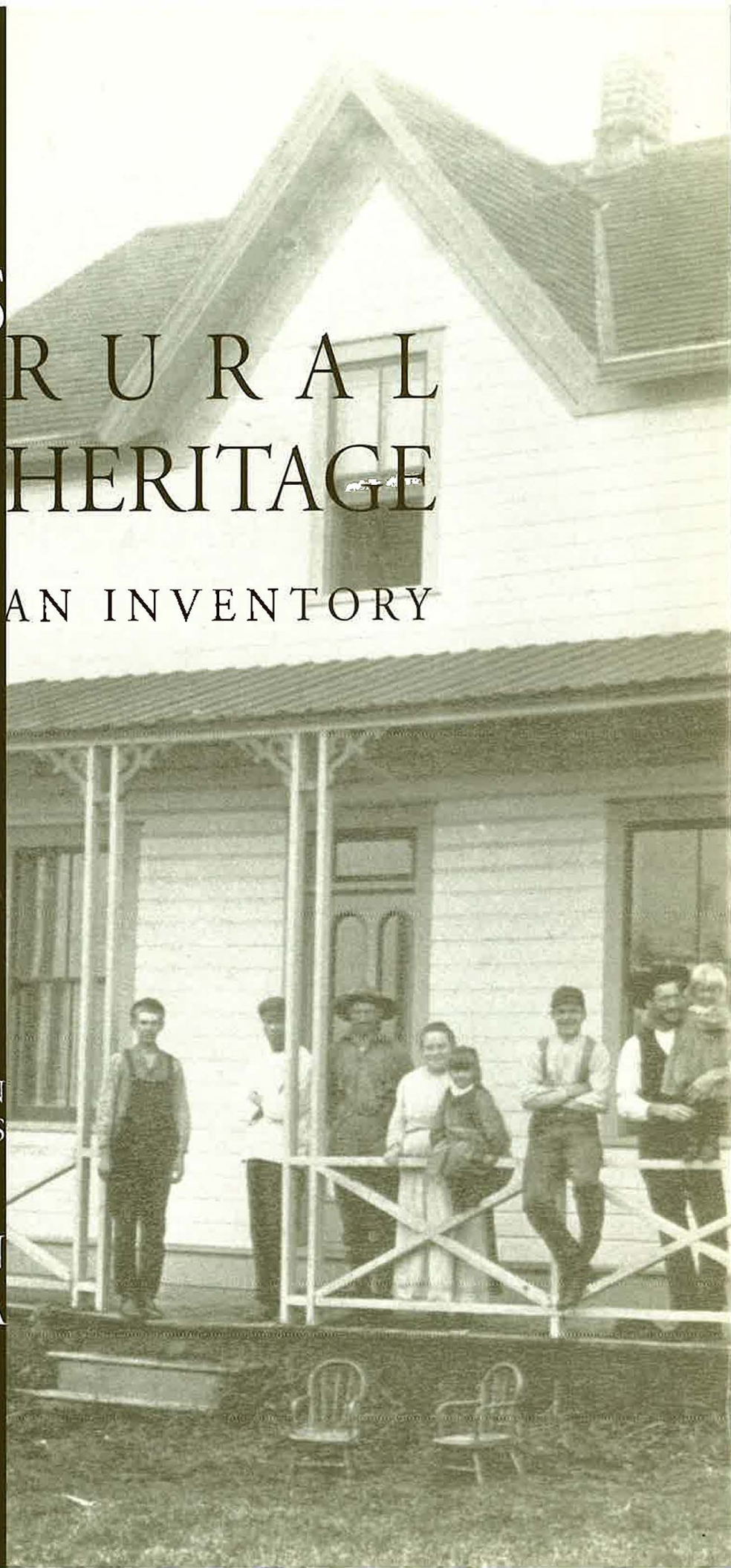


DELTA'S
RURAL
HERITAGE
AN INVENTORY

DONALD LUXTON
& ASSOCIATES

CORPORATION
OF DELTA



DELTA'S R U R A L HERITAGE

AN INVENTORY



Donald Luxton & Associates

primary research by Gwen Szychter

for the Corporation of Delta 1999

REPRINTED 2002

The British Columbia Heritage Trust has provided financial assistance to this project to support conservation of our heritage resources, gain further knowledge and increase public understanding of the complete history of British Columbia.



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Delta Museum & Archives
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North Delta.

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INTRODUCTION

The goal of this project has been to identify the most significant historic resources within the rural areas of Delta, which is the first step in a five year strategy that will coordinate Delta's municipal heritage program. This project builds on several previous inventories that date back over twenty years, expanding their scope, and adding new resources. A total of 82 historic buildings and farms have been identified in the rural areas. Some of these are relatively intact agricultural sites that include early outbuildings, such as barns, granaries and milk houses, which are listed as a grouping under one identifying address. These individual buildings and sites are recommended for inclusion on a Community Heritage Register, as the basis for ongoing conservation efforts. A number of other historic features, such as cultural landscapes, sites, and post-World War II structures, have been identified, but are not recommended for inclusion on the Heritage Register, as other methods of commemoration and interpretation would be more appropriate. Further information on proposed conservation measures is contained in a separate report, the *Delta Rural Heritage Management Plan*.

The inventory methodology involved the following sequential steps:

Identification of Potential Sites

There were several available inventory lists, including field work undertaken in the 1970s for the Canadian Inventory of Historic Buildings, the Delta Heritage Report 1983 (which identified 231 commercial, residential and institutional sites), and the Delta Heritage Barns Report 1983 (Consolidated 1986; which identified 154 additional sites). Identified sites were consolidated, and other resources were added through broad-based research. A public nomination process was undertaken, whereby the community at large was invited to submit addresses and information for consideration. This resulted in approximately five hundred sites being listed.

Broadly-Based Historical Research

Pertinent research sources were identified at this point. Existing historical information was surveyed for relevant data regarding settlement patterns and background on specific families and buildings. The general history of the rural areas was traced, and major transportation routes identified.

Field Survey

All of the identified sites were surveyed; to ensure that significant resources had not been missed, early transportation routes in all the areas were examined. Many of the previously-identified resources were found to be altered or demolished. Those resources chosen for further study were photographed, and an inventory form was filled out that gave a physical, structural and contextual description, and a visual survey of condition and integrity.

Focused Research

The resources identified in the field survey were then more fully researched, to identify their historical importance to the community. Municipal and archival records were examined, that allowed for consistent and accurate identification. The most useful records were those held in the collection of the Delta Museum & Archives, especially local newspapers; files from previous inventories; early Tax Assessment Rolls; archival photographs and maps; and other collected sources. Other research sources that were consulted included relevant B.C. Directories, and the collections of the Provincial Archives of B.C., the Vancouver Public Library, and the City of Vancouver Archives. All of the information from these listed sources was then combined to provide an historic profile for each chosen site. Much additional historical information of general interest was unearthed during this process, and other sites identified. A comprehensive picture of Delta's rural heritage was assembled.

Final Evaluation

The inventoried structures were then assessed as to their overall relative importance. Issues of architectural, historical and contextual merit were assessed for each site. A final evaluation was then undertaken, based on established evaluation criteria. Through this process 82 historic sites were identified, many of which contained more than one structure. As outlined in this report, historic features other than buildings were also identified.

Construction dates given in this inventory are considered known if they are accurate to within one year; other dates are listed as circa. Names given to buildings are generally the earliest one that can be determined, or in the case of most residences, the name of the first owner.

It is hoped that the owners of these buildings will find this historical information to be a source of pride, and help them in the process of the preservation and restoration of these important structures. We wish everyone concerned the best of luck in the future stages that will follow this inventory. Throughout this project, respect was shown for the rights of individual property owners. Anyone wishing to view these buildings should be conscious of each owner's privacy, and should not cross the bounds of private property.



'Delta, Harvesting Hay' (B.C. Archives, #A-03954)

EVALUATION CRITERIA

In order to determine the most significant historic resources of rural Delta, each site chosen for study was consistently evaluated according to a set of ranking criteria. These criteria allowed the relative scoring of each site based on architectural, historical and contextual significance, and the degree to which it had retained its original integrity. The following is a general explanation of the evaluation criteria. The Kittson House at 9230 Ladner Trunk Road has been chosen as an example, to illustrate the ways in which the criteria were objectively applied.

ARCHITECTURAL HISTORY

These criteria assess the styles, types and designs representative of the District's significant development periods; in this case the Kittson House is an outstanding example of the 'Foursquare' style. The building's construction system (wood frame) is considered typical of the period, and the architect and builder are unknown. Overall the Kittson House scores the maximum in this category.



CULTURAL HISTORY

These criteria assess the building's direct association with a person, group, institution, event or activity that is of historical significance, and its association with broad patterns of local area history, including development and settlement patterns, early or important transportation routes, ecological or geographic change, significant landforms, or social, political or economic trends. This site is important both for its connections with the Kittson and Chrystal families, who were pioneers and community leaders, and its prominence in the development of East Delta, and scores almost the maximum in these categories.



Rudolph Kittson



CONTEXT

These criteria assess the historical landscape or landscape features associated with an existing building; or a notable historical relationship between a building's site and its immediate environment. The building's surroundings and importance as a landmark structure, or its symbolic value to the District, are also evaluated. The Kittson House, given its intact rural setting (including an early barn) and its prominence (extremely visible and a local area landmark), scores the maximum in this category.



INTEGRITY

This is a measure of the impact of changes to the building on the appreciation of its style, design, construction or character. Over time we often see alterations to a building - invariably the roofing material wears out and is replaced (often with new asphalt shingles); often the corbelled chimney tops deteriorate and are replaced by flues; staircases wear out and need to be replaced - these are considered to be minor changes to the building's character. Far more serious is when original windows or siding are altered, or when insensitive additions are made. Comparison with archival photographs (such as at the left) confirms that the Kittson House remains in virtually original condition, and therefore it loses no points in this category.

Overall the Kittson House scores consistently high in every evaluation category. This leaves no question as to its heritage value to the community. The other sites included in this report have been evaluated using the same criteria, which are further explained on pages 113 to 116.

HISTORICAL BACKGROUND

The heritage resources of Delta are a valuable legacy of its pioneering origins, and remain a vital part of the community's pride, identity, local economy, and tourist potential. Early rural and industrial development has left a significant legacy of historic buildings and sites that reveals the prominent roles that farming, fishing and salmon canning played in the lives of early residents. These resources are diverse in age, style and condition, but they contribute to a sense of continuing community traditions.

For many thousands of years Delta was home to aboriginal peoples who established summer fishing camps on the banks of the Fraser River. Much of the area was inhospitable marshland subject to tidal flooding, but Natives settled the upland areas in Tsawwassen and North Delta, and the municipality's archaeological sites are among the oldest known in the province. The mouth of the Fraser was one of the first areas in British Columbia to be explored by Europeans looking for the North West Passage.

The flat fertile land of the river delta proved irresistible to early settlers, and agriculture developed as one of Delta's first industries. Rich alluvial soil and a temperate climate led to the establishment of productive local farms. Although most settlers started with subsistence farming, agriculture grew in importance as the land became easier to cultivate (through a series of dyking initiatives) and through improved transportation. Many early farm houses and agricultural structures remain in relatively original configuration, and have been continuously used for generations.

The other important early industry was fishing. The abundant salmon runs on the Fraser River led to the early development of salmon salteries and canneries. In 1870 the first commercial cannery on the B.C. coast was established at Anniesville. In a relatively short time many other canneries were built and by 1890 one-third of British Columbia's canning production came from Delta. The industry was largely responsible for Delta's ethnic diversity, with the canneries providing a source of employment for mainly Chinese and Native workers, but also drawing Japanese, Norwegians, Greeks, Croatians and other settlers. Fishing continued to be of great importance until just before the First World War, when a number of factors conspired to end Delta's pre-eminence in the field, and the canneries began to shut down.

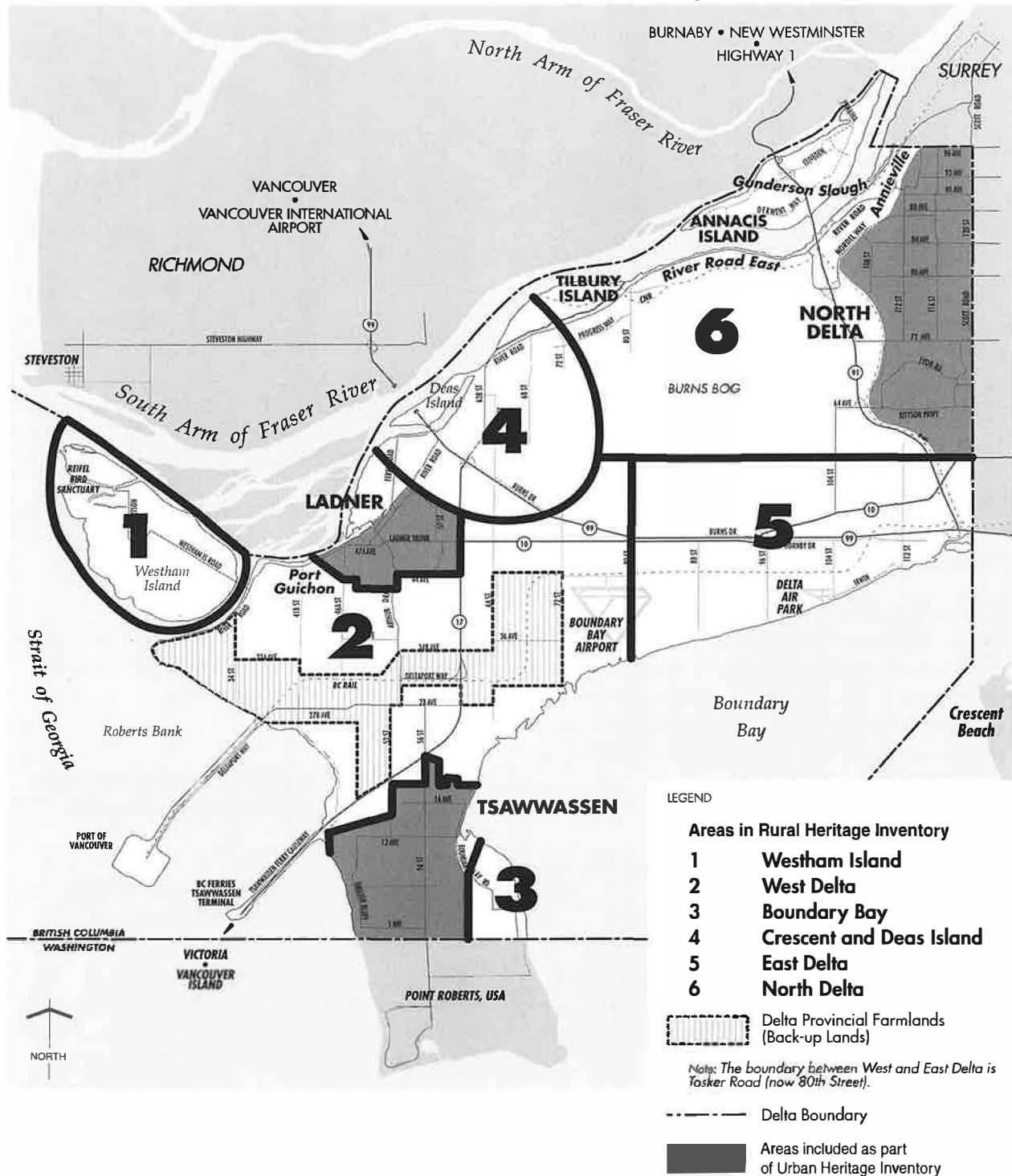
The river was originally the primary means of transportation until the road system became functional. Much of the municipality was still marshland and subject to frequent flooding. As early as 1890 the basic road pattern had been established, but was not completely reliable until the dyking system provided full flood protection. By the late 1890s most roads had been planked, and after 1900 many of them were upgraded to gravel.

As the population continued to grow the Fraser River, once the prime link to other centres, was now seen as a barrier. Access to the rest of the lower mainland became a serious economic issue, as Delta still had no connection to the regional road network. This isolation kept growth in the municipality relatively stagnant, but also preserved an essentially rural way of life for many decades.

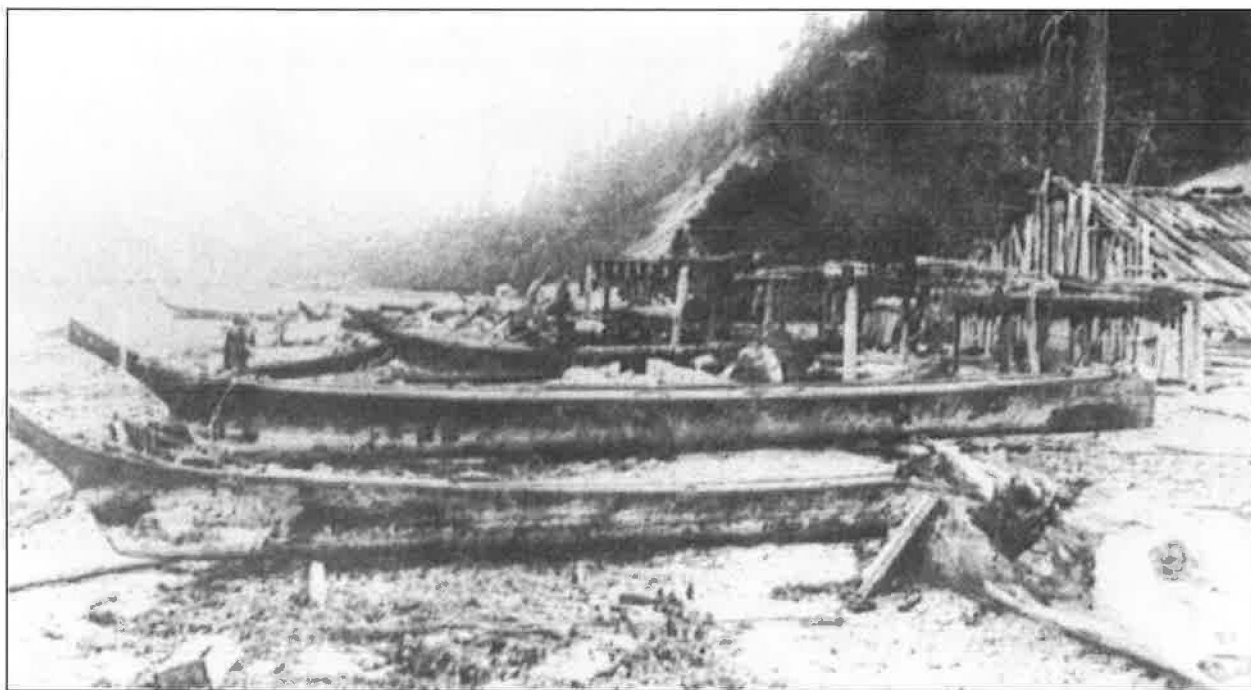
Although local residents lobbied for a bridge to cross the Fraser River near Ladner, road access to Vancouver was not provided until the opening of the Massey Tunnel in 1959. This supplied the impetus for rapid suburban growth.

Today Delta is a vibrant community within the lower mainland, and is connected by road, rail and water to the rest of the region. Delta continues to display a balance between urban and rural activities, and despite many changes, there remain tangible links to the past that help explain its pioneer origins and remind us of the vision of its settlers.

Areas in Delta included in Rural Heritage Inventory



CHRONOLOGY OF HISTORIC EVENTS



(Delta Museum & Archives DE 120 LP)

Archaeological time

Tsawwassen band of Coast Salish Natives occupies the Tsawwassen uplands and the beach area between Roberts Bank and the Ferry causeway, now the Tsawwassen Indian Reserve. Archaeological evidence of another Native settlement site has been found up the Fraser River in North Delta.

1792

Spanish seamen Galiano and Valdez chart Boundary Bay and other local coastlines.

1822

Employees of the Hudson's Bay Company explore the Fraser River delta prior to the founding of Fort Langley in 1827.

1846

The 49th parallel west to the Pacific Ocean is confirmed as the boundary between British and American territories.

1857

Patrick O'Brien Murphy occupies land on Annacis Island, which was known as Murphy's Island for some time after his 1861 murder.

1858

Brothers William and Thomas Ladner view delta lands on their way upriver to the Cariboo gold rush.

1859

James Kennedy settles land in the North Delta uplands, opposite New Westminster.

1860

Governor Sir James Douglas institutes Pre-Emption Act regulating purchase of unclaimed land in British Columbia. This precedes a large amount of pre-emptions in the delta area through the 1860s, of which some are settled and some are abandoned.

1862

A granite obelisk marker is placed on the Canada United States border between Point Roberts and Delta; this marker had been fabricated in Scotland the previous year. Survey work proceeds east from this point.

1864

Salmon saltery established on the River near present-day Annieville.

1868

The Ladner brothers return and pre-empt land on either side of Chilukthan Slough, and establish family farms. The spot soon becomes known as Ladner's Landing.

1870

There were 27 pre-emptions in the delta area during this year. All the land from the river mouth to the west end of Crescent Slough has now been claimed. First commercial cannery on the B.C. coast (Loggie & Co.) is built along the river at Brownsville, near the spot now known as Gunderson Slough.

1871

British Columbia enters Confederation, and the promise of a transcontinental railway encourages settlement in the Lower Mainland.

1873

Government Wharf built at the mouth of Chilukthan Slough in Ladner's Landing, facilitating the stopover of the Victoria to New Westminster ferries and delivery of mail and goods, and the shipping of produce. Deas Island Cannery put into operation.

1874

Early road building begins in the delta area in the 1870s, including Ladner Trunk Road, built by John Kirkland in 1874, and Scott Road. Tenant School, first in district, built at Trunk Road and 57th Street.

1877

By this time most of the lowlands of the delta area have been claimed, as this land has the easiest access to transportation (still largely water-based at this point), it requires the least clearing before it can be farmed, and its soil is particularly fertile.

1878

Delta Cannery (in present-day Ladner) put into operation; Deas Island Cannery closes. A 600 acre reserve is established for the remaining aboriginal population, which had been depleted by smallpox in the 1840s.

1879

Municipal incorporation of Delta; William Ladner elected first Warden the following year.

1882

The first hotel and general store are built in Ladner's Landing.

1883

Laurent Guichon settles in what would become known as Port Guichon. Delta's Chinatown begins developing beside Ladner townsite. The Chinese and Natives supply labour for the canneries and other industries.

1884

Three new canneries built in the past three years.

1885

Sawmill established at about this time in Ladner. The town's population is about 300.

1888

The townsite of Ladner is laid out, on a piece of land formerly owned by William Ladner. The Delta Agricultural Society is formed.

1889

Bridges connect Lulu and Sea Islands to Vancouver.

1890

Delta's present-day road pattern established by about this time. Seven salmon canneries are in operation and one-third of BC's production comes from Delta.

1891

The Great Northern Railway is constructed, linking New Westminster, Brownsville, Port Kells, Cloverdale and Blaine.

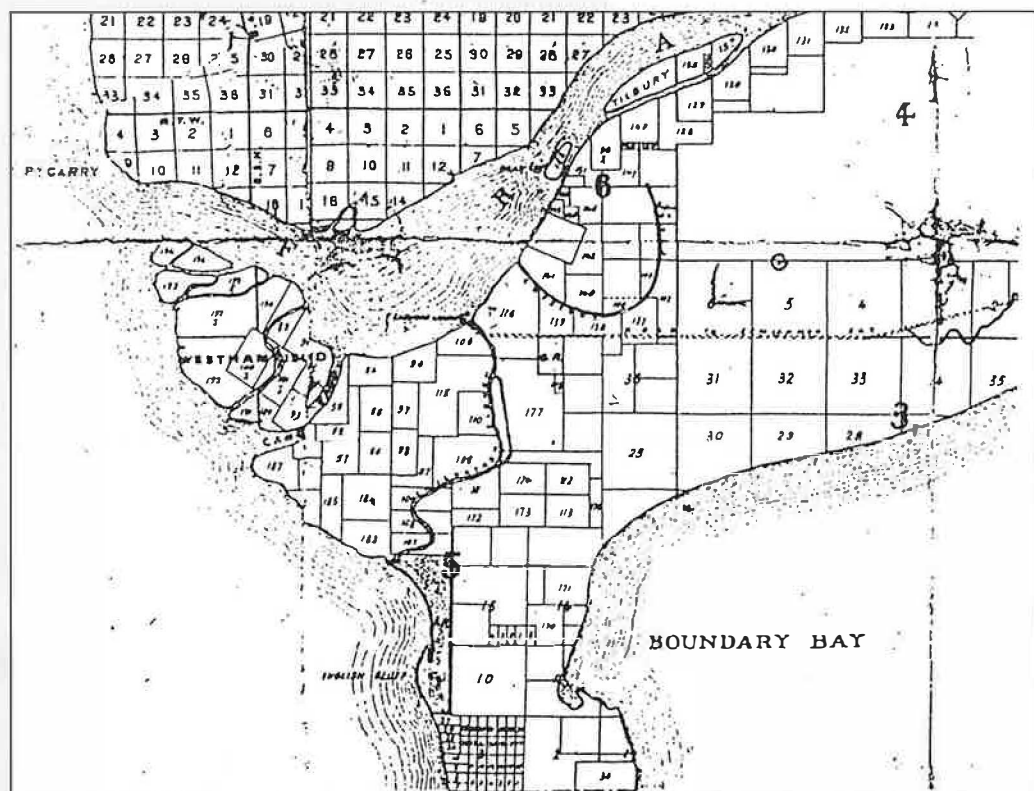
1893

The Fraser River Fishermen's Benevolent Association is formed.

1894

Great flood of the Fraser River. Some of the delta, especially Crescent Island, lies under three feet of water.

