

CULTURAL HERITAGE EVALUATION REPORT

Building Name and Address: The Pines, 119 Bradford Street

Construction Date: circa 1904

Original Owner: Bessie L. Stockton (nee Davidson)



119 Bradford Street, Front Façade, Source: City of Ottawa, 2024

Executive Summary

119 Bradford Street is a front gabled two storey vernacular style residence constructed circa 1904 in Britannia. The first owner was Bessie L. Stockton (nee Davidson), the wife of Edmond Ebenezer (E. E.) Stockton who was a prominent member of the Britannia Yacht Club especially during its formative years and was a lifetime member. The house was built during Britannia's peak as summer resort from 1900-1914. This building exemplifies Britannia's vernacular style cottage and contributes to the character of Britannia as a summer cottage community after the turn of the century.

The property has cultural heritage value for its design, associative and contextual values. It meets four of the nine criteria for designation under Part IV of the Ontario Heritage Act.

Architecture

119 Bradford Street, known as The Pines, is a two storey vernacular house built circa 1904 as a cottage. The architect or builder of the house is unknown. The property is located on the west side of Bradford Street south of Rowatt Street in Britannia Village. The structure was built as a detached house and its use continues to be for residential purposes.

The Pines was constructed during the early period of Britannia's golden years as a summer resort, from 1900 to 1914. Around the turn of the century, Britannia's established vernacular cottage style residences typically featured one and a half storeys, a simple box or L-shaped form, horizontal lap siding or shingle cladding, a verandah on the front façade or wrapping around multiple façades, and ornamentation focused on the roof and verandah.

The Pines exemplifies Britannia's vernacular cottage style as it is a simple, rectangular shaped wood frame structure with a front gable at two storeys in height. Other characteristic features include the wood horizontal lap siding as the primary cladding painted white, and a wide wraparound verandah on the south, west (front), and north façades. The house entrance is located on the south façade through an enclosed section of the verandah. The roof of the verandah is supported by square columns with wider chamfered bases that rest on a low platform. The gable roof is currently covered in metal shingles, and historically the roof was constructed of metal.¹ A red brick chimney is located near the middle of the gable on the northside.

¹ Ottawa Fire Insurance Plans, 1922, 168; Ottawa Fire Insurance Plans, 1948, 333.



119 Bradford Street, red brick chimney and gable detailing, Source: City of Ottawa, 2024



119 Bradford Street, windows with diamond pattern on south façade, Source: City of Ottawa, 2024

The front gable provides a balanced façade with symmetrical two-over-two sash windows with wood window surrounds and wood shutters on the upper storey and matching shutters on the lower storey. The south façade of the house features windows with a diamond grille. Another characteristic of Britannia vernacular cottages is the ornamentation on the roof and verandah to provide emphasis on the street level. At 119 Bradford, the bargeboard is decorated with lines, stylistic floral motifs, and stars at the foot, and a gable apex panel with incised patterns of diamonds and concave circles and a dentil trim. The detailed ornamentation demonstrates the pride in craftsmanship that was prevalent during this period of construction.



119 Bradford Street, Bargeboard and Gable Apex Panel Detailing, Source: Google Maps, 2016

The ornamental gable apex panel detailing with incised patterns of diamonds and concave circles and a dentil trim on The Pines can also be seen at several other buildings in Britannia. Variations can be seen on the verandah gable ends and the pediment like false gable at 2764 Rowatt Street, and on the gable dormer and gable apex panel at 241 Britannia Road. This illustrates the use of natural materials and very similar ornamental features focused on rooflines and verandahs throughout Britannia.



241 Britannia Road, Dormer and gable apex panel detailing, Source: Google Maps, 2012



2764 Rowatt Street, east end of verandah, Source: Google Maps, 2021



2764 Rowatt Street, north end of verandah, Source: Google Maps, 2009

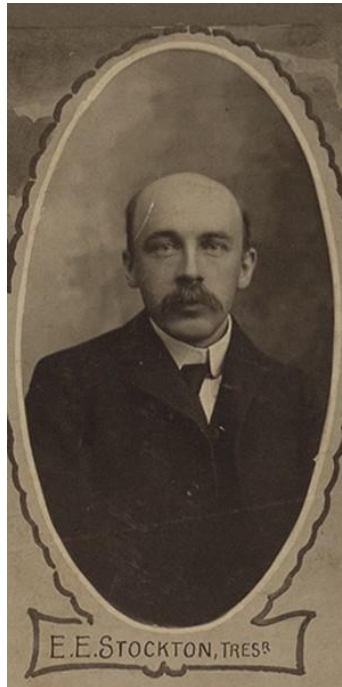
Historically, there was a fire in 1933 at a nearby residence at the southeast corner of Bradford Street and Jamieson Street, and strong winds brought embers which landed on the Stockton's cottage shed located at the rear of the building which only caused slight damage.² The alterations present since the mid-1990s was the replacement of storm windows with aluminum-framed windows then to vinyl windows, and the use of slightly different style of wood siding used on the west façade near the gable peak. Despite these updates, the house has retained many of its original features and uses materials consistent with early twentieth century vernacular cottage construction in Britannia.

History

The owners of lot 11 on Plan 40 ½ in Nepean Lot 20 Concession 1 before it was developed included John Charles Brennan, a well-known Ottawa resident in the

² "Fireman Stop Spread of Fire At Britannia," *The Ottawa Journal*, April 28, 1933, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/47582835/>; "Summer Cottage Is Total Loss: Threatening Fire at Britannia Does Damage Estimated at \$1500," *The Ottawa Journal*, April 29, 1933, accessed October 16, 2023, <https://cityofottawaarchives.newspapers.com/image/47583185/>.

grocery business and later in real estate³; John Whitton, a resident of Britannia at the time of ownership;⁴ and William Wyld, a barrister and prominent Ottawa citizen who was associated with the Britannia Yacht Club.⁵ Bessie L Davidson, wife of Edmond Ebenezer (E. E.) Stockton, was the first owner of lot 11 who built on this plot circa 1904.⁶



Edmund Ebenezer (E.E.) Stockton in War Canoe Champions montage, 1902,
Source: Alfred George Pittaway, City of Ottawa Archives, MG709, CA006075

E. E. Stockton was a well-known civil servant as a clerk in the Auditor General's Office.⁷ He was a summer resident of "the popular lake resort" in 1893⁸ and both

³ "J. C. Brennan Died Saturday In The States," *The Ottawa Journal*, January 25, 1926, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/48318467/>.

⁴ "Britannia-On-The-Bay: Those Who Are Summering There," *The Ottawa Journal*, July 3, 1900, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/42998236/>.

⁵ "Useful Life Is Ended: Mr. William Wyld Died On Saturday," *The Ottawa Journal*, March 27, 1905, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/42152906/>.

⁶ "Ottawa-Carleton (04), Nepean, Book 70, Plan 40Y; Bradford; Cassels; Railway," Ontario Land Property Records Portal, accessed October 12, 2023, <https://www.onland.ca/ui/4/books/82342/viewer/187893946?page=38>, 38.

