



DUCK'S CARRIAGE FACTORY

615-625 JOHNSON STREET, VICTORIA, BC

CONSERVATION PLAN

NOVEMBER 2019

DONALD LUXTON
AND ASSOCIATES INC



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Raphael D. Davis outside his variety store at 621 Johnson Street, circa 1903. [CVA M06104]

[Cover: Jim Bryant's bicycle store and gas station, 1922. [CVA M00431]]

1.0 INTRODUCTION

HISTORIC NAME: Duck's Carriage Works

ADDRESS: 615-625 Johnson Street

ORIGINAL OWNER: Simeon Duck

ARCHITECT: Thomas Trounce, 1874; John Teague 1879-80

BUILDER: Unknown

DATE OF CONSTRUCTION: 1874; Addition and Alterations 1879-80 and 1884

In the 1850s, Simeon Duck had purchased Lots 159a and 160a along the west side of Broad Street, from the corner of Johnson Street. The original portion of this larger building was constructed as a two-storey stone carriage factory for Duck, who later expanded with a new building to the corner of Broad Street (the first Duck's Carriage Factory) and built the adjacent Duck's Building on Broad Street in 1892. The building has undergone numerous changes over the years; the brick has been stuccoed,

the storefronts have been altered, and the cornices and the two-storey front bay windows have been removed. Internally, the second floor has been split into two floors. The stone wall to the west, facing what was called Duck's Alley, dates to the original 1874 construction. This stone wall will be conserved and incorporated as part of the redevelopment of the original Duck properties.



Victoria Meat Market, 623 Johnson Street, April 1960. [CVA M00431]

2.0 HISTORIC CONTEXT

2.1 THE ESTABLISHMENT OF THE CITY OF VICTORIA

Victoria had grown explosively at the time of the Fraser River gold rush 1858, when thousands of miners, many from the United States, were arriving at the mouth of the Fraser River in pursuit of rich gold deposits. In a four-month period in 1858, Victoria's population swelled from a few hundred to over 7,000, with many newcomers living in tents. The British Government sent a detachment of Royal Engineers to establish law and order, to provide military protection, to build roads and bridges, and to survey new town sites. Lighthouses were installed at the entrance to Victoria Harbour to increase navigational safety and to improve the trade route to San Francisco that gave Victoria an economic advantage compared to locales along the Island and mainland coastlines. Along with this success came growth, and Victoria was incorporated as a City in 1862.

Discoveries of gold farther and farther inland continued to attract prospective miners. The Royal Engineers could not meet the scale of demand, and civilian crews were hired to survey and build roads on a small budget. Gold deposits were next found in Williams Creek, and the Cariboo Gold Rush began in 1862, which led to British Columbia's reputation as the "Gold Colony." There was a great influx of settlers, and church, state, military, and pioneer businesses converged to establish the new frontier towns.

The British Parliament passed the *British North America Act* in 1867, which created a Federal Dominion by uniting the provinces of Ontario,

Quebec, New Brunswick and Nova Scotia. The Act included a provision to include other provinces and colonies at a later date. The colony of British Columbia joined Confederation in 1871 in exchange for Federal debt relief and a promise from Ottawa to complete a transcontinental railway no later than 1881. The hope was that long-term prosperity and stability would accompany the railway through the extraction and trade of untapped natural resources, replacing the boom and bust cycle of the gold rushes. Surveys for the railway began the day that BC entered Confederation.

The 1870s were a turbulent time in Federal politics, which dampened the aspirations of Vancouver Island. The Macdonald government won the Federal election of 1872 but was forced to dissolve on November 6, 1873, due to the "Pacific Scandal". One of the proponents for building the Pacific Railway donated extensive campaign funds to Macdonald and other Conservatives during the election, leading to concerns about political patronage. In 1874, the Liberals formed a government under Alexander Mackenzie, who had called the railway contract "a bargain to be broken." An economic depression also delayed the railway, along with difficulties in finding a route through the mountains and Ottawa's prevarication about the location of the Pacific Coast terminus. Victoria wanted the terminus in Esquimalt, but building a bridge to Vancouver Island was prohibitively expensive, so Vancouver was chosen after prolonged deliberation. Macdonald's Conservatives were swept back into power in 1878, ushering in an era of national expansion. The railway returned to the Federal agenda, and a blast of dynamite signaled the start of long-awaited construction in 1880.

2.0 HISTORIC CONTEXT

2.2 ORIGINAL OWNER: SIMEON DUCK



Simeon Duck. [British Columbia Archives G-00746]

businessman, politician, Mason and early pioneer of British Columbia. He was born in St. Catharines, Ontario, the son of William Duck and Mary Jackson, who were both born in England. By 1859, he arrived in British Columbia by way of Panama. Hoping to strike it rich in the Fraser River Gold rush, he spent an unprofitable summer prospecting before coming to Victoria and establishing a wagon and carriage factory in Victoria. In order to make lumber, he cut oak trees and whipsawed them, and manufactured what was considered the best-wheeled vehicle made in Victoria. "The style and finish of these wagons reflect much credit on the maker, and a practical test of their merit as had on Sunday when they gave entire satisfaction." His business was at first unsuccessful, but Duck's fortunes changed when the Cariboo wagon road was completed. Suddenly many people were desperately in need of transportation to the Cariboo goldfields, and Duck's

business expanded into a general blacksmith, carriage and wagon shop. For several years starting in the mid-1860s Duck was in partnership with Stephen Sandover (1836-1918), a blacksmith; by 1871, Sandover had given up blacksmithing and was farming in North Saanich. Duck retired from the carriage works in 1881 and further developed his properties at the corner of Broad and Johnson Streets, ultimately opening a second hand furniture business in the Duck's Building in the 1890s.

In 1865, Duck married Sarah Miller (1829-1920, née Haught), a native of Letart Township, Meigs, Ohio. On various documents, Duck and Sarah claimed their religion as "Liberal" or omitted to fill anything in. They had one son, William, trained as a lawyer and was later a partner of the firm Duck & Johnson, real estate and insurance agents. Clearly an ingenious man, in 1875 Simeon Duck took out a patent on a Mortising Machine; in 1877 he renewed the patent with improvements that made the machine simpler and lighter.

Simeon Duck was a Conservative, and took an active interest in the Confederation movement. He represented Victoria City in the Legislative Assembly of British Columbia from 1871 to 1875, but was defeated when he ran for reelection. "Get back into your coop!" "You're a lame Duck" were just a few of the remarks made in the legislature when he spoke for an unpopular cause. In 1882 he was again elected, as was a man named Drake (Montague W. Tyrwhitt Drake). Duck and Drake were the butt of many jokes, but they laughed along with everyone else. Duck's supporters were once acidly described as "quakers" but Duck seemed to have been unabashed by either jokes or criticism. He served as Minister of Finance from 1885-86, and championed the establishment of non-sectarian free public schools. He was defeated when he ran for reelection in 1886, elected again in an 1888 by-election, and defeated in 1890. Duck also acted for a while as City treasurer, then assessor and tax collector.

Duck was a member of the Victoria volunteer fire department, and served in various positions including chief engineer. Duck became a Mason

2.0 HISTORIC CONTEXT

in Vancouver Lodge in 1864, received the sublime degree of Master Mason in October 1865, and served as Grand Master of B.C. in 1875-76. He was a member of both the Vancouver and Quadra lodges until he retired in 1881. He was also active with the Ancient Order of United Workmen. Duck became fascinated by spiritualism, and on at least one occasion held a séance in his home, although the medium, Dr. Peck, was dismissed in the Colonist as 'a humbug.'



Simeon Duck. [British Columbia Archives F-08604]

DIED: DUCK – At the family residence, No 47 Herald street, on the 5th inst., Simeon Duck, aged 70 years, and a native of St. Catharines, Ont. The funeral will take place on Wednesday, at 2.30 p.m., from the above residence. Friends will please accept this intimation.”
Victoria Daily Colonist, February 7, 1905, page 7.

