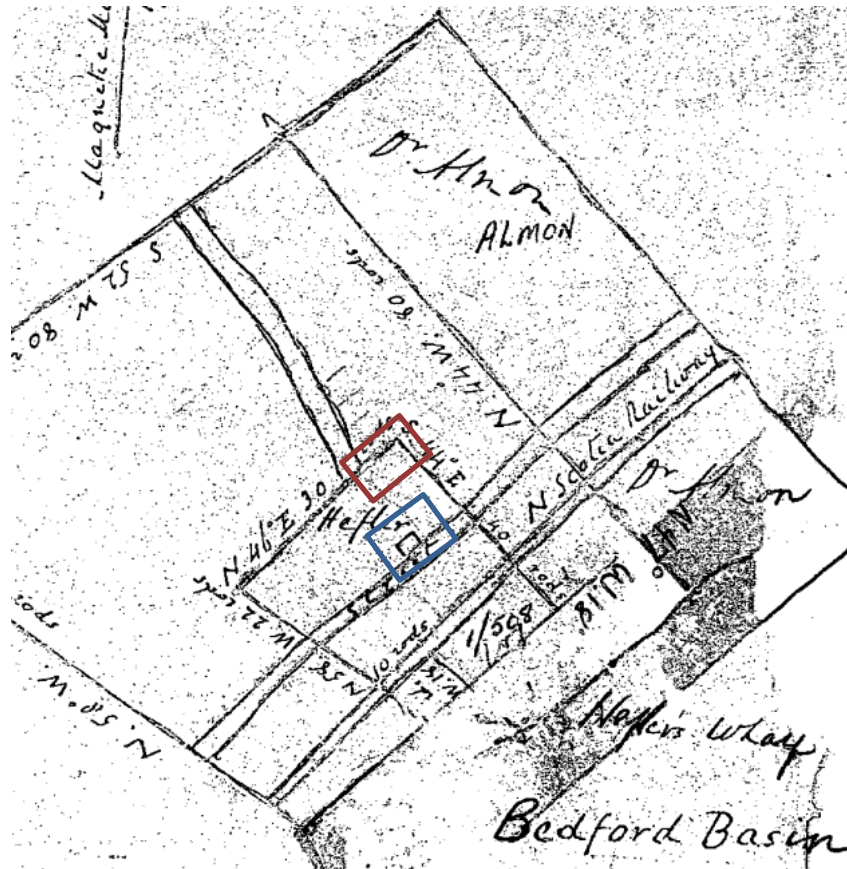


Figure 1: Plan of deed between M. Almon and A. Heffler in 1872, with the approximate location of Red Gables in red and Costen House in blue (Book 180, Page 458)

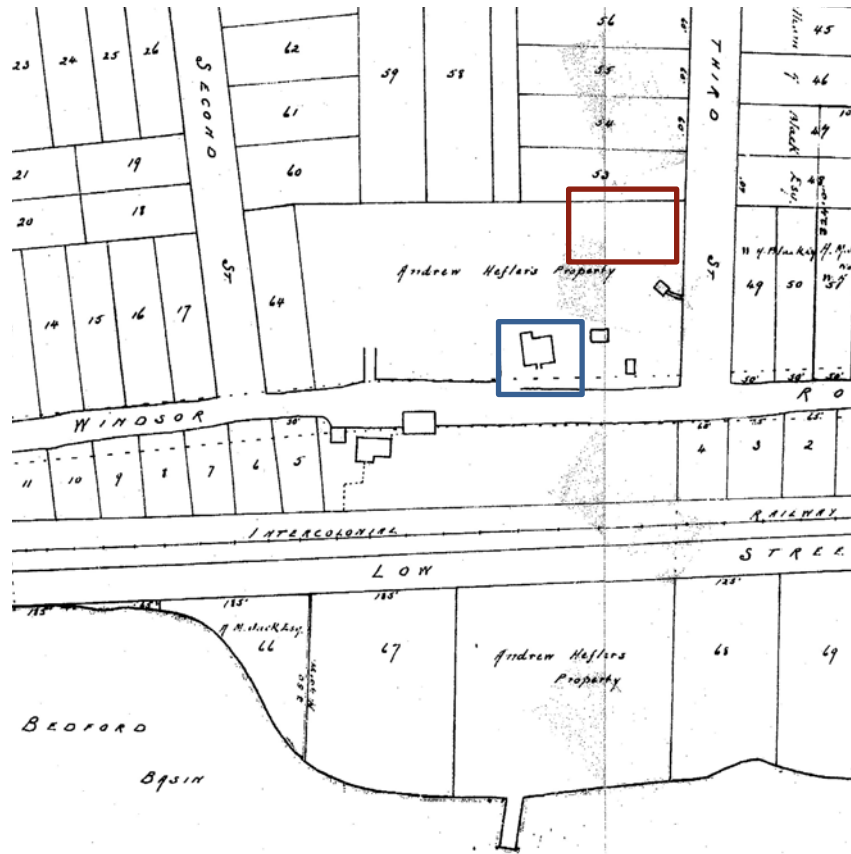


Figure 2: Plan of Andrew Hefler's property dated ca. 1880-90s, with the approximate location of Red Gables in red and Costen House in blue (Book 299, Page 663)



Figure 3: 1926 Insurance Plan of Bedford with Red Gables in red and Costen house in blue (Underwriters Survey Bureau Limited, 1926)

Over the years, several properties were built on the Heffler lot and attributed to the family, three of which there is historical documentation (see Figures 4 to 6). In 1872, Andrew built a house designed by Andrew Dewar of Stirling and Dewar Architects (Tolson, 1979; Edwards, 2007). Edwards (2007) attributes this to Red Gables; however, based on the style of Dewar's known works (predominately Second Empire) and early plans of the area, it is more likely it was the Costen House. Some sources list Joseph Heffler as the builder of Red Gables with a construction date of sometime between the 1880s to 1890s (Zwicker, 1983). Andrew and Eliza Heffler had a son named Joseph Heffler, who was listed as a carpenter in the 1891 Census (Library and Archives Canada, 1891). In 1894, Andrew issued a deed for the lot containing present day 8 Sullivan's Hill to Joseph Heffler (Book 299, Page 663).



Figure 4: Red Gables circa 1935 (8 Sullivan's Hill; Edwards 2007)



Figure 5: Costen House circa 1935, once located along Bedford Highway (Christie 2005)



Heffler House.

Figure 6: Heffler House, destroyed by fire in 2011 (Grant 2011)

Historical sources concur that Red Gables was occupied as early as 1903. Curiously, the deed made out to Eugene Sullivan in 1910 was granted by both the DeWolf and Heffler families (Book 409, Page 135). There is also a lack of tax records for the year 1895 ('Joseph Heffler', 1891-1901). However, the available Bedford tax records, and archival records, indicate that the property was constructed between 1893 to 1895. Joseph Heffer's unexplained absence from the 1896 and 1897 tax rolls ('Joseph Heffler', 1891-1901) suggests that Red Gables was no longer his taxable property and likely had been sold by that time.

An example of Joseph's development pattern is present in 1897, when he purchased a deed for a different parcel in Bedford from Henry Ball (Book 325, Page 139). Two years later, in 1899, Joseph reappears on the tax rolls with a lower tax value of \$104 ('Joseph Heffler', 1891-1901). His property value increases to \$850 in 1900 until 1901, when it drops to \$100 ('Joseph Heffler', 1891-1901). This can be explained by Joseph's sale of a deed to Joseph Hobin in 1900 (Book 344, Page 164) and subsequent deed purchase from Annie Bell (Book 344, Page 163). This establishes a pattern for Joseph's work that likely began with Red Gables - Joseph purchased land which increased his tax value the subsequent year. His tax value grew as he built structures on the land and then fell when the property sold to a new owner. Joseph worked on one house at a time and subsequently sold them on completion (see Figure 7).

It is reasonable to conclude that Red Gables was built by Joseph Heffler in 1894 based on available historical documentation and the architectural style of the structure.

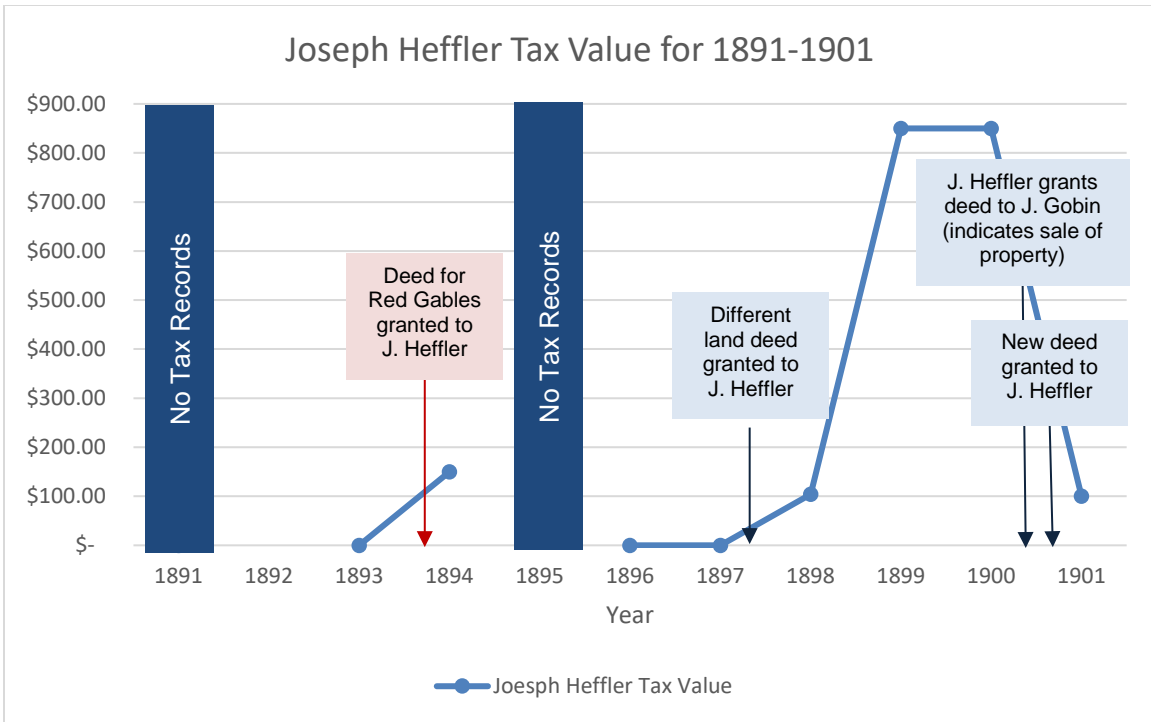


Figure 7: Graph of Joseph Heffler's Tax Value from 1891-1901 based on Bedford Tax Rolls, with deed history ('Joseph Heffler', 1891-1901; Book 344, Page 164; Book 325, page 139; Book 344, Page 163)

Historical or Architectural Importance

Relationship to Important Occasions, Institutions, Personages or Groups

Red Gables has historical associations with Andrew and Margaret Heffler (also spelled Heffler) and their son, Joseph Heffler. The house was built on the Heffler lot by Joseph Heffler, who subsequently sold the property to the DeWolf family. The DeWolf family lived at Red Gables from 1903 to 1910 (Book 365, Page 225). In 1910, the property sold to the Sullivan family (Book 409, Page 135).

Heffler Family

Andrew Heffler was the son of John Heffler and grandson of Johann 'Hooffler', who arrived at Nova Scotia in 1752 from Palatinat Germany. Johann settled in Lunenburg before moving to a farm in the Bedford area (Christie, 2005). His son, John, ran an inn along the road to Windsor, according to the 1827 Census. The Heffler family was one of the largest land-owning families in Bedford at that time (Tolson, 1979). Another son, Andrew, married Margaret Fraser in 1850 and began extending the family land by purchasing additional plots around their existing lot between the Bedford Basin and the Nova Scotia Railway.

The Heffler's had an orchard and farm on their property and commissioned an architect (likely Andrew Dewar) to design a house for the family which was built by 1872 (Tolson, 1979). Joseph Heffler, son of Andrew and Margaret, was a carpenter who is credited with building Red Gables circa 1894 (Zwicker, 1983). Joseph mortgaged and sold several properties in the area, and it is likely there are other present-day buildings in the Bedford area which were built by him. Joseph died in 1912.