⁷ "E. E. Stockton Dies Suddenly," *The Ottawa Journal*, February 2, 1939, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/46122344/>.

⁸ "Ottawans At Britannia," *The Ottawa Journal*, July 14, 1893, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/43903950/>.

Mr. and Mrs. Stockton were living in Britannia year-round from 1896 onwards.⁹ E. Stockton was highly involved with local boating affairs. He was the Treasurer and Secretary of the Britannia Boating Club in 1898¹⁰ and 1900,¹¹ Director in 1899 to 1902,¹² Librarian in 1904,¹³ and continued to be elected to the executive committee into the early 20th century and was a life-long member. In 1899, it was at Stockton's proposal that a war canoe league be established to organize races between local American Canoe Association clubs in Ottawa, Brockville, Kingston, and Montreal.¹⁴ This prompted the creation of the Canadian Canoe Association the following year in Brockville.¹⁵ Stockton remained involved and represented the Britannia Boat House Club at Canadian Canoe Association annual meetings.¹⁶ Additionally as Treasurer in 1900 along with Secretary Treasurer, E. R. McNeil, they compiled and published the first yearbook for the Britannia

⁹ "At Britannia," *The Ottawa Journal*, April 30, 1898, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/43527901/>; Ottawa City Directory, 1896-97, 383. On the Ottawa City Directory 1896-97 in all successive years when Edmund E Stockton is documented in the directory, he is residing at Britannia Bay.

¹⁰ "Another Hot Naval Fight: Both Sides Claim Victory This Time," *The Ottawa Journal*, June 8, 1898, accessed October 12, 2023, <https://www.newspapers.com/image/43533871/>; Ottawa City Directory, 1898-99, 37.

¹¹ "Britannias Are Getting Ready," *The Ottawa Journal*, April 4, 1900, accessed February 6, 2024, <https://cityofottawaarchives.newspapers.com/image/42990176/>.

¹² "A Hustling Boating Club: Annual Meeting of the Britannias," *The Ottawa Journal*, April 6, 1899, accessed October 12, 2023, <https://cityofottawaarchives.newspapers.com/image/43440824/>; "Annual Meeting of the Britannia Boat House Club," *The Ottawa Journal*, April 3, 1901, accessed October 12, 2023, <https://www.newspapers.com/image/43362993/>; "Annual of the Britannias," *The Ottawa Journal*, April 23, 1902, accessed February 6, 2024, <https://cityofottawaarchives.newspapers.com/image/46104898/>.

¹³ "Yachting: Britannia's Annual," *The Ottawa Journal*, April 6, 1904, accessed October 13, 2023, <https://www.newspapers.com/image/42371599/>.

¹⁴ "War Canoe League," *The Ottawa Journal*, July 4, 1899, accessed October 12, 2023, <https://www.newspapers.com/image/43543066/>.

¹⁵ "Date is Named," *The Ottawa Journal*, May 17, 1900, accessed February 6, 2024, <https://cityofottawaarchives.newspapers.com/image/42994283/>; The Canadian Canoe Association is known today as Canoe Kayak Canada.

¹⁶ "Canadian Canoe Association Refuses to Affiliate Under Present Rules," *The Ottawa Citizen*, May 6, 1907, accessed February 5, 2024, <https://newspapers.com/image/456070722/>; "With The Paddlers: Brits Get The Big Meet," *The Ottawa Citizen*, May 4, 1908, accessed February 5, 2024, <https://newspapers.com/image/456026497/>.

Boating Club.¹⁷ Stockton also served the club in other capacities such as being appointed a judge for the 1903, 1905, and 1907 Britannia regatta.¹⁸

Bessie Stockton died in 1931 and the following year E. E. Stockton married Mabel Jane McFarlane.¹⁹ When Edmund Ebenezer died in 1939, Mabel continued to reside at 119 Bradford Street into the 1940s.²⁰

The house is known locally as The Pines due to its lot historically being filled with ancient pine trees. This is characteristic of the early environment of Britannia and demonstrates the areas informal approach to landscaping, consistent with its origins as a cottage community.

Neighbourhood History

The village of Britannia slowly emerged in the first half of the 19th century due to early settlers moving to farmland along the south side of the Ottawa River, and the completion of the Richmond Road connecting Bytown to Richmond in 1818, resulting in the establishment of nearby communities.²¹ Around 1819, the shores of Lake Deschênes was granted to Captain John LeBreton, and the following year he settled and built a log cabin, and in 1826 he constructed a grist mill situated west of Main Street (currently Britannia Road), and called the area “Britannia.”²² Combined with the access to the Ottawa River, the growth of the lumber industry, and in 1848 the opening of the Bytown and Britannia Railway

¹⁷ “Aquatic Sports: First Year Book,” *The Ottawa Journal*, May 17, 1900, accessed October 16, 2023, <https://cityofottawaarchives.newspapers.com/image/42994283/>.

¹⁸ “Canoeing: The Britannia Regatta,” *The Ottawa Citizen*, July 11, 1903, accessed February 2, 2024, <https://www.newspapers.com/image/456018440/>; “The Britannia Regatta Was Great Success,” *The Ottawa Citizen*, July 17, 1905, accessed February 2, 2024, <https://www.newspapers.com/image/456018189/>; “Junction Town Won Half; Britannias Took Quarter,” *The Ottawa Citizen*, August 7, 1907, accessed February 2, 2024, <https://www.newspapers.com/image/456042003/>.

¹⁹ “E. E. Stockton Dies Suddenly.”

²⁰ “Ottawa-Carleton (04), Nepean, Book 70, Plan 40Y; Bradford; Cassels; Railway,” 38.

²¹ Harold Kalman and John Roaf, *Exploring Ottawa: An Architectural Guide to the Nation's Capital*, (Toronto: University of Toronto Press, 1983), 154.

²² Kalman and Roaf, *Exploring Ottawa*, 154; Tweedsmuir Histories, City of Ottawa Archives, MG165 Britannia Women’s Institute Vol 7, Pioneer Settlers Nelson G Robinson, 2.

Line, Britannia became a small industrial suburb of mill workers.²³ Nepean lumberman, Nelson G Robinson purchased LeBreton's grist mill in 1846 and converted it into a carding mill by 1851, and operated a sawmill around the same time.²⁴

In 1873, John McAmmond [or McAmmond] Jr purchased fifty-four acres of Concession 20 Lot 1, and had it surveyed and divided into sixty five lots to sell as cottage properties.²⁵ Nelson G. Robinson's mills, one by the rapids and one along the bay, were included in this purchase. A month later, John Cameron Jamieson, a baker on Wellington Street, purchased a large amount of McAmmond's land, including Block A and the mill by the bay with the intention of revitalization the mill operations.²⁶

²³ City of Ottawa, "Neighbourhood Heritage Statement, Britannia - Crystal Bay," 1.