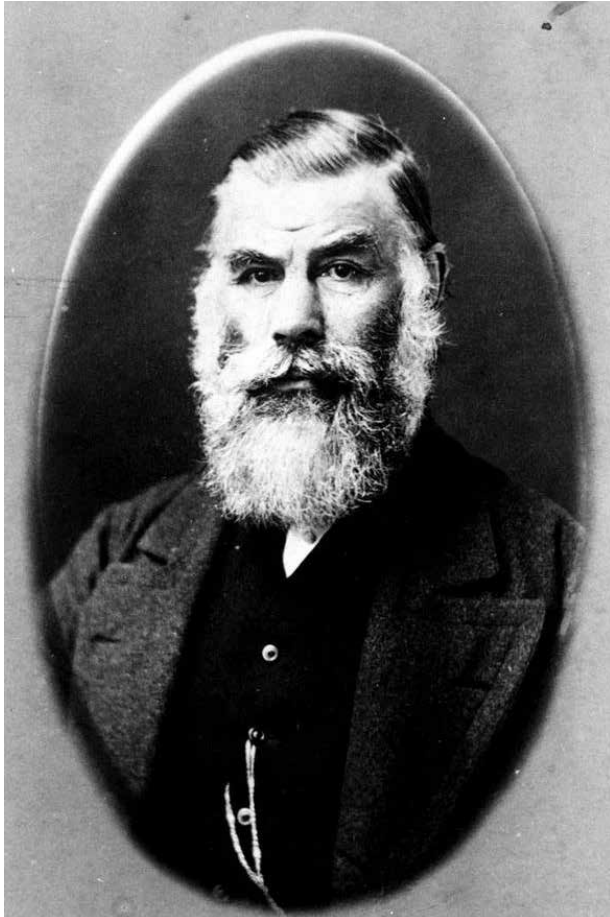
Once again – and it has of late been outstretched with deplorable frequency – has the hand of death been placed in the ranks of the rapidly diminishing band of pioneers of the province, taking therefrom one of its best known and most highly esteemed members, Simeon Duck, one of the oldest residents of Victoria and prominent in the life of the earliest history of the city. Deceased has been failing for months and his death, therefore, was not altogether unexpected. The funeral has been arranged to take place tomorrow afternoon at 2.30 o'clock from the family residence, Herald street.
Victoria Daily Colonist, February 7, 1905, page 8.

The funeral of the late Simeon Duck took place yesterday afternoon from the family residence, Herald street. There was a large attendance and many beautiful floral emblems presented. The service was conducted by the officers of the A.O.U.W., both at the house and graveside. The following acted as pallbearers: Messrs. E.B. Marvin, D.W. Corbin, John Meston, O. Hastings, G. Cavin and G. Crookshank.
Victoria Daily Colonist, February 9, 1905, page 5.

2.0 HISTORIC CONTEXT

2.3 ORIGINAL ARCHITECT: THOMAS TROUNCE

Abridged from Trounce entry, *Building The West*, by Stuart Stark.



Thomas Trounce, 1880s. [Stephen Allen Spencer, photographer. British Columbia Archives A-01866]

Thomas Trounce was one of the pioneer Cornishmen who contributed much to the life of early British Columbia. Born at Tregero Farm, Veyan, Cornwall, United Kingdom, Trounce later spent five years in London. Then, with his wife, Jane, he departed for New Zealand in 1841 and arrived on May 11, 1842. Trounce worked in New Zealand as a carpenter and joiner, but after a few years, he left for Tasmania, and was later drawn to the Australian gold rush. He caught “gold fever” again during the 1849 California

gold rush, and arrived in San Francisco on June 1, 1850. Trounce worked as a builder until 1858, when another gold rush in British Columbia’s Fraser River valley worked its magic. Instead of travelling up the Fraser River to the gold fields, Trounce stayed in Victoria, where he first lived in a tent on Government Street, and worked as a builder. When the HBC sold off the land that provided access to his property, he established Trounce Alley in 1859, a convenient thoroughfare between Government and Broad Streets. Trounce had some means, and owned other property in both Victoria and Esquimalt. By 1859, Trounce had built a frame house on Kane Street, and by 1861 had built Tregew in James Bay, one of the first stone houses in British Columbia. Italianate in style, Tregew was built of random rubble stonework with walls two feet thick. Most of Trounce’s known buildings were of masonry construction, an influence from his Cornish background. Although he certainly designed buildings from his first arrival in Victoria, Trounce also continued to act as a contractor, notably for the construction of the St. Nicholas Hotel for architects Wright & Sanders in 1862.

Trounce was a favourite of Admiral Hastings, Commander-in-Chief at the Royal Naval Dockyard, and also developed a comfortable relationship with Paymaster Sidney Spark. Trounce’s activities at the Dockyard resulted in his best known building, St. Paul’s Anglican Church in Esquimalt. Built in 1866, the Gothic-style wooden church is twenty-six by fifty feet in size, with a modest transept, and sixty-four feet to the top of its steeple. Associated from the beginning with the Royal Navy, the church was built with an Admiralty grant, and located on the rocky shoreline just outside the gates of the Dockyard; by 1904, the church was moved to a new site away from the potential damage of gunnery practice and storms. Trounce designed other churches including an extension to First Methodist Church in Victoria in 1872, and in 1874 a “Church and Day School for the use of the Indians” on Herald Street in Victoria. In 1867 he was awarded the contract to build the sandstone Holy Trinity Church in New Westminster, designed by H.O. Tiedemann, and opened for services the following year.

2.0 HISTORIC CONTEXT

Trounce's most productive years, architecturally, were the 1870s. He built his largest and most impressive buildings during that period, including Armadale, the substantial residence of Senator William John Macdonald, named after the seat of Lord Macdonald in Skye and built on about twenty-six acres in James Bay in 1876-77 for \$12,000, an enormous sum in those days. Trounce designed at least a dozen other substantial dwellings in this decade, in addition to what was probably his largest commission, the Hirst warehouse and docks in Nanaimo. This two-storey stone warehouse had a restrained classical frontage, and although much altered still serves as part of the Harbour Commission Building in Nanaimo. In Victoria, Trounce's 1879 Weiler Warehouse still stands at the corner of Broughton and Broad Streets. Trounce continued his architectural practice throughout the 1880s, designing such buildings as Morley's Soda Works on Waddington Alley, and a number of dwellings.

Trounce served as alderman on Victoria City Council from 1874-77, and in 1885 became a Grand Master of Masons. His wife, Jane, who had travelled the world with him, died in 1888. Shortly after, Trounce, at the age of seventy-six, married Emma Richards, a widow twenty-seven years younger, and they honeymooned in Australia. Emma was Methodist like her husband, and they attended the nearby James Bay Methodist Church. Trounce died on June 30, 1900, after an illness of two weeks. Emma lived until the age of sixty-four, and died in 1902. Trounce's success was partly based on being in the right place at the right time, and also on his ability to move between contracting and architecture, rather than on any exceptional skill as a designer. His buildings were generally competent, workman-like structures, and those that survive are rare examples of British Columbia's earliest architecture.

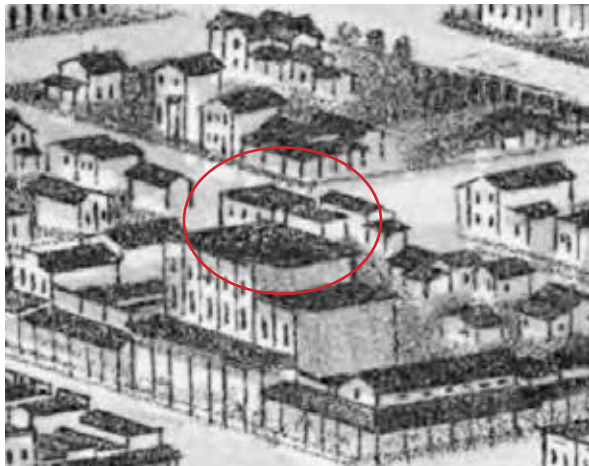


Thomas Trounce and others, including John Teague. [British Columbia Archives A-01868]

2.0 HISTORIC CONTEXT

2.4 DUCK'S CARRIAGE FACTORY

In 1874, Simeon Duck, whose carriage business was now flourishing, commissioned a stone carriage factory facing Johnson Street. The alley to the west became known as "Duck's Alley."



1878 Bird-Eye View of Victoria; Duck's Carriage Factory in centre.

Duck's Carriage Factory:

The handsome stone building on Johnson street, just erected by S. Duck, Esq., M.P.P., is the most complete structure of its kind in the Province. It is two stories in height, is substantially built of rough stone with cut stone facings. The interior is divided into show-room, wheelwright shop and smithy on the first floor, and a decorating room on the second floor, with a carriage-way leading from the yard. On the west side runs a spacious alley-way through which communication is had with the smithy and rear portion of the building. The structure is massive and handsome, the front elevation imposing, the whole arrangement being highly creditable to Mr. Trounce, the architect, the builders and the owner.

Victoria Daily Colonist, September 9, 1874, page 3.

In 1879, Duck commissioned a separate brick building to the west, which was variously referred to as the Duck's Carriage Factory.

Brick Block: Plans are being prepared for a block of brick buildings on Johnson and Broad streets for Mr. Duck.

Victoria Daily Colonist, December 5, 1879, page 3.

Brick Stores: Mr. Teague advertises for tenders for the erection of a 2-storey brick block containing three stores for Mr. Simeon Duck, on the S.W. corner of Johnson and Broad streets. A great many other improvements of a solid character are in contemplation, and there is every prospect of a firm revival in the building trade as well as in general business.