DeWolf Family

Red Gables has historical associations with Henry and Kate DeWolf, and their son Harry DeWolf, who lived at the property from 1903 to 1910. Henry married Katherine, daughter of local Bedford farmer James Fitzmaurice, in 1900. Henry DeWolf worked as a shipping agent in the family company of T. A. S. DeWolf & Son merchants, and eventually become president of the company. Their first three children were born at Red Gables, including Harry DeWolf. Harry served in World War II as a Captain and took part in multiple rescue and military actions including the evacuation of France, the rescue of the SS Arandora and sinking of a U-Boat. He later became Vice Admiral and Vice Chief of Navy staff in Ottawa in 1956 and would chair the Canadian Joint Chief staff in Washington (Edwards, 2007). Records at the Scott Manor Archives note a carving of a boat in one of the upstairs bedrooms at Red Gables that was made by one of the DeWolf children.

Sullivan Family

Red Gables has historical associations with the Sullivan family, including Eugene Sullivan, a prominent Halifax merchant. It remained in the family until being sold in 2023. The street was renamed from Third Street to Sullivan's Hill in honour of the Sullivan family (MacKenzie & Robson, 2002).

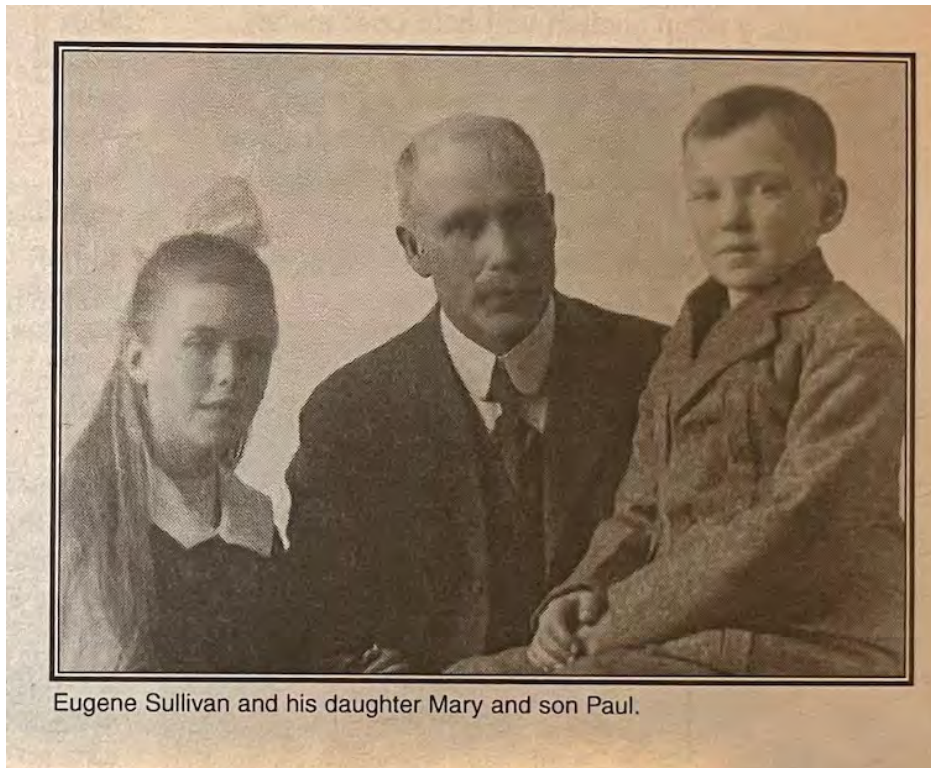


Figure 8: Photograph of Eugene Sullivan and his children, Mary and Paul, in Bedford News, undated (Edwards, 2005)

Born in Bras D'or, Cape Breton, to Irish Catholic farmers Dennis and Mary, Eugene first appears in McAlpine's Halifax City Directory in 1889 when he was working as a salesman and boarding in rooming houses (McAlpine's, 1889-90). By 1890, he is listed as a bookkeeper at A. Gunn and Co., a growing feed and seed company started by A. Gunn in the 1880s (McAlpine's, 1890-91; Acadian Recorder, 1902). The company owned multiple buildings along Campbell Road in the North End of Halifax beside the Acadia Sugar Refinery, including offices, mills, warehouses and an elevator (Erikson, 1987; Acadian Recorder, 1902). Ten years later in 1900, Eugene was made manager of the company and married Margaret Sheehan soon after in 1903. Margaret was born in Halifax and, like Eugene, was a Roman Catholic born to Irish immigrant parents. The newlyweds are listed as living near the company buildings on Campbell Road for the first few years of their marriage (McAlpine's, 1894-95). By 1910, Eugene had been made president of Gunn and Co. (McAlpine's, 1909-10). Eugene and Mary had two children at that time - Mary Margaret, born in 1905, and Paul, born in 1909. The same year Paul was born, Eugene purchased Red Gables for his growing family, and it was there that their daughter Agatha Sullivan was born two years later in February 1912. Agatha would later be the one to nickname 8 Sullivan's Hill as Red Gables after her favorite novel *Anne of Green Gables* and the red gables of the house (Edwards, 2007).

The Sullivan children became good friends with the Rob children across the road, one of which would later become a local historian, Marion Christie (Christie, 2003). According to her descriptions and the directories the Sullivan family resided at Red Gables much of the time, despite Eugene's work in the city (McAlpine's, 1912, 1915, 1921 and 1924). Eugene is sometimes also listed as living at a residence on Spring Garden Road in Halifax, indicative that the family also had a house in the city (McAlpine's, 1926). It is clear the family lived in Bedford most of the time - Marion Christie remembers shortly after the Halifax Explosion in December 1917, her sister was sent over to Red Gables to warn Margaret Sullivan of a rumored second explosion. The blast of the Halifax Explosion did not majorly impact Red Gables; however, it did severely impact the Gunn and Co. company buildings, and 3 employees died including Hilda Kennedy, the 17-year-old company stenographer.

Eugene died in 1927 at the relatively young age of 63. His son Paul followed him five years later at 23 from tuberculosis. Paul's two sisters, Agatha and Mary, remained in Bedford. Agatha Sullivan married George Edwards, and they continued to live at Red Gables. Mary Margaret moved with her husband up the road to Knight House, at 29 First Street now a municipally registered heritage property (Withrow, 2005). The Edwards family retained ownership of Red Gables until 2023.

Important / Unique Architectural Style or Highly Representative of an Era

Red Gables underwent several additions throughout the years, evidenced by the building's architecture, visual inspection, and archival history (see Figures 9 to 11). The original structure was originally a T-shaped plan with cross-gable roofline, a wrap around porch and a square bay window on the north elevation.

Additions to the house took place during the Sullivan's tenure on the property. Notes of the building at the Scott Manor Archives say the ell was added in 1912 and an upstairs bedroom in 1934 (Edwards House, 1982). It is also noted that the sunporch replaced the original verandah, and a bathroom and kitchen added; however, the date is not noted. The 1926 Bedford Fire Insurance Plan shows the wrap around porch still extant (Underwriters Survey Bureau Limited, 1926). However, the rear addition is present indicating the ell added in 1912 was likely a kitchen addition. Based on historical photographs (Figure 3), the sides of the wrap around porch were removed by 1935 and an expansion was added to the south elevation, creating an enclosed sun porch and an upstairs (bedroom) addition (see Figure 19). Decorative elements were either added to the original structure and additions, or ornamentation was added in keeping with the original style. By 1935, Red Gables had expanded into the form visible in present day.

There are few examples of purely Stick style residences in Nova Scotia, as the style was typically incorporated into Queen Anne style homes (Penney, 1989). The most distinctive feature of the Stick style is the exterior ornamentation. In the 1870s, Stick style appeared as a cottage and railroad architectural style, and featured wood boards around fenestration or other architectural elements (Archibald and Stevenson 2003). The gable typically had decorative woodwork and trusses. Elements of the style evident at Red Gables include the gable roofline with cross boards and full width front porch. The vertical wood ornamentation of the gable finial (though shorter and of lesser detail than depicted in the 1935 photo; Figure 3) and porch, and vertically inclined windows with peaked wood trim, are also characteristic of the style.



Figure 9: Red Gables north elevation with the foundation outlined in blue and the consistent gable brackets outlined in orange (Staff photo, July 17th, 2024)



Figure 10: Red Gables from south elevation with the foundation outlined in blue and consistent brackets outlined in orange (Staff photo, July 17th, 2024)



Figure 11: Close up picture of foundation difference along Red Gable's south elevation (Staff photo, July 17th, 2024)



Figure 12: Brick chimney located above the gabled dormer on the north elevation (Staff photo, July 17th, 2024)



Figure 13: Chimney located on the rear of the house, facing west elevation (Staff photo, July 17th, 2024)

Significance of Architect or Builder

There are two contested builders credited with designing Red Gables: Joseph Heffler, carpenter, and Andrew Dewar, architect.

Dewar was born in Scotland and apprenticed under Robert Paterson (Hill, 2024) before coming to Nova Scotia in 1869. He partnered with other notable local architects Stirling and Dumaresq. He returned to Scotland in 1888 and went on to practice in British Columbia and South Africa. Among his notable works are the Acadia Ladies Seminary in Wolfville, Nova Scotia, which is now a National Historic Site (Hill, 2024).

Joseph Heffler was a carpenter in Bedford and son of Andrew and Eliza Heffler. He died suddenly from an ulcer in 1912. There are also multiple mortgages and deeds in his name granted around the same time indicating that this might not be his only work. Scott Manor Archive's historic documentation on the house note original hand carved mantels in the house interior which could also speak to Joseph's work as a carpenter (Edwards House, 1982).

Based on historical documentation, it is more likely that Dewar designed the now demolished Costen House, as that building is depicted on earlier plans of the area and the Second Empire style more closely resembles Dewar's other attributed works. Joseph Heffler is listed as the builder of Red Gables in a 1983 Town of Bedford's Planning and Development Report (Zwicker, 1983) and in archival records of the building (Edwards House, 1982). Joseph was granted a deed from his father in 1893 for the 8 Sullivan's Hill lot and secured a mortgage for \$400 using the lot as collateral in the same year from the Ritchie family (Book 300, Page 525). He sold the deed for the property to Henry DeWolf in 1904 for one dollar (Book 365, Page 225) but seeing as the DeWolf took out a mortgage for \$1080 in the same year using the same parcel as collateral, it seems either Joseph or Andrew was paid for the house and at a significantly larger price than what they bought it for. Joseph Heffler's tax records support this timeline, and it is also consistent with Plans of the Heffler property (see Figures 1 and 2) which depict a structure on Windsor Road (now Bedford Highway; former Costen House). There are no subsequent structures shown where Red Gables now stands until after 1894, indicating Costen House predated Red Gables.

Architectural Merit

Construction Type or Building Technology

Red Gables is a wood framed, single-detached house with wood cladding. The house stands on a brick and stone foundation for the original portion of the house and concrete for the front addition on the east elevation. The builder used balloon frame construction, which was standard by the late nineteenth century, as the method allowed for buildings to be raised with less labour, time and skill which made them a more economical option (Rempel, J. I, 1967).

Style

Red Gables is a unique demonstration of the Stick style (see Important / Unique Architectural Style or Highly Representative of an Era). Stick style is considered a transitional style dating to the late 19th century, between the Gothic and Queen Anne styles (Department of Archaeology & Historic Preservation, 2024). The style name stems from the use of vertical wooden ornamentation on the exterior (also known as stickwork). It's rise in popularity came at a time when technical innovations in carpentry tools had made wooden decorations less labour intensive and therefore more cost effective (Robertson, 1990). This expanded the accessibility of ornamentation to a wider variety of homeowners but also greatly expanded the variety of designs and styles in ornamentation available. Stick style embraces these expansions with decorative woodwork emphasizing horizontal, vertical and angular framing. It was often balloon frame construction with steep gables, typically overlapping, which made a complex plan and roof design.

Red Gables aligns with Stick style in the complexity of the irregular cruciform plan, and the high-pitched gable of the original structure and the rear additions. These are emphasised by the tall gable finial, the projecting verges and eaves with decorative mouldings (Figure 14), the decorative flat wood trim of the vertically inclined windows (Figures 17 & 18), the box style and decorative brackets of the bay window (Figure 15) and the front porch with it's decorative trim (Figure 16).

Character Defining Elements

The character defining elements of Red Gables include, but are not limited to:

- Shingle cladding and decorative brackets along the cornice;
- Vertically inclined decorative wood ornamentation such as the gable finial;
- Red colour of the roof and red painted gable detailing;
- High pitched gable roof with truncated hipped gables;
- Full front porch with ornamental bracketed posts, diamond balustrades, and decorative elements;
- Brick and rubblestone foundation;
- Rectangular one-over-one wood windows with moulded trim, single and paired;
- Two-storey square bay window topped by a truncated roof with decorative wood bracketed string course on the north elevation;
- Projecting decorative wood bargeboard and brackets along the gable roofline;
- Wood clapboard with boards imitating exposed half-timbered frames on the east elevation; and,
- Mature trees and vegetation towards the west and south property boundaries.