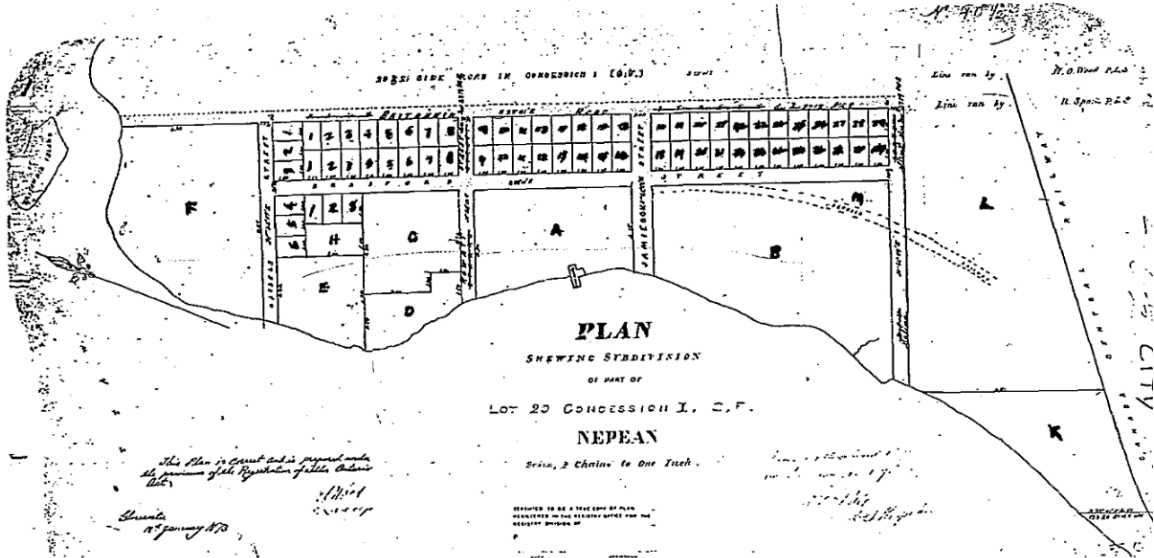
²⁴ Kalman and Roaf, *Exploring Ottawa*, 154; William Henry Smith, *Canada: Past, Present and Future: Being A Historical, Geographical, Geological and Statistical Account of Canada West*, Volume II, (Toronto: 1851), accessed October 30, 2023, https://www.google.ca/books/edition/Canada_Past_Present_and_Future/zjETAAAAYAAJ?hl=en&gbpv=1&dq=Smith,+W+H.,+Canada,+Past,+Present+and+Future&printsec=frontcover, 356.

²⁵ Eva Taylor, *Ottawa's Britannia*, (Ottawa: Britannia Historical Association, 1983), 38.

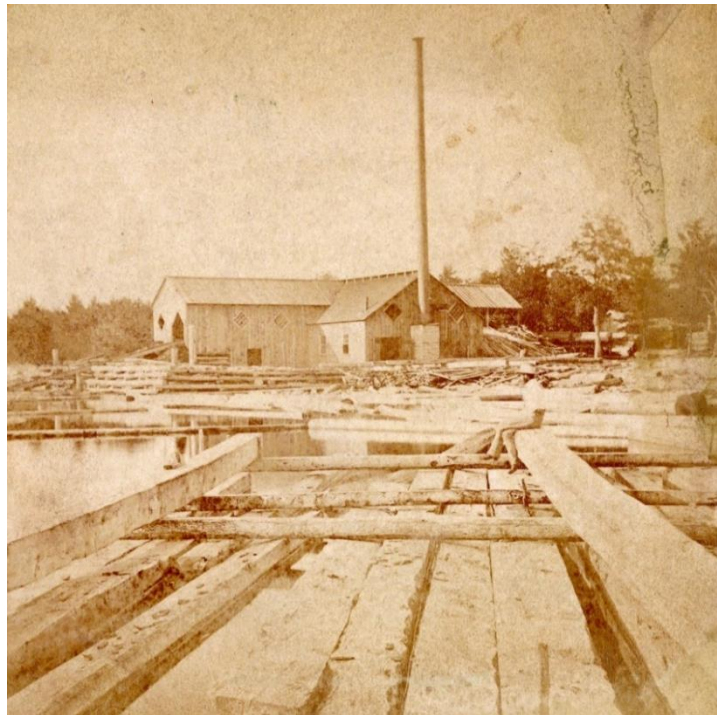
²⁶ Taylor, *Ottawa's Britannia*, 38, 12, 96. Note: J C Jamieson's brother, Robert E Jamieson also owned Block A from 1874 to 1887, and it was when J C Jamieson took over his share that he began developing Britannia as a summer resort. "Ottawa-Carleton (04), Nepean, Book 70, Plan 40Y; Bradford; Cassels; Railway," Ontario Land Property Records Portal; "Old Time Stuff," *The Ottawa Citizen*, November 24, 1923, accessed October 17, 2023, <https://www.newspapers.com/image/455775065/?match=1>.

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Land Registrar



Block A located between Rowatt Street (formerly Sparks Street) and Jamieson Street. The existing structure on Block A may be Nelson G Robinson then J. C. Jamieson's mill. Source: "Ottawa-Carleton (04), Nepean, Book 70, Plan 40Y; Bradford; Cassels; Railway," Ontario Land Registry Access



Old Mill, Jamieson's, Britannia, 1870, Source: City of Ottawa Archives, MG165-01-06, CA027942

Jamieson's attempt to revitalize the industries failed, likely due to the competition in Bytown's saturated lumber industry and the economic depression of the 1870s, so the mills closed in the 1880s.²⁷ With industrial operations ceased, J. C. Jamieson converted his sawmill, referred to as the "Old Mill," located on the lakefront between Jamieson Street and Sparks Street (currently Rowatt Street)²⁸ into residential apartments, along with one room on the second storey dedicated to a meeting space for the Britannia Aquatic Club with storage for boating craft on the first level.²⁹ The Old Mill even before the turn of the century was a community hub for social activities and events.



Flood waters at J. C. Jamieson's mill, Britannia, circa 1893,
Source: City of Ottawa Archives, MG165-01-06, CA025473

Boating enthusiasts formed the Britannia Aquatic Club in 1887, renamed themselves the Britannia Nautical Club in 1891 and hosted their first annual regatta, incorporated in 1895 as the Britannia Boathouse Club, renamed to

²⁷ Taylor, *Ottawa's Britannia*, 41, 43, 62.

²⁸ Donald S. Kirby, *Historical Sketch of Britannia Yacht Club 1891-1967*, (Ottawa, Ontario: Britannia Yacht Club, 1967), 2. Noted that the sawmill was located 75 yards north of Jamieson Street, and the area bounded by Jamieson Street, Rowatt Street, and Bradford Street, was used as a piling ground.

²⁹ Taylor, *Ottawa's Britannia*, 12, 43, 96.

Britannia Boating Club in 1907, and adopted their current name the Britannia Yacht Club in 1950.³⁰ Club activities continued operating out of the “Old Mill” until 1896 when a new clubhouse was built on the current location, on the north side of Cassels on the west end. The club remains an integral part of the Britannia neighbourhood.