Victoria Daily Colonist, January 1, 1880, page 3.

In 1884, the Carriage Factory was altered with a new front, and rented for commercial purposes.

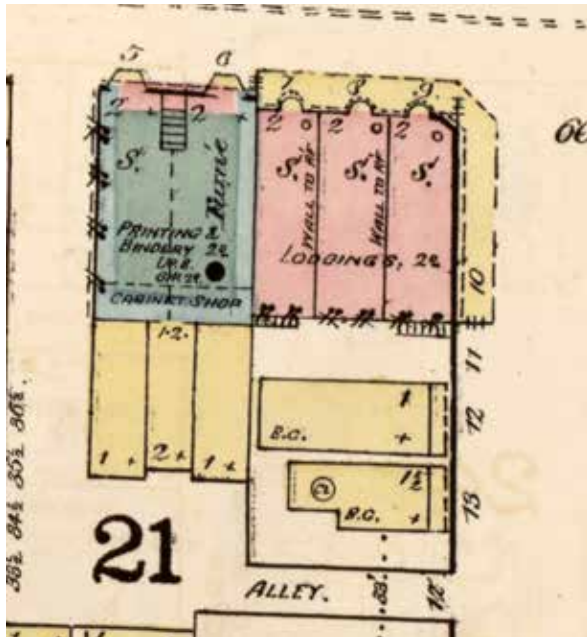
Building Notes: The large stone building belonging to Mr. Duck M.P.P. on Johnson street is to undergo extensive alterations under the hands of Mr. Teague, architect. The stone front will be taken out and the ground floor transformed into two stores, and there will be an entrance to other offices which will occupy the second floor.

Victoria Daily Colonist, June 10, 1884, page 3:

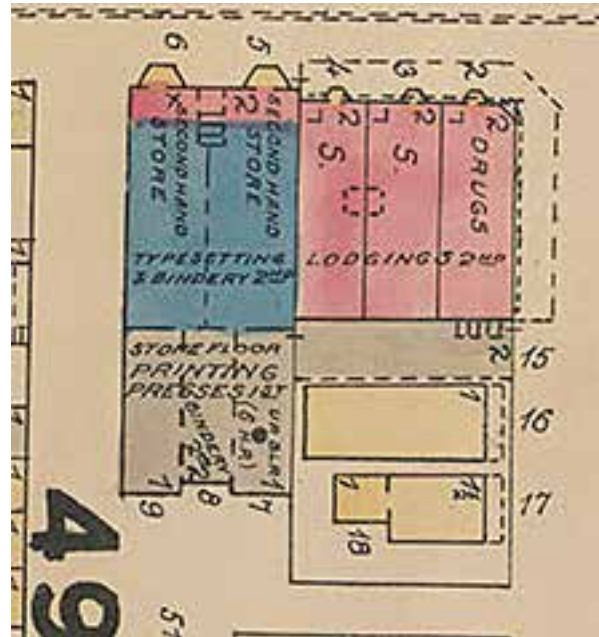
Improvements: Every day new h[illegible] are going up or alterations on old [illegible] may be seen in all directions. On Johnson Street Mr. S. Duck has had the front of his building torn down. It will be replaced by a lighter and ha[illegible] one giving a good appearance to the [illegible]. The first floor is to be used for [illegible] Mr. Aaronson will occupy one of the front stores and Mr. Miller the other. Mr. J. Morley will continue to use the back part of the building for his blacksmith shop, in which business is still being carried on, as the alterations in the front will not interfere with his work.

Victoria Daily Colonist, August 2, 1884, page 3.

2.0 HISTORIC CONTEXT



Fire Insurance Map, 1885. The Duck's Carriage Factory (in blue) is now a Printing & Bindery shop; the front of the building has been changed to brick, and has bay windows. Note the wooden arcade on the First Duck's Carriage Factory at the corner of Johnson and Broad Streets.



Fire Insurance Map, 1887



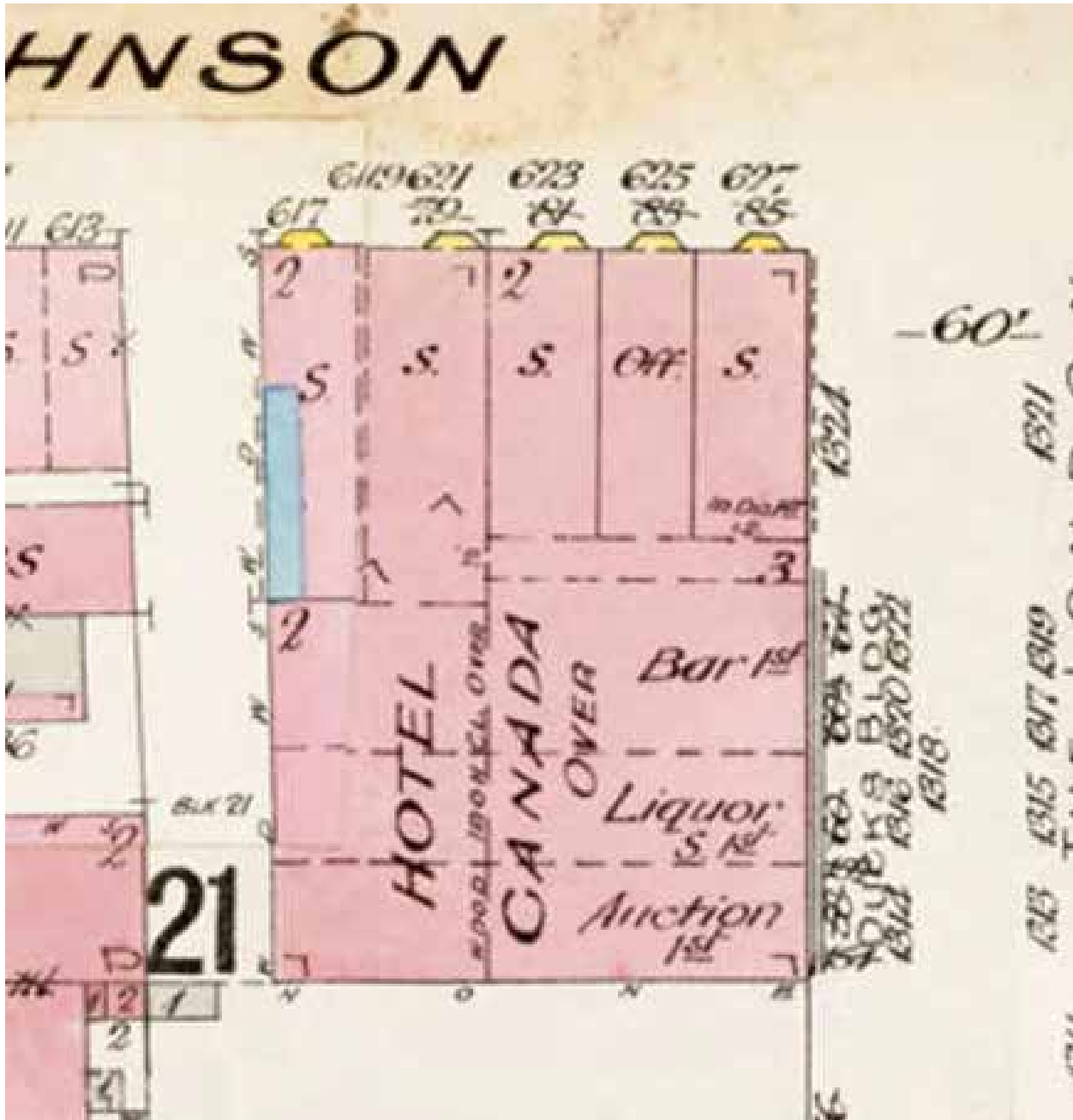
Hose Reel Drill Team preparing for competition at corner of Johnson and Douglas Streets; Victoria Fire Department, circa 1887. First Duck's Carriage Factory, with chimneys and arcade, can be seen centre left. [British Columbia Archives A-04734]