Figure 14: Brackets and molding on front gable verges (Staff photo, July 17th, 2024).



Figure 15: Decorative brackets and siding of the bay window (Staff photo, July 17th, 2024).

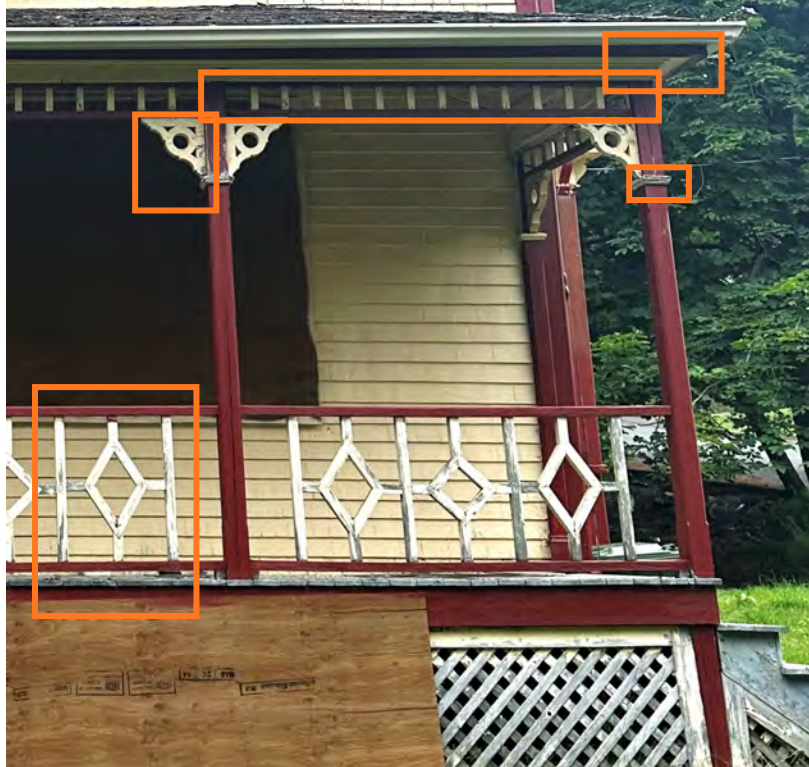


Figure 16: Decorative wood elements on the porch highlighted in orange (Staff photo, July 17th, 2024).

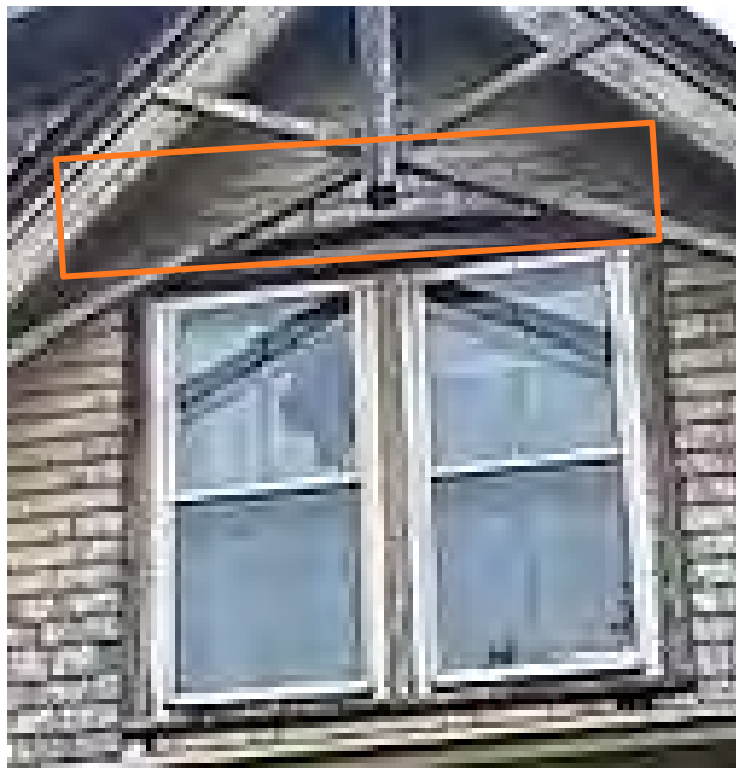


Figure 17: Red Gables second storey windows on the east elevation, with shaped lintels outlined in orange

(Staff photo, June 23rd 2024)



Figure 18: Red Gables second storey windows on the north elevation, with shaped lintels highlighted in orange (Staff photo, June 23rd 2024)

Architectural Integrity

Several additions were added to Red Gables during the Sullivan family tenure (see Significance of Architect or Builder section). Based on historical documentation (See Appendix 1) and the features of Red Gables, the following modifications can be identified (Figure 19):

Modifications include:

- EIl added in 1912, likely the rear addition;
- Upstairs bedroom constructed in 1934, likely the south side front addition;
- Verandah replaced with sun porch, also made at same time as the front addition; and,
- Rear addition containing bathroom and kitchen.

Fire insurance maps depict both rear additions by 1926; however, the wrap around porch and T-shaped plan were still otherwise intact (see Figure 3). The presence of a chimney in the rear addition (see Figures 12 and 13) indicates this was likely the kitchen addition. The historic photograph (see Figure 4) shows the south expansion had been completed and the verandah had been converted into a sun porch by 1935, making it the upstairs bedroom added in 1934 referred to in the archival notes (Edwards House, 1982). This is further supported by the

consistency in the foundation in the front of the house and the rear wings, but not the sun porch on the south elevation or the rear expansion (see Figures 9 to 11).

These are the last modifications listed in the historical record and there is no visible evidence of any significant alterations since 1935.

Decorative details have been lost or changed overtime. Historical imagery shows diagonal balustrades which have been replaced with flat-sawn diamond railings, and the gable finial has lost some of its height and detailing (see Figure 4). The second-storey balcony with diagonal balustrades has also been removed. However, the bracketing of the verges, bay window trim, and open porch have been retained, as well as the decorative molding of the cornices, wood clapboard and decorative wood siding above the upper floor windows (see Figure 14 to 18).

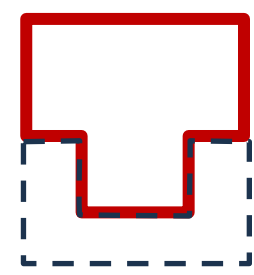

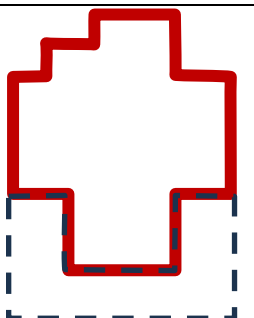

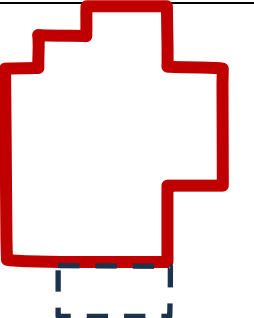

Reconstructed Timeline of Red Gables Alterations			
	Proposed Timeline	Plan of Red Gables	Pictures
Original structure-ca. 1890s	T plan with cross gables roofline and wings with hipped gables, a north facing rectangular bay window with hipped gable dormer		
1912 ell addition	Rear expansion of kitchen with additional chimney		
1934 upstairs bedroom	Front expansion South and transition from wrap around porch to front porch with an enclosed sun porch on South Elevation		

Figure 19: Chart of timeline of changes to Red Gables' form (Staff photos, July 17th, 2024)



Figure 20: West facing elevation of Red Gables with the rear expansion highlighted in orange (Staff photo, July 17th, 2024)



Figure 21: Red Gables from south elevation with circa 1934 upstairs and enclosed porch addition outlined in orange (Staff photo, July 17th, 2024)



Figure 22: Red Gables North elevation with likely original structure outlined in orange (Staff photo, July 17th, 2024)

Relationship to Surrounding Area

Red Gables is the last remaining structure known to be built by Heffler family on their original family lot. By the time Red Gables was built, Andrew Heffler had also built Costen House (where the Heffler family lived) along Bedford Highway, and the Heffler House further up the hill, to the south on High Street. The Costen House was demolished to make way for a motel and shopping mall (Christie, 2005). The Heffler House, located on Lindsay Hill, was destroyed by fire in 2011 (Grant, 2011; CBC News, 2011).

Red Gables faces down the hill towards the Bedford Highway, and railway lines separate it from the Bedford Basin. While the Bedford Highway comprises buildings of predominately commercial uses, Sullivan’s Hill leading up to High Street is a residential area with other single detached houses connected via short residential streets. Red Gables is buffered by a wooded area separating it from the Bedford Highway on the south and east sides of the property. This portion of the lot would originally have been part of the Heffler’s fields and orchards, well known in the community during it’s time (Christie, 2005; Tolson, 1979). The property has retained its physical and visual connection to the orchard area to the south and west elevation of the house.

Within the immediate vicinity of Red Gables, there are buildings of various ages and styles. Red Gables is one of the oldest buildings within the streetscape. Within a one-kilometer radius to the north there are three registered heritage buildings: the Knight House (1902), the Teachery (1892), and Honeycote (ca. 1850s). Within one kilometer to the south is Moir Ltd. Power House (1878).



Figure 23: West side of the lot, where Heffler orchard and field would have begun (Staff photo, July 17th, 2024).



Figure 24: Sullivan's Hill facing towards High Street from Red Gables (Staff photo, July 17th, 2024).

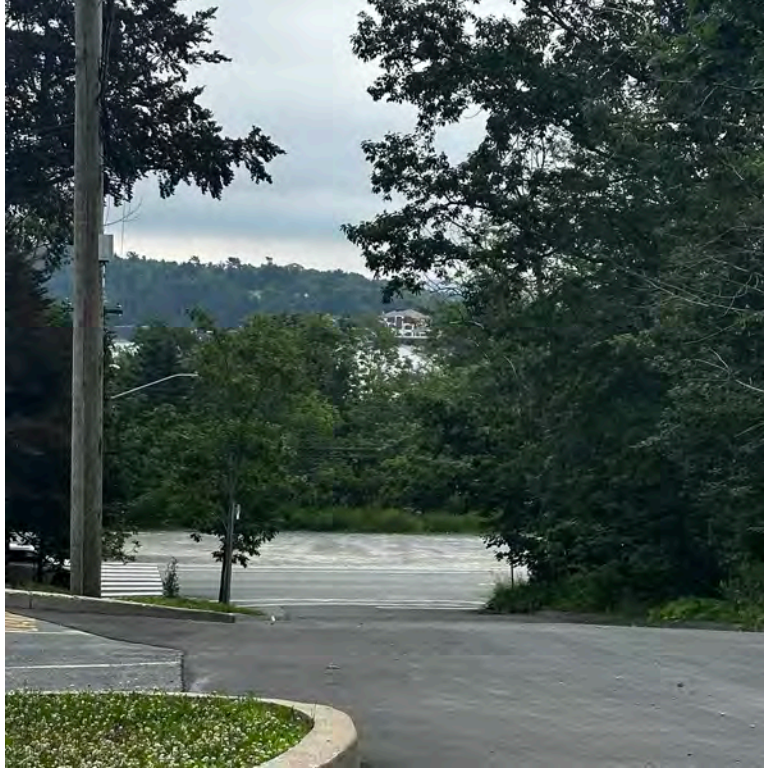


Figure 25: Sullivan's Hill facing downhill towards Bedford Highway and the Bedford Basin