Britannia Club House circa 1896, Source: William James Topley, Library and Archives Canada, Topley Studio fonds, Item ID number: 3325416

With Jamieson’s holdings in Britannia, he became the principal developer. He subdivided and sold land as cottage properties, constructed, and rented cottages and apartments, helped establish water infrastructure, and can be credited with Britannia’s development.³¹

Many prominent individuals from Ottawa purchased land in Britannia and built cottages were also highly involved in the boat club such as John Cameron

³⁰ Taylor, *Ottawa’s Britannia*, 43-44; John Grover, *Britannia Yacht Club: Historical Highlights 1887-1982*, (Ottawa: Runge Press, 1982), 16.

³¹ “Old Time Stuff,” *The Ottawa Citizen*, November 24, 1923.

Jamieson, Edwin Lester Brittain, William Wyld, Thomas Halder Kirby, Dr. Mark G McElhinney, and Edmond Ebenezer Stockton.³²

Two churches opened, St. Stephen's Anglican in 1892 and St. Bonaventure's Roman Catholic in 1894, along with summer hotels such as the Chateau Von Charles in 1894 to serve the community and the summer resort visitors.³³

Britannia's popularity in the late 19th century can be linked to Late Victorian views of a healthy lifestyle that including getting fresh air and physical activity found in the country or resort settings. Some individuals set up tents along the waterfront, others seasonally rented cottages, whereas Ottawa's wealthy bought property and built summer or year-round residences and took horse-drawn carriages or the Canadian Pacific Railway into the city for work.³⁴ The Pines, 119 Bradford Street is linked to this early history as cottage community, with the house being used seasonally by E.E. and Bessie Stockton in its early years and later as a year-round residence.

The Ottawa Electric Company (OER) operated its first streetcars in Ottawa in 1891, and in 1896, there were proposals to extend the line from the western end on Holland Avenue to Britannia.³⁵ Local residents initially opposed to the new line after witnessing how popular termini, such as Rockcliffe Park, were overwhelmed with summer visitors which would result in the area losing its tranquility and quaint atmosphere.³⁶ Come 1898, Britannia residents were not satisfied with the Canadian Pacific Railway (CPR) service and formed a committee to bring the streetcars to Britannia.³⁷ The committee consisted of community members

³² Taylor, *Ottawa's Britannia*, 44.

³³ Bruce S. Elliot, *The City Beyond: A History of Nepean, Birthplace of Canada's Capital, 1792-1990*, Nepean: City of Nepean, 1991, 213-214.

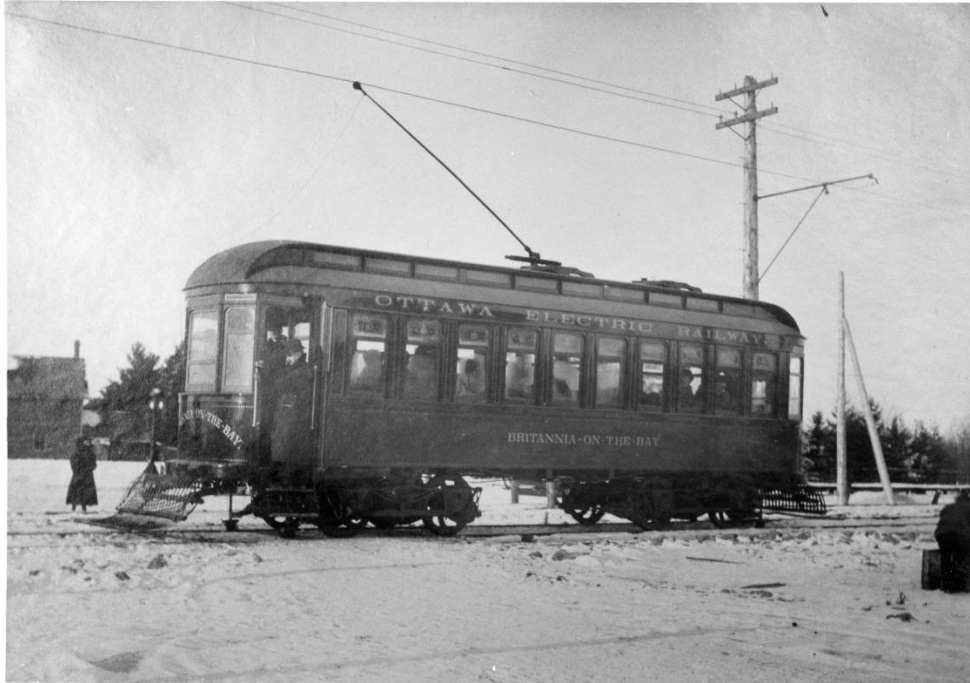
³⁴ Elliot, *The City Beyond*, 191.

³⁵ Taylor, *Ottawa's Britannia*, 59.

³⁶ Taylor, *Ottawa's Britannia*, 59.

³⁷ "Britannia Ambitious: Residents Take Steps to Secure Electric Railway Extension," *The Ottawa Journal*, August 8, 1898, accessed October 17, 2023, <https://cityofottawaarchives.newspapers.com/image/43078065/>.

including J. C. Jamieson, William Howe, A. N. McNeil, and F. W. Harmer.³⁸ Consensus was determined and the OER extended the tracks thirteen kilometers to the new Britannia-on-the-Bay station, running generally south of Richmond Road and parallel with the CPR.³⁹



Streetcar, Britannia Village Stop, circa 1900-1909,
Source: City of Ottawa Archives, MG165-01-02, CA018366

The public opening of the OER streetcars to the new end of the line at Britannia occurred on May 24th, the Victoria Day weekend in 1900.⁴⁰ To encourage weekend visitors to use their services, the OER built a fifty acre amusement park with extensive facilities and a T-shaped pier at “Britannia-on-the-Bay.”⁴¹ Across North America in the early 20th century, amusement parks built at the terminus of