2.0 HISTORIC CONTEXT



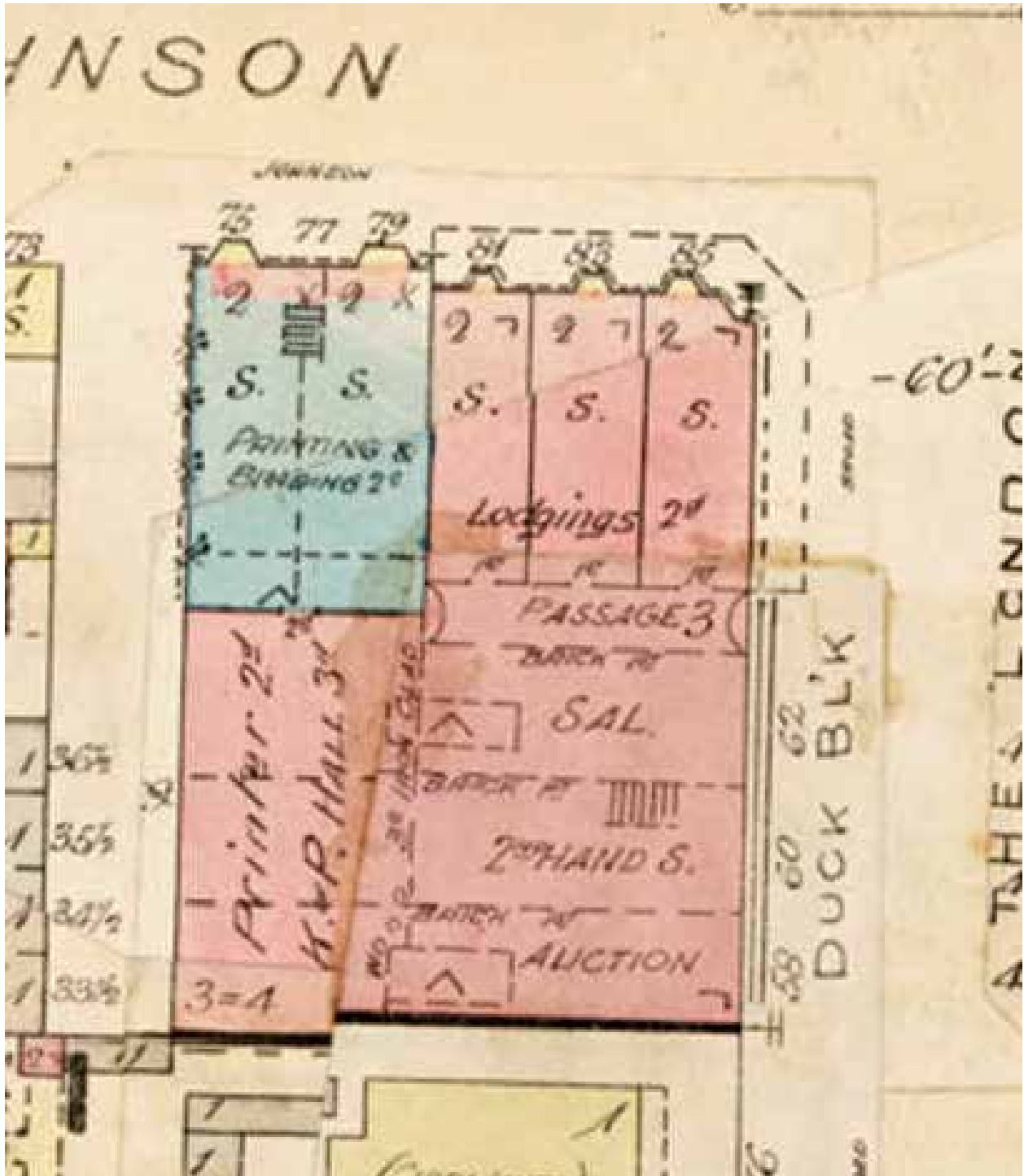
Johnson Street, 1877. First Duck's Carriage Factory, with chimneys and arcade, can be seen at centre; the two westernmost bays can be seen to be different in appearance. [City of Victoria Archives M06538]

2.0 HISTORIC CONTEXT



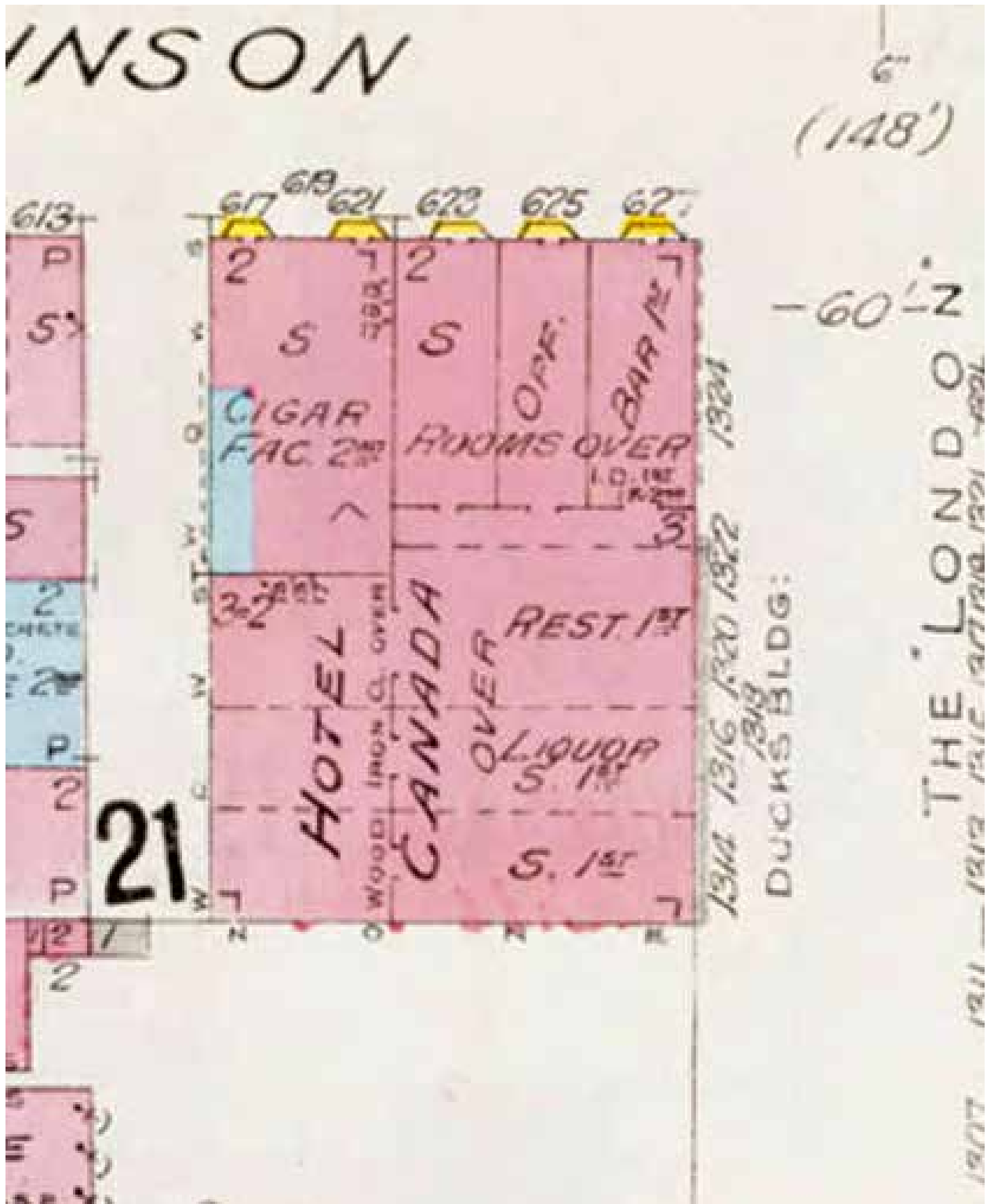
Fire Insurance Map, 1891 [Revised 1895]. The Duck's Building, built in 1892 facing Broad Street, has now filled in the rest of the Duck properties.

2.0 HISTORIC CONTEXT



Fire Insurance Map, 1903. The stone Carriage Factory remains intact behind the brick facade.

2.0 HISTORIC CONTEXT



Fire Insurance Map, 1911 [Revised 1913]. Only the west wall of the stone carriage factory is indicated.

2.0 HISTORIC CONTEXT



Victoria 1947 BO-47-1455 detail showing alley elevation. Note that the hipped roof of the Carriage Factory is still visible. It was later raised and flattened to match the roofline of the First Duck's Carriage Factory, and the stone wall extended upward in brick.

The storefronts house a wide variety of commercial tenants over the years. One of the more unusual tenants of the block, located at 79 (later 621) Johnson Street was H. Stadthagen Indian Trader, where collectors could buy not only trinkets and baskets but also large totem poles. Stadthagen's was the source of many items that ended up in major collections around the world. By 1912 it was C. Thaxton Indian Curios.

In 1892, Duck built the Duck's Building, a large three-storey building facing Broad Street. The upper floors house the Knights of Pythias in a top-floor hall, a brothel, and the Canada Hotel Bar and Grill – which also over time expanded to the First Duck's Carriage Factory. As Duck owned all these properties, their uses changed over time, and they were sometimes joined in various configurations at the upper levels.