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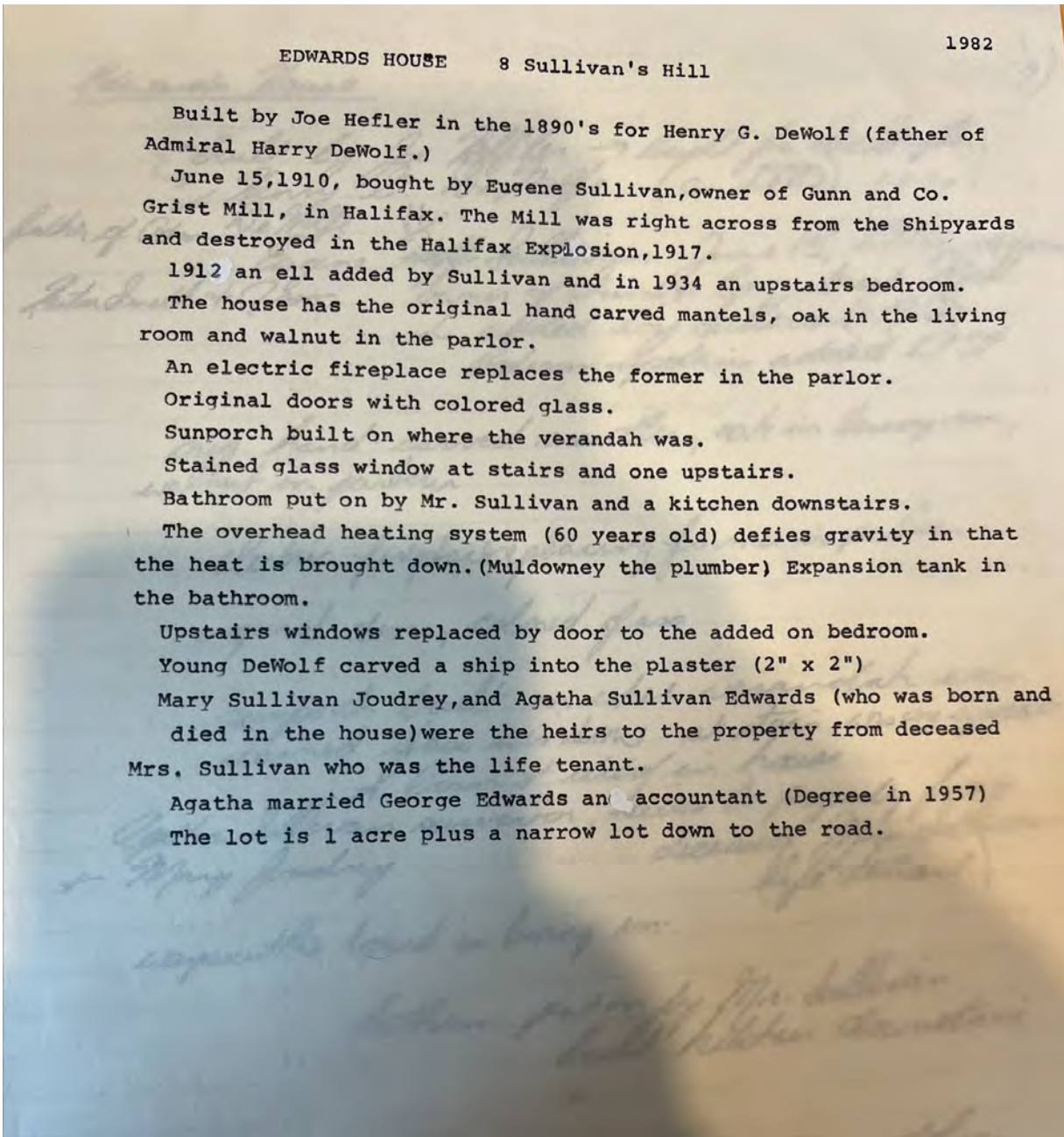
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Appendix

Attachment A: Edwards House Notes (Scott Manor House Archives)





Statement of Significance

Red Gables, 8 Sullivans Hill, Bedford

March 2024





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1. INTRODUCTION

1.1. SITE INFORMATION

Primary Address: 8 Sullivans Hill, Bedford

Neighbourhood: Glen Moir

Zoning: RSU and CGB

Type of Resource: Building; Residential; Single-family dwelling

Historic Name: Red Gables

Original Owner: Hefler family

Date of Construction: c. 1870 (Source: Historic Bedford)

Architect: Andrew Dewar (presumed)

Builder: Hefler family (presumed)

Heritage Status: None

1.2. EXECUTIVE SUMMARY

The subject site, located in the southern section of Bedford, known as Glen Moir, is situated on a hill overlooking Bedford Bay and set on the south side of the block bounded by Bedford Highway on the east, Sullivans Hill on the north, High Street on the west and Lindsay Hill on the south (Figure 1).



Figure 1a: Context of subject site (outlined) to Bedford and Bedford Bay to the far right. Source: Google Earth



Figure 1b: Detailed context of subject site with the house circled.

Source: Google Earth

There are a variety of commercial and residential buildings in the immediate area, although the general context of the neighbourhood retains much of its original single-family, large-lot, housing character (see Section 3).

The subject site, situated to the south-west of the historic core of Bedford, includes one building which is considered worthy of heritage registration, known as Red Gables, built c. 1870. This Statement of Significance is being prepared as part of a larger project inquiry, which as a preliminary first step, will require formal heritage registration of the subject property with the Halifax Regional Municipality.

Should the registration be successful, this will be followed by a Heritage Impact Statement for the proposed development.

Red Gables, the building that is under review fronts Sullivans Hill, although the panhandle lot layout provides it with frontage along Bedford Highway as well (Figure 2).



Figure 2: Broader context of the subject site within Bedford, outlined.

Source: Nova Scotia Address Finder

The siting of the building on this panhandle lot is close to Sullivans Hill, where it can be most easily seen, and closer to the panhandle section than the remainder of the lot, which is moderately treed and with sections of open space (Figure 3).



Figure 3: Subject site, detailed and outlined, comprising one building historically known as Red Gables, on a single property.

Source: Nova Scotia Address Finder

Red Gables dates to around 1870, and it exemplifies the development of the area in the latter part of the 19th century. Designed in the “Stick” style, it occupies a high point on the property that slopes up from Bedford Highway to High Street and is easily seen from Sullivan's Hill.

Red Gables is additionally valued for its associations with the DeWolf and Sullivan families. Harry DeWolf lived here as a newborn and child (1903 to 1910). He was a prominent figure in the Royal Canadian Navy prior to, during and after World War II. Eugene Sullivan was a prominent Halifax merchant and despite his death in 1927, the family continued to occupy the house primarily as a summer residence, until at least 1959.

Finally, Red Gables is valued for its aesthetic expression, primarily its “Stick” style. The critical elements of this original design are intact, with a high level of integrity expressed through its gabled form, full width front porch, fenestration and detailing such as the cross-boards in the gable. Despite multiple additions made between 1917 and post-1952, it retains a sufficient amount of integrity to warrant an accurate restoration and overall level of conservation.

These values and character defining elements are summarized in the Statement of Significance in Section 2 of this report.

As a result of these values, Red Gables is being put forward as a candidate to be formally recognized as a *Registered Heritage Property*.

2. STATEMENT OF SIGNIFICANCE

2.1. RED GABLES

DESCRIPTION OF HISTORIC PLACE

Red Gables is a notable house built in the Stick style. It is located on the south side of Sullivans Hill on a large property that also fronts Bedford Highway, in Bedford, Nova Scotia.

HERITAGE VALUE

Red Gables, built c. 1870, is valued for its association with early 19th century owners and its architect Andrew Dewar, for its illustration of development in outlying areas of the Halifax Basin, and for its Stick style architecture.

The house is of notable importance for its association with the family of Henry and Kate DeWolf, who acquired the property around 1900. One of their sons, Harry DeWolf, went on to become a vice-admiral in the Royal Canadian Navy. It is of further significance for its long-term association with the family of Eugene and Margaret Sullivan, who owned the house from 1910 until 1959. Eugene Sullivan was a prominent Halifax merchant. Their daughter, Agatha, who was born here in 1912, named the house “Red Gables” after one of her favourite novels, *Anne of Green Gables*. The name was in response to the colour of the gables at that time. The road on which Red Gables is located, originally Third Street, was renamed Sullivans Hill after Eugene and Margaret Sullivan. The association of the original house with Andrew Dewar, who is believed to be the architect who designed it, is of notable mention in the architectural profession of Nova Scotia and practiced in Halifax from early 1878 to 1881; prior to that Dewar partnered with David Stirling – as the firm Stirling and Dewar – from March 1870 to June 1877 with offices in both Halifax and Charlottetown, Prince Edward Island.

Red Gables exemplifies some of the earliest extant residential development in Bedford. As an outlying community with rail access, and later roads connecting from Halifax, it was both a small year-round community and drew families from the Halifax area to reside there during the summer months. Both the DeWolf and Sullivan families used Red Gables as their summer residence at various times. In addition, the DeWolf family retained a later residence in Bedford, which illustrates the attraction of the community to those living in Halifax and other larger centres, as a recreational and get-away destination.

Red Gables is valued as a good example of the Stick style. This style was common to the later Victorian period and commonly displays a strong vertical emphasis, steeper pitched roofs and stickwork or grid of boards as a design feature. The design of Red Gables is a testament to that style, with the original section having a cross-board configuration and vertical square spindle in the main gable, a steeply pitched roof, and originally a full wrap-around porch, most of which remains intact. The house was deliberately set on the hill, now aptly named Sullivans Hill, to take advantage of the views overlooking Bedford Basin.

CHARACTER DEFINING ELEMENTS

The elements that define the character of Red Gables are its:

- Location mid-block on Sullivan Hill between Bedford Highway and High Street;
- Main floor set slightly above grade;
- Craftsmanship as evidenced in its design and finishes;
- Materials that are considered, in today’s context, to be uncommon or more challenging and costly to source and represent significant embodied energy, and for which the retention is in line with principles of sustainability, in this case its old growth lumber in both the structure and decorative details and fenestration;
- Front-gabled two-storey form common to the Stick style, with a steeply-pitched roof structure fully apparent on the north side and, on the front, the remnants of the gable itself;
- Full-width hipped-roof front porch with wood board floor aligned with the original main floor of the house, with remnants wrapping around the south side;
- Additions at the rear from 1917 such as a cross-peak roof form and chamfered gables protruding from the original footprint;
- Prominent stacked bay and wall dormer on the north side with chamfered roof and decorative brackets dividing the two floors;
- Fenestration including:
 - Original single-set and paired window openings;
 - Variety of wood windows with multi-pane glazing in upper and lower sashes;
 - Coloured glass window
 - Main entry door with inset glazing and original hardware including “ghost lines” of the original manual doorbell and a later electronic doorbell;

- Design details including:
 - Squared porch posts and decorative corner brackets with spindlework and dentils framing the top of the porch;
 - Ornate cross-brackets and a prominent vertical square spindle in the front gable;
 - Knee brackets in the front and side gables;
 - Slightly peaked wood trim set along the tops of the upper floor windows of the original house and the 1917 addition, to resemble a pediment;
 - Facia boards in the gables of the original house and the 1917 addition with double-rounded ends and small holes;
- Shingle cladding and cornerboards;
- Internal red brick chimneys.

2.2. SUMMARY

The historical and architectural values of Red Gables are both noteworthy and significant. However, the major alterations undertaken in the early to mid-1900s need to be distinguished. Those completed in 1917 add value to the house, as they speak to the evolution and the need to provide more living area in a time when indoor plumbing and improved kitchen space, among others, was the required norm. This modification was both compatible – located primarily at the rear – and respectful yet distinguishable, not attempting to mimic the original “Stick” style. That addition did have compatible elements, for example, copying the slightly peaked wood trim on the upper floor windows and the ends of the gable facia boards.

In contrast, the second addition at the rear, completed between 1917 and 1926, and the subsequent addition of the shed dormer and the widening (and enclosure) of the south side portion of the wrap-around porch, was not a respectful alteration. Those 1917 alterations, then, have become character-defining elements, whereas the later alterations are not character-defining elements. Further assessment of the evolution of the house vis a vis its alterations is outlined in Section 4.3 of this report.

In summary, Red Gables is a dwelling with historical, cultural and aesthetic values and is worthy of consideration for conservation, rehabilitation and restoration.

3. BACKGROUND RESEARCH AND ANALYSIS

3.1. BEDFORD – HISTORIC CONTEXT AND HERITAGE VALUES

The area around the subject site was laid out in a series of streets running off what was, at that time, Windsor Road, now Bedford Highway. Andrew Hefler, of the same family who had Red Gables built, was a prominent owner of property in the community, as evidenced by a conceptual plan from the mid-1800s (Figure 4).