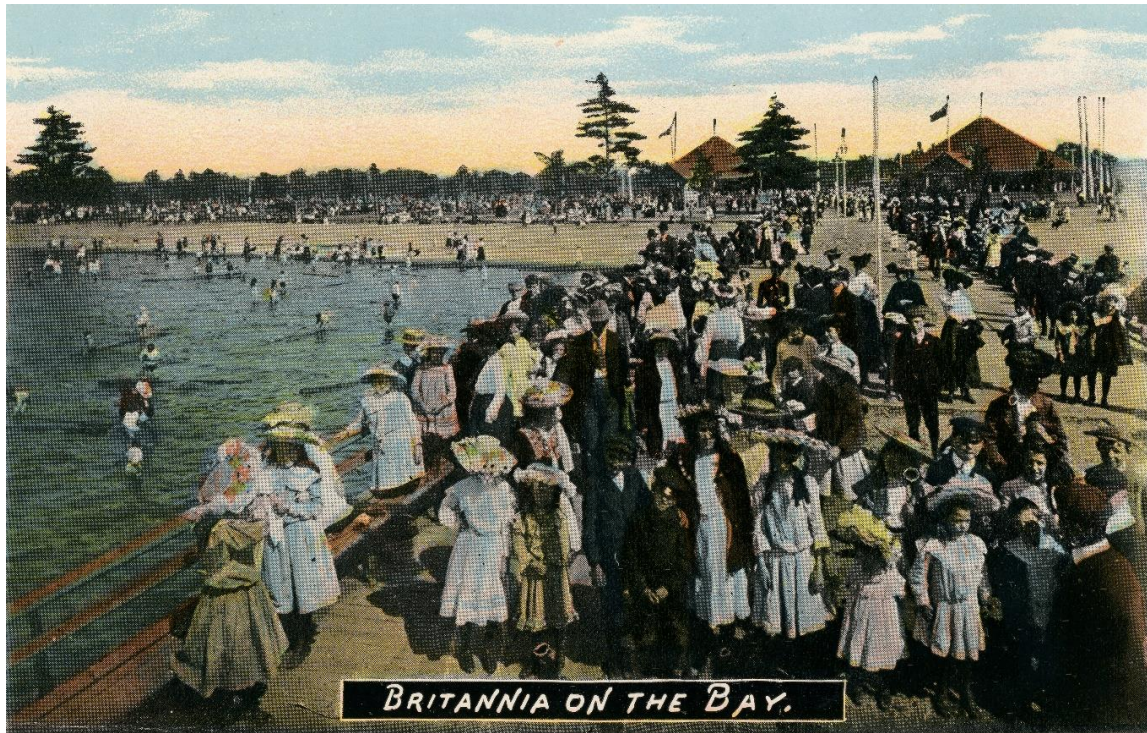
³⁸ “Britannia Ambitious: Residents Take Steps to Secure Electric Railway Extension.”

³⁹ Bryan D. Cook, *Ahearn and Soper: The Electrification of Ottawa*, (Ottawa: The Historical Society of Ottawa, 2023), 39, accessed October 23, 2023, <https://dam-oclc.bac-lac.gc.ca/eng/296291c4-db44-4afc-beba-130e9aded6b4>.

⁴⁰ Andrew Waldron, Harold Kalman, and Peter Coffman, *Exploring the Capital: An Architectural Guide to the Ottawa-Gatineau Region*, (Vancouver: Figure 1 Publishing: 2017), 183, 211.

⁴¹ Lisa Horwitz and Mark Horwitz, *The Natural Charm of Britannia: A Heritage Character Statement*, (Ottawa: City of Ottawa, 1996), 4.

streetcar lines were gaining popularity, and they were known as “electric parks.”⁴² Britannia Park included an auditorium seating seven hundred people, changing rooms, bathing houses, and two pavilions with concession stands.⁴³ The auditorium hosted a variety of concerts, dances, and themed events such as “Venetian Nights” which brought thousands to the Park.⁴⁴



Postcard, Britannia On The Bay, circa 1900-1918, Source: City of Ottawa Archives, MG366, CA027935. Note the beach, two octagonal pavilions, and the dense forest in the background

The OER extended the pier and added a new, larger “T” shape pier end, which now measured approximately 1000 feet in length and was electrically lit.⁴⁵ At the end of the pier, the OER built the new three storey building for the Britannia Boathouse Club that included boat storage below and a grandstand and a large

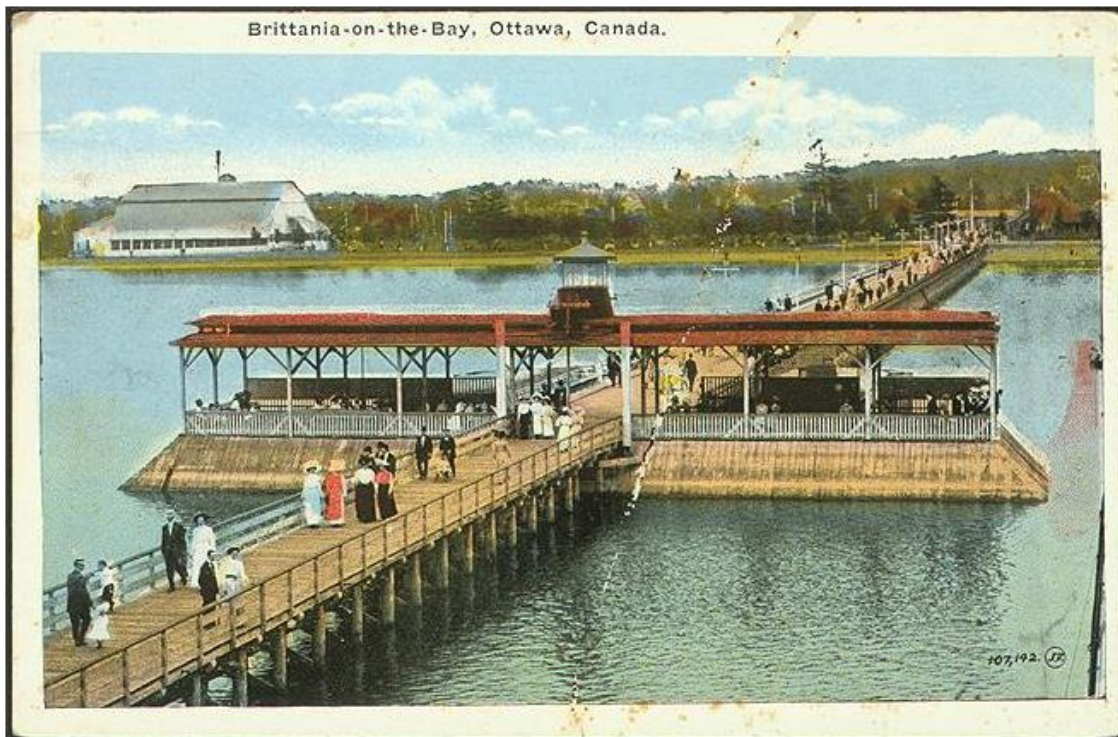
⁴² James Powell, “Britannia-on-the-Bay,” The Historical Society of Ottawa, accessed October 17, 2023, <https://www.historicalsocietyottawa.ca/publications/ottawa-stories/significant-technological-changes-in-the-city/britannia-on-the-bay-75>.

⁴³ Ottawa Neighbourhood Study, “Britannia Village,” accessed October 17, 2023, <https://www.neighbourhoodstudy.ca/906britannia-village/>.

⁴⁴ Taylor, *Ottawa’s Britannia*, 346.