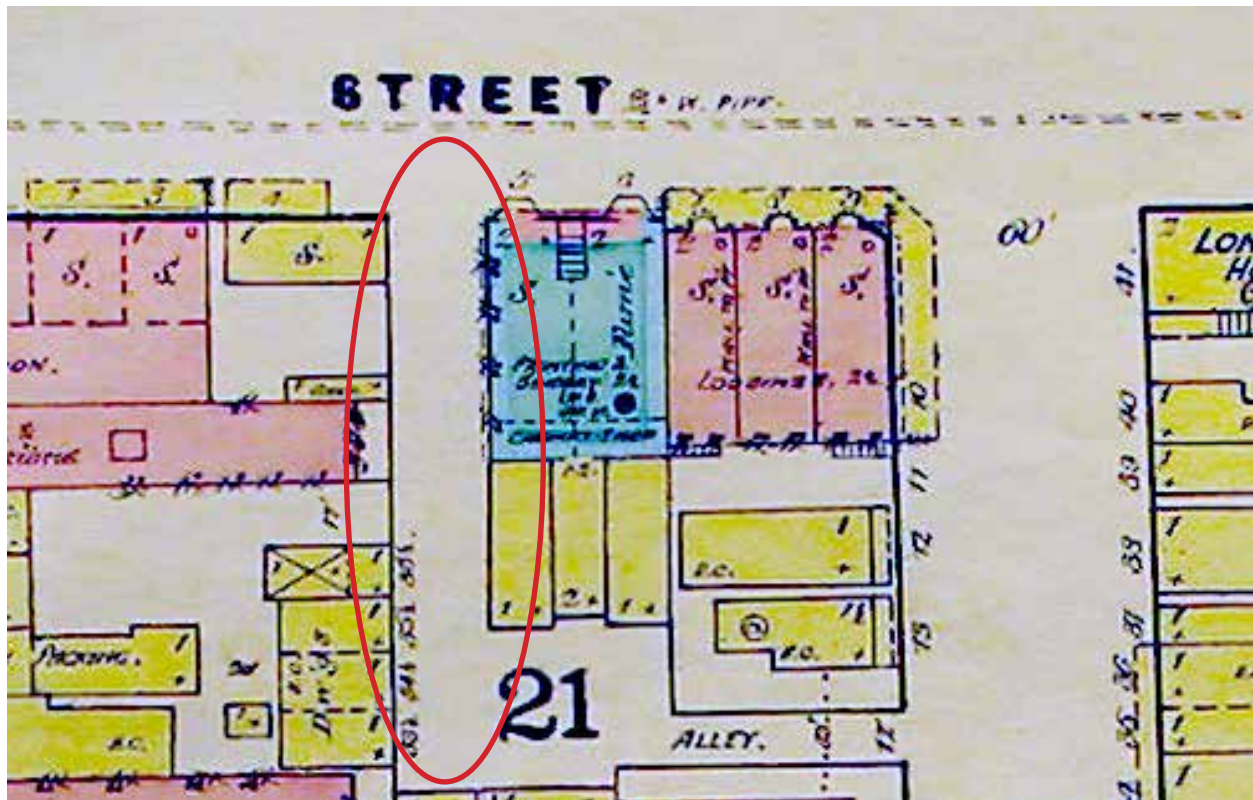
The Canada Hotel, which was sometimes addressed on Johnson Street and sometimes on Broad Street, offered a large saloon, and a café, as well as recreation options such as billiards and snooker and later a gymnasium. In 1917, when Prohibition became law, the bar at the Canada Hotel remained open, legally selling near beer with a low percentage of alcohol; it appears that stashes of whiskey were also available.

2.0 HISTORIC CONTEXT

2.4 DUCK'S ALLEY

Duck's Alley was originally laid out as access to the rear of the Carriage Factory, as noted in the *Colonist*, September 9, 1874: "On the west side runs a spacious alley-way through which communication is had with the smithy and rear portion of the building."

Although it is not named on maps, it is clearly listed as "Duck's Alley" in directories. The original stone wall from the 1874 Carriage Factory and the rear wall of the 1892 Duck's Building front onto this alleyway.



Fire Insurance Map, 1885, depicting Duck's Alley.

3.0 STATEMENT OF SIGNIFICANCE

THE Duck's Carriage Factory 1324 BROAD STREET, VICTORIA, BC

REVISED FEBRUARY 2018

Description of the Historic Place

The Duck's Carriage Factory is represented by a surviving two storey high, rubble masonry wall with random window openings, facing Duck's Alley, which runs south of Johnson Street between Broad and Government Streets in Victoria's Old Town District.

Heritage Value of the Historic Place

The west wall of the Duck's Carriage Factory is a valuable surviving masonry feature that dates from the early development of Victoria. A few older masonry structures survive on the waterfront, notably the Caire & Grancini and Fraser Warehouses on Wharf Street, the warehouses on Fort Street, and Congregation Emanuel-El on Blanshard Street, but many of the downtown commercial buildings built prior to British Columbia joining Confederation in 1871 were constructed in wood. The construction of a number of new federal buildings, such as the Custom House on Wharf Street, set a new standard for the growing city. When Simeon Duck commissioned a new building for his expanding carriage manufacturing business, he hired Thomas Trowne to design and build a substantial, two-storey fireproof structure.

Although the original 1874 building has lost its original facade, this surviving masonry wall is a valuable representation of construction techniques in the early city. Furthermore, the development of the later First Duck's Carriage Factory to the east and the adjacent 1892 Duck's Building to the south, all constructed for local entrepreneur and politician Simeon Duck, represents patterns of real estate speculation and development which occurred in Victoria in the late nineteenth century, which ebbed and flowed with economy. The Carriage Factory is also valued as a demonstration of Duck's entrepreneurial activities, who purchased two adjacent lots in the 1860s and developed them over time to house a variety of businesses, including manufacturing, industry, commercial and lodgings.

Character-Defining Elements

The heritage character-defining elements of the Duck's Carriage Factory include its:

- location facing Duck's Alley, which runs south of Johnson Street between Broad and Government Streets in Victoria's Old Town District;
- rubble stone construction, with random window openings with massive stone sills and lintels;
- multi-paned, double-hung wooden sash windows; and
- its contiguous relationship with the 1892 Duck's Building to the south.

4.0 CONSERVATION GUIDELINES

4.1 STANDARDS AND GUIDELINES

The Duck's Carriage Factory is a significant historical resource in the City of Victoria. The Parks Canada's *Standards & Guidelines for the Conservation of Historic Places in Canada* is the source used to assess the appropriate level of conservation and intervention. Under the *Standards & Guidelines*, the work proposed for the Duck's Carriage Factory includes aspects of preservation, rehabilitation and restoration.

Preservation: *the action or process of protecting, maintaining, and/or stabilizing the existing materials, form, and integrity of a historic place or of an individual component, while protecting its heritage value.*

Restoration: *the action or process of accurately revealing, recovering or representing the state of a historic place or of an individual component, as it appeared at a particular period in its history, while protecting its heritage value.*

Rehabilitation: *the action or process of making possible a continuing or compatible contemporary use of a historic place or an individual component, through repair, alterations, and/or additions, while protecting its heritage value.*

Interventions to the Duck's Carriage Factory should be based upon the Standards outlined in the *Standards & Guidelines*, which are conservation principles of best practice. The following **General Standards** should be followed when carrying out any work to an historic property.

STANDARDS

Standards relating to all Conservation Projects

1. Conserve the heritage value of a historic place. Do not remove, replace, or substantially alter its intact or repairable character-defining elements. Do not move a part of a historic place if its current location is a character-defining element.
2. Conserve changes to a historic place, which over time, have become character-defining elements in their own right.
3. Conserve heritage value by adopting an approach calling for minimal intervention.
4. Recognize each historic place as a physical record of its time, place and use. Do not create a false sense of historical development by adding elements from other historic places or other properties or by combining features of the same property that never coexisted.
5. Find a use for a historic place that requires minimal or no change to its character defining elements.
6. Protect and, if necessary, stabilize a historic place until any subsequent intervention is undertaken. Protect and preserve archaeological resources in place. Where there is potential for disturbance of archaeological resources, take mitigation measures to limit damage and loss of information.
7. Evaluate the existing condition of character-defining elements to determine the appropriate intervention needed. Use the gentlest means possible for any intervention. Respect heritage value when undertaking an intervention.
8. Maintain character-defining elements on an ongoing basis. Repair character-defining elements by reinforcing the materials using recognized conservation methods. Replace in kind any extensively deteriorated or missing parts of character-defining elements, where there are surviving prototypes.
9. Make any intervention needed to preserve character-defining elements physically and visually compatible with the historic place and identifiable upon close inspection. Document any intervention for future reference.