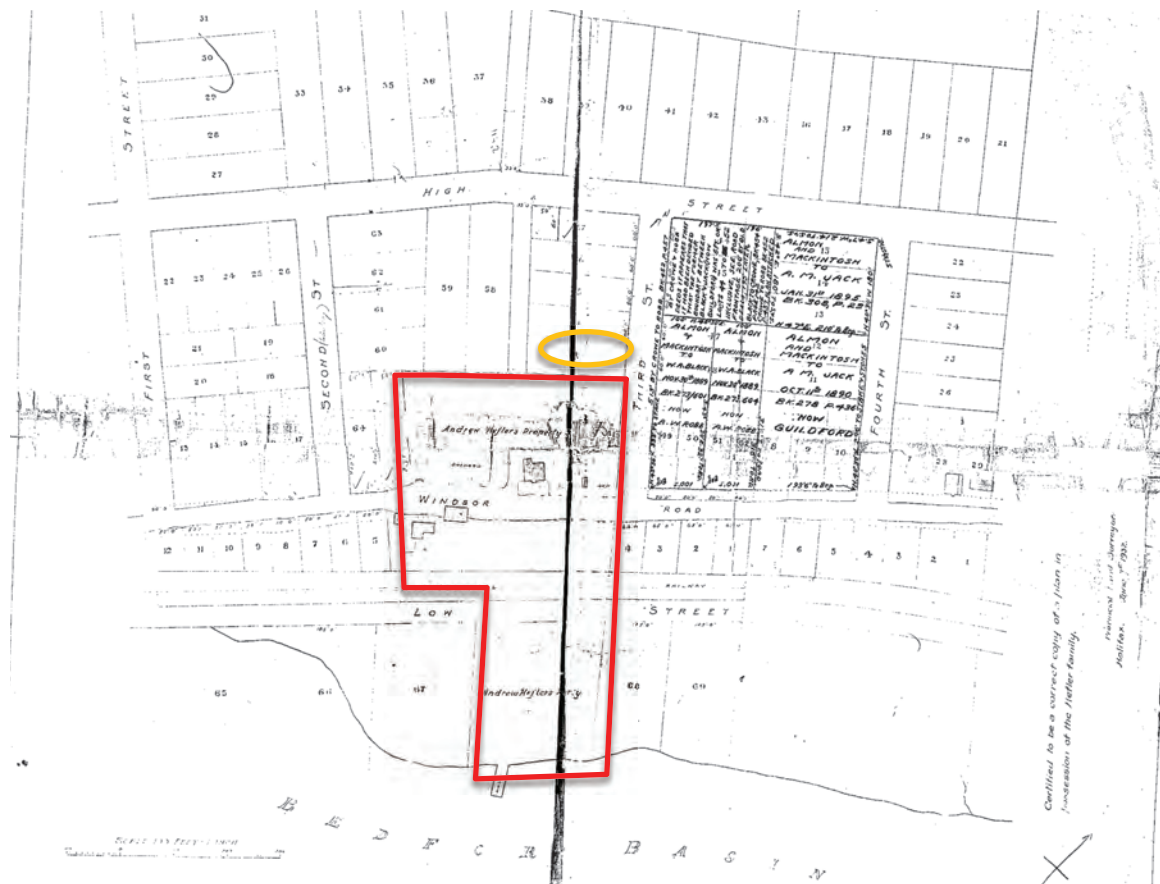


Figure 4: Conceptual Bedford Plan, 1937,¹ showing property owned by Andrew Hefler outlined (excluding Windsor Road and rail right-of-way). Approximate location of Red Gables circled. Source: Scott Manor House Archives.

Andrew Hefler owned large lots on either side of the Intercolonial Railway. Although Hefler's property is not numbered on this drawing, and the fact that Lot 65 is missing suggests that the property straddling Windsor Road and on the south side of the

¹ This does not have the markings of a formal survey/subdivision plan and is therefore presumed to be a more conceptual layout of what may have been considered at that time. Although Red Gables is not shown on the map, that does not indicate that it was not extant at that time; it merely shows select buildings, and primarily those on Hefler's property.

Intercolonial Railway right-of-way would have all been Lot 65 (had this been a survey plan). As this plan was conceptual, it was not completed entirely as shown. However, markings on the block immediately to the east, bounded by Third Street, High Street and Fourth Street, does indicate transfer of ownership and dates.

Some of the current surrounding parcels appear similar in size to what is shown on this drawing, but another survey must have been completed at another time to formally lay out a subdivision.

Development in Bedford that continued well into the 1900s was focused more to the north of the subject site. The area comprising First Street to Fourth Street was an outlying area of the community, with small-scale commercial development located along Main Street, immediately next to the railway, which by the 1920s had been taken over by Canadian National. The 1926 Fire Insurance Plan illustrates the extent of the community at that time (Figure 5).



Figure 5: 1926 Fire Insurance Plan, with subject site outlined.
Source: Scott Manor House Archives.

3.2. IMMEDIATE SURROUNDING CONTEXT

There are no sites listed as Municipally Registered Heritage Properties within close proximity to Red Gables. The only two being notably close – around one kilometer away to the north and south – are, respectively, The Teachery at 9 Spring Street (1892) and Moirs Mills Power House (1931) at 926 Bedford Highway (Figure 6).

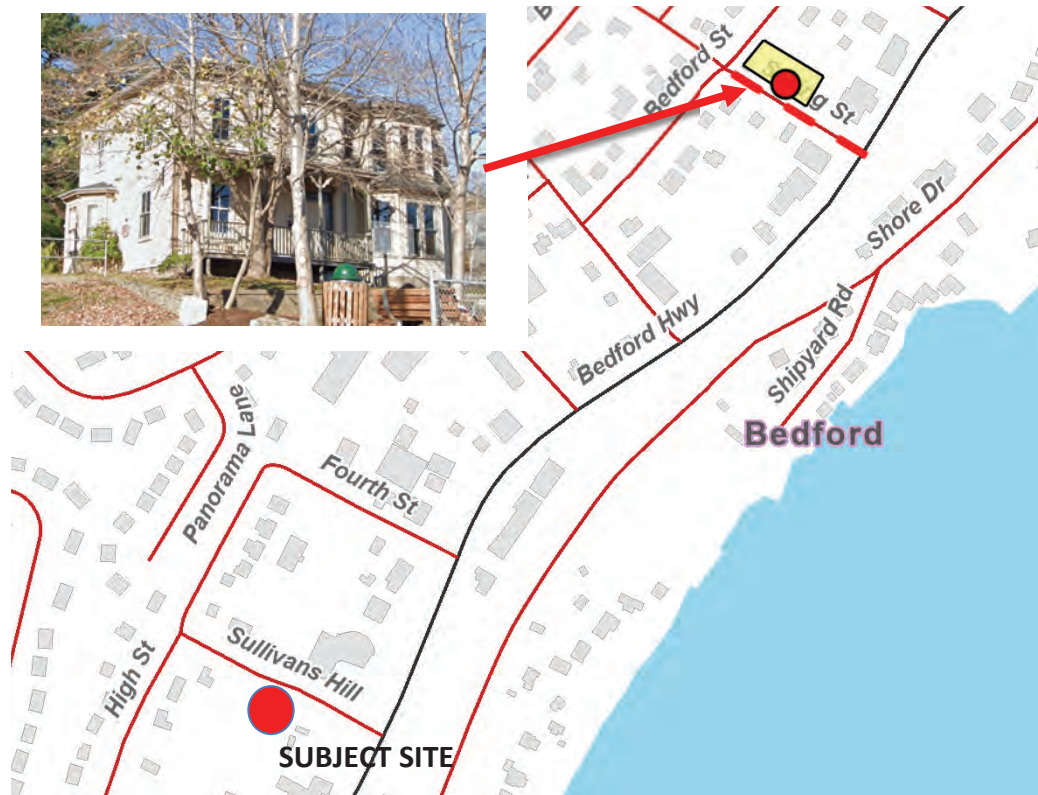


Figure 6: 9 Spring Street (1892), The Teachery, Registered Heritage Property (outlined) north of subject site (circled).

Source: Nova Scotia Address Finder and Halifax Regional Municipality, Heritage Property List

The blocks to the west of the subject site retain a single-family residential character, of varying ages and styles. A few houses on High Street appear to be of the inter-war period based on style and details, but overall, there is no consistent pattern of development which ranges from that inter-war time to recent years. The section of Bedford Highway, to the east of the subject site, displays characteristics of a thoroughfare with mixed retail-commercial, office and residential development with no pattern of age, type or style of building. The area immediately to the north of the subject site includes a large modern church.

4. ASSESSMENT OF RED GABLES

Red Gables, built around 1870, is situated in the southern section of Bedford. It is believed that Andrew Dewar designed the house and had it built for the Hefler family around 1870.²

4.1. HISTORICAL AND CULTURAL CONTEXT

The Hefler family was the original owner and during that time, they rented out the house. The following owners, Henry and Kate DeWolf acquired the property around 1900. Henry and Kate DeWolf moved into Red Gables with their youngest, Dwight DeWolf, then roughly a year old. At that time, Henry DeWolf was a junior employee, either a clerk or accountant, in their prominent Halifax family business, T.A.S. DeWolf and Son (Figure 7).



Figure 7: Advertisement for T.A.S. DeWolf and Son, Halifax City Directory, 1910, p. 35

As an example, T.A.S. DeWolf's listing in the 1908 McAlpine Directory (and many years prior and after) was under the categories of Agents, Builders' Supplies, Salt Importers, Ship Brokers, West India Merchants, Wood and Coal Dealers. Henry George DeWolf was listed in the 1899 directory as living in Bedford, but as a boarder, not homeowner. It was the following year when his name appears as a homeowner in Bedford. He worked for the family company as a clerk and accountant. The duration of the family's ownership of Red Gables was less than 10 years – directories show they had moved to Victoria Road in Halifax by 1909 (see Section 6.4 of this report for more details). However, despite the Halifax address, several clues point to the family maintaining some subsequent connection to Bedford, although specifically where is not known. Their youngest child, Starr

² *Historic Bedford*, Nimbus Publishing, 2007, p. 101

DeWolf, for example is shown as born at Bedford and it is known that Kate DeWolf died quite young, in 1922 at age 45, in Bedford – when Starr DeWolf would have been not quite four years old.

Henry DeWolf re-married Muriel M. Lewis in September 1927, evidently helping him raise a young family as a widower. He died at the age of 76, in Halifax, September 2, 1952. His death certificate noted that he had lived in Bedford for 31 years. He evidently had worked his way up in the family company, with his death certificate noting that his profession was as President of T.A.S. DeWolf, until 1947, and that he had spent 59 years in this occupation.

Harry DeWolf, who was one of three children born at Red Gables – in addition to the eldest born a year before the family moved there, and the youngest born eight years after the family moved away. He joined the navy as a young man who, by the age of 16, was initially identified as a cadet.³ By 1928 he was a Lieutenant who was initially in England, and then assigned to Esquimalt for four years.⁴ took command of the HMCS *St. Laurent* in 1939-1940, and the HMCS *Haida*, a tribal class destroyer, in 1943-1944. As a Vice-Admiral he was decorated for outstanding service. The HMCS *Haida* was known as the “fightingest ship in the RCN” (Figure 8).



Figure 8: Commander Harry DeWolf, on the bridge of the HMCS *Haida*, England, September 1943. Source: Library and Archives Canada, PA-141695

³ *The Evening Mail*, August 20, 1919, p. 16

⁴ *The Evening Mail*, July 27, 1929, p. 16

Post-war, Harry DeWolf commanded Canadian aircraft carriers, first HMCS *Warrior*, and later HMCS *Magnificent*. By 1956, Harry DeWolf was promoted to vice-admiral and vice-chief of naval staff, based in Ottawa (Figure 9).



Figure 9: Vice-Admiral Henry DeWolf cutting the cake, Rear Admiral Hugh F. Pullen looks on, May 1960. Source: Nova Scotia Archives 1984-573 Box 2 F/30

Later, he chaired the Canadian Joint Staff in Washington with liaison to the U.S. Joint Chiefs of Staff and the NATO Standing Group. Clearly his accomplishments serving in the Royal Canadian Navy were impressive.

Harry DeWolf died December 18, 2000 at the age of 97. Among many honours and awards, locally the Admiral Harry DeWolf Park has been named after him in Bedford. Additionally, the Canadian Navy has now created the Harry DeWolf Class, the first of RCN's Arctic and Offshore Patrol Ships. It is the first time in its history that a class of ships has been named after a prominent Canadian naval figure.⁵ The first of those ships, aptly named HMCS *Harry DeWolf*, was delivered on July 31, 2020.