Map of Delta in
1876 (Delta
Museum &
Archives)



“DELTA MUNICIPALITY”

“This highly important agricultural and pastoral section of the district of New Westminster occupies that portion of the South Arm of the Fraser River that extends from the municipality of Surrey on the east to the Gulf of Georgia on the west, embracing within its borders some of the finest land on the Pacific coast, the section being noted for the remarkable fertility of its soil. The settlement comprises about 40,000 acres of rich delta land of deep black earth with a clay bottom, yielding surprising crops of timothy hay, oats, barley, wheat and fruit; also dairy produce in abundance.”

“The main outlet of the settlement is Ladner’s Landing. This place, as is usual with country sites, contains a church, post office, general store &c.; also the extensive cannery of the Delta Fishing Co. There is a free wharf for the accommodation of the settlers, at which regular mail steamers from New Westminster and Victoria call twice a week. To one seeking a home with land of exceeding richness no more inviting spot can be found than the Delta of the Fraser.”

Williams B.C. Directory, 1885, page 180

1895

The Municipality takes over responsibility for the dyking system. The system is built in 1895-96, and Chilukthan Slough is cut off from the River by the dyking. This was reputedly the best year ever or since for Fraser River salmon canning.

1897

Steveston begins to eclipse Delta as the most important Fraser River canning centre.

1900

Japanese Fishermen's Benevolent Society is incorporated. Fishermen strike in the south Fraser area, although most of the job action is in Steveston. Greek immigrant fishing families begin to live along shore of Deas Island about this time. Population of Ladner is about 2,100. The steamer from Victoria stops daily in Ladner by this time.

1901

At least twelve salmon canneries in operation in Delta.

1902

BC Packers, a salmon canning consortium, is formed and purchases at least nine of the Delta canneries, several of which are subsequently closed. *Delta News*, the area's first newspaper, begins publication.

1903

The G.N.R. line from Cloverdale arrives in Port Guichon. *Delta Times*, the area's second newspaper, begins publication.

1906

Delta Municipal School Board is established.

1908

The U.S. Government opens the Point Roberts Military Reserve to legal settlement.

1909

Westham Island Bridge over Canoe Pass is opened.

1910

Delta Farmers' Telephone Company is established.

1913

Woodward's Landing ferry begins operation. A rock slide caused by railroad construction in Hell's Gate, up the Fraser River, disrupts salmon spawning and initiates the slow demise of the local canning industry.

1914

World War I begins. Delta's most important agricultural output is dairy. A car ferry begins crossing the Fraser River at Ladner.

1917

The Fraser Valley Milk Producer's Association is formed.

1918

Delta resident John Oliver becomes Premier.

1922

The Weekly Optimist begins publication. A jitney service begins operation between Woodward's Landing and Vancouver.

1926

Tom Ladner's 500 acre farm is subdivided to become Delta Manor.

1929

Reifel begins dyking Westham Island. Ladner's Chinatown burns down and most of its residents move to Vancouver.

1931

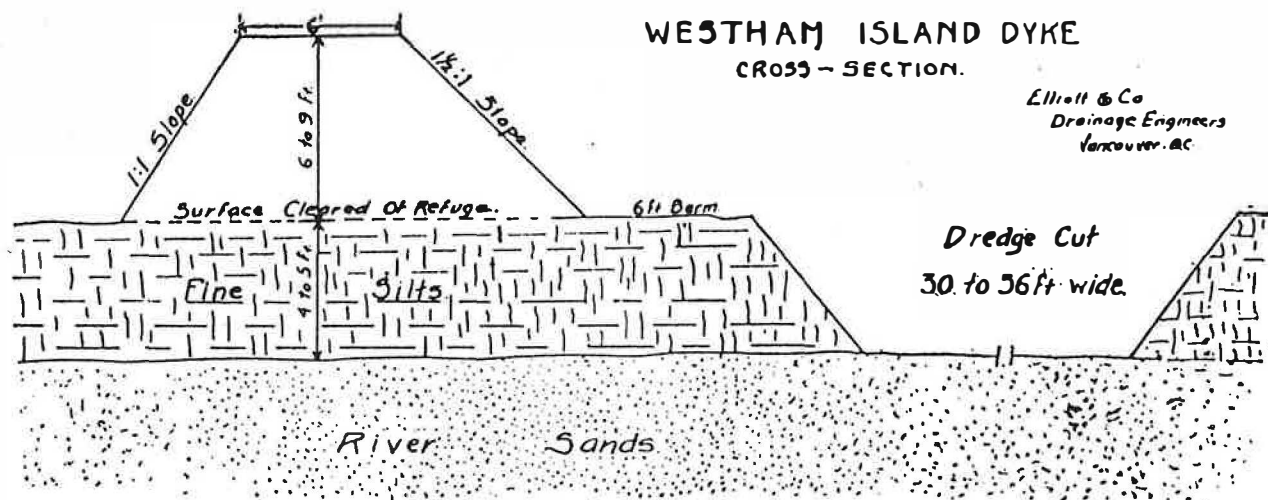
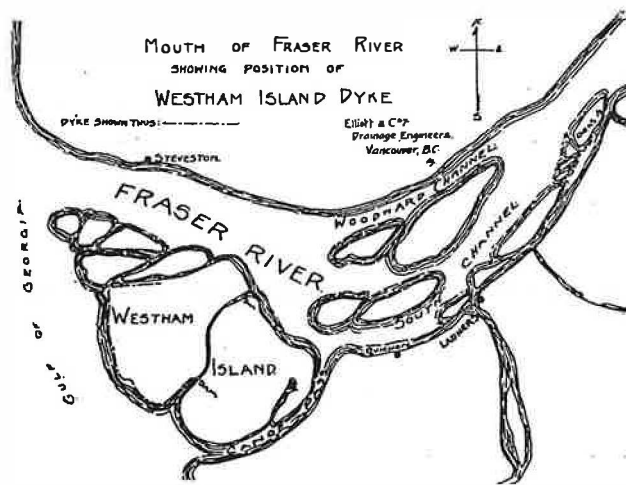
The Great Northern Railway line to Port Guichon is discontinued. Vancouver Airport is opened on Sea Island.

1937

Pattullo Bridge is opened between New Westminster and Surrey.

1939

World War II begins.



*Westham Island Dyke Plan (Top) & Section (Bottom).
The Architect, Builder and Engineer, pp 14 & 15, December 5, 1912.*

1941

An Air Training School is opened at the new Boundary Bay Airport. Population of Delta is 4,287.

1942

Removal of Japanese residents from the west coast as a war measure.

1948

Major flood of the Fraser River. Federal and Provincial governments become involved in the provision of dykes. Lower Fraser River Crossing Improvement Association is formed to lobby for better connections to the north of Delta.

1950

New water system installed in Delta.

1956

Population of Delta is 8,752.

1957

Oak Street Bridge is opened connecting Vancouver and Richmond.

1959

Deas Island Tunnel opens making a land connection from Delta to Richmond and Vancouver via the Oak Street Bridge. The ferry to Woodward's Landing is discontinued the same day.

1960

The B.C. Ferries terminal and causeway are completed in Tsawwassen.

1964

The tunnel is renamed the George Massey Tunnel, and tolls are removed from it and the Oak Street Bridge.

1968

Provincial government begins to appropriate farmlands as backup lands for the future expansion of the Superport facilities that are currently under construction.

1970

The Delta Superport is opened.

1973

Thomas Ladner home demolished.

1980

William Ladner home demolished.

1981

Burrville is designated under the *Heritage Conservation Act*.

1982

Inverholme Schoolhouse and *Burrville* are moved to Deas Island and restored.

1983

McKee House, the Paterson House, the Museum Building and Inverholme Schoolhouse are designated under the *Heritage Conservation Act*.

Historic Buildings and Farms on Westham Island

- *Ellis Residence 4714*

Kirkland Road

- *Reifel Barn*

5191 Robertson Road

- *Reifel Shooting Lodge*

5421 Robertson Road

- *Peden/Rawlins Residence & Barns*

2194 Westham Island Road

CHAPTER 1 WESTHAM ISLAND

"TO SAVE THE DYKE FROM DESTRUCTION"

"The dyke surrounding Westham Island broke at 3 o'clock this morning on Ewan's ranch, inflicting great damage. Two hundred feet of the dyke was washed out, and in less than half an hour after the break occurred, two acres of the ranch had been swept away, leaving navigable waters where a grain crop had stood a few minutes before. The entire settlement turned out this morning to repair the damages, and have hopes of mending the break before the next high tide. Ewan's whole ranch is flooded."

"The Dominion Government wharf on Westham Island, opposite Steveston collapsed Saturday, the rush of waters towards the gulf scouring out the filling from around the piles. On the wharf were a boiler, engine & Derrick, and 600 tons of rock, which was to be used to anchor the mattress being laid down to improve the channel."

*Victoria Daily Colonist,
Tuesday, June 5, 1894*

"WESTHAM ISLAND - A noted island situated at the mouth of the south arm of the Fraser River, separated from the mainland on the east by Canoe Pass, and from Lulu Island, on the north, by the south arm of the Fraser, contains about 3,000 acres. The chief industry is farming."

Williams B.C. Directory, 1892

The first settlers came to the island by boat in the 1870s, and began farming the rich alluvial soils of the southern end. In 1892 Westham Island received a post office, which was open until 1920. Prior to the Westham Island Bridge over Canoe Pass being built in 1909, a small ferry connected the island to the rest of the District. The Strait of Georgia side of the Island was not dyked until 1912.

The island remained an agricultural enclave, and improved transportation integrated it more with the rest of Delta. The post office was closed in 1920. In 1929 George Reifel was granted permission to dyke the northern parts of Westham Island, which are the lands now dedicated as the George C. Reifel Migratory Bird Sanctuary.



Westham Island Football Team in 1904. Standing, Back Row from Left: Hugh Savage, Clara McDonald, Hilda Clausen, Maggie Dalzell, Mary Dalzell, Alice Kirkland, Maud Kirkland, Mamie Trim, Lyn Kirkland, Maggie Gilmore, George Homewood, John Fraser. Kneeling, Centre Row from Left: Ed London, Hugh McDonald, Alf Trim, Charles H. Trim, William R. Savage, Billy Davidson, James Gilmore. Front Row from Left: Jim Trim, John Savage, Matt Palmer, Billy Moss, Bob Georgeson, George London. (Delta Museum & Archives)



ELLIS RESIDENCE

*4714 Kirkland Road
1910*

This Foursquare house, built for Herbert D. Ellis by well-known contractor John Elliot, has been somewhat altered with metal siding. The full open front verandah, with its chamfered columns and scrollcut balustrade and porch knees, has been well maintained. There are mature rhododendrons and sympathetic modern plantings in the grassed yard.



REIFEL BARN

5191 Robertson Road

This is the only survivor of three barns once used by the Reifels on their country estate. Originally built by the Fuller family, this unusual structure has a gable on hip roof and multi-paned wooden sash windows on all sides. It has drop wooden siding, with board and batten in the gable ends. This barn has been well maintained by Environment Canada, who now occupy this part of the

old Reifel Farm, and it has a recent galvanized metal roof covering. The approach road to George Reifel's Shooting Lodge runs to the west side of the barn.

REIFEL SHOOTING LODGE

*5421 Robertson Road
Ross Lort, Architect
1929*

This country lodge was originally constructed for George C. Reifel as a shooting lodge on his extensive waterfront property. Ross Lort, a well-known local architect, also designed Reifel's Vancouver mansion, 'Casa Mia'. Set close to the water and reached by a drive lined with pruned cedars, it is clad in imitation log siding except for a small second storey addition in vertical plank, and gable ends which are half-timbered. The roof consists of two hip-roofed pavilions connected by a long ridge, with rolled eaves covered in steam bent cedar shingles. The house has a river rock chimney, and the built-in garage still has its original wood doors with multi-paned windows. The second storey projects slightly, marked by small brackets, and a change from vertical to horizontal siding. Next to the house is a lookout tower with the same cladding and style of roof as the main house. The complex has been adapted for use by the Pacific Wildlife Research Centre of Environment Canada, which has also erected adjacent buildings.



PEDEN/RAWLINS RESIDENCE & BARN

*2194 Westham Island Road
1915*

This house was built in 1915 for Henry Peden, and it was purchased in 1922 from his estate by Mark Rawlins. It is a precisely symmetrical Foursquare house with a hip dormer on the front and a one-storey extension to the rear. The full open front verandah has tapered square columns. Many of the original double-hung windows remain, and there is a coloured glass feature window on the west side. There are mature trees and hollies in the yard, and two barns—one with a gable on hip roof, and one more recent with a compound gable—at the rear of the property.



Historic Buildings and Farms in West Delta

- *Barn, 3449 Arthur Drive*
- *Kerr Residence, 3621 Arthur Drive*
- *Jubilee Farm/Seminary, 3890 Arthur Drive*
- *'Hawthorne Grove', The Kirkland Residence 4026 (4140) Arthur Drive*
- *Bishop Residence, 4388 Arthur Drive*
- *Friesen Residence & Barn, 6721 Ladner Trunk Road*
- *Cullis Residence & Barn, 6855 Ladner Trunk Road*
- *Byrom/Burns Residence, 7064 Ladner Trunk Road*
- *Barn, 7145 Ladner Trunk Road*
- *Manager's Residence and Barns/Burns Ranch
7225-7269 Ladner Trunk Road*
- *'Inverholme' - Paterson Residence, 7234 Ladner Trunk Road*
- *Wilson Residence, 2928 River Road West*
- *Barn, 3010 River Road West*
- *Gilmour Residence & Outbuildings, 3194 River Road West*
- *Vidulich Residence, 3410 River Road West*
- *Walter Pybus Residence & Barn, 5300 34B Avenue*
- *Parmiter Residence, 5331 34B Avenue*
- *Parmiter Barn, 5363 34B Avenue*
- *Hodge/Bates Residence/ Bates Barn, 5526 34B Avenue*
- *Tip-Tree 'All' - Parmiter/Berney Residence 5900 34B Avenue*
- *Arthur Residence & Barn, 6166 34B Avenue*
- *Midlothian Farmhouse and Residence, 5001-5049 36 Avenue*
- *McCubbin Residence, 3631 34 Street*
- *Read Residence & Barn, 2981 41B Street*
- *Guichon Residence & Barn, 3020 41B Street*
- *Barn, 3044 41B Street*
- *Black Residence, 3395 41B Street*
- *Al Guichon Residence & Barn, 3680 41B Street*
- *'Avondale', The Rawlins Residence/Imperial Farm & Barn, 2349 52 Street*
- *Rock Pybus Residence And Barn, 3028-3054 53 Street*
- *Robert Smith Residence, 2105 56 Street*
- *Wright Residence & Barn, 2601 56 Street*
- *'Grand View Farm,' The Woods Residence & Barn, 2675 64 Street*
- *Benson Residence, 3610 72 Street*
- *Alex Fisher Residence, 3691 72 Street*
- *Richards Residence, 3807 72 Street*
- *Rupert Fisher Residence, 3865 72 Street*
- *Boundary Bay Airport Hangar, 4400 72 Street*

Other Historic Resources in West Delta

- *Remains Of Brunswick Cannery, 2600 River Road West*
- *Vancouver Wireless Station*

CHAPTER 2 WEST DELTA

In 1858 William and Thomas Ladner saw the delta lands of the Fraser River on their way upriver to the Cariboo gold rush; they later returned to homestead the fertile lands here. In 1882, the British America Cannery, the first salmon cannery in Canoe Pass, opened at the mouth of the Fraser River, followed by several others in the next few years. Ladner's Landing developed as the main population centre of the municipality, and eventually grew into the Ladner town centre that we know today.

Another Delta pioneer, Laurent Guichon, settled in 1883 in the area that would later become known as Port Guichon. Twenty years later the Great Northern Railway built a line connecting Port Guichon to Colebrook. At the same time a steamship terminal was built at Port Guichon, which allowed a means of transport for Delta's agricultural produce. During the mid-1800s many Croats left Austria due to political and economic unrest. Some were sailors and traders, who found their way along the Pacific Coast to the mouth of the Fraser River. A small group of Croats settled in the Canoe Pass area; this area became known locally as '*Austrian Town*'. The G.N.R. line serviced the Port Guichon area until it was shut down in 1931.

In 1941 the Royal Canadian Air Force base and Air Training School opened at Boundary Bay Airport. By the end of the Second World War, however, the waterfront areas to the west remained undeveloped; it was not until 1960 that the B.C. Ferries terminal and causeway were completed in Tsawwassen. Further industrial development was proposed, and in 1968 the Provincial government began to expropriate farmlands as backup lands for the future expansion of the Superport facilities at Roberts Bank, which opened in 1970.

Protection for the area's agriculture was provided by the 1972 Agricultural Land Freeze, and the placement of over half of Delta's land area in the Agricultural Land Reserve two years later.

*Right:
Ladner's
Landing
in 1885
(B.C.
Archives)*





BARN

3449 Arthur Drive

Circa 1930s

This L-shaped barn is unusual for its gothic arch roof, which is now clad in galvanized sheet metal; its ridge extends to a point. According to the *Heritage Barns Inventory* the arch consists of laminated ribs supported on a post and beam structure, that allows an unobstructed interior space. The barn has multi-paned pivot windows and

walls of concrete block, and was built in the 1930s on the former Alex Davie farm. It remains in active agricultural use.



KERR RESIDENCE

3621 Arthur Drive

Circa 1916

This was the home of James and Margaret Kerr through the 1920s to the 1950s. The Kerrs were both from Ontario, and were married in 1914, ten years after the death of James' first wife. For 25 years Kerr held a hauling contract with the Fraser Valley Milk Producer's Association, taking milk from East Delta to the Vancouver Plant. This modest front gable bungalow

has gabled dormers on each side and a full glass-enclosed front verandah. It has drop siding and twin-course shingles in the upper storey, and decorative elements include the use of triangular eave brackets and pointed verge boards. The grassed yard has a very large Copper Beech tree and mature holly, and an old concrete sidewalk leads to the main road.

JUBILEE FARM
LATER ST. AUGUSTINE
MISSION

*3890 Arthur Drive
1893; Additions in 1942 and
Later*

*"The foundation of Mr.
McNeely's house on the Jubilee
Ranch is laid, and the walls
are expected to be raised this
week."*

*The Daily Columbian,
May 18, 1893*

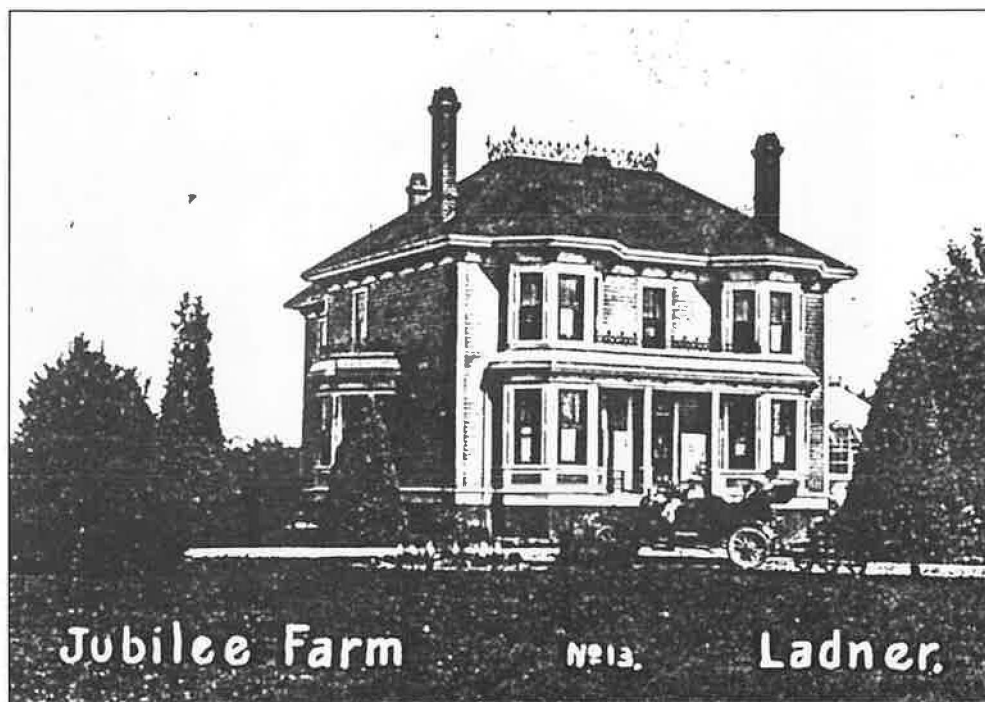


The earliest portion of this complex was originally built by Thomas and Annie McNeely as a fine residence for their Jubilee Farm. The McNeelys were prominent Delta citizens running several commercial establishments in Ladner, and had massive landholdings including the Jubilee and Imperial Farms. This large property was the site in the 1880s of the Mainland Nursery, owned in partnership by McNeely and Ernest Hutcherson, on which Hutcherson grew large and outstanding crops of fruits and vegetables. There are still numerous orchard remnants on the property.

The original house was distinguished by symmetrical, semi-octagonal hip bays on the front and sides, and an entry porch with round columns. Archival photographs show that it originally had cornices and brackets under the eaves, as well as scrolled iron roof cresting, and a glazed conservatory attached to the south side. Thomas died in 1900, and his widow bequeathed most of her estate to the Roman Catholic Diocese on her death in 1929.

The church retained the property rather than sell it for revenue, and it became known as Monstery Farm. The original house has been added on to and extended at various times, but the appearance remains largely consistent. It is arranged in two large sections, the main building (the old house) and the chapel, both of which are two full storeys. Both sections have wooden sash windows, mostly double hung, but also some coloured glass and round-headed windows (both triple and double assembly). The chapel has coloured glass windows with wood tracery along the north wall; the carved interior woodwork was imported from Eastern Canada. Both sections have hip roofs, and are connected by a hip-roofed bell tower, and a gable roofed addition. The chapel has a hip entrance porch and a square projecting bay. There is mature landscaping surrounding the complex including hollies and deciduous trees. The extensive perimeter plantings create a quiet enclave for the crèche and yard. In addition, at the rear of the building complex there is a set of stables with gothic arch windows.

In the mid-1950s until the early 1970s this was the site of the Mother of Consolation Monastery. From the 1970s onward, it has been the Augustinian Monastery of B.C.



*Jubilee Farm, the
McNeely Residence
(Delta Museum &
Archives 1970-1-346)*



THE SEMINARY OF CHRIST THE KING

*3890 Arthur Drive
1936*

This seminary, built on

the land bequeathed by Annie McNeely to the Catholic Church, was constructed of lumber salvaged when the original McNeely store building was torn down. Two and a half storeys in height, it has a broad hip roof with a gable dormer with return eaves that participates in the

perfect symmetry of the front facade. It also retains its original double hung wooden-sash windows. The original cladding has been covered with asbestos siding, except in the dormer which has twin-course shingle siding. By 1939 it was announced that this seminary would become the monastery for the Benedictine Teaching Order. Our Sisters of Notre Dame Convent remained here until the 1990s.

**'HAWTHORNE GROVE'
THE KIRKLAND
RESIDENCE**

*4026 [4140] Arthur Drive
1910-11*

The stately seven bedroom Kirkland Residence is currently undergoing restoration by the Kirkland House Foundation. It is a two and a half storey front gable house with two hip dormers, and a curved projecting bay to the north. Decorative elements include turned columns on the full open front verandah, cornice brackets, and two feature windows on the front facade; a Palladian assembly in the gable; and an elliptical window below.

William Kirkland was the son of John Kirkland who was responsible for building many of Delta's early roads in the 1870s after moving here from Guelph, Ontario, via New Westminster. William Kirkland and Edna Cosman were both from Eastern Canada, and were married in Vancouver in 1891. Some years later, they had prolific local builder John Elliot build this house for them, and they took possession in May 1911. The Kirkland farm was known as *'Hawthorn Grove'*, and became a centre of community social life.



*Kirkland House,
Circa 1912
(Delta Museum &
Archives)*



BISHOP RESIDENCE

4388 Arthur Drive

1922

Henry Thomas 'Harry' Bishop came to Vancouver from Ontario in 1909. He worked as a contractor, and in 1920 bought a strip of land on the east side of what was then called Slough Road. He built six houses on this land; this was the first and largest, and the one that he built for himself and his family. It is a gable house with two shed dormers, and modest decora-

tion in the form of triangular eave brackets and twin-course shingle cladding in the upper storey that are indicative of the Craftsman style. There is a projecting bay to the north, and a feature casement window on the front with an amber leaded transom. The current owners have maintained the house in very good condition. This part of Arthur Drive was properly considered to be the outskirts of Ladner village rather than being in the rural area.

FRIESEN RESIDENCE

6721 Ladner Trunk Road
1920's or earlier

This was the farm of the pioneer J.R. Sutherby, whose son Frank was the first white child born in Delta, in 1873. After his father's death Frank farmed the property until he sold it in 1925 to Robert Swanson. The farm was later worked by John Friesen. This is a compound gable house with triangular eave brackets and twin-course shingle siding. There is a rear verandah and a front porch

with a balcony over it. The house is close to the road with some orchard remnants around it, and is part of a farm compound with barns and other farm buildings to the rear. The original barn has a broken gable roof, and board and batten siding. It appears to be in good condition, and is part of a farm compound with associated house, newer monitor-roof dairy barn, and other recent outbuildings.