4.0 CONSERVATION GUIDELINES

Additional Standards relating to Rehabilitation

10. Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.
11. Conserve the heritage value and character-defining elements when creating any new additions to a historic place and any related new construction. Make the new work physically and visually compatible with, subordinate to and distinguishable from the historic place.
12. Create any new additions or related new construction so that the essential form and integrity of a historic place will not be impaired if the new work is removed in the future.

Additional Standards relating to Restoration

13. Repair rather than replace character-defining elements from the restoration period. Where character-defining elements are too severely deteriorated to repair and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements.
14. Replace missing features from the restoration period with new features whose forms, materials and detailing are based on sufficient physical, documentary and/or oral evidence.

4.2 CONSERVATION REFERENCES

The proposed work entails the rehabilitation of the rear stone wall of the Duck's Carriage Factory. The following conservation resources should be referred to:

Standards and Guidelines for the Conservation of Historic Places in Canada, Parks Canada, 2010.
<http://www.historicplaces.ca/en/pages/standards-normes/document.aspx>

4.3 GENERAL CONSERVATION STRATEGY

The primary intent is to demolish the main structure of the building and retain and rehabilitate the original rear stone wall as part of the overall site redevelopment scheme. New window assemblies will be installed within original openings of the rubble wall and will reference original assemblies.

Proposed Redevelopment Scheme

The development scheme for this property has been prepared de Hoog & Kierulf Architects, and includes aspects of rehabilitation, restoration, and preservation.

The major proposed interventions of the overall project are to:

- Demolish the main building structure to accommodate proposed new development;
- retain rear original stone wall; and
- rehabilitate stone wall to be integrated into new proposed development.

4.4 SITE PROTECTION & STABILIZATION

The stone wall should be protected from movement and other damage at all times during demolition, excavation and construction work. Install monitoring devices to document and assess cracks and possible settlement of the masonry wall.

5.0 CONSERVATION RECOMMENDATIONS



A condition review of the Duck's Carriage Factory was carried out during a site visit in June 2017. The recommendations for the rehabilitation of the structure are based on the site review, material samples and archival documents that provide valuable information about the original appearance of the historic building.

The following chapter describes the materials, physical condition and recommended conservation strategy for the Duck's Carriage Factory based on Parks Canada *Standards & Guidelines for the Conservation of Historic Places in Canada*.

5.1 SITE

The historic Duck's Carriage Factory is situated in its original location at the southwest corner of Broad Street and Johnson Street in Victoria, BC, and is built to the property lines with minimal to no setbacks. As part of the development scheme, the site will be rehabilitated to accommodate the proposed redevelopment of the site. The main Duck's Carriage Factory structure is to be demolished with the exception of the rear stone wall and original elements.

Conservation Strategy: Rehabilitation

- Existing structure to be demolished.
- Retain and rehabilitate rear wall and any surviving original elements.

5.0 CONSERVATION RECOMMENDATIONS

5.2 EXTERIOR WALLS

The original stone rear wall remains extant and features original rubble stone construction with random window openings and massive stone sills and lintels. While the main structure of the building is to be demolished as part of the redevelopment scheme, the original stone wall will be retained and rehabilitated.

Further investigation is required to determine any other possible remaining original materials or features during demolition. Original material to be retained and rehabilitated, as possible.

Conservation Strategy: Rehabilitation

- Preserve the character-defining rubble stone wall.
- Surviving sills and lintels require investigation to determine extent of structural integrity. Repair as required.
- Undertake complete condition survey of condition of all stone surfaces.
- Cleaning, repair and repointing specifications to be reviewed by Heritage Consultant.
- All redundant metal inserts and services mounted on the exterior walls should be removed or reconfigured.
- Overall cleaning of the stone on the exterior rear elevation should be carried out. Do not use any abrasive methods that may damage the surfaces. Use a soft natural bristle brush and mild water rinse. Only approved chemical restoration cleaners may be used. Sandblasting or any other abrasive cleaning method of any kind is not permitted.
- Repoint as necessary by raking out loose mortar material to a uniform depth. Work should only be undertaken by skilled masons. Do not use power tools to cut or grind joints; hand-held grinders may be used for the initial raking of horizontal joints after test samples have been undertaken and only if approved by the Heritage Consultant. Repoint mortar joints with new mortar that matches existing in consistency, composition, strength, colour and pointing profile; note the finely tooled profile of the original mortar joints.
- Following demolition of surrounding structure, the top of the stone wall will require stabilization and flashing. Careful attention should be paid at interface of original and new material. Protect rehabilitated wall from the elements and stabilize wall as required during demolition phase.



5.0 CONSERVATION RECOMMENDATIONS

5.3 FENESTRATION

Windows, doors and storefronts are among the most conspicuous feature of any building. In addition to their function — providing light, views, fresh air and access to the building — their arrangement and design is fundamental to the building's appearance and heritage value. Each element of fenestration is, in itself, a complex assembly whose function and operation must be considered as part of its conservation.

— Standards and Guidelines for the Conservation of Historic Places in Canada.

5.3.1 WINDOWS

The Duck's Carriage Factory features character-defining double-hung wooden sash windows, which will be replaced with new assemblies. New windows will be installed within existing openings and will reference historic originals.

Conservation Strategy: Rehabilitation

- Inspect for condition and complete detailed inventory to confirm extent of recommended repair or replacement.
- Install new window assemblies in historically-appropriate configuration within existing openings of rubble wall.
- Review options for energy performance and acoustical upgrades.
- Prime and repaint as required in appropriate colour, based on colour schedule devised by Heritage Consultant.

5.4 EXTERIOR COLOUR SCHEDULE

Part of the restoration process is to finish the building in historically appropriate paint colours. The following preliminary colour scheme has been derived by the Heritage Consultant, based on on-site paint sampling and microscopic paint analysis. The colours have been matched to Benjamin Moore's Historical True Colours Palette. Further on-site analysis is required for final colour confirmation once access is available.

Prior to final paint application, samples of these colours should be placed on the building to be viewed in natural light. Final colour selection can then be verified. Matching to any other paint company products should be verified by the Heritage Consultant.

Conservation Strategy: Rehabilitation

- Restore with appropriate historic colour scheme for exterior painted finishes.

6.0 MAINTENANCE PLAN

A Maintenance Plan should be adopted by the property owner, who is responsible for the long-term protection of the heritage features of the Duck's Carriage Factory. The Maintenance Plan should include provisions for:

- Copies of the Maintenance Plan and this Conservation Report to be incorporated into the terms of reference for the management and maintenance contract for the building;
- Cyclical maintenance procedures to be adopted as outlined below;
- Record drawings and photos of the building to be kept by the management / maintenance contractor; and
- Records of all maintenance procedures to be kept by the owner.

A thorough maintenance plan will ensure the integrity of the Duck's Carriage Factory is preserved. If existing materials are regularly maintained and deterioration is significantly reduced or prevented, the integrity of materials and workmanship of the building will be protected. Proper maintenance is the most cost effective method of extending the life of a building, and preserving its character-defining elements. The survival of historic buildings in good condition is primarily due to regular upkeep and the preservation of historic materials.

6.1 MAINTENANCE GUIDELINES

A maintenance schedule should be formulated that adheres to the *Standards & Guidelines for the Conservation of Historic Places in Canada*. As defined by the *Standards & Guidelines*, maintenance is defined as:

Routine, cyclical, non-destructive actions necessary to slow the deterioration of a historic place. It entails periodic inspection; routine, cyclical, non-destructive cleaning; minor repair and refinishing operations; replacement of damaged or deteriorated materials that are impractical to save.

The assumption that newly renovated buildings become immune to deterioration and require less maintenance is a falsehood. Rather, newly renovated buildings require heightened vigilance to spot errors in construction where previous problems had not occurred, and where deterioration may gain a foothold.

Routine maintenance keeps water out of the building, which is the single most damaging element to a heritage building. Maintenance also prevents damage by sun, wind, snow, frost and all weather; prevents damage by insects and vermin; and aids in protecting all parts of the building against deterioration. The effort and expense expended on an aggressive maintenance will not only lead to a higher degree of preservation, but also over time potentially save large amount of money otherwise required for later repairs.

6.2 PERMITTING

Repair activities, such as simple in-kind repair of materials, or repainting in the same colour, should be exempt from requiring city permits. Other more intensive activities will require the issuance of a Heritage Alteration Permit.

6.3 ROUTINE, CYCLICAL AND NON-DESTRUCTIVE CLEANING

Following the *Standards & Guidelines for the Conservation of Historic Places in Canada*, be mindful of the principle that recommends "using the gentlest means possible". Any cleaning procedures should be undertaken on a routine basis and should be undertaken with non-destructive methods. Cleaning should be limited to the exterior material such as concrete and stucco wall surfaces and wood elements such as storefront frames. All of these elements are usually easily cleaned, simply with a soft, natural bristle brush, without water, to remove dirt and other material. If a more intensive cleaning is required, this can be accomplished with warm water, mild detergent and a soft bristle brush. High-pressure washing, sandblasting or other abrasive cleaning should not be undertaken under any circumstances.