The longest-term ownership and occupancy can be attributed to the Sullivan family. In 1910, prominent Halifax businessman Eugene Sullivan and his wife Margaret

⁵ Royal Canadian Navy – Fleets and Units – Surface Fleet - HMCS Harry DeWolf
<https://www.canada.ca/en/navy/corporate/fleet-units/surface/harry-dewolf-class/harry-dewolf.html>

acquired the property. Eugene Sullivan was president of Gunn & Company, which was listed under the Halifax business directory as “Flour and Feed Brokers.” While Eugene Sullivan was listed for some years as living on Spring Garden Road, they also appeared regularly as living in Bedford. They had a son and daughter at that time, Paul and Mary, and one more daughter, Agatha, was born at the house in 1912. She named the house “Red Gables” after the novel *Anne of Green Gables*, with which she strongly associated.

Eugene Sullivan died in May 1927 at a relatively young age (Figure 10).

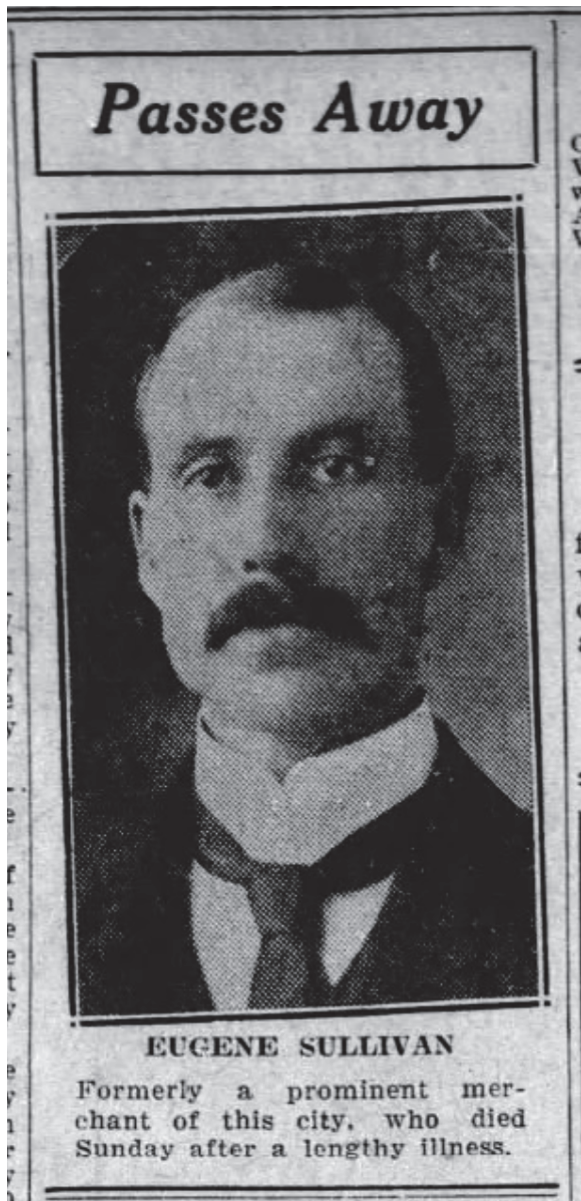


Figure 10: Notice in *The Evening Mail* of Eugene Sullivan’s passing, May 30, 1927, p. 14

Margaret Sullivan continued to live here after her husband's death, but it appears that it was primarily used as a summer residence, as they had a permanent residence in Halifax to use during the winter. During the Sullivan's ownership, significant changes were made to the house at several points in time. The largest expansion occurred after they purchased it: in 1917 a large addition was made to the rear. Sometime between 1917 and 1926, a second addition was made to the rear. This is evident in the Fire Insurance Plan from that year and 1952 (Figures 11 and 12).

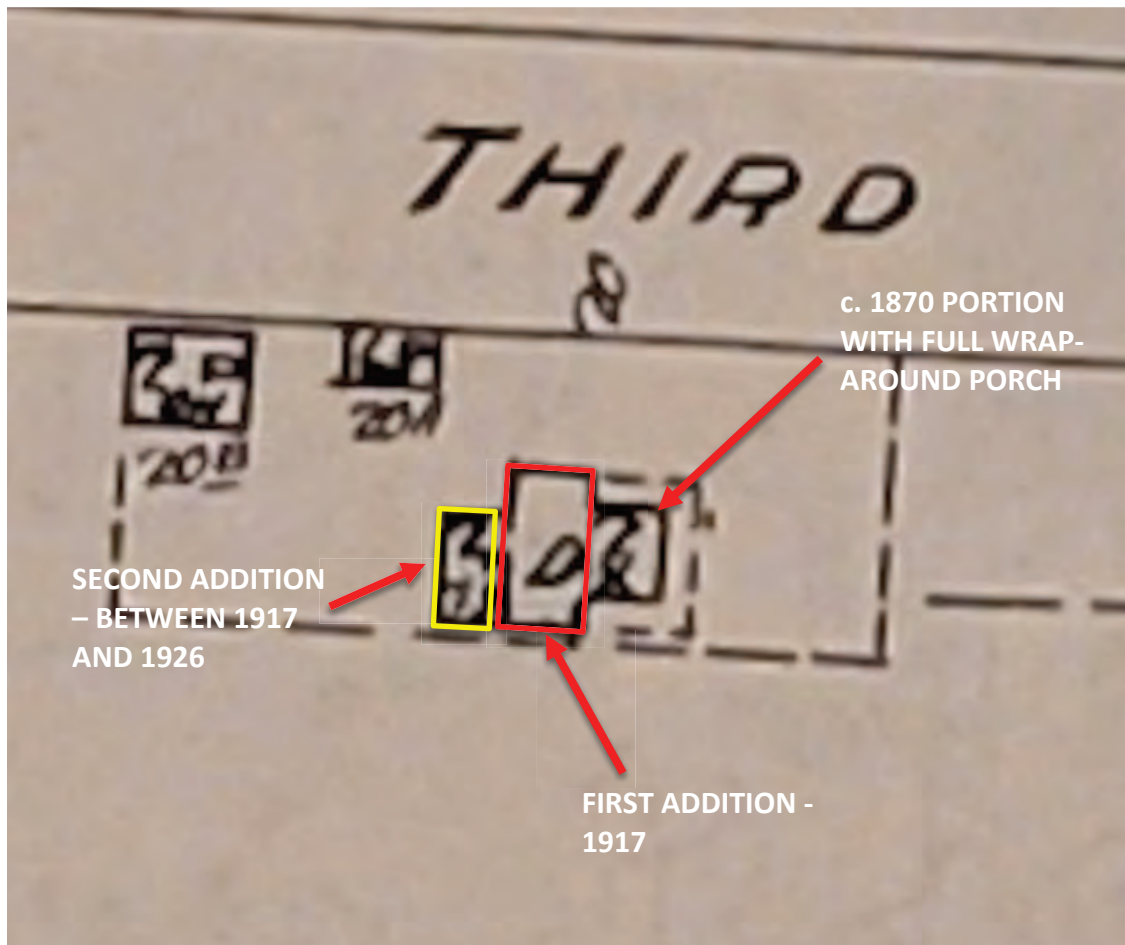


Figure 11: 1926 Fire Insurance Plan showing the house and its two pre-1926 additions⁶

⁶ It is worth noting that neither the 1926 FIP nor the 1952 FIP are not to scale when illustrating Red Gables: the original rectangular footprint of the c. 1870 house is shown here as resembling a square footprint. The footprint as seen on current air photos show the c. 1870 house extending out further than what is illustrated here.

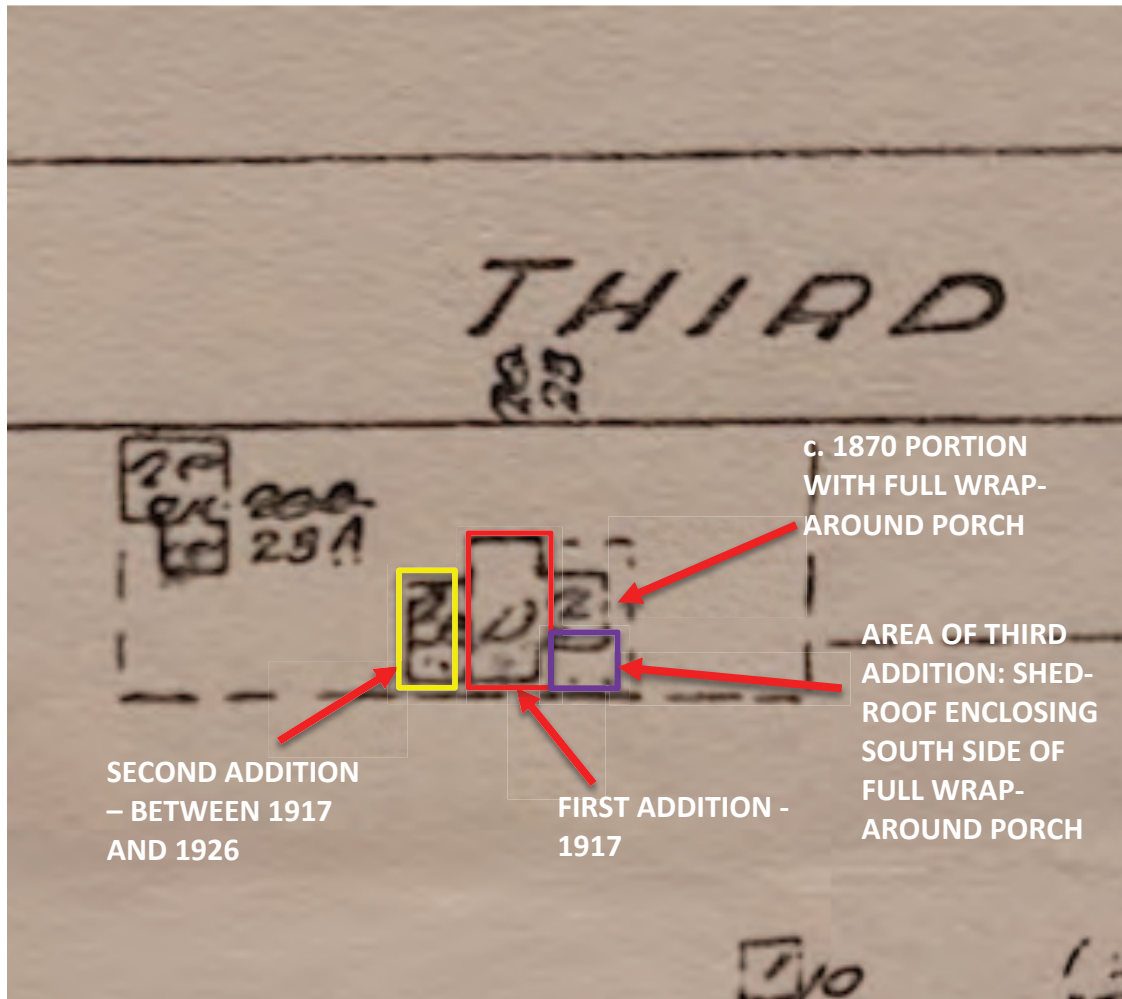


Figure 12: 1952 Fire Insurance Plan showing the house and its two pre-1926 additions (red and yellow), relatively unchanged from the 1926 FIP. Upper floor shed roof addition on southeast corner also outlined (purple), although noteworthy that the FIP does not illustrate this alteration.

The house appears relatively unchanged during the Sullivan’s ownership. The other major addition, consisting of a shed-roof extension off the south face which also resulted in the enclosure of that part of the wrap-around porch, was made either at the same time as the one at the rear, or slightly later, into the early 1930s. (Further assessment of all alterations are provided in Section 4.3 of this report.)

Following the death of Eugene Sullivan, newspaper reports indicated that while the family retained ownership, over an extended period, they only lived here as a summer home.⁷ Margaret died in 1959, and it was at that time that Agatha, and her husband George Edwards, took ownership. It is not known how long they retained

⁷ The “Bedford personals” section of the Evening Mail had reports in May 1928 of the family returning to Bedford after spending the winter in Halifax, and likewise in November 1928 and November 1929, that Mrs. Eugene Sullivan and her family would be closing their summer home and moving to Halifax.

ownership. Evidently, the road on which Red Gables is located, which was originally named Third Street, was renamed as Sullivans Hill, after this family.

Andrew Dewar (1846-1930) was noted as an important architect situated in the Maritime provinces.⁸ He was noted as located in Halifax, early 1878 to 1881 and prior to that partnered with David Stirling – as Stirling and Dewar – from March 1870 to June 1877 with offices in both Charlottetown, PEI and Halifax. The only building in Bedford that official records list as his design is the Presbyterian Church (1870). Records do not indicate that he designed Red Gables, the likely possibility that he designed the house is presented in *Historic Bedford*.