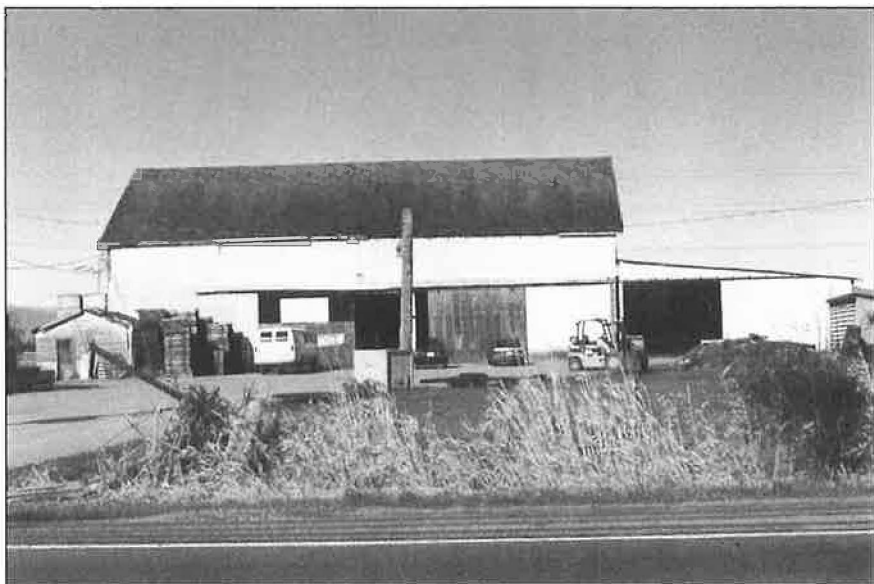
CULLIS RESIDENCE & BARN

*6855 Ladner Trunk Road
Circa 1904*

This gable house has a symmetrical facade with a front gable wall dormer, paired chimneys, and two square bays. A door in the wall dormer leads to a small central balcony. There is a wraparound verandah with square columns and scrollcut balusters and screen, which was added in 1916. Telephone and electricity were

installed in 1906-07. There is mature landscaping in the yard with front perimeter spruce, a large willow, and orchard remnants. It is part of a farm compound with barn and other buildings, and is visible from Highway 99. Franklin W. Cullis arrived in Delta in 1897. He became a partner in a butcher shop in Ladner, and Cullis rented some land along the Trunk Road to raise livestock. In 1904 he purchased this property from James McCallan; the house appears to have been built shortly before. At the time Cullis was still single, but married the widow Florence Ada Monkman in 1906. He expanded his business with a new store in Ladner built 1910, and a home there built in 1912. By 1916 the Cullises had moved back to this farmhouse, where they resided until they retired to Ladner in 1940. Franklin Cullis died in 1948 at the age of 82; Florence followed seven years later at the age of 77. The farm was taken over by their son, Harold, and his wife Martha, who had married in 1939; they farmed the property until they also retired to Ladner in January 1967.

This gabled barn is part of a farm compound with the adjacent house. It has been renovated with metal siding all around, and a concrete block addition to the east side.



BYROM/BURNS RESIDENCE

*7064 Ladner Trunk Road
Circa 1895*

This is a tall Foursquare house with an entry porch, hip roof, and hip-roofed extensions to the rear. The roofline is supported by brackets and there is a two storey, semi-octagonal gabled bay to the east side. Mature plantings shield the front yard from the busy Trunk Road.

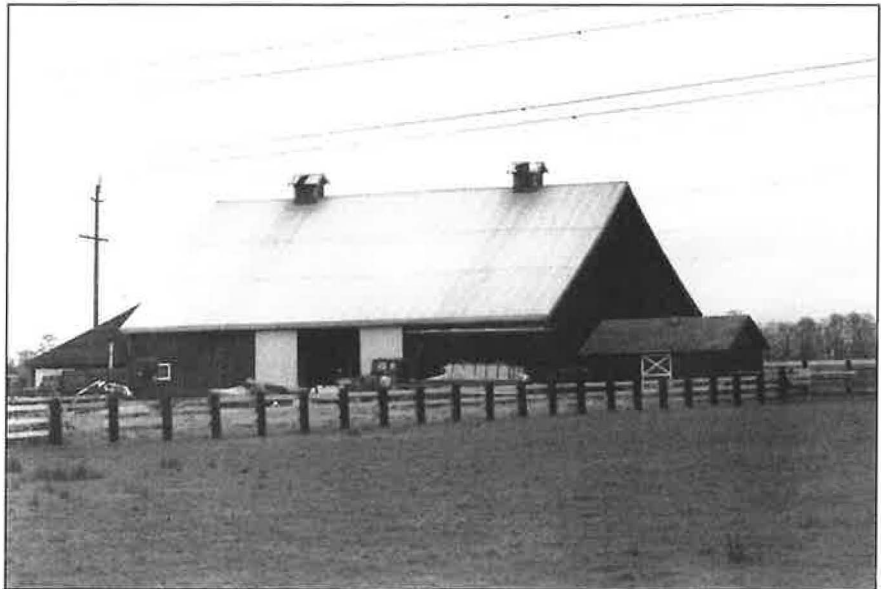


The house was likely built for George and Mary Ann Byrom, who came to Canada from Manchester in 1873; the following year they were listed as living in Delta. The 120 acre property was acquired by 1910 by Dominic Burns who fenced the property, and also remodelled and enlarged the house for the accommodation of some of his employees.

BARN

7145 Ladner Trunk Road

This gable barn has board and batten siding and two gabled monitors, and is visible from Highway 99. There is a milk house, and some other small buildings on the site. This property may have been owned by John Elliot, a builder of local renown, and this barn is similar to others nearby on 64th Street.





MANAGER'S RESIDENCE/ BURNS RANCH

7225-7269 Ladner Trunk
Road
1909

This interesting Four-square house has been maintained in its original condition. It has a bellcast hip roof with a flat top and scrollcut brackets, as well as bellcast hip dormers. The full open wraparound verandah has square chamfered columns and scrollcut porch

knees. The drop siding and double-hung wooden sash windows are also original features. It is surrounded by mature plantings and rhododendrons, and is part of a farm compound with two large barns and other buildings.

This was the manager's house for the 6,000 acre farm holdings of Dominic Burns, well known Vancouver businessman who was also the builder of the Vancouver Block, and the man who Burns Bog is named after. The design of the house was apparently worked out between Burns and Delta contractor James Leonard.

Obituary of James Leonard, Builder:

"He was a native of the Shetland Islands, Scotland, and had lived in the Ladner District more than 50 years. Coming to this country as a young man, Mr. Leonard worked for railway car builders in Detroit and Windsor. Moving to Ladner, he was employed for several years with L. Guichon. Then he went into the house construction business. Among places he built were the J. W. Woodley residence, at Delta and Bridge streets, recently demolished; the Burns house and barn, and others in the vicinity. Mr. Leonard enlisted in the First World War and went overseas with the Canadian Forestry Corps, and through a service disability was granted a partial pension. However, on his return home he took over the Delta Hotel, which was later destroyed by fire [1923]. Then he moved to his present home on G.B. Main Road."

Ladner Optimist, January 4, 1951

Image from 'The Prolific Delta' (Delta Museum & Archives)



BURNS RANCH BARN

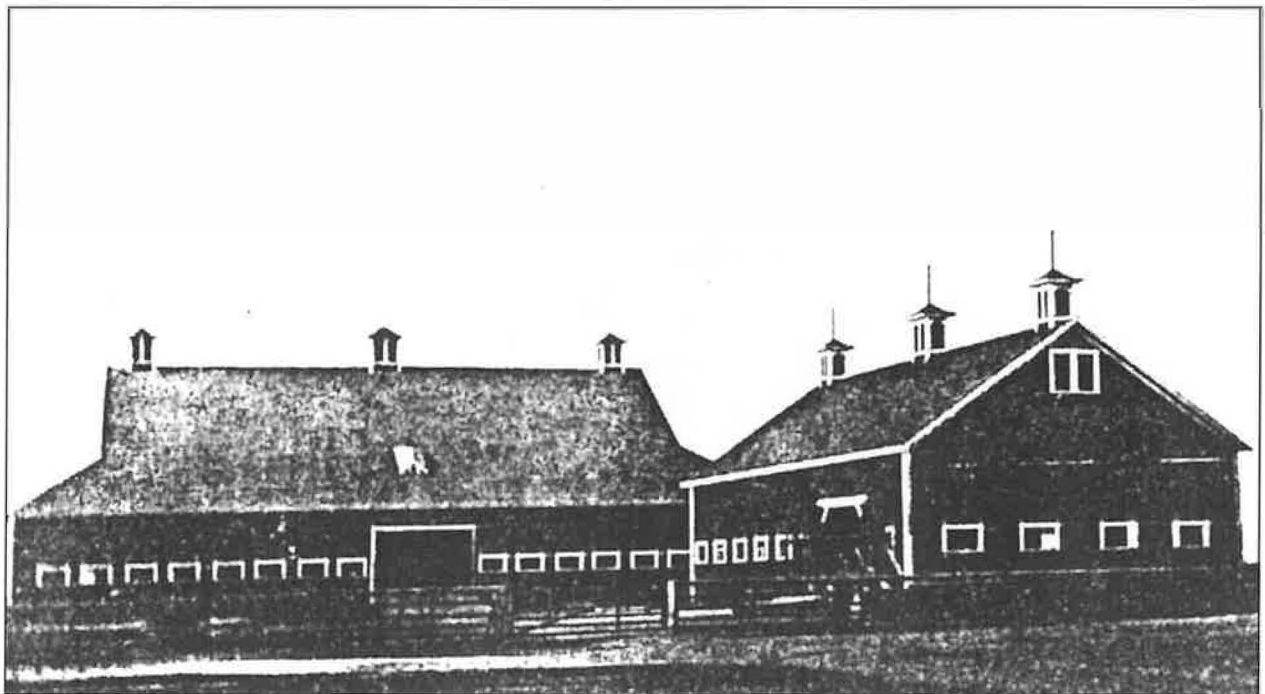
7225-7269 Ladner Trunk
Road

This large, distinctive barn has a gable on hip roof, lapped siding, and extensive multi-paned fenestration, including a triple-assembly window in the gable end. It is well setback from the road with a smaller barn and other outbuildings, and is part of the Burns Ranch complex at the corner of 72 Street and Ladner Trunk Road.



"The hay barn is one of the largest in the west and measures 100 by 160 and is forty feet high. In this the hay supply for the stock is stored for the winter months... The horse stable is splendidly fitted up with every convenience and measures 50 by 90. Electric light is furnished throughout and powerful pumps elevate the water to huge tanks and supply the water for house and farm." Delta Times, July 15, 1911

Image below from 'The Prolific Delta' (Delta Museum & Archives)





**'INVERHOLME'
PATERSON
RESIDENCE**

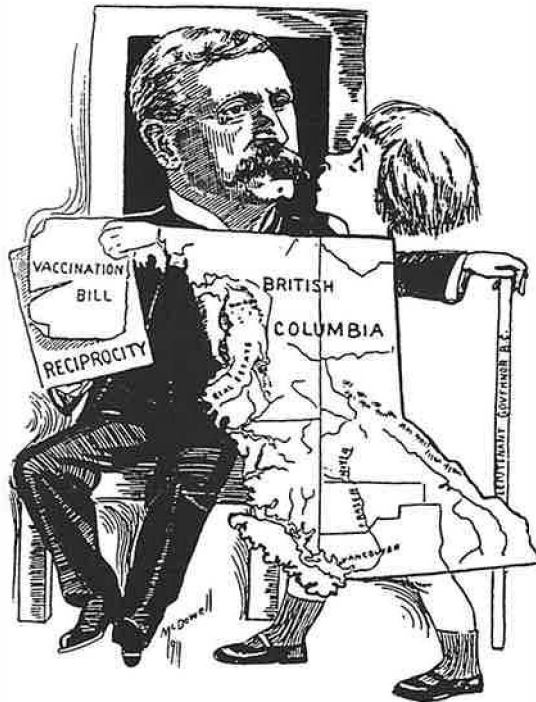
*7234 Ladner Trunk Road
1913*

✪ Municipally Designated
Heritage Site

The first owner of this large and imposing house, T.W. Paterson, never lived here, as his political interests kept him in Victoria. At one time Paterson was Lieutenant-Governor of the Province. Alex Paterson, the nephew of T.W. Paterson, was brought

from Ontario to manage the farm, and moved here with his wife, Lola, and their five children. The family named it *'Inverholme'* after their ancestral home in Scotland.

The house was built by local contractor J.B. Elliot. It features a compound gable roof with a third gable over a large extension at the rear. There is a gabled entry porch attached to a wraparound verandah with square tapered columns, and a similar rear verandah. Horizontal wooden siding clads the main structure, with wooden shingles in the gable ends. Mature perimeter plantings hide the house from the road. The restoration of this historically and architecturally significant house earned the first heritage award from the Delta Heritage Advisory Committee.



*T.W. Paterson
(From 'British Columbians As
We See 'Em', 1910-1911)*

WILSON RESIDENCE

2928 River Road West

Circa 1910

*(Located on Roberts Bank
Back-Up Lands)*

This house reveals the influence of Eastern Canadian migrants with its Gothic Revival elements, including a central wall dormer. The house has a symmetrical facade, though the original door is slightly off-centre. The full open front verandah is supported on chamfered columns, and the wooden sash double-hung windows remain intact. Sympathetic coniferous plantings surround the grassed yard. The land was originally owned by F.B. Pemberton as part of a larger parcel.



BARN

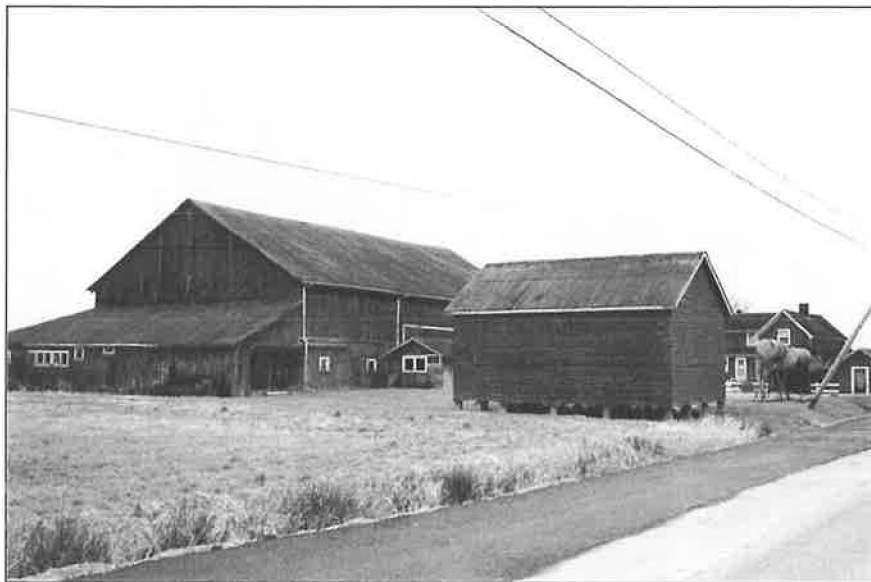
3010 River Road West

Pre 1910

*(Located on Roberts Bank
Back-Up Lands)*

This gable roof barn, clad with board and batten siding, is set far back from River Road on an access road, and is prominent in the area. Simple in massing and detailing, it is typical of the earliest barns in the District, which were built as purely functional structures. The land was first owned by F.B. Pemberton, a surveyor, who subdivided and sold this parcel to Mr. Trim, who sold it to Alex Montgomery. It was later farmed by his son Duncan Montgomery. The adjacent house, noted in the *Heritage Barns Inventory*, has been demolished.



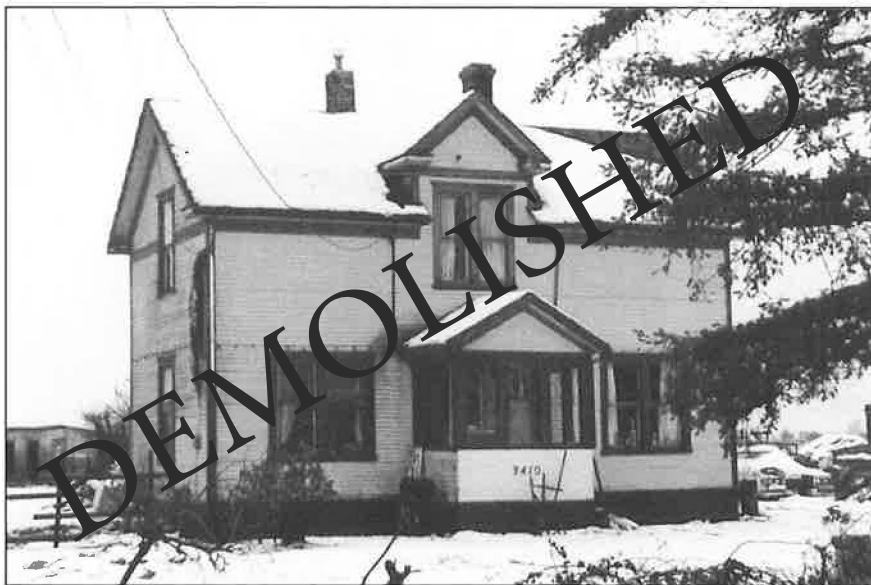


GILMOUR RESIDENCE & OUTBUILDINGS

*3194 River Road West
(Located on Roberts Bank
Back-Up Lands)*

This simple frontier style house displays a symmetrical facade and a T-shaped plan. Set close to River Road, it is part of a large farm compound with a barn, granary and other outbuildings. The landscaping includes orchard remnants and a perimeter

row of cedars. Although the form of the house is intact, it has been covered with a later plywood siding over the original. The property was first owned by F.B. Pemberton who parcelled it out. The first buyer was Robert Allen; it was sold about 1942 to Alex Montgomery, who left it to daughter Phyllis Gilmour about 1965. The large gable roof barn has a mixture of shingle and board and batten siding. This grouping is an intact working farm, that retains its historic character in an intact agricultural setting.



VIDULICH RESIDENCE

*3410 River Road West
Circa 1914*

This is a symmetrically massed compound gable vernacular farm house with a central gabled entry porch surmounted by a gable wall dormer denoting a Gothic Revival influence. There are twin internal chimneys, a projecting bay to the south, lapped siding with shingle in the gable ends, and double-hung wooden sash windows. At the rear and side there is

an addition, likely a filled-in verandah, with multi-paned windows. Although maintenance has not been kept up, the house remains in very intact condition.

Marco Antonio Vidulich was one of the Croatians who had emigrated from Austria and settled in the Canoe Pass area, where they established themselves locally as boatbuilders and fishermen. He died in Richmond in 1967 at the age of 87.

**WALTER PYBUS
RESIDENCE &
BARN**

5300 34B Avenue

House circa 1910; Barn 1910

*(Located on Roberts Bank
Back-Up Lands)*

Prominent at the corner of Arthur Drive and 34B Avenue, the site is surrounded by mature perimeter plantings, orchard remnants, and holly trees flanking the entrance to the house. Walter Chadwick Pybus, the son of local pioneer William Pybus, lived and farmed here from 1903 until his death in 1951. Built about 1910 in the Foursquare style, the bellcast hip-roof house originally featured a full open front verandah supported by twinned square columns. It was renovated in 1922 with the addition of the kitchen and basement, and was substantially altered in 2002 with the extension of the verandah, new windows and new siding.

The side gable barn, built in 1910, is clad with board and batten siding, and has large shed-like extensions at each end. Original, small multi-paned windows are an unusual element of this barn, which is one of the largest ones in the area.



*"Mr. W.C. Pybus has commenced erecting a large barn on his property at the head of the Slough Road. Mr. T. [Thomas] Shortreed is doing the work."
Delta Times, October 22, 1910*



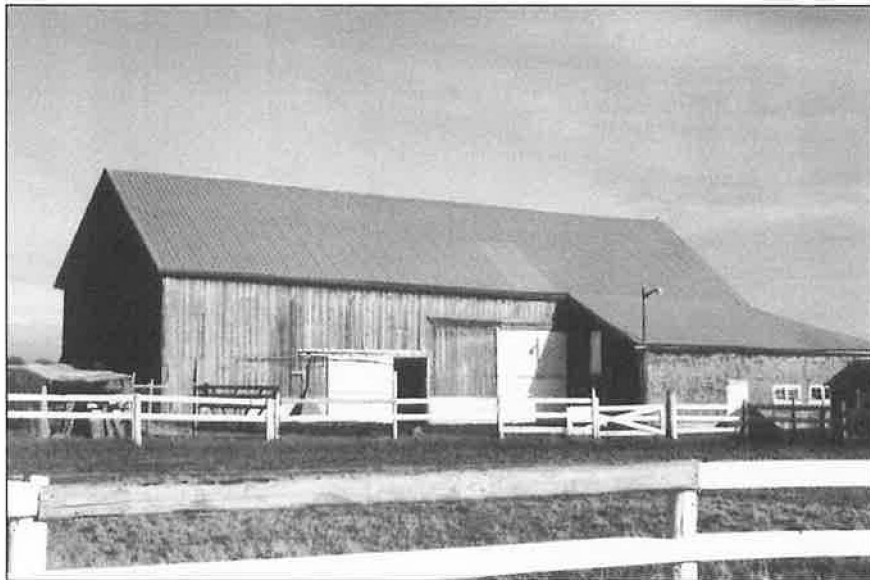
PARMITER RESIDENCE

5331 34B Avenue
1919

A sign on the lawn identifies this well-maintained, Arts and Crafts influenced house as 'Tip Tree-'All', named after the Parmiter home in Dorsetshire, England. The broken side gable roof has triangular eave brackets and a large gable dormer which itself contains two symmetrical, gabled, semi-octagonal

bays. The full open front verandah has square columns and balusters and a gable over the entry. There is narrow lapped siding on the ground floor with wood shingle above, and a combination of multi-paned and double-hung windows. The property is well landscaped with mature trees, and is part of a farm compound which includes the barn at 5363 34B Avenue.

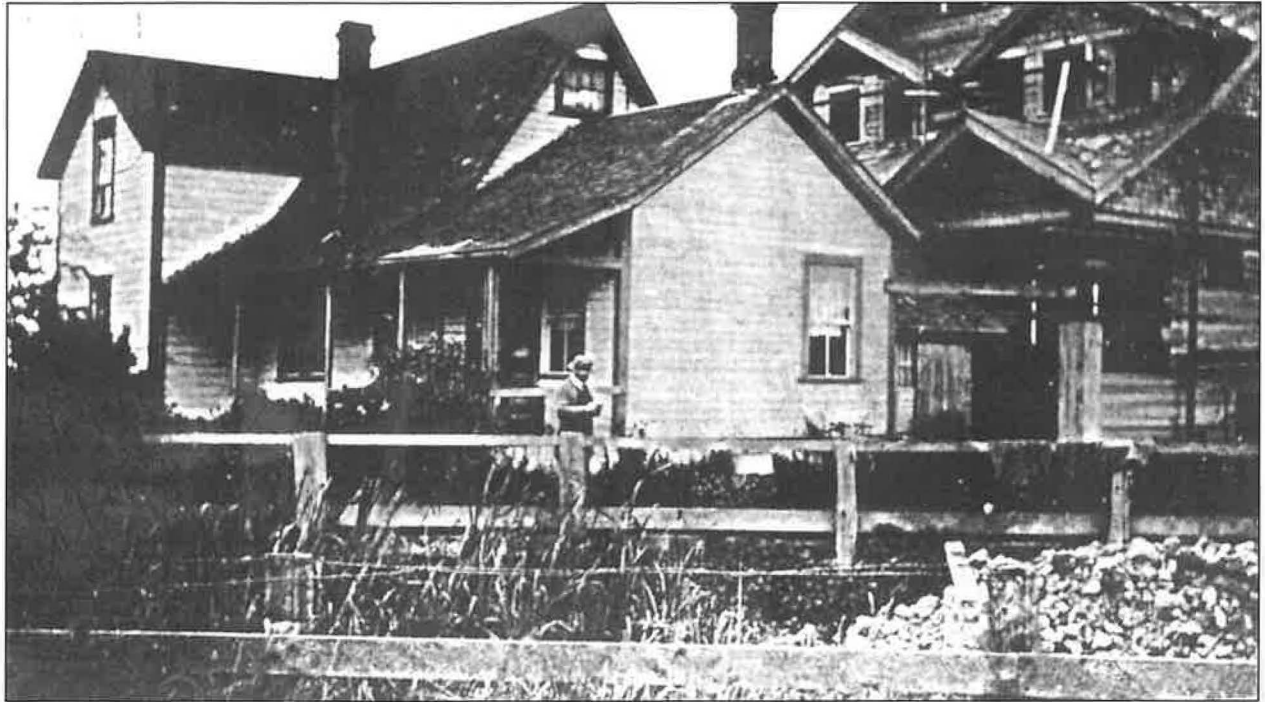
The original house on the site, built in the 1880s, was moved to 5900 34B after this house was completed, and still exists. This second house is very similar to the Haley Wilson House on Arthur Drive, built in 1915 by J.B. Elliot. A.J. Parmiter undertook all the exterior work on this house, but hired a carpenter to do the inside work.



PARMITER BARN

5363 34B Avenue
Circa 1894

This timber barn was built with split cedar logs taken from Boundary Bay Beach. It has a side gable roof, and board and batten siding. There is a lean-to addition on the southeast corner of the barn, and it is now roofed with galvanized metal.



*The First and Second Parmiter Houses, while the Second (at right) was under construction
and before the First was relocated to 5900 34B Avenue
(Delta Museum & Archives #1970-1-491)*

*"The Delta is to have several fine new residences... A. Parmiter is having a new house built on his farm on the
Slough Road."*

The Weekly Gazette, October 18, 1919

"The new residence of Mr. A.J. Parmiter is making rapid progress."