⁴⁵ Cook, *Ahearn and Soper: The Electrification of Ottawa*, 39.

ballroom above, which hosted a variety of social events.⁴⁶ Construction was complete in 1905, however due to ice damage in the spring of 1906, it was not until 1907 that club activities fully resumed at the new facility.⁴⁷ Unfortunately, a fire in August 1918 destroyed the clubhouse and all two hundred watercraft being stored there, so the club resumed activities in the 1896 clubhouse, today's current location.⁴⁸

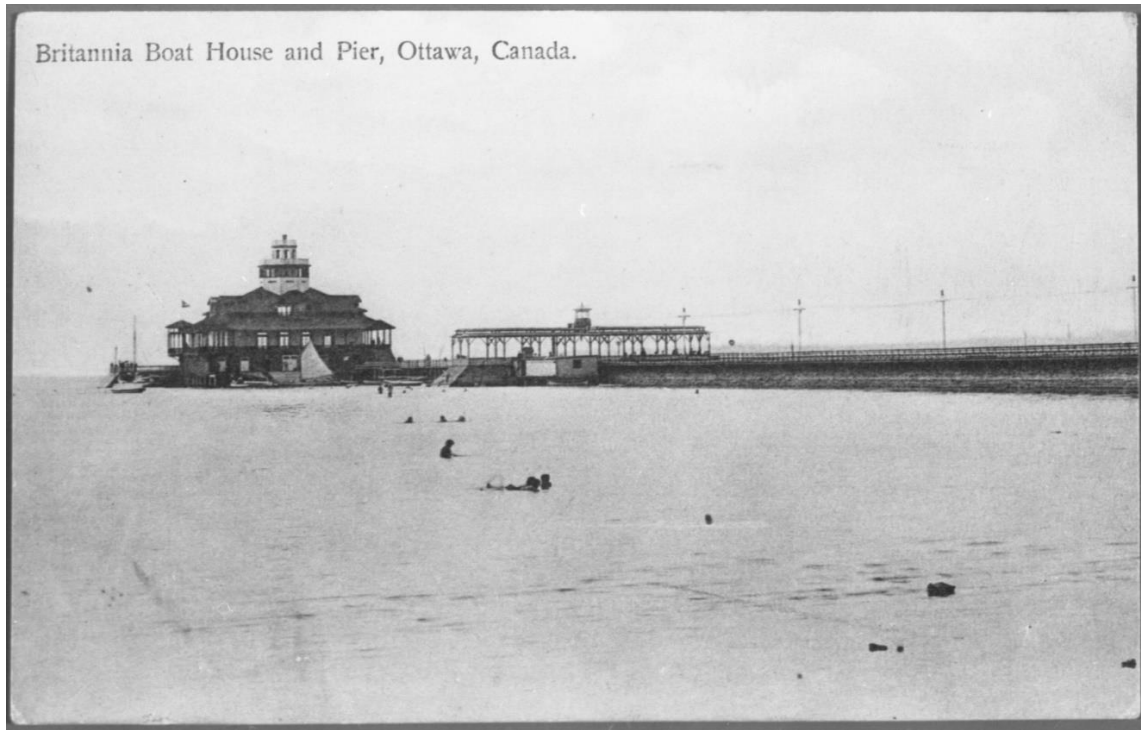


Postcard, Britannia-on-the-Bay, 1910, Source: Valentine & Sons, Toronto Public Library, Baldwin Collection of Canadiana, PCR-1980. Note in the foreground the original “T” shaped pier end built circa 1900 that was extended in 1905, with the Britannia Park auditorium in the background.

⁴⁶ Horwitz and Horwitz, *The Natural Charm of Britannia*, 4.

⁴⁷ Kirby, *Historical Sketch of Britannia Yacht Club 1891-1967*, 4-5.

⁴⁸ Horwitz and Horwitz, *The Natural Charm of Britannia*, 4



Postcard of Britannia Boat House clubhouse and pier, circa 1905-1918,
Source: City of Ottawa Archives, MG237, CA015165



Britannia Canoe Club, circa 1905-1918. Source: City of Ottawa Archives, MG341, CA018975.
See passenger steamer *G. B. Greene* in the right background.

The advent of the streetcars stimulated suburban development as the working class could commute daily between Britannia and Ottawa. Alternatively, those working in Ottawa would reside in the city Monday to Friday, then take the streetcar to visit their family for the weekend who permanently lived in Britannia. The OER was also accessible to the general public, and it is estimated ten thousand visitors took the streetcar to Britannia on opening day, and up to six thousand visited daily throughout the summer, especially for social events.⁴⁹ The popularity of Britannia as a resort and Britannia Park resulted in higher membership at the Britannia Boathouse Club. Around the turn of the century, the boating club was steadily growing and had approximately 120 members,⁵⁰ with about 200 members (resident and non-residents) in 1904,⁵¹ and membership reached its peak before the First World War with over 600 active members in May 1913, and combined with social and associate memberships was over two thousand.⁵² Therefore the popularity of Britannia as a summer resort is often associated with the period between 1900, when the streetcars were extended to the village, Britannia Park was constructed and open to the public, and the Britannia Boating Club had its largest membership, to before the First World War, and are known as its golden years.⁵³

Between the World Wars, despite amusement parks becoming unfashionable, people still frequented the Britannia Park and the boat club.⁵⁴ However, with the accessibility of cars after the Second World War, Britannia's popularity as a summer resort deceased. Britannia retained its predominant cottage makeup until the mid 20th century when many early structures were demolished to build residential infill for affordable housing for veterans.⁵⁵ Only a collection of original

⁴⁹ Ottawa Neighbourhood Study, "Britannia Village."

⁵⁰ Grover, *Britannia Yacht Club: Historical Highlights 1887-1982*, 9-10; Kirby, *Historical Sketch of Britannia Yacht Club 1891-1967*, 4.

⁵¹ Anson A. Gard, *The Hub and the Spokes: Or the Capital and its Environs*, (Ottawa: Emerson, 1904), 14.

⁵² "History of Britannia Boat Club," *The Ottawa Journal*, May 17, 1913, accessed October 17, 2023, <https://cityofottawaarchives.newspapers.com/image/43190648/>.

⁵³ Kalman and Roaf, *Exploring Ottawa*, 155.

⁵⁴ Horwitz and Horwitz, *The Natural Charm of Britannia*, 4.

⁵⁵ Ottawa Neighbourhood Study, "Britannia Village."

summer cottages remain today which define the neighbourhood's early character.

In 1950, Britannia was annexed to the City of Ottawa, and in 1951 the city took over management and improvements to Britannia Park, which sparked a renewed popularity.⁵⁶ Although Britannia's popularity no longer compares to its golden years from 1900 to 1914, the area remains a summer destination for city residents, which harkens back to its early roots as a resort community.

Context

Britannia is a unique neighbourhood in Ottawa, for its roots as a summer resort, its geography as a peninsula which led to connections to recreation and the Ottawa River, and its unique architectural character.

As noted above, Britannia's roots as a summer resort outside of the city developed in the 1880s to 1890s as a mix of camps, seasonal cottages, and year-round residences, and became an established community around the turn of the century. The Late Victorian desires of enjoying the outdoors for recreational purposes promoted the creation of summer resorts on both sides of the Ottawa River. In J. L. Gourlay's 1896 *History of the Ottawa Valley*, he documents, "Britannia of to-day is a small riverside retreat where distinguished citizens resort to for fresh air and bathing."⁵⁷ People were drawn to its natural surroundings and the ease of access to recreational activities on the water and land. This enticed many civil servants working in downtown Ottawa looking to leave the dusty city for Britannia's picturesque environment.