4.2. ARCHITECTURAL ASSESSMENT

Red Gables is a Stick style two-storey house, most of which is set on a stone foundation, although the section furthest to the rear is on a concrete foundation. While “Stick” style is the dominant design, the evolution of the house comprises two distinctive additions at the rear, and enlargement of the front, which are better described as early Craftsman and vernacular.

While few archival photos of Red Gables are available, one from the mid-1930s shows that the major additions were completed by this time (Figure 13).



Figure 13: Red Gables, c. 1935.

Source: *Historic Bedford*, Tony Edwards, Nimbus Publishing, 2007, p. 101.

⁸ Biographical Dictionary of Architects in Canada, 1800-1950.
<http://www.dictionaryofarchitectsincanada.org/node/1260>

A second photo, showing neighbouring Costen House (located immediately southeast of Red Gables), and from that same time, shows Red Gables in the distance (Figure 14).⁹



Figure 14: Costen House, Bedford c. 1935, when no longer run as an Inn. Seen fronting Bedford Highway, showing Red Gables (far right, circled). Source: Photographs held by Scott Manor Archives, #682

Notably, the front of the house notably does not face Sullivan Hill, but rather Bedford Highway. It is set a substantial distance up the hill but is more oriented, distance wise, to Sullivan Hill and is easily seen from that road. The front features a full-width porch which originally wrapped around the south and north sides: it is now enclosed on the south side, and no longer exists on the north side. A shed roof extension draws off the main roof peak. The original windows are set in pairs and later windows are set as singles. The wooden door with inset glazing is offset to the far left side of the front (Figure 15).

⁹ The front alterations to Red Gables match those shown in the photo from *Historic Bedford*, namely the south side shed roof addition that removed the south side porch as an exterior element.



Figure 15: Front of house, east side

The north side of the house has a distinctive bay, which is squared on the main floor but has a chamfered roof form framing the second floor. The main floor of the bay is framed by a set of decorative brackets. Further to the rear, the two-storey addition displays a chamfered gable roof, followed by a low-pitched roof protruding from that section (see Section 4.3 for more details on alterations) (Figure 16).



Figure 16: North side of house facing Sullivan's Hill

The south side of the house illustrates the entire set of changes to the house. A shed roof extension protrudes over what was the wrap-around porch, with a dormer into which a paired window arrangement is set, behind which sits the chamfered gable addition from 1917 with a single window on each floor, and a further extension at the rear consisting of a low-pitched two-storey form with a side entry and single-set windows on each floor (Figure 17).



Figure 17: South side of house

The rear of the house comprises that same two-storey form extending from the 1917 addition. There is only a single small window on this side (Figure 18).



Figure 18: Rear of house

4.3. INTEGRITY, REPRESENTATION OF STYLE AND DESIGN

There have been several additions to the house since its construction c. 1870. Its original footprint suggests a very modest-sized rectangular and front-gabled form house, and Fire Insurance Plans illustrate a full-width front porch which wrapped around on both the south side and north side.

The major alterations to this c. 1870 house can be summarized as follows:

1. Two-storey chamfered gable form added to the west side (rear), extending out from either side of the original house, and vertical enlargement of the square bay on the north side, 1917;
2. Further extension to the west side with a two-storey low-sloped roof form and a small single-storey shed roof with side entry door facing south, prior to 1926;
3. Further extension to the south side with a second-storey shed roof form set above the south side of the wrap-around porch, with an enlargement and enclosure of that part of the porch. This was either at the same time as the alteration noted above, or no later than the early 1930s;
4. Removal of the north side of the wrap-around porch, post-1952.

In 1917, an indoor bathroom and an upgraded kitchen were added to the rear (west side). This was the most dramatic change in form, evolving the house from a simple rectangular front and rear gable form to a “T” footprint. This also presented the addition as a two-storey roof form with a “chamfered gable” appearance on both sides, a roof form characteristic of the early Craftsman style (Figures 19 and 20).



Figure 19: North side addition (1917)



Figure 20: South side addition (1917)

The portions of the 1917 addition that remain exposed on the north and south sides display identical form, details and window arrangement.

As such, rather than blending in with the original house, this 1917 enlargement presented its own distinctive style and is easily identified. At the same time, despite having a notably different roof form, it carried over some design components of the original c. 1870 portion. These include the peaked wood trim set above the upper floor windows (resembling a pediment) and the fascia boards with double-rounded ends (Figure 21).



Figure 21: Design traits carried over from the c. 1870 house to the 1917 addition – for example, peaked wood trim above upper floor windows (circled)

Along with the rear addition's chamfered roof, there is an additional chamfered dormer on the north side set above the original square bay that almost certainly would have only been part of the first floor and been contained within the wrap-around porch that extended along that side. That single-storey bay was extended up to the second floor to become a wall dormer as part of the 1917 enlargement (Figure 22).



Figure 22: North side bay – original c. 1870 portion below dashed line and 1917 addition above dashed line to create a wall dormer.

The right-side window of that square bay has been covered up and is either intact behind the boards or has been removed. This bay would have faced on to the north face of the three-sided wrap around porch. Fire Insurance Plans show that full wrap-around porch existed until at least 1952.

Historic Bedford notes that “glass windows were added to the veranda,” suggesting that the coloured glass that is referenced elsewhere in that book may have been placed in this paired high-set arrangement immediately behind the square bay (Figure 23).¹⁰



Figure 23: North side with high-set paired windows which were possibly those described as “coloured glass” in *Historic Bedford*.

The additions made sometime between 1917 and 1926 comprise another rear extension in the form of a low-pitched shed roof two-storey form. This displays less detail and less of an attempt to complement the house in the way the 1917 addition

¹⁰ There is an unusual paired window arrangement on the north side, which, if original, would have been set immediately above the wrap-around porch. There is mention in *Historic Bedford* of coloured glass in one or more windows, and it also notes that “glass windows were added to the veranda,” suggesting that the coloured glass was placed in the paired arrangement immediately behind the square bay.

did. Furthermore, as introduced in Section 2.2, this second rear addition is not considered a character-defining element (Figure 24).

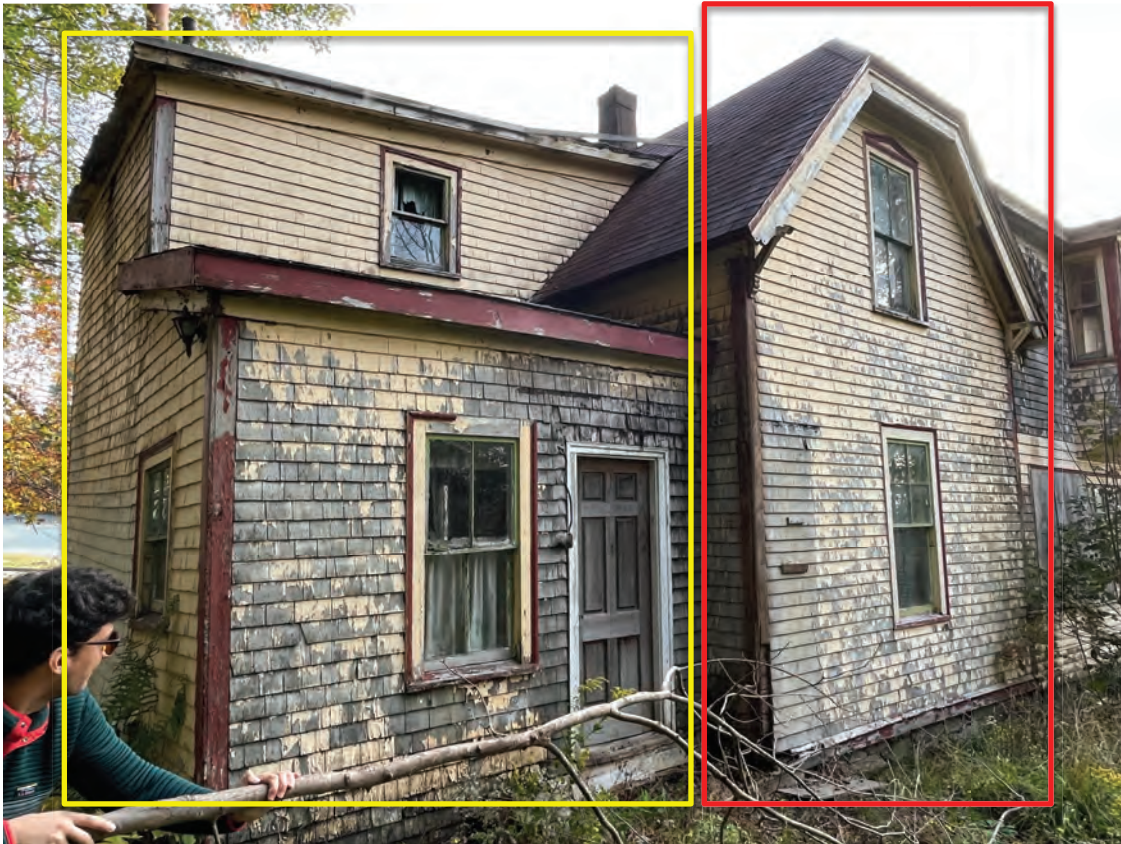


Figure 24: South side addition (1917) outlined in red, subsequent addition outlined in yellow estimated to have been done between 1917 and 1926.

The second rear addition was purely functional, to expand the living area of the house. It is not known whether the one-storey shed roof portion on the south side was done at the same time, or later. In any case, the lower quality of this rear addition is apparent, with a structural separation occurring in the rear wall face between the two-storey portion and the one-storey portion (Figure 25).



Figure 25: Separation occurring in the rear wall face as a result of settling.

The foundation on this part has not been examined; it may have been of a substandard quality. It may simply be other structural weaknesses (water ingress, etc.) that have become evident over time leading to the settling of the rear extension.

Combined with the addition made to the rear between 1917 and 1926, further alteration occurred with a shed roof extension completed over the southeast corner of the house that also enclosed (and pushed out) the wrap-around porch and substantially enlarged the front wall face (Figure 26).¹¹

¹¹ It is important to note that despite not being shown on either the 1926 or 1952 Fire Insurance Plans, the shed roof addition to the southeast corner appears on two archival photographs from the 1930s – see Figures 13 and 14 in Section 3 of this report.



Figure 26: Shed roof extension on south side outlined.

It is not known exactly when that alteration occurred. It may have been at the same time as the rear extension or could have been as late as the early 1930s, as evidenced by the two archival photos of that time. Board-formed concrete is visible on that corner, in contrast to the stone foundation of the c. 1870 and 1917 sections which have foundations of stone.

This alteration, similar to the second addition at the rear, is not considered a character-defining element and compromises the overall character of Red Gables more notably than any other alteration. It did not occur in a compatible or respectful way, it did not attempt to replicate the trim above the windows or use decorative fascia boards as the 1917 addition did, and it overwhelms the original c. 1870 form.

The original wood entry door with inset glazing was relocated forward in line with the front wall at this time. It is worth noting that the original entry opening is still evident within that enclosed porch space, and, despite its relocation, the door is a character-defining element (Figure 27).



Figure 27: Original wood entry door with inset glazing, relocated to the front face as part of the 1930s alterations.

It is also not known if the roof of the south side of the wrap-around porch is still intact within the structure.

5. PHOTO DOCUMENTATION



Front and south side of house



Front of house with remainder of what was a three-sided wrap-around porch.



Front of house showing most of the original c. 1870 portion



North side showing the front porch as part of the c. 1870 house and its 1917 addition to the right.



North side showing the original c 1870 house with the 1917 addition and subsequent addition to the right.



Rear addition protruding out from the 1917 addition.



North side additions



Front porch details



Front and north side details



North side details





Stone and brick foundation on north side



South side



South side additions



South side additions



South side with remainder of porch

6. APPENDICES

6.1. REFERENCES – MUNICIPAL AND OTHER RECORDS

Attestation Paper, James Edwin DeWolf. This verifies the date of birth of James Edwin DeWolf – who evidently was born out of wedlock, June 17, 1899, nearly a year before Henry G. DeWolf and Kate A. Fitzmaurice were married.

Jagmax
1080132
Folio.

ATTESTATION PAPER.
CANADIAN OVER-SEAS EXPEDITIONARY FORCE.