The Weekly Gazette, October 25, 1919



HODGE/BATES RESIDENCE & BATES BARN

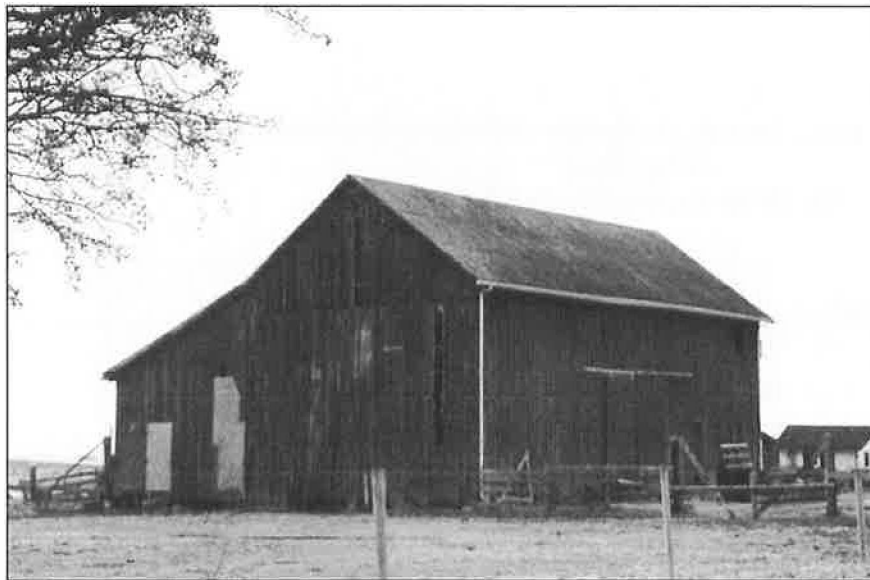
*5526 34B Avenue
House 1889-1890
(Located on Roberts Bank
Back-Up Lands)*

This ten room, frontier style house has its main gable facing towards the road, and a small gabled one storey extension to the side. The solid walls of the house were constructed from vertical boards without the use of studs. A wide wrap-

around verandah has scrollcut balusters and capitals, and square chamfered columns. The house received concrete foundations and new asbestos cladding in the early 1950s. There are mature deciduous perimeter trees and an orchard behind the house.

The house was built before the turn of the century by Henry Hodge, a relative of William Arthur who originally owned the land. Ray Bates emigrated from Nova Scotia in 1911, and worked on the Dominic Burns farm, and others before taking possession of this farm in 1922. Dairy, livestock, hay and potatoes were the primary products of the Bates farm, which was taken over by Ray's son Allen in 1949.

Beside the house is a large barn with board and batten siding and a broken gable roof. These structures are part of a farm compound with other agricultural outbuildings, including a smaller barn with plank siding and a saltbox gable.



"Mr. T. Thirkle has bought out Harry Hodge's livery stable here, together with the house and lots, for \$2,000. Harry is going into farming, having rented a farm from the Arthur Bros."
Vancouver Daily World,
November 27, 1889

"Mr. Harry Hodge is also erecting a dwelling house."
Vancouver Daily World,
December 6, 1889

'TIP-TREE 'ALL'
**PARMITER/
BERNEY
RESIDENCE (NOW
MAR-CLIF FARM)**

*5900 34B Avenue
House circa 1880s
(Located on Roberts
Bank Back-Up Lands)*

This farm compound is highly visible from Highway 17, and is part of an historic spine of early farms located along 34B Avenue. The house was originally located at 5331 34B



Avenue, but was relocated here when the Parmiter family built a new house in 1919. It was originally built in the late 1880s by Thomas and Mary Ann Parmiter, who called their farm *'Tip-Tree-'All'* after the family farm in England. The house features a cross gable roof, that connects to a front facing wall dormer denoting a Gothic Revival influence. It has a full open front verandah with its original balustrade and front door. A large addition at rear noticeably alters the form of the house. The house has been somewhat renovated from its original appearance, but retains much of its historic character.

The farm compound includes a number of outbuildings and barns. One barn has a large saltbox gable roof, and board and batten siding with large entrances on both the side and end. Adjacent to this barn are several smaller farm buildings, and a large modern, monitor-type barn. Also on the site is a bunker silo for the storage of cattle feed; this gabled structure - similar in appearance to a barn - has plywood siding with vertical battens and is located to the rear of the farm.

From 1943, this was the Clifford and Margaret Berney farm; Margaret was a granddaughter of William Arthur who originally farmed this land beginning about 1876. Mar-Clif Farm gets its name from a conjunction of the Berneys' first names.



ARTHUR RESIDENCE & BARN

*6166 34B Avenue
House 1907
(Located on Roberts Bank
Back-Up Lands)*

This land was part of the original Crown Grant of District Lot 112 to William Arthur, and was later inherited by his sons Herbert and Frederick. In 1904 the land was divided between them, with Herbert, who was known as 'Bert,' taking the east half. In 1944 the

property was transferred to Clifford Berney, who had married Bert's niece Margaret. This small, simple frontier style house features asymmetrical massing, with a central chimney; the small entry porch has been altered. The original siding has been covered by a later application of asbestos shingles, which could easily be removed. The original two-over-two double-hung wooden-sash windows remain intact. It is a part of a farm compound, delineated by mature perimeter trees, that includes the adjacent salt-box gable barn with board and batten siding.



*"Bert Arthur is building a nice house on his property, on the Parmiter Road, at present occupied by Hans Montgomery."
The Delta Times, July 23, 1907*

MIDLOTHIAN FARMHOUSE

5001-5049 36 Avenue
Circa 1906

This property was subdivided in 1899 from District Lot 188; the first owner was Sidney Brodie. It was acquired in 1905 by Fred Taylor, who then appears to have built this house. In rapid succession it was owned by Isaac Whitworth, then by William H. Siddall, who held it from 1910 to 1930, when it was

sold to Robert Gelletly. This is a frontier style house with a compound gable and lapped siding. It has an open front verandah with a projecting bay, and double-hung, multi-paned windows. There is a picket fence around a yard with orchard remnants, and the house is part of a farm compound with an adjacent barn.



RESIDENCE

5001-5049 36 Avenue
1933

This cottage is part of the Midlothian farm complex. Modest in scale and set close to the road, it has a simple open front verandah, and a lean-to addition. The lapped siding and double-hung windows are original. A perimeter hedge defines the small yard. Angus MacPherson was the trainer for the Midlothian Farm racehorses for thirty years. He was married in 1930, and this cottage was built shortly afterwards to house the MacPhersons.



"A smaller home is being built on the Midlothian Ranch. This will be for Mr. and Mrs. A. McPherson, the manager and his wife. Mr. Henry Carter is the contractor."

The Weekly Optimist, December 14, 1933



McCUBBIN RESIDENCE

3631 34 Street

Circa 1912

*(Located on Roberts Bank
Back-Up Lands)*

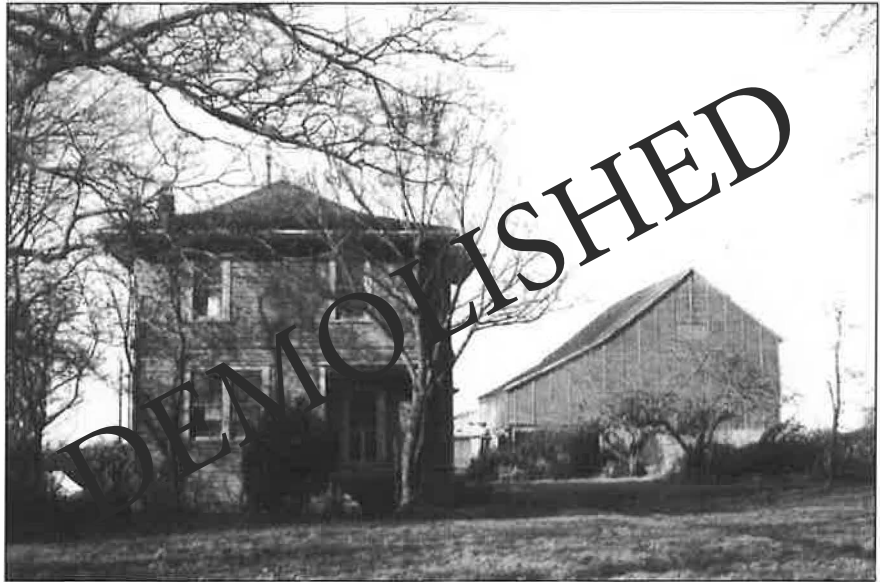
This modest farmhouse has a front gable roof, with symmetrical hip dormers. The front bay projects into a full open front verandah, supported by square columns. The original siding has been covered with a later duroid siding, an easily reversible alteration. In

the grassed yard there are orchard remnants, holly, and a line of mature deciduous trees along the driveway. It was built by Franklin and Maud McCubbin, who purchased the property in 1912, and who lived here at least until Franklin's death in 1939.

READ RESIDENCE & BARN

2981 41B Street
House and Barn 1905
(Located on Roberts Bank
Back-Up Lands)

This tall Foursquare house and adjacent barn are sited at a corner lot, and are prominent in this area. The rectangular plan house features an inset corner porch at the front supported on a single column, and a rear porch facing the side yard. There was originally a wide verandah that wrapped two-thirds of the way around the house. The house is clad with drop siding on the ground floor and shingles on the second storey below a bellcast hip roof. The original double-hung wooden sash windows have survived. The grassed yard has orchard remnants and mature perimeter plantings.



Adam and Catherine Read, emigrants from England, built the house and barn, but Mrs. Read sold the farm after her husband's death in 1907. Mrs. Read and her family left for Vancouver in 1908, but she and at least two of her sons later returned to carry on farming. She died in 1932 at the age of seventy-two. The farm was bought by Stephen Hallem in 1942.

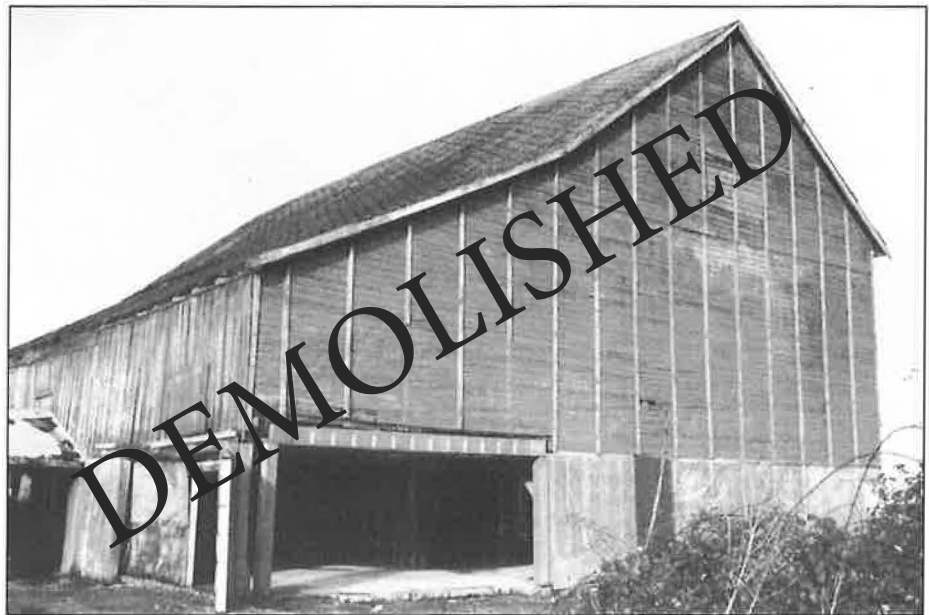
The tall gabled barn stands behind the house; it has a one storey extension to the south, which appears as a broken gable when seen from the road. This barn is clad with horizontal drop siding with vertical strapping. Some original cladding has been replaced with galvanized metal. The house and barn are currently vacant.

"Among other improvements being undertaken by our farmers, we notice houses and barns for comfort and convenience which are being built by the following: Adam Read..."

*The Delta Times,
April 8, 1905*

"Adam Read has just had the finishing touches put to his handsome new residence and barn."

*The Delta Times,
July 15, 1905*





GUICHON RESIDENCE & BARN

*3020 41B Street
House circa 1920s
(Located on Roberts Bank
Back-Up Lands)*

This unusual Craftsman Bungalow has a front jerkin-headed roof, triangular eave brackets, a deep verandah, and two tapered clinker brick chimneys. The verandah roof extends over a *porte-cochère*, which has unusual open timber ornamentation and columns. The house has

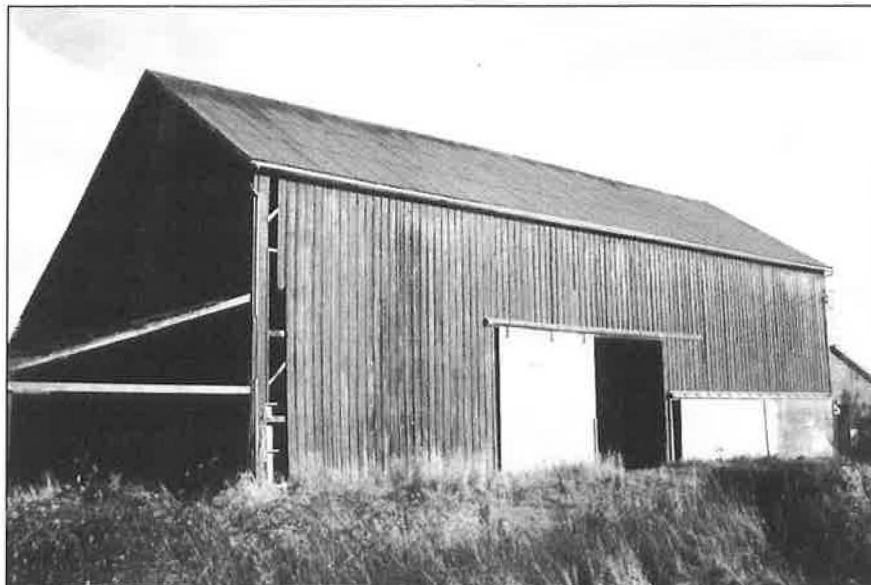
been reclad in cedar shakes, and is surrounded by sympathetic modern plantings. It is part of a farm compound, well set back from the main street on an access road, which consists of two heritage barns and three more recent houses. This was one of the Guichon family homes; Eldon Brodie lived at the other end of the road. The barn has a broken gable roof and vertical plank siding.



BARN

*3044 41B Street
(Located on Roberts Bank
Back-Up Lands)*

This is a saltbox gable barn with board and batten siding and shed-like additions at both ends. This was likely built as part of the Brodie farm described at 3020 41B Street.



BLACK RESIDENCE

*3395 41B Street
1911
(Located on Roberts Bank
Back-Up Lands)*

This tall Foursquare house features a wraparound verandah with square chamfered columns and scrollcut porch knees. The bellcast hip roof has an unusually shallow slope. There is also a two storey extension on one side, and a rear verandah. The original double-hung wooden sash windows have survived. An



unusually progressive feature was the provision of central wood heating. The grassed yard has hollies and other mature early landscaping. David and Dora (née Lewis) Black hired James Leonard to build this house for \$1500, and he let sub-contracts to Robert Brown and James Brunton. David Black died in 1926, but his widow stayed in the house until 1968.

*"D. Black has just about completed the erection of a comfortable residence on his property which is part of the R.P. Rithet subdivision."
The Delta Times, July 22, 1911*



AL GUICHON RESIDENCE & BARN

*3680 41B Street
House 1926; Additions in
1939*

This unusual house has a gambrel roof with twin gable dormers and clipped eaves. Al Guichon, who built the house, added the second storey in 1939. The gable front porch has tapered square columns and triangular brackets. There are wooden sash double-hung and casement windows, and

shingle cladding. The yard has holly trees, orchard remnants and modern plantings, and the house is part of a farm compound with barn and other buildings. The gable barn has board and batten siding, some of which has been replaced by galvanized sheet metal.



**'AVONDALE'
RAWLINS RESIDENCE/
IMPERIAL FARM &
BARN**

2349 52 Street

House 1915, Barn

circa 1903

*(Located on Roberts Bank
Back-Up Lands)*

This large, symmetrical Foursquare house retains virtually all of its original exterior features and character, and was refurbished about 1981 when it received a Merit Award from the Delta Heritage Society. It displays a tall hip roof and twin internal chimneys. There is a projecting bay on the south side of the house, and an extension to the rear. The full open front verandah has square columns and a scrollcut entablature. The original door retains its glassed sidelights, and the double-hung wooden sash windows remain throughout. There are orchard remnants in the yard, including a rare Camperdown Elm, and the house is part of a farm compound with an adjacent barn.



The site was originally part of Thomas McNeely's Imperial Farm, a section of which was purchased at auction in 1903 by Mark Rawlins. Rawlins had worked on the two Ladner farms for about four years before making the purchase. In 1905 he brought his new bride Louise from Ontario and built a three-room dwelling. This modest structure was replaced by the present house, built by Ed Churchil, in 1915. The Mark Rawlinses moved to Westham Island in 1926, at which time their son Neil took over operations of this farm.

The gable-roofed barn has both plank and board and batten siding, and was likely built about 1903. A second barn to the south was originally part of this farm, but it collapsed in 1998. A third original Rawlins barn had been previously demolished.





ROCK PYBUS RESIDENCE & BARN

*3028-3054 53 Street
Circa 1915-1916
(Located on Roberts Bank
Back-Up Lands)*

This is an L-plan, frontier style house with a compound gable built on land farmed by Rock Pybus, son of local pioneer William Pybus. The exact date of construction is unknown but it was built during the time of the First World War; Mattie Pybus Marshall, one

of the daughters of Rock and Agnes Pybus, was born in another house in 1914, and the family moved to this property (then addressed on Slough Road) before 1920. The house has been altered by stucco re-cladding, but the form of the house, and all of the original windows, are intact. A large barn to the north of the house has a broken gable roof and board and batten siding. There are other small outbuildings that add to the character of this Pybus compound.



ROBERT SMITH RESIDENCE

*2105 56 Street
Circa 1912*

This Foursquare house sits on a prominent site at the main entry to Tsawwassen. It has a hip roof front porch with square chamfered columns, with a one storey bay on the front and a shed roof extension at the rear. The original double-hung windows remain, but the original cladding has been covered with stucco, an

alteration considered easily reversible. Mature windbreak trees line the rear of the lot. Robert Smith was born on a farm near Aberdeen, Scotland in 1873. He and his brother Charles came to British Columbia to join up with their brother Alex, who was already established at Fort Langley. Robert bought 80 acres on Boundary Bay Road in 1902, and moved there the following year. His marriage to Elizabeth Westwood of Edinburgh took place that year, and they built a small house on this property which they expanded in 1910. Shortly afterwards they built this new, larger structure, which remained in the family for many decades afterwards.

HOLMBECK/WRIGHT RESIDENCE & BARN

*2601 56 Street
House circa 1880s*

This frontier style house was built by Mr. Lamphier of Point Roberts for Alfred Holmbeck. It features a full open front verandah with scrollwork porch knees, and multi-paned double-hung wooden sash windows. Replacement wood siding has been applied over the original cladding, and shutters have been

added, but otherwise the original character of the house is intact. The yard has holly, rhododendrons, a perimeter hedge, and mature spruce plantings. Smith Wright, who emigrated from England in 1890, purchased the house and farm from Holmbeck in 1901.



The adjacent barn has unpainted board and batten siding and a gable on hip roof. There is a large one-storey addition at the front that projects towards the road. Another nearby barn, located at 2327 56th Street, once owned by a Wright family member, is now in poor condition.





**'GRAND VIEW FARM'
WOODS RESIDENCE
& BARN**

*2675 64 Street
House and barn 1905*

In 1903 this 160 acre property was sold by the B.C. Land & Investment Company to David Woods, who built the house and barn two years later. The Woods moved to Vancouver in 1907, and the farm was rented initially to Mr. and Mrs. S.T. Holbrook and family, who had moved here

from Alberta. In a recent rehabilitation, the original house was substantially altered with large additions to the south and rear, changing it from an asymmetrical pioneer form to a symmetrical Foursquare design; the full open front verandah was a new addition. The projecting semi-octagonal bay to the north side is original. The grassed yard has mature deciduous trees, and the house is part of a farm compound with accompanying barn. The barn has an "L" shaped plan and gable roof, with unpainted board and batten siding and galvanized sheet metal roof cladding.



*"D. Woods is building a nice new house on the Boundary Bay."
The Delta Times,
June 10, 1905*

BENSON RESIDENCE

*3610 72 Street
Circa 1889
and Later Additions*

Henry Dean Benson was 27 years old when he arrived in Delta in 1869, and he pre-empted 640 acres east of 72nd Street and north of Boundary Bay in 1874. He built a small dwelling on the property at that time, replaced about 1889 with a two-storey house, later substantially enlarged. The existing form of the house is the same as when it was completed, but has been largely modernized, including the installation of vinyl siding and replacement windows.



Below: The Benson Residence in 1902 (Delta Museum & Archives)





ALEX FISHER RESIDENCE

3691 72 Street

Circa 1907

*(Located on Roberts Bank
Back-Up Lands)*

A frontier style house with a broken gable sits on land that was originally granted to Henry Dean Benson, whose own house stands at 3610 72 Street. There is a generous verandah that wraps around two sides of the house, and a square projecting bay on the ground

floor facing south. It retains its original wooden drop siding and wooden-sash windows, with shingle cladding in the gable ends. There are mature deciduous trees in the yard. This was the home of Alex and Fanny Fisher, who moved here at the time of their marriage in 1907. When their son, Victor, was married in 1944, Alex and Fanny Fisher moved to the Richards Residence at 3807 72 Street; Victor lived in this house until about 1958.



RICHARDS RESIDENCE

3807 72 Street

1921

*(Located on Roberts Bank
Back-Up Lands)*

An Arts and Crafts influenced house with a deep front verandah and hip front dormer on a bellcast gable roof. Clad with wooden drop siding, with twin-course shingle cladding featured in the gable ends. Triangular eave brackets recall the pervasive influence

of the Craftsman style at the time. There is an addition or enclosed verandah on the north side of the house. Modern plantings obscure the front of the house.

Built for Mr. Richards in 1921, this house is very similar to the nearby Fisher Residence at 3865 72 Street, and may have been constructed by the same builder. Originally located across the street, it was moved to this location in about 1943 when the airport was established. About 1944, Alex and Fanny Fisher moved here when their son Victor was married.

RUPERT FISHER RESIDENCE

3865 72 Street

1921

*(Located on Roberts Bank
Back-Up Lands)*

This Craftsman influenced bungalow was built by Albert Larsen for Rupert Fisher, and displays a full open front verandah and varied wooden sash windows. Shed dormers, with triangular eave brackets, cap the bellcast gable roof. The house has both lapped and shingle

siding. Sympathetic modern plantings and a grassed yard provide an appropriate setting within the overall rural context. Alex and Rupert Fisher had first come to Delta from Nova Scotia in 1902, and worked for a time at Harry Benson's farm. About 1907, the brothers both purchased pieces of land from Mr. Benson along 72 Street and proceeded to farm. Rupert lived with Alex and his wife Fanny until 1921. Large portions of the Fisher farms were expropriated by the Federal government about 1940 for the Boundary Bay Airport. The rest of the land was expropriated by the Provincial government as part of the Backup Lands.



BOUNDARY BAY AIRPORT HANGAR

4400 72 Street

1941

*"Air Training School to be
Opened Here in Central
Delta Will Benefit District"
"After many months of
rumors and reports, definite
announcement was made last
Friday morning that 480
acres of land on the Delta
have been leased by the
Federal government for use*

by the Royal Canadian Air Force as an elementary training school... The land to be used lies between the Benson and Tasker Roads, and is made up of part of the farms of Reeve A.D. Paterson, Fred Robinson and Alex Fisher... Crops have been taken off the fields to be used, and indications point to an early start being made in the construction of runways, buildings and drainage." The Optimist, August 29, 1940.



This is the one surviving hangar of the original pair on the site. The distinctive bow arch roof signifies the large spans required for a hangar building. It has been recently renovated with vinyl siding and a structural seismic upgrade.