⁵⁶ Horwitz and Horwitz, *The Natural Charm of Britannia*, 4.

⁵⁷ John Lowry Gourlay, *History of the Ottawa Valley: A Collection of Facts, Events and Reminiscences for Over Half a Century*, Ottawa: 1896, 62, <https://archive.org/details/historyofottawav00gouruoft/page/62/mode/2up>.

The growth and success of Britannia as a summer resort soared in 1900 onwards with the extension of the OER line, allowing working class people to move permanently to the growing suburb, along with the opening of Britannia Park which was patronized by thousands of visitors annually. Interestingly, the OER's Britannia Park and its streetcar line was unprofitable, however it was successful with the growth of Britannia Village as a suburb and its daily use by commuters travelling into the city.⁵⁸



Postcard, Britannia-On-The-Bay, 1910, Source: Toronto Public Library, Baldwin Collection of Canadiana, PCR-1978. See mature pine trees in foreground and background and pier on the left.

Archaeological evidence demonstrates the presence of arrowheads of Algonquin First Nations near the Britannia peninsula.⁵⁹ The Old Indian Trail ran between the Rideau River and Ottawa River from Black Rapids [Lock 13] through what is now referred to as Hog's Back, to the head of the Deschênes Rapids.⁶⁰ Known as the "village by the rapids," Britannia peninsula is located west of Ottawa on the

⁵⁸ Cook, *Ahearn and Soper: The Electrification of Ottawa*, 40.

⁵⁹ Harold Kalman and John Roaf, *Exploring Ottawa: An Architectural Guide to the Nation's Capital*, 154.

⁶⁰ "Britannia Once Enlivened by Songs and Shouts of Rivermen: Quiet Old Village Was Busy Place Half a Century Ago," *The Ottawa Citizen*, May 19, 1934, accessed October 12, 2023, <https://www.newspapers.com/image/456442917/>.

Ottawa River, at the southwest end of Lac Deschênes, with the Deschênes Rapids to the north. Given its geographical location, the peninsula was likely used by voyageurs and loggers alike to portage the rapids.⁶¹ The original landscape was largely wooded with pine trees with swampy areas, a landscape that can be still seen today in the mature trees and in nearby Mud Lake, a provincially significant wetland.

Britannia Bay with its harbour, gently sloped shoreline, and calm waters provided a suitable area for recreational activities such as bathing, fishing, a variety of boating, with a wonderful view of the Gatineau Hills. Many campers and residents set their tents or cottages by the shore among the pines, owned watercraft, and spent their leisure time on the water. This portion of the Ottawa River was a popular destination for summer leisure activities and from 1896 to 1916, the steamer *G. B. Greene* regularly took passengers between Britannia and Alymer and Chat's Falls.⁶²

Britannia's growth as a community corresponds to the popularity of water activities and the formal organization by local residents of the Britannia Aquatic Club in 1887. In 1891, the club had enough interest to organize races and events including an annual regatta, which continued until 1918.⁶³ The formation and popularity of the boating club correlates to Britannia's development in the early 1890s which saw the construction of seasonal and year-round cottages, two churches, and boarding houses and summer hotels.⁶⁴ In the summer of 1896, the new boating clubhouse was completed located on its current site, and Britannia's summer resident list was the largest yet,⁶⁵ and the following summer the

⁶¹ Britannia Yacht Club, *Britannia Yacht Club: A History of Water, Place And People, 1887-2012*, (Ottawa: Britannia Yacht Club, 2013), 18.

⁶² Bill McKeown, *Ottawa's Streetcars: An Illustrated History of Electric Railway Transit in Canada's Capital*, (Pickering: Railfare DC Books, 2006), 75.

⁶³ Britannia Yacht Club, *Britannia Yacht Club: A History of Water, Place And People, 1887-2012*, 40.

⁶⁴ Taylor, *Ottawa's Britannia*, 53-55.

⁶⁵ "Still Has A Charm: Britannia Holds Its Own As A Summer Resort," *The Ottawa Journal*, August 5, 1896, accessed October 10, 2023, <https://cityofottawaarchives.newspapers.com/image/43432067/>.

community is called, “one of the best known and generally patronized resort of Ottawa citizens.”⁶⁶

The architectural character of Britannia’s early buildings is unique in Ottawa. Characteristics of Britannia’s vernacular cottages include a simple box or L-shaped form, one and a half storeys, and horizontal lap siding and shingle cladding. The turn of the century vernacular cottage style included the addition and significance of a verandah on the front façade or wrapping multiple façades, which can be seen by comparing early versions such as 48 Bradford Street, constructed circa 1863, to several properties built around the turn of the century such as 195 Britannia Road, 73 Britannia Road, 2775 Rowatt Street, and 95 Kirby Road. Verandahs provided an enlivened addition to the simple form and fulfilled the Late Victorian desire to get fresh air and have transitional living spaces between the interior and exterior.⁶⁷

Architectural styles evident in Britannia include Late Victorian (127 Britannia Road), Queen Anne Revival (154 Britannia Road, 66 Bradford Street, and 84 Bradford Street), and Shingle Style (175 Britannia Road and 95 Kirby Road). Both the vernacular and high style architecture found in Britannia have related approaches in that they feature a verandah, use similar construction materials, and ornamentation features. Since Britannia was a recreational community that gradually formed rather than being a planned development, most buildings constructed in the early 20th century during Britannia’s peak are on large property lots with mature trees, have informal landscaping, and irregular setbacks, which also contributes to the area’s character.

The Pines, 119 Bradford Street is linked to all three of these contextual values through its role initially as a summer cottage and later a permanent residence, its

⁶⁶ “At Cool Retreats: Those Out for The Summer, Resorts Convenient to Ottawa are Popular,” *The Ottawa Journal*, August 19, 1897, accessed October 10, 2023, <https://cityofottawaarchives.newspapers.com/image/43908553/>.

⁶⁷ Horwitz and Horwitz, *The Natural Charm of Britannia*, 6.

vernacular architectural style and informal landscaping, and the owner's involvement in and role in the boating community in Britannia.