QUESTIONS TO BE PUT BEFORE ATTESTATION.
(ANSWERS)

1. What is your surname? De Wolf
- 1a. What are your Christian names? James Edwin DeWolf
- 1b. What is your present address? 99 Victoria Rd. Halifax, N.S.
2. In what Town, Township or Parish, and in what Country were you born? Bedford N.S.
3. What is the name of your next-of-kin? Major Harry George DeWolf
4. What is the address of your next-of-kin? 99 Victoria Road Halifax N.S.
- 4a. What is the relationship of your next-of-kin? Son
5. What is the date of your birth? June 17th 1899
6. What is your Trade or Calling? Clerk
7. Are you married? No
8. Are you willing to be vaccinated or re-vaccinated and inoculated? Yes
9. Do you now belong to the Active Militia? No
10. Have you ever served in any Military Force? No
If so, state particulars of former Service.
11. Do you understand the nature and terms of your engagement? Yes
12. Are you willing to be attested to serve in the }
CANADIAN OVER-SEAS EXPEDITIONARY FORCE? } Yes

DECLARATION TO BE MADE BY MAN ON ATTESTATION.

I, Dwight De Wolf, do solemnly declare that the above are answers made by me to the above questions and that they are true, and that I am willing to fulfil the engagements by me now made, and I hereby engage and agree to serve in the Canadian Over-Seas Expeditionary Force, and to be attached to any arm of the service therein, for the term of one year, or during the war now existing between Great Britain and Germany should that war last longer than one year, and for six months after the termination of that war provided His Majesty should so long require my services, or until legally discharged.

Date: Oct 11th 1916. Kate Wolf (Signature of Recruit)
J. M. De Wolf (Signature of Witness)

OATH TO BE TAKEN BY MAN ON ATTESTATION.

I, J. E. De Wolf, do make Oath, that I will be faithful and bear true Allegiance to His Majesty King George the Fifth, His Heirs and Successors, and that I will as in duty bound honestly and faithfully defend His Majesty, His Heirs and Successors, in Person, Crown and Dignity, against all enemies, and will observe and obey all orders of His Majesty, His Heirs and Successors, and of all the Generals and Officers set over me. So help me God.

Date: Oct 11th 1916. Dwight De Wolf (Signature of Recruit)
J. M. De Wolf (Signature of Witness)

CERTIFICATE OF MAGISTRATE.

The Recruit above-named was cautioned by me that if he made any false answer to any of the above questions he would be liable to be punished as provided in the Army Act. The above questions were then read to the Recruit in my presence. I have taken care that he understands each question, and that his answer to each question has been duly entered as replied to, and the said Recruit has made and signed the declaration and taken the oath before me, at Halifax N.S. this 11 day of Oct 1916.

J. M. De Wolf (Signature of Justice)

M. F. W. 28.
400M-1-1A
H. Q. 1772-20-541

Justice of the peace for
the City & County of Bedford

Source: Library and Archives Canada

6.2. PUBLICATIONS AND DOCUMENTS

- *Historic Bedford*, Tony Edwards, Nimbus Publishing, 2007
- *Growing up in Bedford 1914-1930*, Marion Christie, Fort Sackville Press, 2000
- Nova Scotia Archives – City Directories, Archival Photos and Vital Statistics
- Library and Archives Canada
- Scott Manor Archives
- Nova Scotia Civic Address Finder
- *The Evening Mail*, Halifax, NS
- *Standards and Guidelines for the Conservation of Historic Places in Canada*, Parks Canada, Second Edition, 2010

6.3. ADDITIONAL FINDINGS – ARCHIVAL RESEARCH

Henry George DeWolf and Kate A. Fitzmaurice, m. April 25, 1900, Bedford. Henry DeWolf was described as a bookkeeper, born in Halifax. Kate Fitzmaurice was born in Bedford. Source: Nova Scotia Births, Marriages and Deaths, 1900, Book 1819, p. 226, Registration No. 128.

Children of Henry and Kate:

James Edwin Dwight DeWolf – based on marriage certificate was born either 1899 or 1900 (no birth records found)

Harry (Henry) George DeWolf, b. June 26, 1903, Bedford.

Paul Ratchford DeWolf, b. March 14, 1905, Bedford.

Beryl Fitzmaurice DeWolf, b. January 10, 1907, Bedford.

Alice Starr DeWolf, b. March 1, 1918, Bedford ¹²

Marriage and Death Records:

Henry George DeWolf and Muriel Maud Lewis, m. September 27, 1927, age 51 and 31 respectively, in Halifax County.

Source: Nova Scotia Births, Marriages and Deaths, 1927, Registration No. 50276

Henry George DeWolf d. September 2, 1952, age 76, Halifax. Death Registration No 4414.

James Edwin Dwight DeWolf and Rae Hamilton Curry m. June 29, 1927, both age 26, Halifax

Dorothy MacKinnon and Paul R. DeWolfe, m. October 23, 1937, Lunenburg County.

Beryl Fitzmaurice DeWolf and Douglas H. Gordon, m. July 29, 1929, Bedford.

Paul Ratchford DeWolf, d. January 1, 1969, Grand Pre, Kings County.

Dorothy Jane Vatcher DeWolf, d. October 30, 1971, Wolfville, Kings County.

¹² Delayed Registration of Birth filed in 1977 notes that at the time of birth, 1918, the family was living at 99 Victoria Road, Halifax, which matches directory listings for Henry DeWolf.

American companies have thus far adopted this excellent, educational plan, although you may have noticed that leading Canadian enterprises not only do this at home but to some extent in American publications.

After all, if there can be said to be any panacea for the troubles that afflict us, that panacea is education.

MRS. HARRY G. DeWOLF DIES AT BEDFORD

MRS. Harry G. DeWolf died at eight o'clock last evening at her home in Bedford after an illness that had assumed a serious nature only two days ago. Her passing brings a real sense of grief to a great number of people in Halifax, Dartmouth and Bedford.

Mrs. DeWolf, was 45 years old and lived all her life in Bedford and Halifax. She was a daughter of the late Mr. and Mrs. James Fitzmaurice, Bedford. She is survived by her husband and five children, one of them still in his 'teens being now off the coast of Spain with the British navy.

The eldest of the family, Dwight DeWolf, like his father, is a keen yachtsman and will be remembered as having been one of the crew of the yacht "Nelth" in its cruise across the Atlantic last summer. Harry G., Jr., is a midshipman in the British navy; Paul at school in Halifax, Beryl at the Halifax Ladies College and Starr, a baby girl three years old.

MRS. DeWolf spent her girlhood and the greater part of her married life at Bedford. Her father was a pioneer railroad man and well known throughout the province. She was the only girl in a family of five. The brothers are Henry, in Philadelphia; Reginald, in Providence, R. I.; William, in New Glasgow and Charles at Bedford.

Until illness forced her to withdraw more or less from public activities, Mrs. DeWolf was prominent socially and in many public movements in which women participated. She was at one time a worker in the Anti-Tuberculosis League and at the time of her death was a member of the board of management of the Infants' Home. She was also active in social functions connected with the yacht squadron of which her husband is a prominent member and a former commodore.

Mrs. DeWolf attended Fort Massey church and took a deep interest in all things pertaining to the church.

Saturday she suffered a severe attack from her illness and passed away last evening, surrounded by all the members of her family with the exception of her son Harry, who is on a British man-of-war off the Spanish coast.



Baby's Own Soap
Delicately fragrant
Absolutely pure
Best for Baby - Best for You

Obituary for Kate DeWolf, *Evening Mail*, February 6, 1922, p. 4.

Eugene Sullivan and Margaret Sheehan, m. April 26, 1904, Halifax.
Margaret Sullivan.

6.4. LOCAL DIRECTORIES

McAlpine's Halifax City Directories

YEAR	STREET ADDRESS, BUSINESS, INDIVIDUAL	ALPHA LISTING
1899-1900	No street listings for Bedford 135-137 Water (Upper) T A S DeWolf & Son DeWolf's south wharf	Harry C DeWolf, clerk T A S DeWolf & Son, bds Bedford T.A.S. DEWOLF & SON , (J E DeWolf, E McLennan) ship brokers and com merchants, 135-137 Up Water No separate listings for Bedford
1900-1901	No street listings for Bedford 135-137 Water (Upper) T A S DeWolf & Son DeWolf's south wharf	Harry G DeWolf, clerk T A S DeWolf & Son, h Bedford T.A.S. DEWOLF & SON , (J E DeWolf, E McLennan) ship brokers and com merchants, 135-137 Up Water No separate listings for Bedford
1901-1902	No street listings for Bedford 135-137 Water (Upper) T A DeWolf & Son, brokers DeWolf's south wharf	Harry G DeWolf, accountant T A S DeWolf & Son, h Bedford T A S DEWOLF & SON, Ship Brokers and Commission Merchants, 135-137 Upper Water No separate listings for Bedford
1902-1903	No street listings for Bedford 135-137 Water (Upper) T A DeWolf & Son, brokers	H G DeWolf, bookkeeper, h Bedford T A S DEWOLF & SON, Ship Brokers and Commission Merchants, 135-137 Upper Water No separate listings for Bedford
1903-1904	Directory not consulted	
1904-1905	Directory not consulted	
1905-1906	No street listings for Bedford 137-139 Water (Upper) T A S DeWolf & Son DeWolf's South Wharf	H. G. DeWOLF , of T.A.S. DeWolf & Son, h Bedford T.A.S. DEWOLF & SON (J.E. DeWolf, E. McLennan, H G DeWolf), Steamship Agents and Commission Merchants, 137-139 Upper Water No separate listings for Bedford

YEAR	STREET ADDRESS, BUSINESS, INDIVIDUAL	ALPHA LISTING
1906-1907	Directory not consulted	
1907-1908	Directory not consulted	
1908-1909	No street listings for Bedford	<p>H G DeWOLF, of T A S DeWolf & Son, h Bedford</p> <p>T.A.S. DEWOLF & SON (J E DeWolf, E McLennan, H G DeWolf), Steamship Agents and Commission Merchants, 137-139 Upp Water</p> <p>No separate listings for Bedford</p>
1909-1910	No street listings for Bedford	<p>Ship Brokers T A S DeWolf & Son, 137-139 Up Water</p> <p>H G DeWOLF, of T A S DeWolf & Son, h 99 Victoria road</p> <p>TAS DEWOLF & SON (J E DeWolf, E McLennan, H G DeWolf), Steamship Agents and Commission Merchants, 135-137 Upp Water</p> <p>No separate listings for Bedford</p>
1910-1911	No street listings for Bedford	<p>Ship Brokers T A S DeWolf & Son, 137-139 Up Water</p> <p>H G DeWOLF, of T A S DeWolf & Son, h 99 Victoria road</p> <p>TAS DEWOLF & SON (J E DeWolf, E McLennan, H G DeWolf), Steamship Agents and Commission Merchants, 135-137 Upp Water</p> <p>HALIFAX LISTINGS EUGENE SULLIVAN, president Gunn & Co, h Bedford</p> <p>BEDFORD LISTINGS E Sullivan, president Gunn & Co</p>
1911-1912	No street listings for Bedford	<p>EUGENE SULLIVAN, president Gunn & Co, h Bedford</p> <p>BEDFORD LISTINGS Eugene Sullivan, president Gunn & Co</p>
1912-1913	Directory not consulted	

YEAR	STREET ADDRESS, BUSINESS, INDIVIDUAL	ALPHA LISTING
1913-1914	Directory not consulted	
1914-1915	Directory not consulted	
1915-1916	Directory not consulted	
1916-1917	Directory not consulted	
1917-1918	Directory not consulted	
1918-1919	Directory not consulted	
1919-1920	Directory not consulted	
1920-1921	No street listings for Bedford	Gunn & Co Ltd (E Sullivan pres) millers of corn and grain 15 Buckingham Eugene Sullivan president Gunn & Co Ltd res Bedford BEDFORD LISTINGS Eugene Sullivan pres Gunn & Co Ltd
1921-1922	Directory not consulted	
1922-1923	Directory not consulted	
1923-1924	No street listings for Bedford	Gunn & Co Ltd (E Sullivan pres) Flour & Feed and groceries 15 Buckingham Eugene Sullivan pres Gunn & Co Ltd res Bedford No separate section for Bedford listings
1924-1925	No street listings for Bedford	Gunn & Co Ltd (E Sullivan pres) Flour & Feed and groceries 15 Buckingham Eugene Sullivan pres Gunn & Co Ltd res Bedford BEDFORD LISTINGS Eugene Sullivan Gunn & Co Ltd
1925-1926	No street listings for Bedford	Eugene Sullivan pres Gunn & Co Ltd h 131 Sp Garden Rd No listing for Gunn in business directory No separate section for Bedford listings
1926-1927	No street listings for Bedford	No alpha listings for Bedford Eugene Sullivan pres Gunn & Co Ltd h 76 Sp Garden Rd



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