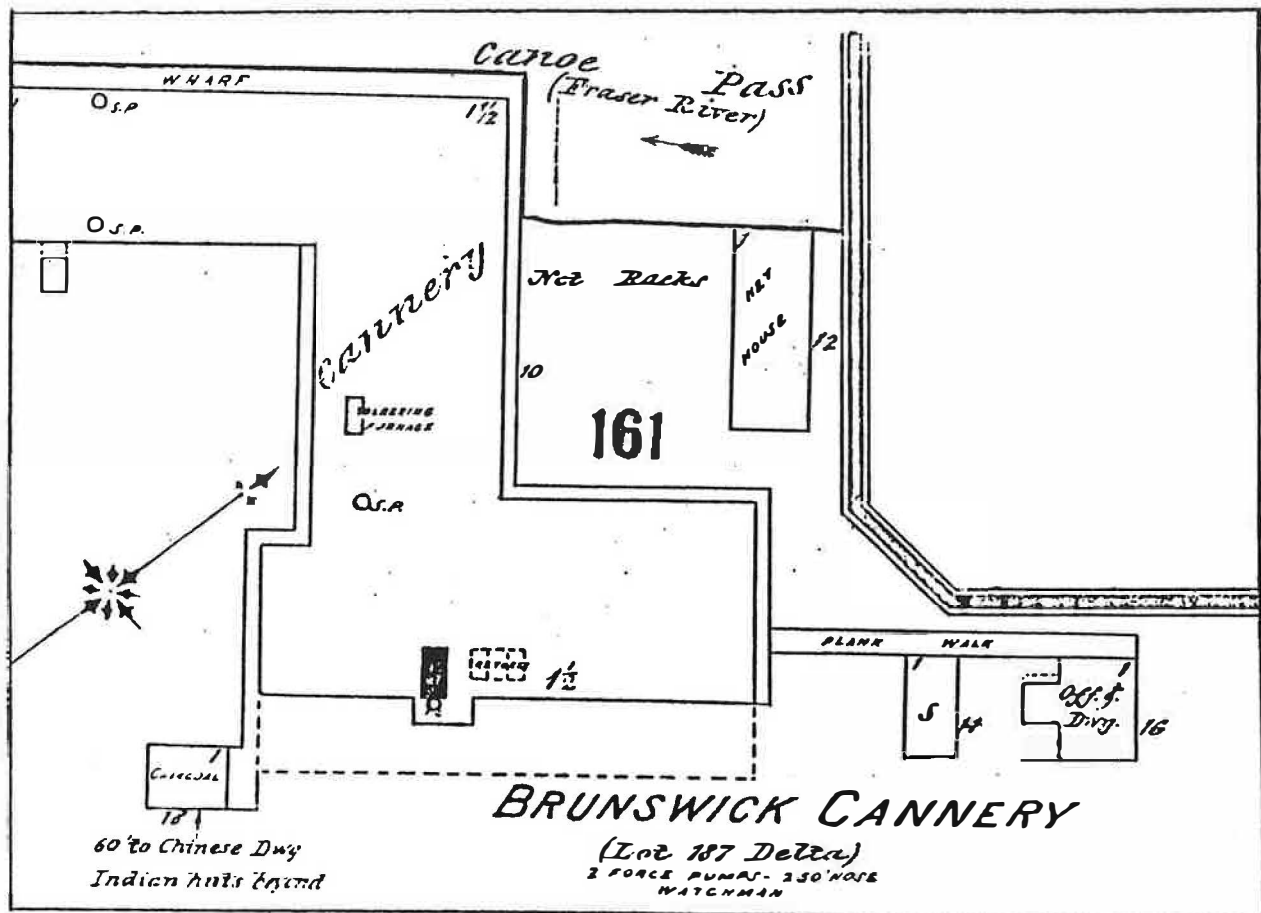
REMAINS OF BRUNSWICK CANNERY

2600 River Road West

These pilings are all that remain of a thriving industrial complex established in the 1890s. This was the second of two Brunswick canneries owned by the same canning company in the Fraser delta (the other still stands in Steveston). The Brunswick company was bought out by B.C. Packers at the time of the latter's

formation in 1902. Canneries tried to establish themselves as close as possible to the fishing grounds at the mouth of the river, with the buildings extending over the water to facilitate the unloading of fish directly from boats.

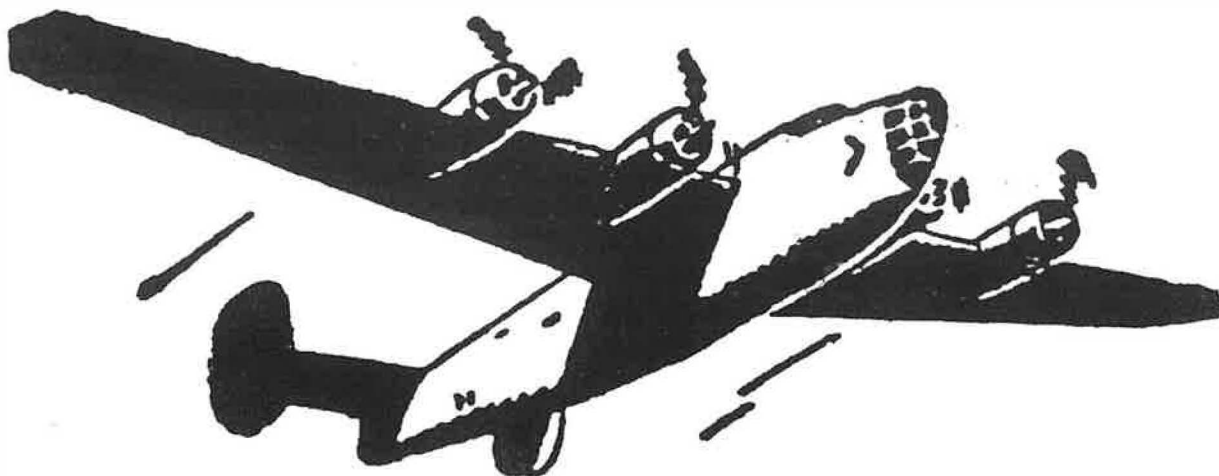
Above: Goad's Fire Insurance Plans of Canneries, July 1897 (Delta Museum & Archives)



VANCOUVER WIRELESS STATION

Established 1949

From 1949 until 1972 this was the administrative and residential centre of the Vancouver Wireless Station. Before that it was the headquarters of the Boundary Bay Flight Training School from 1941 to 1942, and operated as a war aerodrome from 1942 until 1945. All of the buildings on the site, mostly houses, have either been demolished or moved; 112 of the buildings were sold to four Native bands and barged up coast to new locations.



Historic Buildings and Farms in Boundary Bay

- Cammidge Residence, 550 Boundary Bay Road
- Customs House, 6714 Corbould Street
- Alexander/Gunn Farmhouse, 6400 3rd Avenue

Other Historic Resources in Boundary Bay

- Beach Grove Lagoon
- Tsawwassen Forest



CHAPTER 3 B O U N D A R Y B A Y

The Boundary Bay area was an early home of Coast Salish groups, who used the area as early as 2,500 years ago for fishing, hunting and the collection of intertidal plants and shellfish. By the 1870s the arable areas on the west side of the bay were settled for farming, and in 1892 a dyke was constructed along its western shore to increase the amount of available farm land.

This area has long been the favoured location for summer resorts and cottages. The east side of the Tsawwassen peninsula has minimal rainfall and an easily accessible waterfront. By the 1890s and probably earlier, the practice of summer camping at Boundary Bay, just north of the border, became common. Small plots of land were purchased by those who could afford them, and summer cottages erected. This was the beginning of the community of Boundary Bay, which by the 1920s was a fashionable summer resort. As transportation routes improved, the area became increasingly more accessible to the rest of the lower mainland. By 1930 a recreational subdivision, including a golf course, was being laid out, but this venture failed due to the Depression; in August of 1931 the lots were auctioned off. Since then, the resort area has developed into a suburban area adjacent to Tsawwassen, but still retains much of its casual, seaside ambience.



"CLUB MEMBERSHIP WITH EVERY LOT"

"Arrangements have been made whereby every purchaser and owner of one or more lots at Beach Grove will be given, free of cost, a membership in the Beach Grove Golf & Country Club."

(Illustrations & Quote from Beach Grove Auction Pamphlet, 1931: Collection Delta Museum & Archives)



CAMMIDGE RESIDENCE

*550 Boundary Bay Road
1914*

This large hip roof Foursquare style house retains its original lapped siding and double-hung wooden sash windows. The wraparound verandah has been altered, but retains a scrollcut decorative frieze. This was originally the Cammidge Farm, after Edwin Cammidge who purchased the land from

Henry Pering Crease in 1885. Cammidge was unmarried at the time the house was built, and apparently went back east to find a bride; *"It is rumoured that Mr. Camidge [sic] after the building of his house at Boundary Bay, will take a trip east. People say that it will take more than a single ticket to bring him home"* (*Delta Times*, May 14, 1914). The Cammidges lived here until the 1920s when they moved to Vanderhoof. The property was owned by members of the Gunn family from 1927 until its 1961 purchase by S. Spetifore Farms. During World War II the house was rented by men stationed at the Boundary Bay Airport Training School.

The house was moved across the street from its original location at 301 Boundary Bay Road on July 17, 1998, and it is now located in the Boundary Bay Regional Park. It was donated to Greater Vancouver Regional District Parks by Century Holdings. The Tsawwassen/Boundary Bay Lions Club, Century Holdings, Beach Grove residents, Boundary Bay Residents Association and the Corporation of Delta all contributed to the restoration of the Cammidge Residence.

"It is interesting to note at this time some of the people who came out from Ontario with Mr. and Mrs. Whitworth... In 1886, when Mr. Whitworth came out from Bruce County, there were: Robert Alexander and Ted Cammidge, who settled at Boundary Bay and have since passed on..."

The Optimist, February 25, 1937

CUSTOMS HOUSE

*6714 Corbould Street
1935*

Built in 1935 at the Maple Beach entry to Point Roberts, this one storey hip roof building served as a customs house until 1976, when this crossing was closed. It has been recently renovated with replacement wooden siding and vinyl window frames. The interior seems intact, as well as a small garage in the rear. Adjacent to the building are two gateposts flanking Corbould Road, that appear to have lead to an estate property.





ALEXANDER/GUNN FARMHOUSE

*6400 3rd Avenue
Circa 1886-1887*

This early farm house was built about 1886-87 by Robert Alexander, the son of Irish immigrants. His homestead originally extended from the U.S. border to 3rd Avenue. In 1903 Alexander sold most of the farm to the Gunn family. Somewhat altered over the years, it is a compound gable, frontier style house with drop

siding and extensive ornamentation. There is intricate fretwork in the gable and over the front porch. The open side verandah has scrollcut porch knees, and the two-over-two double-hung windows are original. The house is part of a farm compound with two later gambrel roof barns and several other outbuildings. The Alexander/Gunn Farmhouse was restored in 2001 by the joint efforts of the Gunn Family and Century Group, who acquired the property in 1989.

*Right: The Gunn Farmhouse,
circa 1915
(Delta Museum & Archives)*





Above: Aerial View of Boundary Bay Lagoon System in 1932

BEACH GROVE LAGOON

For the last several thousand years prograding spits and lagoons have been forming along the western shore of Boundary Bay. Coast Salish used the lagoons for fishing, hunting, and the collection of intertidal plants and shellfish. A dyke was constructed along the western shore in 1892 to increase the amount of usable farmland, resulting in disruption to the natural flow of the lagoons. In the 1930s Beach Grove was developed as a resort, with a boardwalk, golf course and swimming pool. In 1959 a dyke was completed on the northern end of the Boundary Bay Lagoon (the 12th Avenue Dyke), which cut off intertidal flow south of the dyke. This left only the portion north of 12th Avenue as tidal lagoon. The aerial photograph at left shows the extent of the lagoon system in 1932, with the remaining lagoon system at the north end; much of what is known as the Spitfore Lands (now a G.V.R.D. park) were once part of this tidal marshland.

TSAWWASSEN FOREST

Tsawwassen Forest is located on the upland corner of the Southlands, previously known as the Spetifore Farm. It is bordered on the south by the Canadian-U.S. border, on the west by a recent subdivision, and on the north and east by remaining farm lands. It is the last remnant of a mixed forest which once covered this upland crest. It was selectively logged about a century ago, but has regrown as a diverse habitat, and is now home to a variety of flora and fauna. The lower portion of the forest is bordered by fossil sandpits associated with a prehistoric beach. It also contains known and undisturbed archaeological deposits, which indicate human habitation during the Locarno Phase, about 1500 to 500 B.C.



Historic Buildings and Farms on Crescent Island and Deas Island

- *'Greencroft', 5592 River Road*
- *Green Barn, 5734 River Road*
- *'Hazelhurst', The Benson/Williamson Residence & Barn, 5820 River Road*
- *Inverholme School, Deas Island Park, 6001 River Road*
- *'Burrvilla', Deas Island Park, 6001 River Road*
- *Agricultural Exhibition Building, Deas Island Park, 6001 River Road*
- *Gillanders Barn, 6105 River Road*
- *Residence & Barn, 6455 60 Avenue*
- *Mitchell Barn*
- *Harris Barn (#3), 5561 64 Street*
- *Gilchrist Barn, 5676 64 Street*
- *Gilchrist Residence, 5852 64 Street*
- *Harris Barns, 5885-5905 64 Street*
- *McDonald Residence, 6466 68 Street*
- *Smith Residence and Barn, 7156-7184 68 Street*

Other Historic Features

- *Site Of Deas Island Cannery, Deas Island Park, 6001 River Rd.*
- *George Massey Tunnel*

CHAPTER 4 C R E S C E N T I S L A N D A N D D E A S I S L A N D

Deas Island was one of the many low silt islands in the Fraser River delta. Crescent Island was a large area inland from the river that was defined by the large semi-circular Crescent Slough. By 1870 Captain James Cooper had set up a fish saltery opposite the northeast end of Deas Island, and shortly afterwards Crescent Island was pre-empted and farmed by pioneer families such as the Mitchells and the Burrs.

Deas Island was named after its first settler, John Sullivan Deas, a free black tinsmith from South Carolina. He followed the gold rush first to California, then to British Columbia, but by 1871 had contracted to make tin cans for Captain Stamp, who had opened a small salmon cannery. Stamp died that winter so Deas decided to open his own cannery. Cooper's saltery became available and Deas leased it for a year; in 1873 he pre-empted Deas Island and built his own cannery buildings. For three years 'Billy' Deas produced more than any other cannery on the Fraser River. Increasing competition drove him out of the business by 1878, but a second and more modern cannery opened on the same site under the British American Canning Company label, which operated until the time of the First World War.

In the late 1890s a number of Greek individuals and families immigrated to Canada to seek their fortune. By about 1900 approximately eighty of them, mostly from the village of Glossa on the island of Skopelos, had settled on Deas Island and began to fish the Fraser for salmon. They made their homes in shacks along the river, and fished from small gillnetters. The last settlers of Deas Island left in the mid-1950s.

The decision to build a major highway crossing under the Fraser River changed the face of Deas Island. A large canal was cut near the southwest of the island, and a causeway built to link it to the mainland. The George Massey Tunnel was only the second of its kind to be built in North America, and opened in 1959; the ferry to Woodward's Landing was discontinued the same day. The remaining seventy hectares of Deas Island are now a Regional Park, and three historic buildings have been moved here as part of the park setting.



Hay Field, Delta, 1902
(*Vancouver City Archives. Out. P. 321.*)

GREENCROFT'

5592 River Road

Circa 1910

In 1871 the Green brothers, Charles and Arthur, began farming on the north bank of Crescent Slough where Thomas Ladner's acreage ended. They had sailed from England to Victoria in 1862 on the brideship *Tynemouth*, which was also carrying fifty-six brides to the new colonies.



This Foursquare house has a bellcast hip roof and hip dormers. The wraparound verandah has square columns and a two storey projecting bay on both sides. Lattice foundation skirting under the verandah appears to be original. The yard has mature deciduous trees and sympathetic modern plantings, and is situated next to Green Slough. In 1966 'Greencroft' was sold by F.V. Green to George Reifel.

GREEN BARN

5734 River Road

Circa 1890s

This small barn was likely built earlier than the turn of the century. It has a side gable roof; on the east side the ridge is extended to a triangular point. The barn has plank siding, although the original cladding was likely board and batten, and a single multi-paned window in the east gable end. It is in a state of general disrepair, but survives as one of the oldest in the area.





**'HAZELHURST'
BENSON/
WILLIAMSON
RESIDENCE & BARN**

*5820 River Road
House 1913*

This was Henry Dean Benson's second residence, and he awarded the contract for construction to James Leonard and Jim Brunton. This prominent house has a front gable roof and a full open front verandah. On each side there are distinctive two storey curved bays with gable roofs. It has

been modernized with vinyl siding, shutters, an addition and deck on the rear, and a Palladian window added in the gable end. The grassed yard has sympathetic modern plantings, and mature holly and birch along the road. The adjacent gable barn with board and batten siding is very well maintained. It is situated close to the road and is very visible from Highway 99. This farm was later owned by the Williamson family.



*"Mr. Benson is erecting a fine residence on his property. Mr. J. Leonard is in charge of the work."
The Delta Times, August 2, 1913*

**"BENSON HOME
COMPLETED"**

"The new Delta residence for Reeve H.L. Benson was completed last week and the family are now occupying their beautiful home, which is pronounced the finest in the community. The house is of frame and is a three-storey, twelve room structure of artistic design, fitted with every modern convenience, including steam heating, water, electric light, two bath rooms and water in all bedrooms. Mr. Jas. Leonard superintended the construction of this splendid home."

*The Delta Times,
December 13, 1913*

INVERHOLME SCHOOL

Deas Island Park

6001 River Road

*Provincial Department of
Public Works, 1909*

✪ Municipally Designated
Heritage Site

This early school originally stood at 4740 72 Street, about a mile south of Ladner Trunk Road. It was located next to the T.W. Paterson farm, Inverholme, from which its name is derived. It represents a standard Provincial Department of Public Works school design with its hip roof and a bank of double-hung, six-over-six windows to let

in natural light and air. Other original features include the drop siding, a simply corbelled chimney, and a hip-roofed monitor. There is a gabled central entry porch with twin entries. It only remained in operation as a school until 1926, and when A.D. Paterson sold 900 acres to the Federal Government for the development of the Boundary Bay Airport, the schoolhouse was moved north near to the Paterson farm buildings, and converted into a residence for the farm manager. The last residents moved out of the building in 1975 and it was used as warehouse space by the farm until it was moved to Deas Island Park and restored to its original character in 1982. It was designated as a municipal heritage site in 1983.





'BURRVILLA'

*Deas Island Park
6001 River Road
David Price, Designer
1905-06*

✪ Municipally Designated
Heritage Site

Burrville was constructed by carpenter Fred Land and designer/builder David Price for the latter's brother-in-law Harry Burr. Burr was a prominent local citizen, the son of W.H. Burr who had arrived in the 1870s and was involved in the municipal

incorporation of Delta. Harry Burr began farming on Crescent Island in the 1890s, and married Edith Mitchell in 1899; she was the daughter of pioneer Nathaniel Mitchell, and sister of Harry Mitchell, who also had a large house (demolished) and barn nearby at 6825 62B Street. *Burrville*, as the farm became known, was an important centre for community gatherings for Crescent Islanders and others from Ladner. It was the location of a steamer landing, and briefly housed the Island's only post office. Teas and weddings were held here, and Burr sponsored a hunting club for his friends during the season. Lush gardens and an aviary were other elements on the property. The house stayed in the family until 1974 when the farm was sold to a development corporation. This highly-ornamented mansion originally stood at the corner of 62B Street and River Road, and was moved to the park in 1982 to allow the widening of River Road. It has been carefully restored, and is now often used as a backdrop by the film industry.

This elegant Queen Anne style house reflects the turn-of-the-century economic expansion of Delta's farming industry, and symbolizes the wealth and status attained by the Burrs. The house is capped by a complex, picturesque roof form, of which the main portion is a pyramidal hip with a large corbelled central chimney rising from its peak. Other roof forms are the large gabled extension to the rear, and three gabled bays; symmetrically-placed square bays on each side, and a semi-octagonal bay at the front. The distinctive bays are two and a half storeys in height, and their gable ends have lunette windows and fish scale cladding. The rest of the house has drop siding and double-hung windows, except for a cross-mullioned, multi-paned feature window near the front entry. There is a rear wraparound verandah with scrollcut balusters and porch knees. The gabled front porch has elaborate scrollcut decoration, tripled square columns, and extensive dentils, and the original carved wood front doors. Around the base of the roof are scrollcut brackets. The gables of the bays are further ornamented by triangular eave brackets, scrollcut in a perforated sunburst motif to match the carved sunburst in the gable end over the front porch.



'Burrville' (Delta Museum & Archives)



AGRICULTURAL EXHIBITION BUILDING

*Deas Island Park
6001 River Road
1899*

"Various causes led to holding the fair at this late date, chief of which was the delay in completing the fine new agricultural hall, which the Society built, this summer, at a cost of \$600. The site chosen is about a mile from the Ladner wharf, at the lower end of the 17-acre field, in which is located a fine, dead-level, one-half mile race track. The building is a neat, substantial, two-storey frame, 36 x 60 feet, and provides ample accommodation for the advantageous display of such exhibits as are usually shown under cover."

Daily Columbian, October 24, 1899

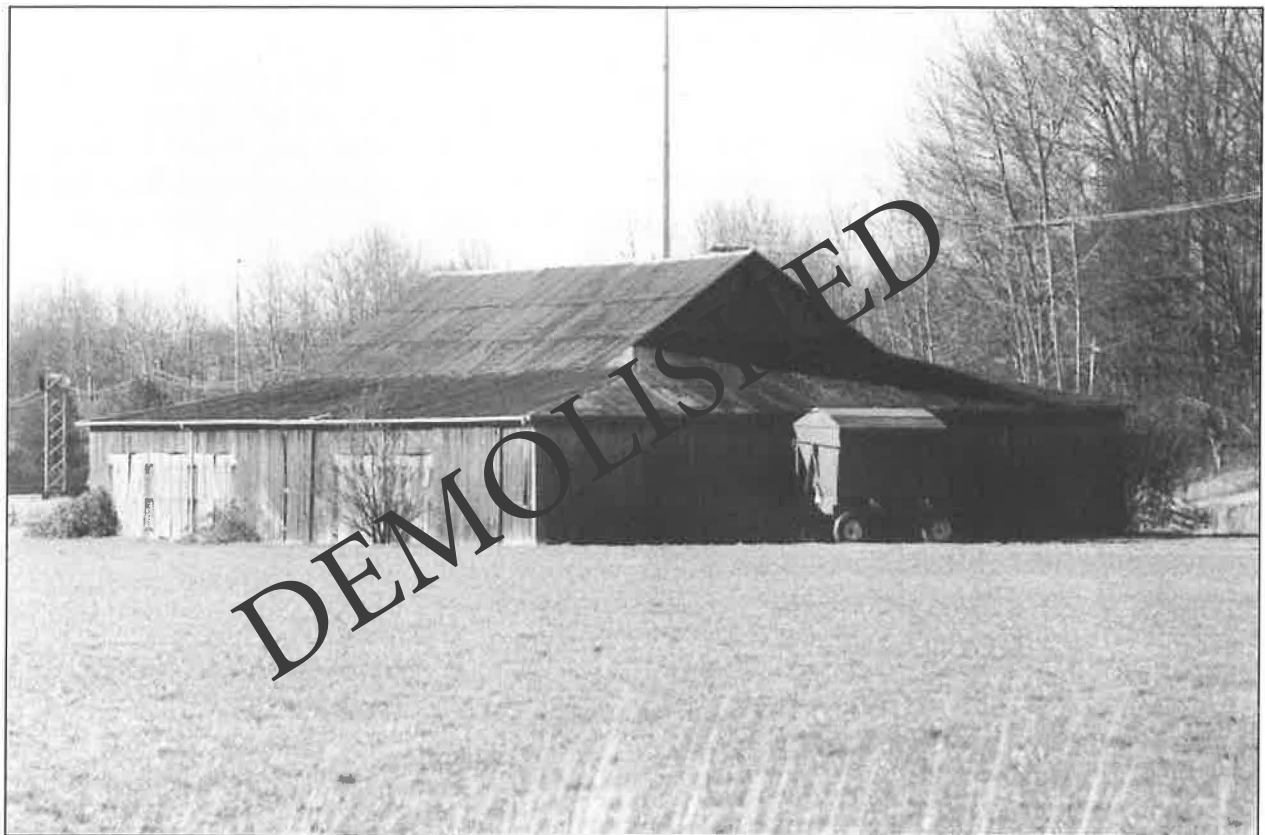
This barn-like structure was constructed as an Exhibition building at a cost of \$600 by the Delta Agricultural Society, which was formed in 1888 to encourage the best methods of stock and crop raising. It is a simple gable-roofed post and beam structure with a symmetrical facade, an inset front entry, drop siding and double-hung six-over-six windows. The hall was used from the time of its construction until the 1920s as a home for agricultural and home economics fairs. It was moved here in 1988 and adapted for use as the park maintenance building.

GILLANDERS BARN

6105 River Road

1890

This very early barn has a gable on hip roof and plank siding. It appears to be in relatively good condition and sits close to River Road and to the river itself. This was part of the original portion of River Road, that ran beside the dyke, that was cut off when the approaches were built for the Massey Tunnel. There is also a small older outbuilding on the property, with drop and shingle siding. Of the early barns in the area, this is the oldest, and the most visible from Highway 99 and other major thoroughfares.





LAND RESIDENCE & BARN

6455/6477 60 Avenue

This farm house, built by Fred Land, displays the evolution typical of early agricultural buildings, where additions were made as families grew, or when prosperity allowed expansion. The original vernacular part of the house, closest to the road, has a side gable roof and a central entry. Around 1912 a large addition, in a contemporary Craftsman

style, was built at the rear. Later the entire house was clad with asbestos shingles. The yard is beautifully landscaped, and has mature perimeter trees that act as a windbreak around the farm compound. The house was altered in a recent renovation with new siding and new windows. The early barn, which was likely part of the same property but is now subdivided as 6477 60 Avenue, has a saltbox roof and unpainted board and batten siding.



MITCHELL BARN

6825 62B Street
1909

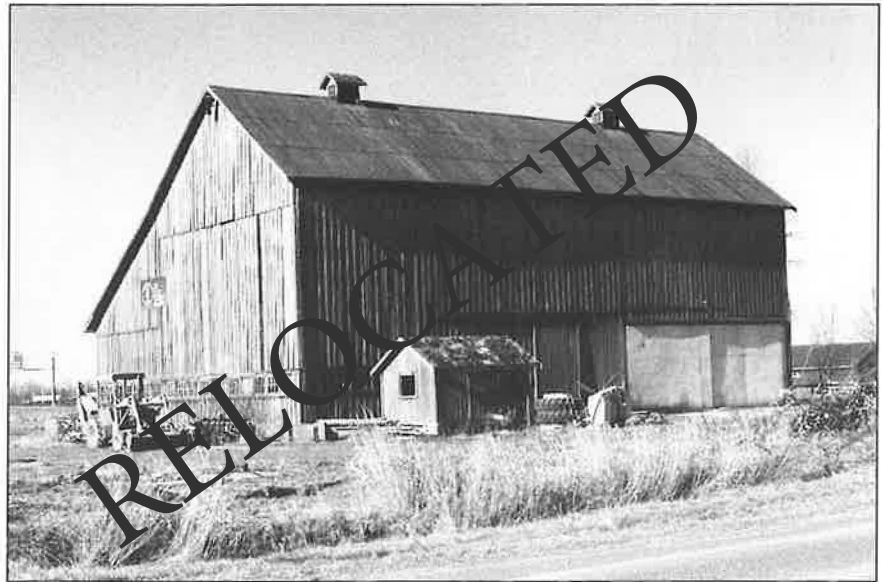
This prominent barn was built by local contractor J.B. Elliot for Nathaniel Mitchell; Mitchell's son Henry ('Harry') helped with the construction. It is set close to River Road, now cut off by the approaches to the George Massey Tunnel, but originally the main road into Ladner. The tall roof has gabled ends and a long ridge line, with hip extensions at each end. The original board and batten siding has been partially covered by shingles. The outbuildings include a tall granary with a hip roof.