Evaluation using Ontario Regulation 09/06

1	<p><i>The property has design value or physical value because it is a rare, unique, representative or early example of a style, type, expression, material or construction method.</i></p>	<p>Yes</p> <p>Constructed circa 1904, the building at 119 Bradford Street is a representative example of the vernacular cottage style found throughout Britannia, built during a time when the area was a summer resort destination. These modest buildings typically feature a simple form, wooden horizontal lap siding, a wraparound verandah, and ornamentation on roof elements. These physical characteristics demonstrate the Late Victorian desire for modest and functional seasonal cottages outside the city, that had a strong focus on transitional spaces from the exterior to the interior. The property</p>
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		exemplifies these elements in its simple front gable form, wraparound verandah with squared columns, and two storeys in height. The building is clad in wood horizontal lap siding and features a decorative bargeboard with an ornate gable apex panel including diamond patterns with concave circles and a dentil trim. This ornamentation demonstrates the pride in craftsmanship that was prevalent during this period of construction.
2	<i>The property has design value or physical value because it displays a high degree of craftsmanship or artistic merit.</i>	No
3	<i>The property has design value or physical value because it displays a high degree of technical or scientific merit.</i>	No
4	<i>The property has historical or associative value because it has direct associations with a theme, event, belief, person, activity, organization or institution that is significant to a community. Instrumental</i>	Yes The property at 119 Bradford Street is associated with Edmond

		<p>Ebenezer (E. E.) Stockton, a civil servant clerk in the Auditor General's Office. Stockton was instrumental in the running of the Britannia Boating Club, acting in several executive roles including treasurer, secretary, director, and librarian over a seven-year period. He also judged the Britannia regatta for several years and was a life-long member. During Stockton's tenure, he proposed the establishment of an Eastern Ontario war canoe league, which lead to the creation of the Canadian Canoe Association in 1900, which still operates today. His impacts contributed greatly to the local boating community.</p>
5	<p><i>The property has historical or associative value because it yields, or has the potential to yield, information that contributes to an understanding of a community or culture.</i></p>	No

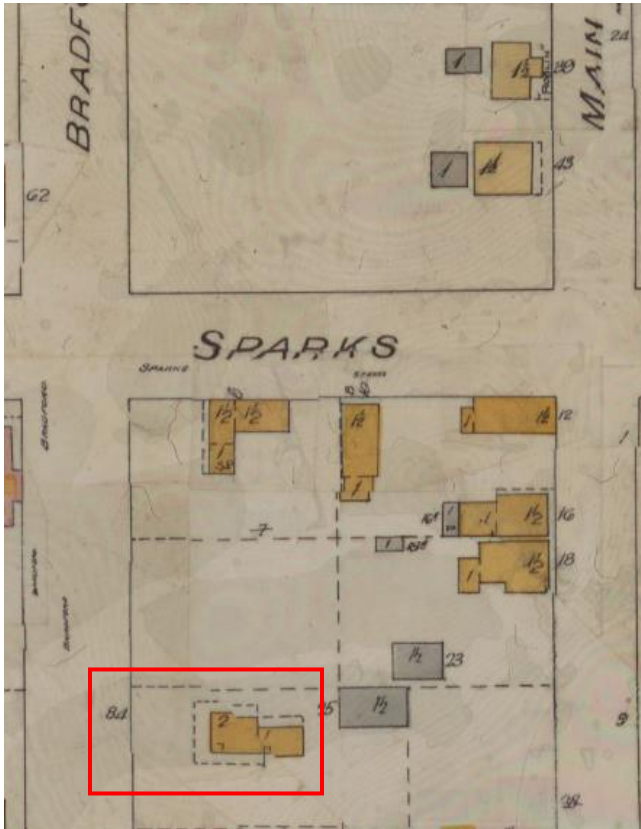
6	<i>The property has historical or associative value because it demonstrates or reflects the work or ideas of an architect, artist, builder, designer or theorist who is significant to a community.</i>	No
7	<i>The property has contextual value because it is important in defining, maintaining or supporting the character of an area.</i>	<p>Yes</p> <p>The property has contextual value as it maintains the summer resort character of the area. Known locally as the Pines, the building was constructed during Britannia's golden period from 1900 to 1914. Its architectural style, along with its mature trees and casual landscaping, setback, and retention of its original form and materials, contribute to supporting Britannia's early cottage character. Numerous other remaining cottages in Britannia are also designated under Part IV of the Ontario Heritage Act, including 48, 154, and 175 Britannia Road.</p>
8	<i>The property has contextual value because it is physically, functionally, visually or historically linked to its surroundings</i>	Yes

		<p>The property is historically linked to the growth and success of Britannia Village as a summer resort, with the extension of the Ottawa Electric Railway reaching Britannia in 1900 allowing working class people to move permanently to the growing suburb. The expansion of the OER's Britannia line coincided with the opening of Britannia Park, stimulating thousands to visit the village annually. However, it was the daily commuters travelling on the streetcar to the city who made it a success.</p> <p>Britannia's growth as a community corresponds to the popularity of water activities and the formal organization by local residents of the</p>
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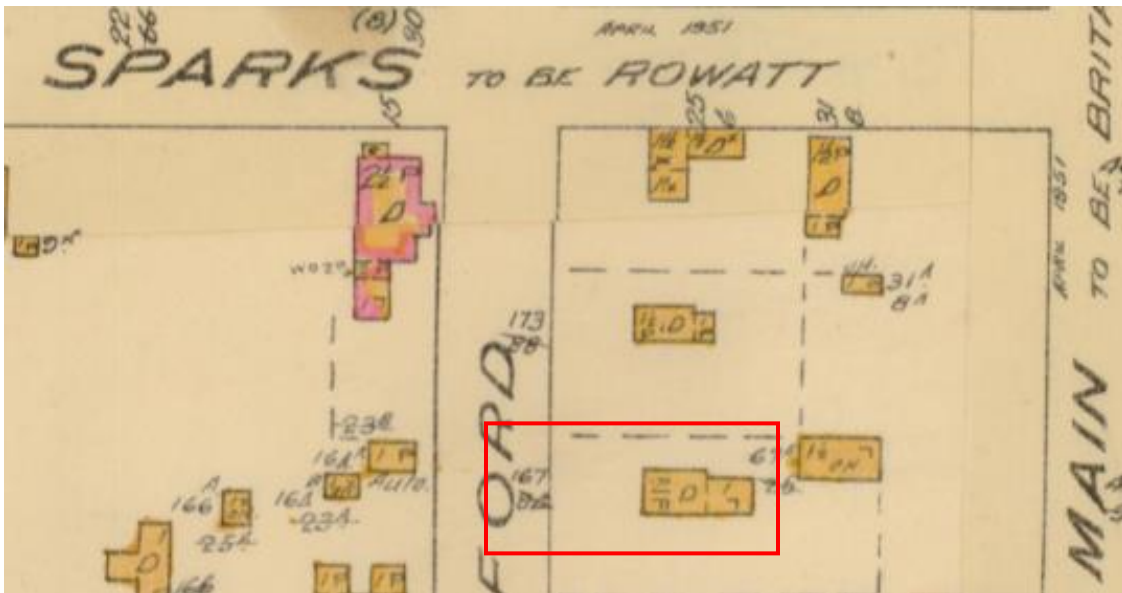
		<p>Britannia Aquatic Club in 1887. The formation and popularity of the boating club correlates to Britannia's development in the early 1890s which saw the construction of seasonal and year-round cottages, two churches, and summer hotels.</p>
9	<p><i>The property has contextual value because it is a landmark.</i></p>	No

Supplementary Photos and Maps

Ottawa Fire Insurance Plan, 1922, p 168 (84 Bradford Street)



Ottawa Fire Insurance Plan, 1948, p 333 (167 Bradford Street)



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