6.4 REPAIRS AND REPLACEMENT OF DETERIORATED MATERIALS

Interventions such as repairs and replacements must conform to the *Standards & Guidelines for the Conservation of Historic Places in Canada*. The building's character-defining elements—characteristics of the building that contribute to its heritage value (and identified in the Statement of Significance) such as materials, form, configuration, etc. - must be conserved, referencing the following principles to guide interventions:

- An approach of minimal intervention must be adopted - where intervention is carried out it will be by the least intrusive and most gentle means possible.
- Repair rather than replace character-defining elements.
- Repair character-defining elements using recognized conservation methods.
- Replace 'in kind' extensively deteriorated or missing parts of character-defining elements.
- Make interventions physically and visually compatible with the historic place.

6.5 INSPECTIONS

Inspections are a key element in the maintenance plan, and should be carried out by a qualified person or firm, preferably with experience in the assessment of heritage buildings. These inspections should be conducted on a regular and timely schedule. The inspection should address all aspects of the building including exterior, interior and site conditions. It makes good sense to inspect a building in wet weather, as well as in dry, in order to see how water runs off – or through – a building. From this inspection, an inspection report should be compiled that will include notes, sketches and observations. It is helpful for the inspector to have copies of the building's elevation drawings on which to mark areas of concern such as cracks, staining and rot. These observations can then be included in the report. The report need not be overly complicated or formal, but must be thorough, clear and concise. Issues of concern, taken from the report should then

be entered in a log book so that corrective action can be documented and tracked. Major issues of concern should be extracted from the report by the property manager.

An appropriate schedule for regular, periodic inspections would be twice a year, preferably during spring and fall. The spring inspection should be more rigorous since in spring moisture-related deterioration is most visible, and because needed work, such as painting, can be completed during the good weather in summer. The fall inspection should focus on seasonal issues such as weather-sealants, mechanical (heating) systems and drainage issues. Comprehensive inspections should occur at five-year periods, comparing records from previous inspections and the original work, particularly in monitoring structural movement and durability of utilities. Inspections should also occur after major storms.

6.6 INFORMATION FILE

The building should have its own information file where an inspection report can be filed. This file should also contain the log book that itemizes problems and corrective action. Additionally, this file should contain building plans, building permits, heritage reports, photographs and other relevant documentation so that a complete understanding of the building and its evolution is readily available, which will aid in determining appropriate interventions when needed.

The file should also contain a list outlining the finishes and materials used, and information detailing where they are available (store, supplier). The building owner should keep on hand a stock of spare materials for minor repairs.

6.6.1 LOG BOOK

The maintenance log book is an important maintenance tool that should be kept to record all maintenance activities, recurring problems and building observations and will assist in the overall maintenance planning of the building.

6.0 MAINTENANCE PLAN

Routine maintenance work should be noted in the maintenance log to keep track of past and plan future activities. All items noted on the maintenance log should indicate the date, problem, type of repair, location and all other observations and information pertaining to each specific maintenance activity.

Each log should include the full list of recommended maintenance and inspection areas noted in this Maintenance Plan, to ensure a record of all activities is maintained. A full record of these activities will help in planning future repairs and provide valuable building information for all parties involved in the overall maintenance and operation of the building, and will provide essential information for long term programming and determining of future budgets. It will also serve as a reminder to amend the maintenance and inspection activities should new issues be discovered or previous recommendations prove inaccurate.

The log book will also indicate unexpectedly repeated repairs, which may help in solving more serious problems that may arise in the historic building. The log book is a living document that will require constant adding to, and should be kept in the information file along with other documentation noted in section **6.6 Information File**.

6.7 EXTERIOR MAINTENANCE

Water, in all its forms and sources (rain, snow, frost, rising ground water, leaking pipes, back-splash, etc.) is the single most damaging element to historic buildings.

The most common place for water to enter a building is through the roof. Keeping roofs repaired or renewed is the most cost-effective maintenance option. Evidence of a small interior leak should be viewed as a warning for a much larger and worrisome water damage problem elsewhere and should be fixed immediately.

6.7.1 INSPECTION CHECKLIST

The following checklist considers a wide range of potential problems specific to the rehabilitated and redeveloped Duck's Carriage Factory, such as water/moisture penetration, material deterioration and structural deterioration. This does not include interior inspections.

EXTERIOR INSPECTION

Site Inspection:

- ☐ Is the lot well drained? Is there pooling of water?
- ☐ Does water drain away from foundation?

Foundation

- ☐ Does pointing need repair?
- ☐ Paint peeling? Cracking?
- ☐ Is bedding mortar sound?
- ☐ Moisture: Is rising damp present?
- ☐ Is there back splashing from ground to structure?
- ☐ Is any moisture problem general or local?
- ☐ Is spalling from freezing present? (Flakes or powder?)
- ☐ Is efflorescence present?
- ☐ Is spalling from sub-fluorescence present?
- ☐ Is damp proof course present?
- ☐ Are there shrinkage cracks in the foundation?
- ☐ Are there movement cracks in the foundation?
- ☐ Is crack monitoring required?
- ☐ Is uneven foundation settlement evident?
- ☐ Are foundation crawl space vents clear and working, if any?
- ☐ Do foundation openings (doors and windows), if any, show: rust; rot; insect attack; paint failure; soil build-up;
- ☐ Deflection of lintels?

Masonry

- ☐ Are moisture problems present? (Rising damp, rain penetration, condensation, water run-off from roof, sills, or ledges?)
- ☐ Is spalling from freezing present? Location?
- ☐ Is efflorescence present? Location?
- ☐ Is spalling from sub-fluorescence present? Location?

6.0 MAINTENANCE PLAN

- ☐ Need for pointing repair? Condition of existing pointing and re-pointing?
- ☐ Are weep holes present and open?
- ☐ Are there cracks due to shrinking and expansion?
- ☐ Are there cracks due to structural movement?
- ☐ Are there unexplained cracks?
- ☐ Do cracks require continued monitoring?
- ☐ Are there signs of steel or iron corrosion?
- ☐ Are there stains present? Rust, copper, organic, paints, oils / tars? Cause?
- ☐ Does the surface need cleaning?

Wood Elements

- ☐ Are there moisture problems present? (Rising damp, rain penetration, condensation moisture from plants, water run-off from roof, sills, or ledges?)
- ☐ Is there insect attack present? Where and probable source?
- ☐ Is there fungal attack present? Where and probable source?
- ☐ Are there any other forms of biological attack? (Moss, birds, etc.) Where and probable source?
- ☐ Is any wood surface damaged from UV radiation? (bleached surface, loose surface fibres)
- ☐ Is any wood warped, cupped or twisted?
- ☐ Is any wood split? Are there loose knots?
- ☐ Are nails pulling loose or rusted?
- ☐ Is there any staining of wood elements? Source?

Condition of Exterior Painted Materials

- ☐ Paint shows: blistering, sagging or wrinkling, alligatoring, peeling. Cause?
- ☐ Paint has the following stains: rust, bleeding knots, mildew, etc. Cause?
- ☐ Paint cleanliness, especially at air vents?

Windows

- ☐ Is the glass cracked or missing?
- ☐ Are the seals of double glazed units effective?
- ☐ If the glazing is puttied, has it gone brittle and cracked? Fallen out? Painted to shed water?
- ☐ If the glass is secured by beading, are the beads in good condition?
- ☐ Is there condensation or water damage to the paint?

- ☐ Are the sashes easy to operate? If hinged, do they swing freely?
- ☐ Is the frame free from distortion?
- ☐ Do sills show weathering or deterioration?
- ☐ Are drip mouldings/flushing above the windows properly shedding water?
- ☐ Is the caulking between the frame and the cladding in good condition?

Doors

- ☐ Do the doors create a good seal when closed?
- ☐ Are the hinges sprung? In need of lubrication?
- ☐ Do locks and latches work freely?
- ☐ If glazed, is the glass in good condition? Does the putty need repair?
- ☐ Are door frames wicking up water? Where? Why?
- ☐ Are door frames caulked at the cladding? Is the caulking in good condition?
- ☐ What is the condition of the sill?

Gutters and Downspouts

- ☐ Are downspouts leaking? Clogged? Are there holes or corrosion? (Water against structure)
- ☐ Are downspouts complete without any missing sections? Are they properly connected?
- ☐ Is the water being effectively carried away from the downspout by a drainage system?
- ☐ Do downspouts drain completely away?