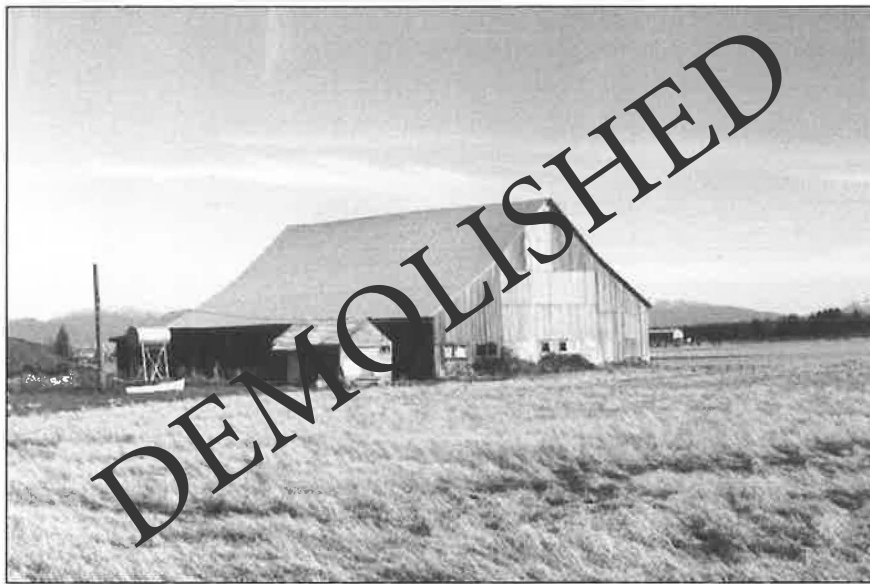


HARRIS BARN (#3)

5561 64 Street
Early 1900s

Duncan Gilchrist, Fred Land and Mr. Roberts built this saltbox-roofed barn in the early 1900s. Originally located on the Hopcott Farm on Tilbury Island, it was moved here in 1940 by Norman Harris and Fred Land. In addition to the distinctive roofline, the barn retains its board and batten siding and twin gabled monitor roof vents. Set close to the street, it is visible from Highway 99 and from 62B Street, and is part of a grouping of barns and farmhouses along 64 Street.





GILCHRIST BARN

5676 64 Street

Circa Late 1890s

Likely built before the turn of the century, this barn was associated with the adjacent Gilchrist farm, and is part of a grouping along this street. Its double-pitched gable roof is prominent from Highway 99. There is a small shed addition to one end, and other outbuildings on the site.



GILCHRIST RESIDENCE

5852 64 Street

1910

This unique house has a bellcast gable roof with hip returns and twin bellcast hip dormers. The symmetrical facade has a central entry with sidelights, and open inset front and rear verandahs. There is a square projecting bay on the north side, and there are cross-mullioned windows on the north and west facades. The cladding changes from

lapped wooden siding on the first floor, to shingles on the second, and half timbering in the gable ends. This is part of the prominent rural grouping on 64 Street.

HARRIS BARN #1

5885-5905 64 Street

Part of a compound with several other farm buildings, this barn contributes to the rural grouping along 64 Street and 60 Avenue. This grouping is highly visible from Highway 99 and from 62B Street. The ridge on the gable roof extends to a triangular point. There are shed-roofed extensions on each side which appear to be original, as are the board and batten siding and numerous multi-paned windows. Its monitor has been removed, otherwise it seems to be in mostly original condition.



HARRIS BARN #2

*5885-5905 64 Street
1908*

The other barn in this compound has a gable on hip roof with two gable monitors. It also has multi-paned windows and board and batten siding. It was built for John Harris in 1908 by Fred Land and Finley Murray.





McDONALD RESIDENCE

*6466 68 Street
1920*

Fred Land, a local contractor, built this prominent Foursquare house on Crescent Island for Alex McDonald. It was located at the centre of the family's 160 acre holding, and 68 Street was known as McDonald Road at the time. The house remained unpainted while the family lived here. It was acquired by the Reynolds family in 1944, and was

rehabilitated in 1984 by the Embree family, with the door and windows being replaced. The grassed yard has orchard remnants and modern plantings. The house has received an award from the Delta Heritage Society.



SMITH RESIDENCE

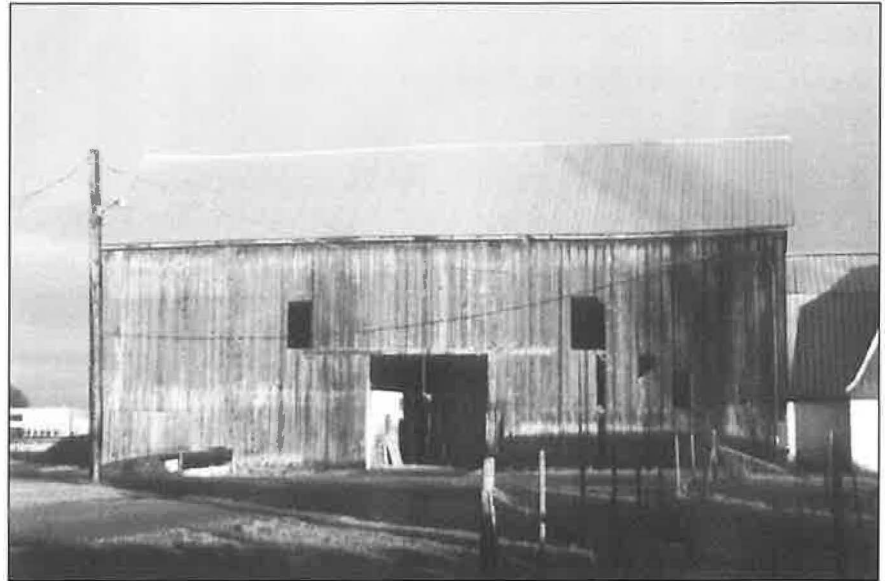
*7156-7184 68 Street
1921*

This is an excellent example of a Craftsman bungalow, and features a full open front verandah and a dual pitch gable roof. There is a second floor inset balcony with a projecting front gable. It is clad with cedar shingles, with half-timbering in the gable ends, and triangular eave brackets. At the time it was built, for George Smith and his family, it was part of a 90 acre parcel

located on Crescent Island. The contractor was Mr. McNeil of Vancouver. Mature conifers to the south provide a windbreak, and there is much mature holly in the yard. This house was originally associated with the adjacent barn, with which it forms a farm compound.

SMITH BARN
7156-7184 68 Street
c. 1910

This saltbox-roofed barn has plank siding and a recent galvanized sheet metal roof. It sits in a prominent location near the intersection of River Road, and is part of a farm compound with the adjacent residence at 7156 68 Street. It was likely built by Fred Land and Finley Murray.



SITE OF DEAS ISLAND CANNERY

Deas Island Park
6001 River Road

This cannery, one of the earliest on the Fraser River, was built in 1873 by a free black tinsmith named John Deas. A plaque commemorates the cannery, but the only remaining physical evidence of this industrial operation is a large boiler for the cooking retorts, and piles of tin can cut-outs that were dumped in the river. The concrete base is original, but the boiler was moved here from another location.



THE GEORGE MASSEY TUNNEL

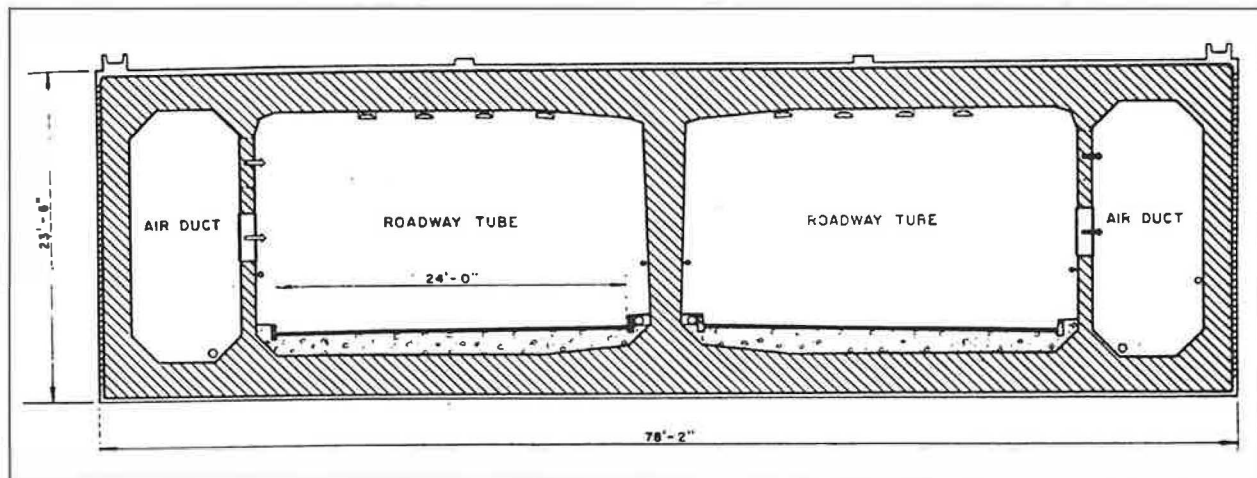
Fenco-Christiani & Nielsen, Engineers

1959

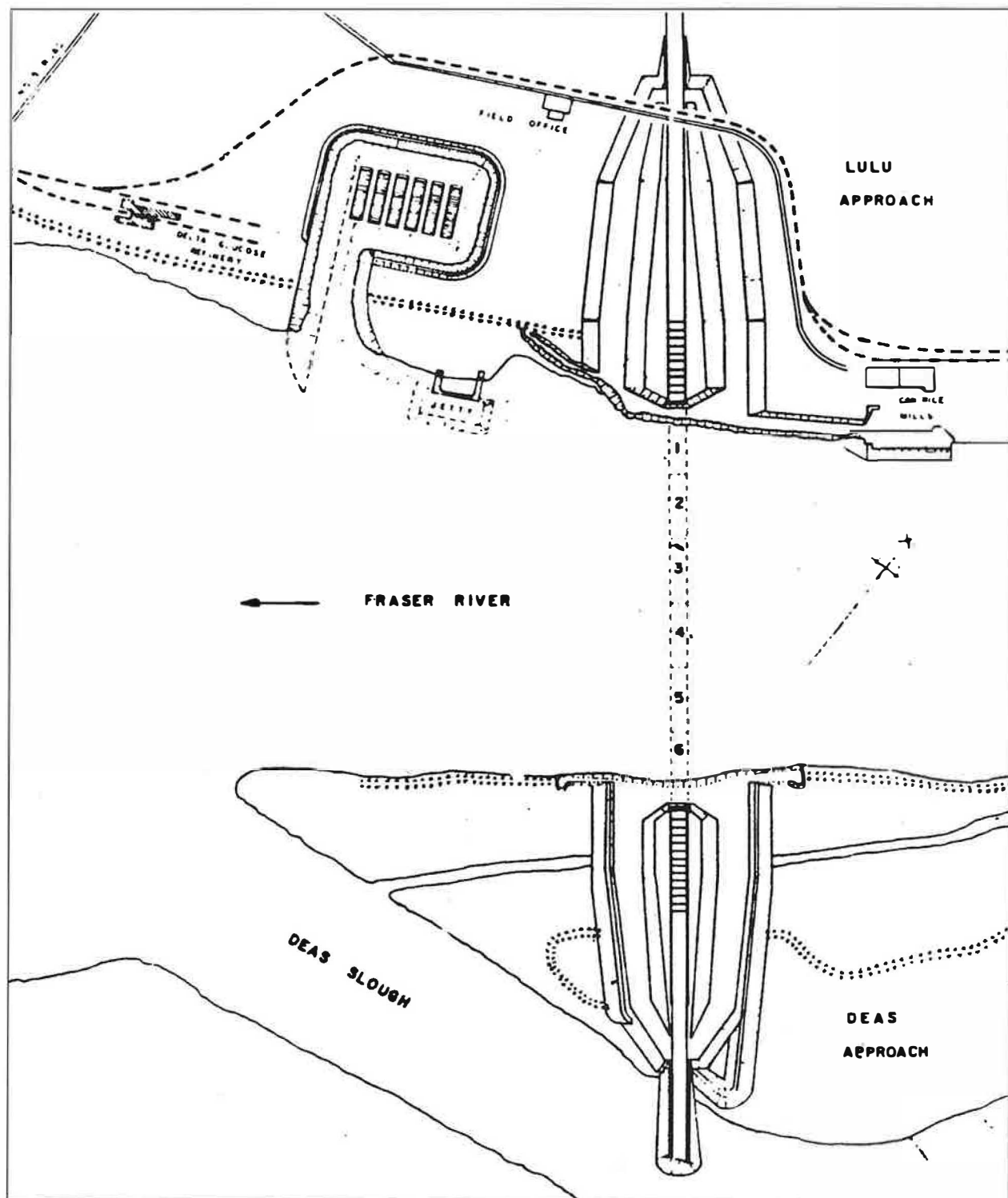
After years of political lobbying, the Province agreed to build a road connection between Richmond and Delta, to replace the ferry that ran to Woodward's Landing. The decision was made to construct a tunnel under the South Arm of the Fraser River, that would run from Deas Island at the south end, with a causeway connecting to Delta from the Deas approach. The tunnel was built for the B.C. Toll Highways and Bridge Authority, and was designed and built as a joint venture between Christiani & Nielsen of Copenhagen, and Fenco (Foundation of Canada Engineering Corp. Ltd.). Ole Bentzen was the project manager, and T. Broendum-Nielsen was the Chief Engineer. The subaqueous section consists of six precast reinforced concrete tube sections, designed to handle 7,000 vehicles an hour. It was the first underwater vehicular tunnel ever built in B.C.

Construction began in 1957, with a total budget of \$25 million. The tunnel opened to traffic on May 23, 1959, and was officially opened by Queen Elizabeth II and Prince Philip on July 16 of that year. First named the Deas Island Tunnel, it was renamed in 1969 in honour of George Massey, Delta M.L.A. from 1956 to 1960, and the man who was instrumental in pushing for the tunnel to be built. He first put forward the idea in 1947 after reading about the Maas Tunnel in Holland; the following year he helped found the Lower Fraser River Crossing Improvement Association.

The tunnel operated as a toll crossing until 1964. Although a counter-flow system has been introduced, the tunnel and its approaches remain in essentially their original form and configuration.



*Cross Section of the Tunnel
(Delta Museum & Archives: Massey Tunnel File)*



*Layout of Tunnel Construction Site
(Delta Museum & Archives: Massey Tunnel File)*

Historic Buildings and Farms in East Delta

- *Kittson Residence & Barn, 9230 Ladner Trunk Road*
- *St. Stephen's United Church, 9696 Ladner Trunk Road*
- *East Delta Hall, 10379 Ladner Trunk Road*
- *Robertson Residence, 10785 Ladner Trunk Road*
- *Oliver Barn, 11550 Ladner Trunk Road*
- *Smith Residence & Smith/Hadden Barn, 3913 88 Street*
- *Seymour Huff Residence & Barn, 4626 88 Street*
- *Harry Weaver Residence & Barn, 4116 96 Street*
- *Albert Huff Residence, 4586 96 Street*
- *Residence, 4650 96 Street*
- *Weaver Residence/East Delta Post Office, 4714 96 Street*
- *Leary Residence, 5342-5362 104 Street*
- *Asbury/Erskine House & Barn, 4769 112 Street*
- *'Bayside', John Oliver Residence, 4844 112 Street*

Other Historic Resources in East Delta

- *Site Of B.C. Packers Oyster Plant, 4450 112 Street*

CHAPTER 5 EAST DELTA

In 1869 Captain H.R.L. Morgan, a veteran of the Maori War, took up land at Mud Bay, on what later became the border with Surrey. In 1882, John Oliver, who had worked as a labourer for a number of Delta farmers, pre-empted land previously owned by Morgan.



Above: "AN EAST DELTA HOMESTEAD"
From *'The Prolific Delta: Where and What It Is.'* 1913
(Delta Museum & Archives)

"MUD BAY"

"The settlement commonly known as Mud Bay settlement is situated on the eastern extremity of Boundary Bay. The soil along the bay and banks of the rivers in this section is of most productive character, as high as 100 bushels of oats having been harvested off a single acre of dyked land. Game of all kinds abounds throughout and affords excellent sport for the huntsman during the fall and winter months."
Williams B.C. Directory, 1885, page 183

Left: "JOHN WEAVER'S HOME"
From *'The Prolific Delta: Where and What It Is'* 1913
(Delta Museum & Archives)



KITTSON RESIDENCE & BARN

*9230 Ladner Trunk Road
House 1907, Barn circa
1895*

This landmark house is set close to the road and is highly prominent from Highway 99. Built by Robert E. Kittson, an early Delta pioneer, it is a symmetrical Foursquare house with a pyramidal hip roof and hip dormers. There are two storey semi-octagonal bays with hip roofs, as well as dentils in the cornice and

stringcourse. A generous verandah wraps around the rear, with a separate side verandah. The two storey porch has tripled square columns, and a gable roof above a lunette window. The grassed yard has mature conifers, hollies, and other trees, and the house sits in a farm compound with its barn. After Kittson passed away in Victoria in 1912 his property was divided between two of his three sons who decided to continue farming.



The adjacent barn has a gable on hip roof and drop siding. It is part of the farm compound with the Kittson Residence and other associated outbuildings.



The Kittson Residence (From 'The Prolific Delta'; Delta Museum & Archives)

"The late Mr. [Robert] Kittson was a native of Belfast, Ireland. He had started life as a haberdasher in Arrant & Co.'s establishment, Belfast. Then coming to this country some 26 years ago, he took up a homestead in East Delta, where he gained his knowledge of farming. About four years ago he secured another farm in East Delta, about three miles distant, of about 200 acres, on which he erected one of the finest residences in this section."

"A consistent and staunch member of the Presbyterian Church, he was held in high regard by his religious associates, who looked up to him as a man of judgement and as one whose life was wholly exemplary."
The Delta Times, August 3, 1912



ST. STEPHEN'S PRESBYTERIAN CHURCH NOW ST. STEPHEN'S UNITED CHURCH

*9696 Ladner Trunk Road
1890 - 1891*

The first St. Stephen's church was built on this site, on land donated by the McKee family, in the summer of 1881. This first church burned to the ground two years later, ignited by a fire that was burning in the bog. In 1890 the contract to rebuild the church was let to J.B. Elliot.

This simple rectangular plan church has a central projecting entry, gable roof, and drop siding. There is a two stage addition at the rear, and the front vestibule may also be a later addition. The double-hung, multi-paned wooden sash windows have Gothic pointed arch tops and obscure glass in some panes. There is a pointed-arch, tripartite window above the entry with stained glass insets. The church sits close to the road like the surrounding residences, and there are mature trees along the front perimeter.



EAST DELTA HALL

*10379 Ladner Trunk Road
1931*

The corner location on a busy road makes this community hall one of the most prominent buildings in the area. It was originally known as the McKee Athletic Hall, as the 2 1/2 acres of land were donated by Robert McKee. The building's most striking characteristic is its round arch truss roof similar to that of the well-known Oliver Barn. There is also a

round arch entry porch. This roof covers a large open volume with a mezzanine, and is held up by a heavy timber structure. The building was partially rebuilt in 1995 after a damaging fire; the windows were replaced, and new vinyl siding added. The round arched dormers and the rear wings were also added at the time of the rebuilding.

"TO OPEN NEW McKEE ATHLETIC HALL: On Wednesday night, February 11, the first affair, a military whist drive, will be held in the new McKee Athletic Hall in East Delta. Eight prizes, and refreshments also, will be provided as well as the evening's social time." The Weekly Optimist, January 29, 1931.

ROBERTSON RESIDENCE

*10785 Ladner Trunk Road
Late 1920s*

This small Craftsman influenced house has a bellcast gable roof, front and rear verandahs on square columns, and shingle siding. There is a shed dormer as well as triangular eave brackets all around. The house is set very close to the road. It was built for T.J. Robertson, and is still owned by his grandson.



OLIVER BARN

*11550 Ladner Trunk Road
1930*

✪ Municipally Designated
Heritage Site

This historically and architecturally significant arch-roofed barn sits in a very prominent site visible from the Highway 99 and Ladner Trunk Road. It was built by John Oliver Junior (known as 'Jack') the son of Premier 'Honest' John Oliver. Jack Oliver studied briefly at an Eastern university, but decided in favour of farming as a career. He decided to buy land adjoining his father's farm in Mud Bay, but it was outside the District's dyking system and his father advised against it. Despite this advice, Jack went ahead with the purchase. He married in 1925, and built a cottage on the property around 1925-1926, and this barn several years later. Jack was considered a hard-working man, but as his father had predicted, this farm was hard to dyke and never overly productive. He was a progressive farmer, using modern techniques where possible. At the time the barn was built, there was a changeover from the use of loose hay to baled hay; the use of laminated timber arches on the second floor, which allowed the elimination of all interior supports on the second floor, was considered very innovative. Oliver designed this structure himself, and built it in his spare time with the help of a hired labourer. A sawmill was set up on the farm to cut the lumber for the structure. The barn, like many others, was originally left unpainted. Although the house has been demolished, a number of early landscape features survive on the site, including English Oaks, and one of the largest and oldest Willow trees in Delta. Later used as a golf course, the site has now been acquired by the municipality for use as athletic fields, and is known as John Oliver Park. The Oliver Barn is currently being reconstructed for use as an athletic and community facility. Both the barn and the adjacent grove of trees have been municipally designated.





SMITH RESIDENCE & SMITH/HADDEN BARN

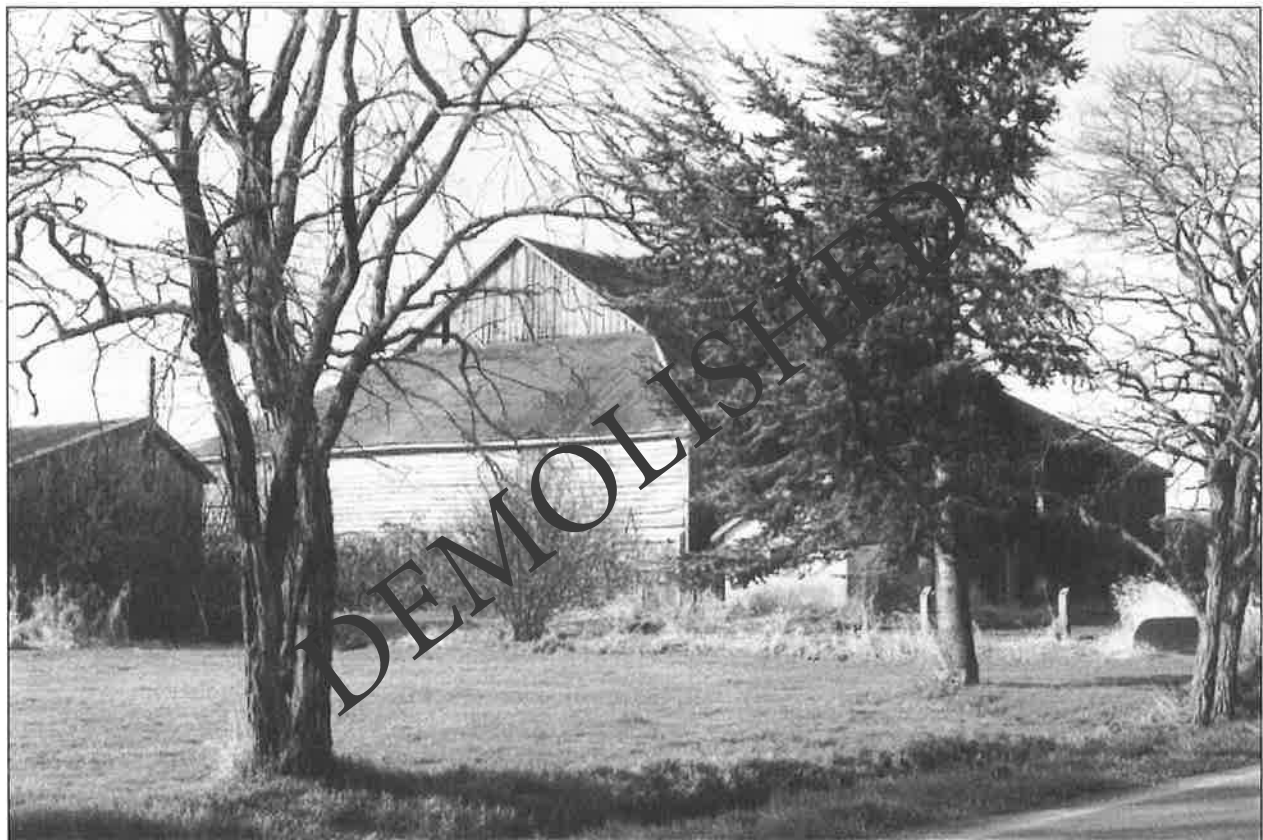
3913 88 Street

House pre-1911;

Barn circa 1915

This was the family home of Samuel Lewis and Elma Smith and their three children. The Smiths were Americans who came to Canada in 1887. By the time he died in 1900, S.L. Smith was considered one of the well-known and highly-respected farmers of Bound-

ary Bay. Mrs. Smith stayed on the farm, and had this bungalow raised, and the basement added. In 1911 she rented the ranch to Seymour Huff, and sold her household goods and farm effects. She then moved to Steveston to live with her daughter. The house has a hip roof with flat top, and a symmetrical facade with a central entry. It is clad with drop siding, and has a bank of windows on one side. The barn has a gable on hip roof, and is clad with lapped wooden siding, except for some board and batten cladding in the gable ends.



SEYMOUR HUFF RESIDENCE & BARN

*4626 88 Street
House 1903*

This house was built for Seymour James Huff by John B. Elliot. It features a side gable roof with a front gable wall dormer. The distinctive wraparound verandah has square columns and scrollcut balusters and screens. There is an addition at the rear, and there have been other alterations such as the installation of new steps, shutters, and aluminum cladding. Orchard remnants and mature conifers punctuate the landscaping, and this house is part of a farm compound visible from Highway 99. The large barn has a gable on hip roof and board and batten siding, and was probably built at the same time as the house.





HARRY WEAVER RESIDENCE & BARN

4116 96 Street

Circa 1912

This two storey, Foursquare house has a small extension to one side, and a wraparound verandah with square columns. Original features include the front door with sidelights, and wooden sash double-hung windows with cross-mullions in the upper sashes. The roof is pyramidal in shape, and there is a central hip-roofed balcony at the

front. The grassed yard has mature holly, orchard remnants and prominent specimen trees. The adjacent side gable barn has board and batten siding and multi-paned windows; it has been partially reclad in galvanized metal, and its roof has been covered with the same material.



ALBERT HUFF RESIDENCE

*4586 96 Street
Circa 1896*

Typical of the Frontier style often used at the turn-of-the-century, this house displays a rectangular plan with a side extension, a compound gable roof, a wraparound verandah, and drop siding. Decorative features include the alternating bands of shingle and diamond point cladding in the gable ends, and a projecting semi-octagonal bay. In the grassed yard there are perimeter deciduous plantings and a circular driveway.



RESIDENCE

*4650 96 Street
Circa 1910 - 1912*

This unusual bungalow displays the influence of the Craftsman style, with an inset corner porch on a single square tapered column, and an angled entry. On the front facade is a shed wall dormer with a triple assembly window. The gable roof has a double pitch at the rear. The grassed yard has holly and mature perimeter plantings. This is one of a series of older buildings along 96 Street, which defines its historic rural character.





WEAVER RESIDENCE/ EAST DELTA POST OFFICE

4714 96 Street
1896

This building was originally the home of John Weaver. In 1901 it was acquired by George Orlando Dennis and his wife Martha, and Weaver built himself a more imposing house on another property. A full open verandah with triangular porch knees extends across the front of both sections of the building. The

windows are mostly wooden sash, two-over-two double-hung. There is one mature holly, and one deciduous tree in the yard. From 1903-1906 the small, one storey symmetrical extension housed East Delta's second post office. In 1903 a telephone office was also opened here, and in June of that year the telephone was credited with saving the life of the young daughter of John Ford, as it provided a means of quickly reaching the doctor in Ladner.

"Mr. and Mrs. Dennis in 1891 came with their daughter Alice and son Leonard to Delta, where Mr. Dennis started blacksmithing, a good trade in the early days. Later he moved to Mathews Road, East Delta, where he continued this vocation and also farmed. He qualified for engineer's papers and used to operate threshing and baling machines, doing custom work for the farmers."

The Ladner Optimist, February 1, 1951



LEARY RESIDENCE

5342-5362 104 Street
Circa 1892 - 1895

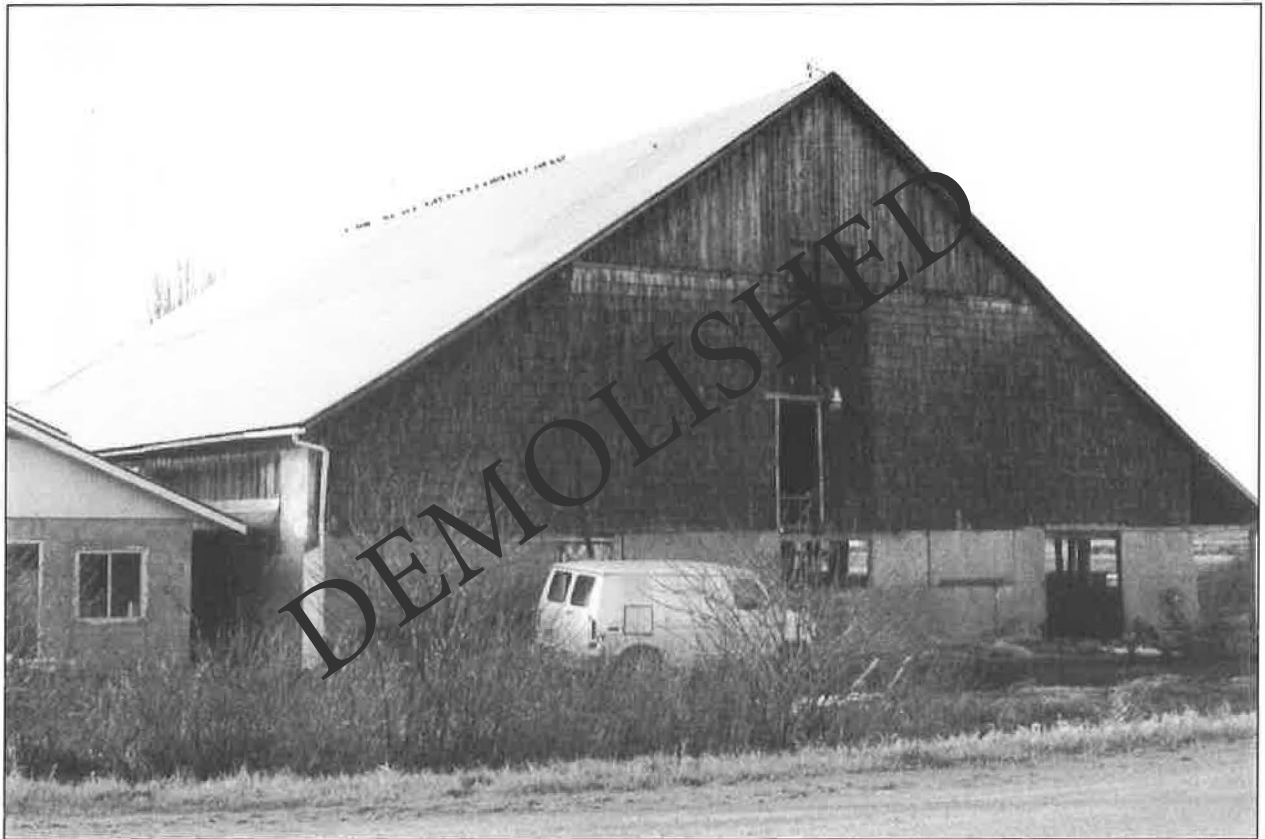
William Holland Leary acquired this site in 1891 and built this house shortly afterwards. One and a half stories high, it is clad in drop siding and has fish scale shingling in its gable ends. Its wraparound verandah has square chamfered columns and curved porch knees. The partial enclosure of the verandah, and other additions could be easily removed.

ASBURY/ERSKINE HOUSE & BARN

4769 112 Street
House circa 1907

This elegant cross gable house has drop siding and a prominent corbel chimney. The wraparound verandah has turned porch columns, and is connected to a gabled entry porch. There are some additions at the rear of the house, which is well setback from the road in an agricultural setting. It

remains in virtually original condition, except for parts of the encircling verandah which have been removed. William Asbury Sr., who had emigrated from Cheshire in 1887, built this large home before his death in 1908. The farm was later sold to Sam Chorlton in 1927. In late 1942, when his Sea Island property was expropriated to provide space for an enlarged airport, James Erskine purchased this farm from the Chorltons, to whom he was related by marriage. The older portion of the adjacent barn is gable roofed and has shingle cladding, except for some board and batten siding in the gable ends, and a later barrel roof addition at one end.





'BAYSIDE'
JOHN OLIVER
RESIDENCE

*4844 112 Street
 1885*

Honest John Oliver was a Delta pioneer, and one of British Columbia's better known politicians. Born in England in 1856, his family immigrated to Canada in 1870, and John decided, at the age of 21, to try his luck on the West Coast. He was active in community affairs, and in 1900 he was

elected to the provincial legislature. He served until he was defeated in the 1911 election, but won his seat again in 1916, and was given the Cabinet portfolios of Railways and Agriculture. Upon the death of Premier Brewster in 1918, Oliver was elected leader of the Liberal Party, and assumed the office of Premier on March 6th of that year, a post he held until his own death in 1927. Oliver, one of the first settlers on the Mud Bay Flats, pre-empted a quarter-section (160 acres) in 1882 for \$1 per acre, and built this house three years later. This small side-gable house was a charming example of a vernacular cottage, with a full front verandah, and a central wall dormer indicating an Gothic Revival influence. *'Bayside'* has been altered with shutters, vinyl siding and metal windows, but retains its original context, well set back from the street in an open field.



*'Bayside',
 the John Oliver
 Residence, in 1902
 (Delta Museum & Archives
 MSS DE 981-105-1 [CP])*

SITE OF B.C. PACKERS OYSTER PLANT

4450 112 Street

B.C. Packers ran an oyster processing plant here for many years before depleted stocks led to its closure and eventual dilapidation. The plant was demolished and only the pilings remain on which it once stood. An interpretive panel at the south foot of 112 Street describes the historical oyster farming operations on Mud Bay.



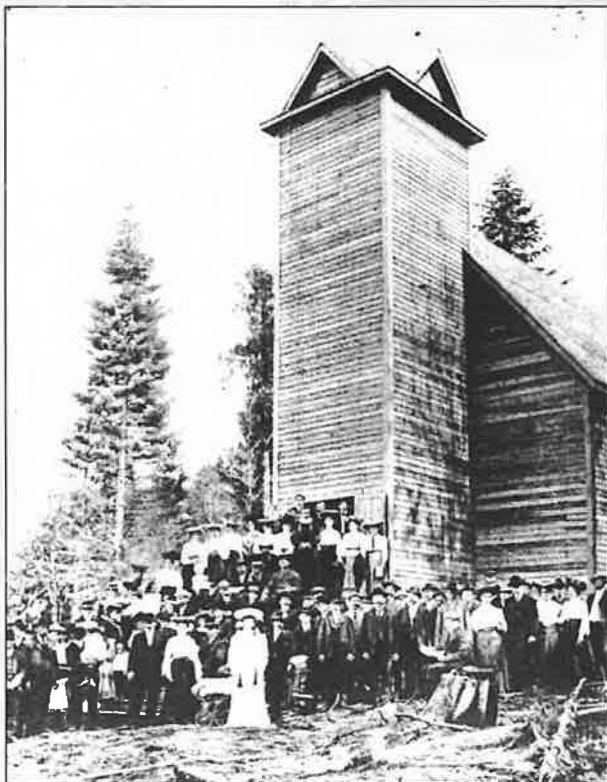
B.C. Packers Oyster Plant (Delta Museum & Archives)

Historic Buildings in North Delta

- *Mackie Residence, 10306 Main Street*
- *Gregory Residence, 9539 River Road*
- *Fraser River Industrial, Later Glenrose, Cannery, 10451-10453 River Road*
- *Johnson Residence, 10525 River Road*
- *Trinity Lutheran Church, 11040 River Road*
- *Ivor Iverson Residence, 11090 River Road*
- *Olaf Stokkeland Residence, 11096 River Road*
- *Knute Larsen Residence, 11102 River Road*
- *Gunderson Residence, 11128 River Road*
- *Alfred Jensen Residence, 11192 River Road*

Other Historic Features in North Delta

- *Gunderson Slough*
- *Norwegian Cemetery, 8700 Block Brooke Road*
- *Burns Bog*
- *Annacis Island Industrial Estates*



Dedication of the First Trinity
Lutheran Church, at Norum Point,
March 12, 1905
(Delta Museum & Archives)

CHAPTER 6 NORTH DELTA

Archaeological digs have confirmed that the first recorded human occupation of this area was by aboriginal peoples at the St. Mungo site on the Fraser River as a summer fishing village. A number of other significant archaeological sites have been identified in North Delta.

In 1857 Patrick O'Brien Murphy occupied land on Annacis Island, which became known as Murphy's Island for some time after his murder in 1861; it was originally, and subsequently, named after Frances Noel Annance, a member of the Hudson's Bay Company exploration party of 1824. In 1859 James Kennedy cleared a heavily forested site, known as Brownsville, near what is today known as Gunderson Slough. By 1864 a salmon saltery had been established on the river near present-day Annieville. Kennedy created a trail in 1869 linking his farm to Mud Bay, and later his family cleared more land for farming near what is now Scott Road and 88th Avenue.

There were two local settlements in the North Delta area, both started by Scandinavian fishing families. The community of *Annieville* was a small settlement that sprang up around the original Brownsville cannery. *Sunbury* was originally used as an aboriginal summer camp. It was later called Little Norway after its turn-of-the-century settlers, and prior to the First World War a large group of Japanese fishers also settled here. The first commercial cannery on the B.C. coast (Loggie & Co.) was built at Brownsville in 1870, followed by a number of others in rapid succession. This spurred settlement in the area, and a school was opened in Sunbury in 1897 and another in Annieville in 1906. A local post office opened in Annieville in 1901. The mainly Norwegian fishing community at Annieville built the first Trinity Lutheran Church on Norum Point in 1904.

In 1891 the Great Northern Railway was constructed, linking New Westminster, Brownsville, Port Kells, Cloverdale and Blaine; it was realigned about twenty years later to follow the toe of the North Delta escarpment.

As the lowlands were fully developed for farming, the uplands of North Delta became more intensively settled. The community of Kennedy emerged as a local service centre in the early 1900s. Further growth was slowed by the general depression of 1913, and the First World War., but it continued to develop, with the addition of a local school in 1922 and a community hall in 1934. The construction of the Patullo Bridge spurred some growth during the late 1930s, but it wasn't until the installation of municipal sewers in the early 1950s that substantial suburban development was seen, and the area developed as we know it today.



MACKIE RESIDENCE

10306 Main Street

Circa 1918

A beautifully detailed example of the Craftsman style, this house displays a symmetrical facade with a gabled front porch and a shed roof side porch, both with tapered columns and triangular brackets. The front shed roof also has triangular brackets. The house also has notched verge boards and leaded glass feature windows. The original wood cladding

includes a combination of lapped siding and cedar shingles. Located on a large corner lot at the rise of a hill overlooking the Fraser River, this well-maintained house is an example of the somewhat more elaborate residences built as North Delta's settlement continued to grow.



GREGORY RESIDENCE

9539 River Road

1905

One of the last surviving riverfront houses in this part of Delta, this small cottage is now surrounded by industrial lands. Its simple form is clad with drop siding and it retains its original double-hung two-over-two windows. The verandah may be a later addition or has been rebuilt. The house sits at an angle to River Road, perhaps indicating a past reconfiguration of the road.

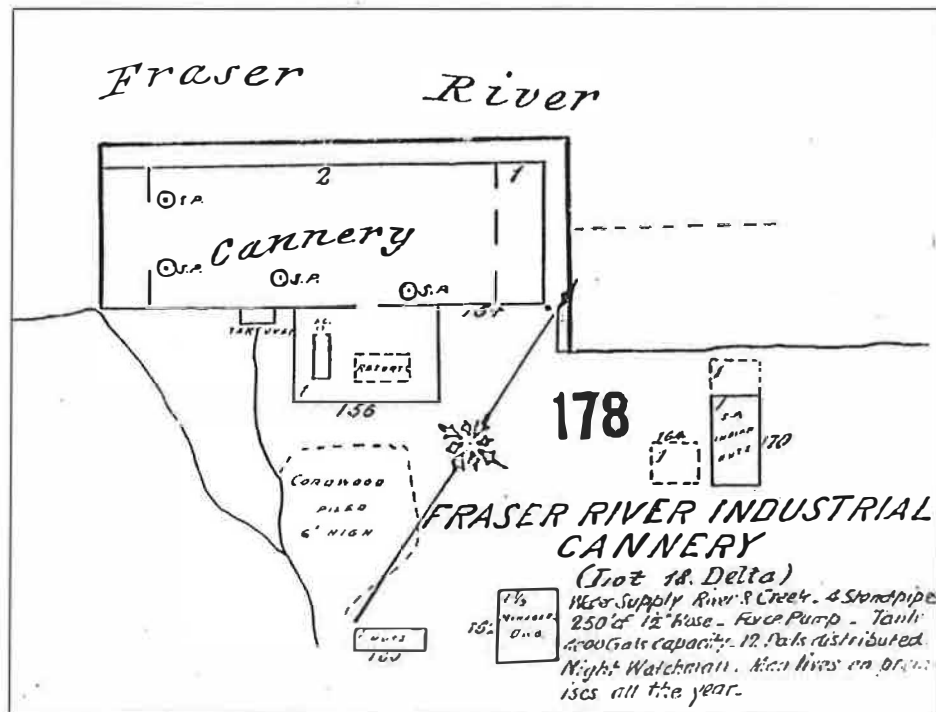
**FRASER RIVER
INDUSTRIAL
CANNERY
LATER THE
GLENROSE CANNERY**

*10453 River Road
1896*

This is the last remaining early cannery building on the Delta side of the Fraser River. It was built as the Fraser River Industrial Cannery, a cooperative half-owned by fishermen. The venture went into voluntary liquidation in 1901, and was re-opened in 1909 as the Glenrose Cannery. The building is of heavy timber construction, and is built on pilings over the river. It has board and batten siding and multi-paned wooden sash windows. The main roof cover has been replaced with galvanized metal, and there are various duroid-roofed additions built on pilings. There are two adjacent small cottages, one of which is clad with board and batten like the main building. This is the last working salmon cannery in the Lower Mainland of BC.



Goad's Fire Insurance Plans of Canneries, July 1897 (Delta Museum & Archives)





JOHNSON RESIDENCE

*10525 River Road
1915*

This well maintained gable-roofed house, influenced by the Craftsman style, has saddlebag shed dormers, triangular eave brackets, and a gabled front entry porch. It has a view from the crest of a steep hill over the river. Still well maintained and set in a mature landscape, it was built by Nels Johnson, one of the early Norwegian settlers.



TRINITY LUTHERAN CHURCH

*11040 River Road
1909-1910*

This landmark church was the symbolic heart of the early Norwegian fishing community. It retains much of its original character despite a large 1978 extension to the west side. The most striking feature of the church is its corner entry tower with octagonal spire, finials, and six-panel doors with transom windows. The church is clad in wide, lapped wooden siding, and has double-hung wooden sash windows, many with pointed arch tops. There are also larger pointed arch feature windows of coloured glass in the gabled transepts and on the front facade. There is a rounded apse on the rear of the church, built to echo the shape of a boat's wheelhouse, to remind them of 'God's blessing in his bountiful harvests of fish.'

IVOR IVERSON RESIDENCE

*11090 River Road
Circa 1913*

This Craftsman style residence has gable wall dormers on each side and muscular eave brackets. There is a front verandah, side entry porch, a projecting side bay, and leaded feature windows. This house, and its later, jerkin-headed garage, is clad in wide, lapped siding like Trinity Lutheran Church nearby. The stucco in the gable ends, on the verandah columns and foundation, appears to be a later alteration. Richly landscaped with matures shrubs and plantings, this site is part of a visual ensemble with the adjacent property.



OLAF STOKKELAND RESIDENCE

*11096 River Road
1913*

This house is very similar to its neighbour at 11090 River Road in its gable wall dormers, projecting side bay, muscular eave brackets, and later, jerkin-headed garage. A gabled entry porch has unusually tapered twinned columns. Both of these houses are set at the rise of the hill with commanding views to the north over the river.





KNUTE LARSEN RESIDENCE

*11102 River Road
1905*

This was the first house built in the area, after the Gunderson House. It was built by Pete Peterson, a Norwegian builder, for Knute Larsen. The lumber for the house came from one large tree cut down on the site, then shipped to New Westminster to be sawn. The house features a cross-gable roof, original drop siding with corner boards,

double-hung wooden sash windows, and a wraparound verandah with square tapered columns. It enjoys a view of the river from its site on the rise of the hill.



GUNDERSON RESIDENCE

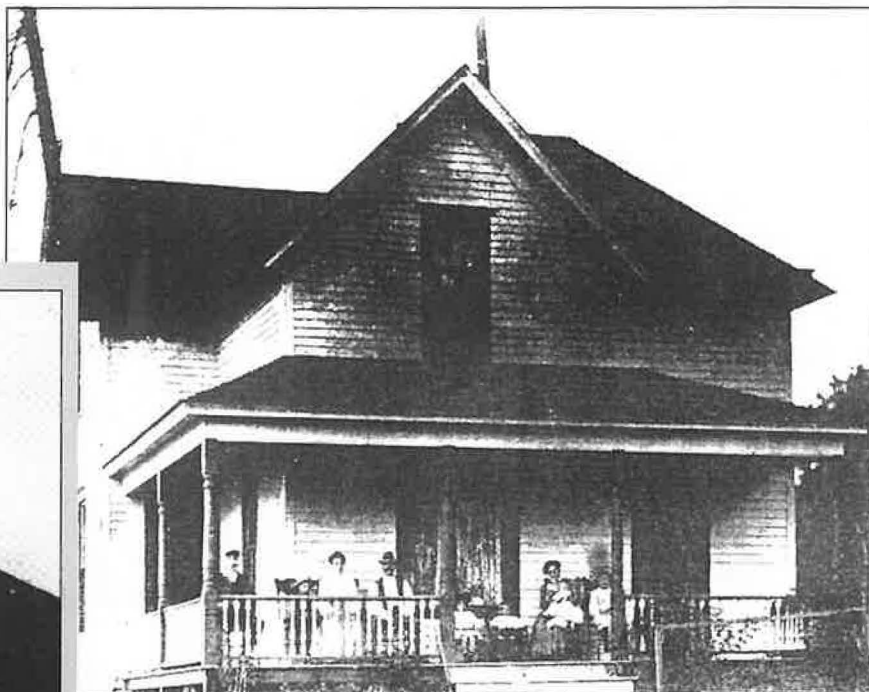
*11128 River Road
1902*

This house enjoys a river view from its site on the rise of the hill, and once stood on a larger piece of property which is now subdivided. Although it has been altered in several ways, it retains its picturesque roof form of a flat-top hip with gable projections. It also has a full open front verandah.

It was built by Jacob Gunderson, five years after he arrived from Norway, and was one of the first permanent homes to be built in North Delta. The establishment of a settlement in Anniesville at this time may be directly attributed to the formation of B.C. Packers, which brought stability to the turbulent canning industry and allowed the fishermen to more effectively market their catches.

Jacob Gunderson, portrait taken before he left Romsdalen, Norway, and an early photograph of his house, built in 1902.

(From 'A History of Trinity Lutheran Church')



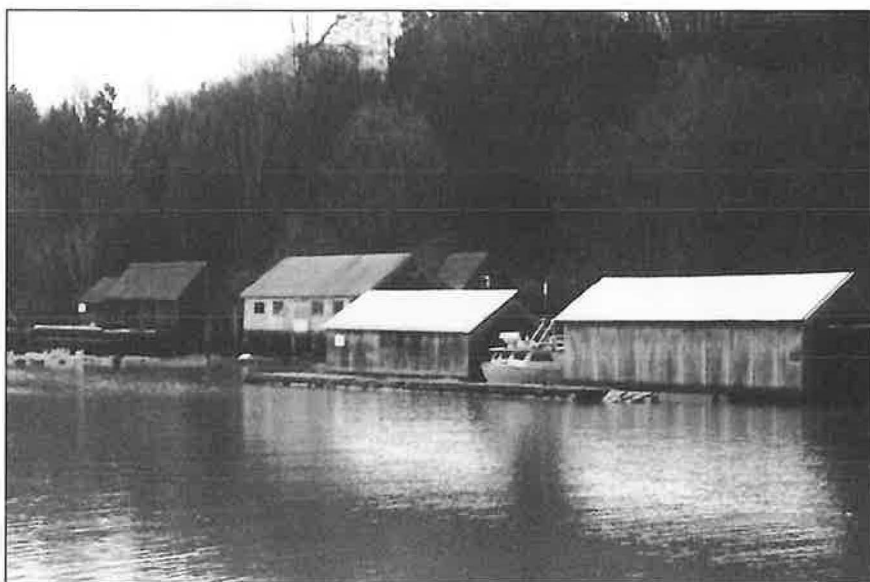
ALFRED JENSEN RESIDENCE

*11192 River Road
1912*

This mansion has a commanding view from its treed site that is well setback uphill from River Road. The house has a hip roof with pointed rafter ends and a corbelled chimney, and several gable projections which have triangular eave brackets, cornice brackets, notched verge boards, and half timbering. The rest of the building is clad with lapped wooden



siding, and its two storeys and basement are separated by horizontal banding. Alf Jensen was the manager of the Annieville Cannery. This superb residence was built by Peder Kjellbotn.



GUNDERSON SLOUGH

Gunderson Road

Gunderson Slough is adjacent to the site of the first successful salmon cannery on the B.C. coast, the Loggie & Co. Cannery at Brownsville (opposite New Westminster), built in 1870. It was also the focus of the early Scandinavian fishing community, who moored their boats here and built homes along the shoreline. Some began repairing and building ships, an activity

that continues today. With the establishment of B.C. Packers, the canning business acquired new stability and consequently the fishermen began to build more permanent homes on the bluff to the east of the Slough. The waterway is named after Jacob Gunderson, one of the original Norwegian settlers in the North Delta area. Although the original cannery buildings have been demolished, and replaced by modern port facilities, there are still a number of older, marine related structures and two net sheds located on the shores of Gunderson Slough, and the overall character remains similar to its early industrial development.



NORWEGIAN CEMETERY

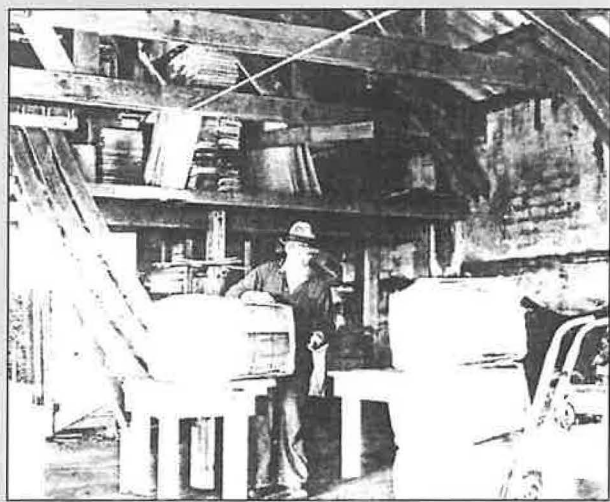
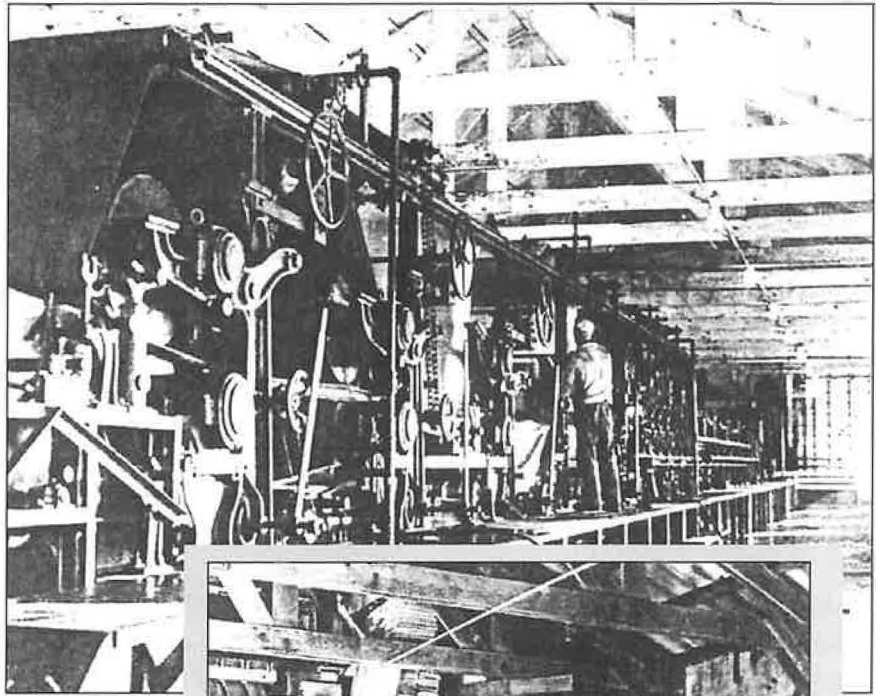
*8700 Block Brooke Road
1919*

The North Delta area was settled by Scandinavian immigrants attracted to the employment at the local canneries and in the fishing industry. Over time they grew into a close-knit community, one of the key elements of which was Trinity Lutheran Church. The growth of the settlements here prompted the

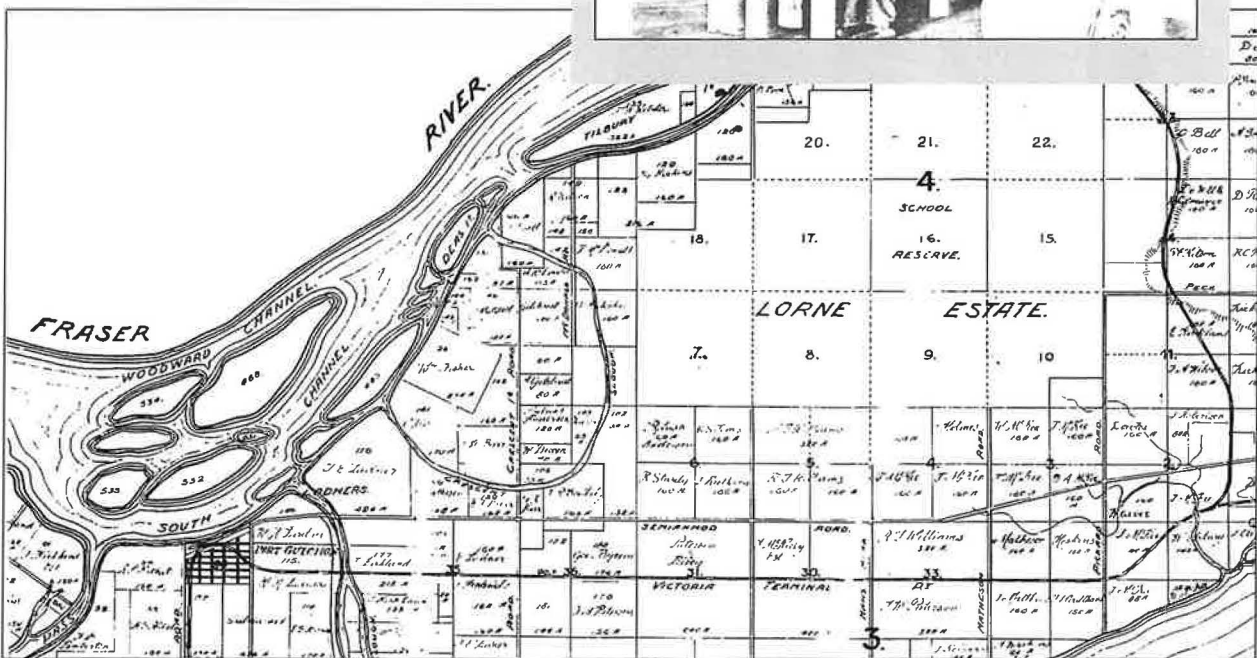
development of this new cemetery for the Norwegian communities of Sunbury and Annieville. It was dedicated on July 20, 1919.

BURNS BOG

By 1880 virtually all of the land in the municipality had been pre-empted, except for the enormous peat bog in North Delta, which was considered uninhabitable. The land was later acquired by the Marquis of Lorne, one-time Governor General of Canada, and was known as the 'Lorne Estate'. It was then purchased by Dominic Burns, who tried to ranch here but despite his best efforts found it still too marshy for agricultural purposes. A number of peat moss extraction factories have been run here over the years, and the area remains mostly undeveloped to this day.



*Interior of a Peat Moss Factory, Burns Bog in the 1930s
(Delta Museum & Archives Photographs #1984-160-25 and #1984-160-27)*



*Map showing the extent of the Lorne Estate
(Delta Museum & Archives Map Collection)*

ANNACIS ISLAND INDUSTRIAL ESTATES

The North Delta area was to change dramatically as the result of the development of industrial estates along the Fraser River in the period following the Second World War.

The first large scale industrial development was announced in 1953. Annacis Island, which was still being farmed, and whose residents reached it by boat, was acquired by the Duke of Westminster in 1950 for the sum of \$150 million. A survey had been conducted to determine its suitability for industrial use; there is a deep layer of clay under the island, and with proper dyking and dredging (with river sand used as fill) it was determined that 1,200 usable acres would ultimately result. The intent was to provide a base specifically for British industrial interests, with the ability to dock directly at Annacis.

This was to be North America's first true industrial estate, dedicated specifically to manufacturing and warehouse, in a controlled and carefully landscaped setting. The Duke died in 1953, and his executors gave the job of developing the new industrial estate to John Laing & Son, a large contracting firm based in Carlisle, England. They started the project the same year, and by 1954 there were 24 English executives and supervisors on the job.

The original architect for the project, Warnett Kennedy (who had emigrated from Scotland in 1952), remained as consultant through the planning stages, but was not responsible for the design of the buildings. That task fell to Francis Donaldson, also a recent immigrant, who became the staff architect for Grosvenor Estates; his office designed the Administration Building, the Terrace of Factories, and other individual structures. Donaldson subsequently designed many large-scale projects for Grosvenor, including the first stage of Guildford Shopping Centre.

The Administration Building was the first structure to be built as part of this development. Its design was announced in late 1954, with an 'English-style' roundabout in front as a key landscape and road layout element. By mid-1955 road access had been provided, and the opening ceremony was held on July 22, 1955. South of Audley Boulevard was the Terrace of Factories, where smaller industries could rent space at \$.50 per square foot.

The purely British nature of Annacis shifted dramatically after the Suez Crisis of 1956, and England's subsequent decline as a world power, but construction continued apace, continuing on to the present day. The development of Annacis Island was one of the contributing factors that spurred the construction of the Trans-Canada Highway, and the beginnings of a regional road network. It remains one of the key components of Delta's industrial base.

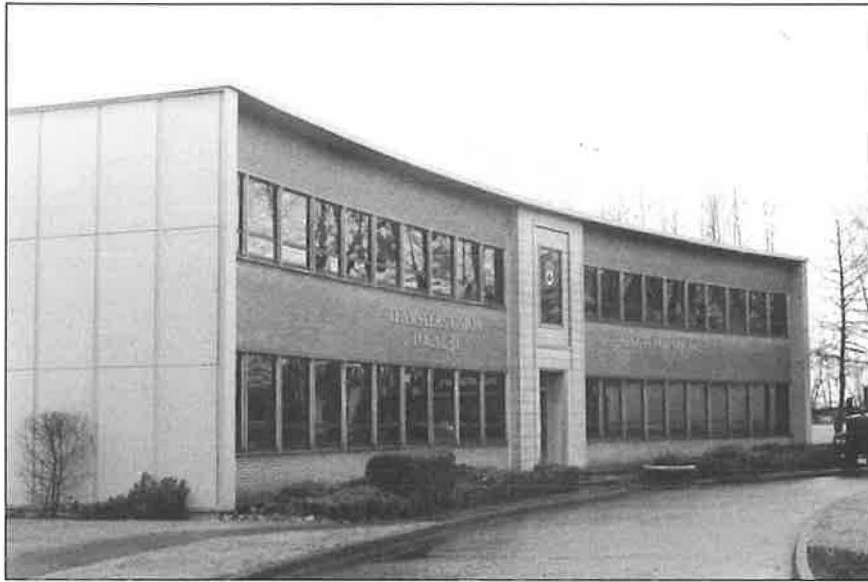




Architect Francis Donaldson (left) at the opening of Annacis Island (News Herald, July 22, 1955)



Left: Artist's Impression of the future development of Annacis Island (The Columbian, July 22, 1955)

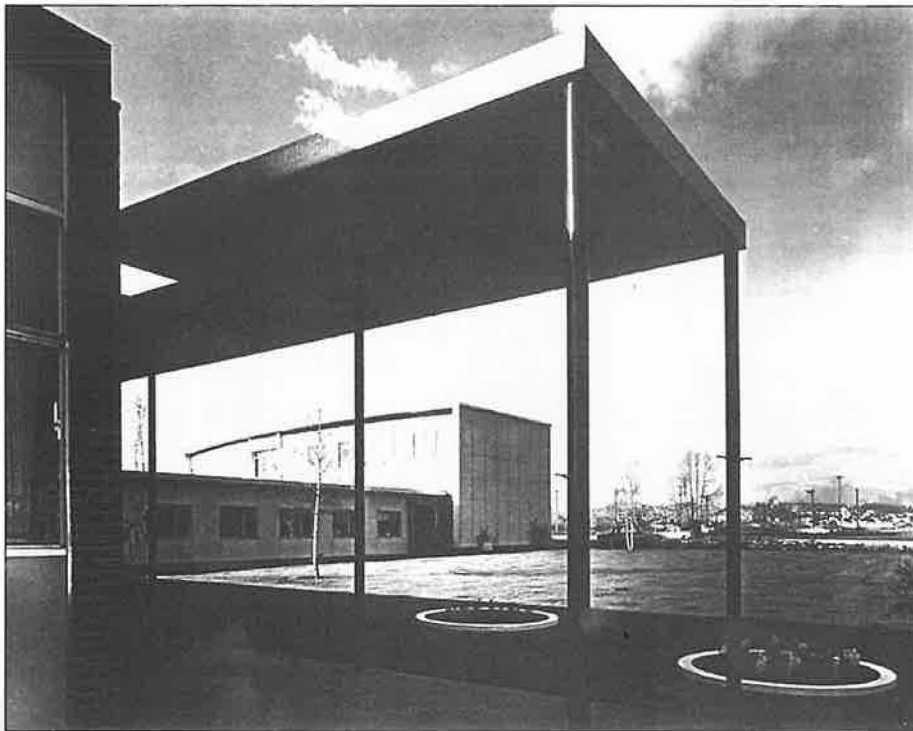


ANNACIS ISLAND ADMINISTRATION BUILDING AND BANK

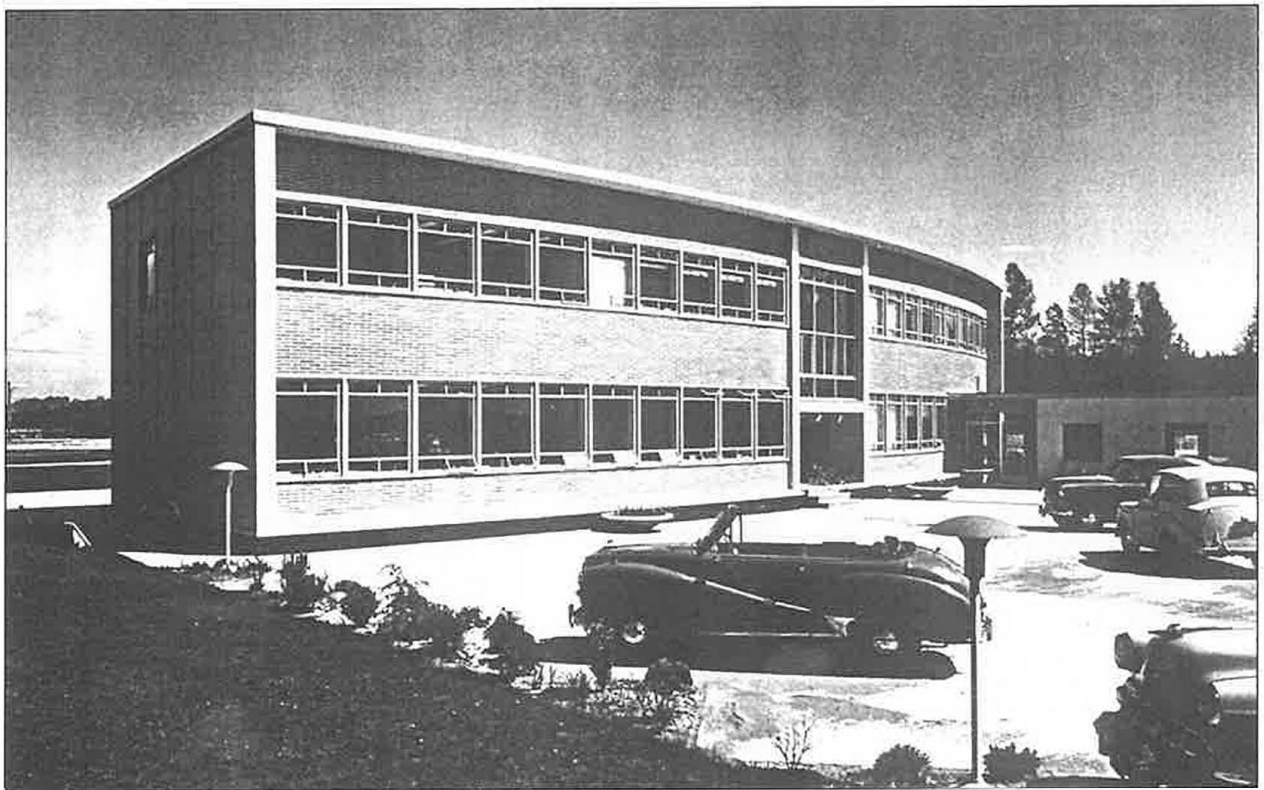
*Now Teamster's Local 31
1 Grosvenor Square
Francis Donaldson,
Architect; 1955*

The first modern structure to be built on Annacis Island, the Administration Building housed the staffs of both Grosvenor Estates and John Laing & Son (Canada), the principal contractors for the site. In 1959 it was rated by *Can-*

dian Architect as one of the eleven best buildings constructed in Canada since 1948. The main section of this building is an attractive, two storey office block which curves on the radius of the traffic roundabout on which it is sited. Concrete bookends frame the curving, symmetrical front and rear facades which are clad in red brick and feature central entries that are framed in masonry-effect concrete. The original front doors are of mahogany and have decorative glass panels. Windows are arranged in horizontal strips according to the Modernist stylistic penchant, and have speckled, precast concrete surrounds. Mature Blue Atlas Cedar and Larch form part of the original landscaping along with concrete planters. This end of Annacis Island was one of the key access points in the early part of its development, and this building would have been the landmark bidding welcome to the industrial park.



*Below: Photograph
by F.S. Schiffer
Right: Photos by
Graham Warrington
(Collection of
Grosvenor
International)*





OFFICE BUILDING FOR A.I.M. STEEL

*801 Belgrave Way
Francis Donaldson,
Architect; 1955-1956*

This is a geometrical, modernist box, set on a prominent site at the head of Audley Boulevard. Originally 7 bays deep by 14 wide with cross-braced corners, a 10-bay addition to the width maintained the original appearance. Metal siding and casement window sashes, and an open web steel joist roof

are the modern materials used in this construction. Robin Clark was one of the designers responsible for this building while he was working in Donaldson's office.



AUDLEY BOULEVARD

Annacis Island

This boulevard survives—along with a few other buildings and elements—as part of the original Annacis Island street plan, and it marks a separation between the earliest industrial development of the eastern end of the Island and the more recent buildings. It was originally conceived as a drainage channel, with pumphouses at each end, but was turned into a major feature through careful planning. Twinned, curving roadways flank a canal for a distance of five blocks. The canal has grass banks and is lined with mature weeping willows; it passes under crossroads through concrete tunnels. These bridges have original metal railings, and the original Annacis Island street signs and fire hydrants remain on this older part of the business park. A grand boulevard in the master plan for this development plan hearkens back to the City Beautiful movement popular in America before WW I, in which ceremonial axes were used to link monumental points, such as plazas and important buildings. Audley Boulevard is anchored by a round plaza at the south end—with concrete planters the same as those at the original Administration Building (1 Grosvenor Square)—and a modernist office building at its north terminus (801 Belgrave Way).



Office Building for A.I.M. Steel; Photo by Graham Warrington (Collection of Grosvenor International)

A C K N O W L E D G E M E N T S

The project team for **Delta's Rural Heritage** consisted of Donald Luxton and David Monteyne of Donald Luxton & Associates. Graphic design and production was undertaken by Leon Phillips. This is part of a larger project, that includes the **Delta Rural Heritage Management Plan**, which has been submitted under separate cover. Research into secondary sources was conducted by Donald Luxton and David Monteyne. Primary research, including newspaper searches, was conducted by Gwen Szychter, Researcher and Historian.

This project builds on the efforts of many people in the past, who volunteered their time and knowledge during the course of previous inventories. We acknowledge the significance of their contribution, and the richness that it has brought to these pages.

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- | | |
|-----------------|------------------|
| • Ruth Adams | • Rob Butler |
| • Edgar Dunning | • James Foulkes |
| • Guy Gentner | • Dorothy Powell |
| • Matt Rogers | • Gwen Szychter |

Delta Heritage Advisory Commission

1997: Charles Carington-Smith; Carol Fielding; James Foulkes; Guy Gentner; and Joyce Kelsall.

1998: Charles Carington-Smith (Chair); Jacqui McElheron (Vice-Chair); James Foulkes; James Murphy; Audrey Paterson; Bill Robinson; L. Jackson, Resource Councillor; Patricia Wadmore, Staff Liaison; Kerry Miller, Committee Clerk.

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E V A L U A T I O N C R I T E R I A

ARCHITECTURAL HISTORY

1. **STYLE/TYPE:** a building's style representative of the District's significant development periods; or a building type associated with a significant industrial, institutional, commercial or transportation activity.

Excellent

- An excellent example of a style or type, or
- One of few surviving and very good examples of a style or type, or
- One of the earliest, very good examples of a style or type.

Very Good

- A very good example of a style or type, or
- A good example of a style or type that is notably early or rare.

Good

- A good example of a style or type that is common.

Fair/Poor

- An average example of a style or type that remains common.

2. **DESIGN:** A building's notable or special attributes of an aesthetic or functional nature. These may include massing, proportion, materials, detail, fenestration, ornamentation, artwork, or functional layout.

Excellent

- A design that is outstanding in comparison with other examples.

Very Good

- A design which is equal to several others of recognizable superior or special quality.

Good

- A design which incorporates several special or aesthetic features.

Fair/Poor

- A design of no special significance or quality beyond stylistic considerations.

3. **CONSTRUCTION:** A building's unique or uncommon building materials, or its historically early or innovative method of construction.

Excellent

- One of the earliest known uses of an important or special material or method, or
- A now rare and out-of-use material or method.

Very Good

- One of the earliest known surviving uses of an important or special material or method, or
- A notable or out-of-use material or method of which several examples survive.

Good

- An out-of-use material or method which is typical of a period and still commonly found.

Fair/Poor

- An example of no particular significance, or
- An example of typical construction techniques.

4. DESIGNER/BUILDER: A building's architect, designer, engineer and/or builder who has made a significant contribution to the District, province or nation.

Excellent

- Those who were responsible for establishing or advancing a style, design or construction method that was significant and influential.

Very Good

- Those whose works are of considerable importance to building and development.

Good

- Those whose works are of some importance to building and development.

Fair/Poor

- Of unknown or little significance.

CULTURAL HISTORY

1. HISTORICAL ASSOCIATION: A building's direct association with a person, group, institution, event or activity that is of historical significance to the District, province or nation.

Excellent

- Closely connected with a person, etc. of considerable importance.

Very Good

- Closely connected with a person, etc. of moderate importance.

Good

- Closely connected with a person, etc. of some importance, or of moderate importance on a local area or neighbourhood level.

Fair/Poor

- Minor historical association only, or
- Unknown historical association.

2. HISTORICAL PATTERN: A building's association with broad patterns of local area history, including development and settlement patterns, early or important transportation routes, ecological or geographic change, significant landforms, or social, political or economic trends. In urban settings, a buildings recognition of street pattern and infrastructure.

Excellent

- A building that can be directly linked to the establishment of an historical pattern of District-wide importance.

Very Good

- A building that can be directly linked to the establishment of an historical pattern of local area or neighbourhood importance, or
- A building that can be linked to the establishment of an historical pattern, and is one of the earliest surviving examples.

Good

- A building that provides strong evidence of an historical pattern of some importance.

Fair/Poor

- A building of no discernible association with a recognizable historical pattern, or
- An unknown association with a recognizable pattern.

CONTEXT

1. **LANDSCAPE/SITE:** An intact historical landscape or landscape features associated with an existing building; or a notable historical relationship between a building's site and its immediate environment, including original native trees and topographical features; or a notable use of landscaping in conjunction with an existing building.

Excellent

- A setting comprised of numerous, significant landscape features which are directly related to the building's style, design and history, or
- A notable and intact historical relationship between a building's site and the street, waterfront, view or other geographic features which were part of the building's original function or environment.

Very Good

- A landscape which includes several dominant features which are directly related to the building's style, design, or history, or
- An altered, but still strongly apparent, historical relationship between the site and its immediate surroundings.

Good

- A landscape which includes one or two important features which are directly related to the building's style, design, or history, or
- An altered, but still recognizable, historical relationship between the site and its immediate surroundings.

Fair/Poor

- No significant and recognizable landscape features or building/site relationship.

2. **NEIGHBOURHOOD:** A building's continuity and compatibility with adjacent buildings and visual contribution to a group of similar buildings.

Excellent

- A building that is an important part of a visually prominent and notable group of buildings of similar style, type or age, in an area of compatible use.

Very Good

- A building which forms part of a contiguous group of similar style, type or age in an area of compatible use, or
- A building with other inventoried addresses adjacent.

Good

- A building which is part of a contiguous group of similar style, type or age in an area of incompatible use, or
- A building which is not part of a contiguous group of similar style, type or age, but is in an area of compatible use.

Fair/Poor

- A building which is not part of a group of buildings of similar style, type or age, and is in an area of incompatible use.

3. VISUAL/SYMBOLIC IMPORTANCE: A building's importance as a landmark structure; or its symbolic value to the District or a local area or neighbourhood.

Excellent

- A landmark building of District-wide importance, or
- A building of significant symbolic value to the District.

Very Good

- A major visual landmark or a building of significant symbolic value to a local area or neighbourhood.

Good

- A visual landmark or building of symbolic significance to its immediate surroundings.

Fair/Poor

- A building of little or no landmark or symbolic significance, or
- A building which is not particularly prominent.

INTEGRITY

A measure of the impact of changes to the building on the appreciation of its style, design, construction or character.

Excellent

- A building with no detracting alterations, or
- Alterations of a minor nature only, or
- Alterations which may be considered minor.

Very Good

- A building with one or more minor alterations, the effect of which is recognizable but does not significantly detract from the style, design, construction or character.

Good

- A building with a major alteration and/or a combination of several minor alterations, the effect of which detracts from the style, design, construction or character.

Fair

- A building with several major alterations, the effect of which detracts from the style, design, construction or character.

Poor

- A building with major alterations which greatly detract from the style, design, construction or character.

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