Roof

- ☐ Are there water blockage points?
- ☐ Is the leading edge of the roof wet?
- ☐ Is there evidence of biological attack? (Fungus, moss, birds, insects)
- ☐ Are flashings well seated?
- ☐ Are metal joints and seams sound?
- ☐ If there is a lightning protection system are the cables properly connected and grounded?
- ☐ Is there rubbish buildup on the roof?
- ☐ Are there blisters or slits in the membrane?
- ☐ Are the drain pipes plugged or standing proud?
- ☐ Is water ponding present?

6.0 MAINTENANCE PLAN

6.7.2 MAINTENANCE PROGRAMME

INSPECTION CYCLE:

Daily

- Observations noted during cleaning (cracks; damp, dripping pipes; malfunctioning hardware; etc.) to be noted in log book or building file.

Semi-annually

- Semi-annual inspection and report with special focus on seasonal issues.
- Thorough cleaning of drainage system to cope with winter rains and summer storms
- Check condition of weather sealants (Fall).
- Clean the exterior using a soft bristle broom/brush.

Annually (Spring)

- Inspect concrete for cracks, deterioration.
- Inspect metal elements, especially in areas that may trap water.
- Inspect windows for paint and glazing compound failure, corrosion and wood decay and proper operation.
- Complete annual inspection and report.
- Clean out of all perimeter drains and rainwater systems.
- Touch up worn paint on the building's exterior.
- Check for plant, insect or animal infestation.
- Routine cleaning, as required.

Five-Year Cycle

- A full inspection report should be undertaken every five years comparing records from previous inspections and the original work, particularly monitoring structural movement and durability of utilities.
- Repaint windows every five to fifteen years.

Ten-Year Cycle

- Check condition of roof every ten years after last replacement.

Twenty-Year Cycle

- Confirm condition of roof and estimate effective lifespan. Replace when required.

Major Maintenance Work (as required)

- Thorough repainting, downspout and drain replacement; replacement of deteriorated building materials; etc.

APPENDIX A: RESEARCH SOURCES

CITY OF VICTORIA BUILDING PLANS:

- No original plans on file at Victoria City Hall.

CITY OF VICTORIA BUILDING PERMIT:

- #3188; November 1, 1911; \$3,000; alterations.

CITY OF VICTORIA PLUMBING PERMIT:

- #666 (T-18): 22.1.1898 for Simeon Duck; Stores, Lodging House; Printing Office; two buildings.
- #7688: June 10, 1914; for Simeon Duck; Office.

VITAL EVENTS:

- Person: Simeon Duck; Event Type: Death; Registration Number: 1905-09-018548; Event Date: 1905-02-05; Event Place: Victoria; Age at Death: 70.

REFERENCES FOR THOMAS TROUNCE:

- Photographs, newspapers; directories; British Columbia Archives; City of Victoria Archives; and the Nanaimo Community Archives. Newspaper citations from the *Victoria Daily Standard*; *The Chronicle*; the *Victoria Times*; the *Cariboo Sentinel*; and the *Colonist*. Additionally, Voters' Lists; Death Registration Indexes; the 1891 Census Records; Cause Books for Civil Pleas for the British Columbia Supreme Court; his obituary in the *Colonist*, July 1, 1900, p.2; and Letter Books of the City of Victoria were consulted. Contract for building Holy Trinity, New Westminster from *Cariboo Sentinel*, July 1, 1867 and the *British Columbian*, June 19, 1867 p.3: *Local Briefs*. Additional information from Christopher J.P. Hanna and Donald Luxton. Notes from Madge Hamilton's Collection in the author's possession. Additional primary research by Dorothy Mindenhall on Trounce's activities at Royal Naval Dockyard.

PUBLISHED REFERENCES:

- Luxton, Donald, ed. *Building The West: The Early Architects of British Columbia*. Vancouver: Talonbooks, 2nd. Ed., 2007.

ASSESSMENT INFORMATION

Original Legal Description: E Pt 159A, Block 2

- 1872/73: 159a; 66' x 119'; Broad & Johnson; Duck & Sandover; Land \$2,625 Imp: \$375
- 1874: Simeon Duck; Land \$2,500 Imp: \$500
- 1875: S. Duck; Land \$2,500 Imp: \$2,500
- 1876-1878: Same
- 1879: Land \$2,500 Imp: \$2,500 ("+" \$3,000" pencilled in)
- 1880: Land \$2,500 Imp: \$5,500
- 1881-1884: Same
- 1885: Land \$8,500 Imp: \$5,500
- 1886/87-1888: Same
- 1889: Land: \$10,800 Imp: \$8,000 (combined with 160a)
- 1890: Same
- 1892: Land: \$11,500 Imp: \$5,000
- 1894: Land: \$10,780 Imp: \$2,500
- 1897: Land: \$9,240 Imp: \$7,000 (likely inflation)
- 1900 and 1905: Same

VITAL EVENTS:

- Person: Stephen Sandover; Event Type: Death; Registration Number: 1918-09-038271; Event Date: 1918-07-04; Event Place: North Saanich; Age at Death: 81.

DIRECTORIES:

- 1860 *First Victoria Directory*: Duck not listed.
- 1863 *British Columbia Guide & Directory*, page 60: Duck, S. & Co., carriage-makers & blacksmiths, Fisguard.
- 1868 *First Victoria Directory, 2nd Issue*, page 29: Duck & Sandover, carriage builders, Government street, W. side
Duck, Simeon (See Duck & Sandover)

- 1869 *First Victoria Directory, 3rd Issue*, page 25:
Duck & Sandover, carriage builders,
Government street, W. side
Duck, Simeon (see Duck & Sandover) resid.
Herald street
- 1871 *First Victoria Directory, 4th Issue*, page 11:
Duck & Sandover, carriage builders,
Government street, W. side
Duck, Simeon (see Duck & Sandover)
Duck, E., Herald street
- 1874 *First Victoria Directory, 5th Issue*, page 10:
Duck, Simeon carriage and wagon builder,
M.P.P., Gov't. St.
- 1875 *Cubery's Visitor Guide to Victoria*, page 6:
Simeon Duck, carriage and wagon factory,
Johnson street
- 1877-78 *Guide to the Province of B.C.*, page 296:
Duck Simeon, carriage manufacturer, &c.,
Johnson street. Res. Herald street.
- 1882-1883 *British Columbia Directory*, page 37:
Duck Simeon, M.P.P., retired from business, res
Herald st bet Government and Douglas
- 1884-1885 *British Columbia Directory*, page 34:
Duck Simeon, M.P.P., retired from business,
res. Herald st. bet. Government and Douglas
- 1887 *British Columbia Directory*, page 31:
Duck Hon. Simeon, retired, res. Herald st. near
Douglas st.
- 1888 *British Columbia Directory*, page 98:
Duck Simeon, M.P.P., city treasurer, 47 Herald
Duck, William, law student (S P Mills) 47
Herald
- 1889 *Henderson's British Columbia Gazetteer & Directory*, page 452:
Duck Simeon, M.P.P., city assessor and
collector, res 47 Herald
- 1892 *Williams Illustrated Official BC Directory*,
page 213:
Broad Street: 54 Stable
Broad Street: 58-62 [blank]
- 1894 *Williams Official BC Directory*, page 389:
Broad Street: 54 Van Volkenburgh's stables
Broad Street: 58: Furnival, Wm
Broad Street: 58: Brooks, Wm
Broad Street: 62 Duck blk
Broad Street: 62 Knights of Pythias
Broad Street: 62 Ewart, A C
Broad Street: 62 Brown, M C billiard parlour
Broad Street: 62 Central Presbyterian church
- 1895 *Williams Official BC Directory*, page 280:
Broad Street: 54: Stables
Broad Street: 56: Baker, Miss B
Broad Street: 58: Vacant
Broad Street: 60: Vacant
Broad Street: 62: Knights of Pythias
Broad Street: 64: Carter House Saloon
- 1897 *Henderson's BC Gazetteer & Directory*,
page 747:
Duck Block, cor Johnson and Broad
Duck, Simeon, second-hand furniture, 58
Broad, h 47 Herald
- 1898 *Henderson's BC Gazetteer & Directory*,
page 651:
Broad Street: 56: Baker, Bertha.
Broad Street: 58: Duck & Co., S., furniture.
Broad Street: 60: Painter, Nathan, 2nd-hand
goods.
Broad Street: 62: Ashton, Vera, lodging house.
Broad Street: 62: Trilby Music Hall
- 1898 *British Columbia Directory*, page 674:
Duck Block, cor Johnson and Broad.
Duck, Simeon, second-hand furniture, 58
Broad, h 47 Herald.
- 1899 *Williams Official BC Directory*, page 491:
Broad Street: 56: Miss Bertha Baker.
Broad Street: 58: Duck & Co.
Broad Street: 60: Pointer, N.
Broad Street: 62: Ashton, Miss Vera.
Broad Street: 62 ½: Trilby Music Hall.
- 1899-1900 *Henderson's BC Gazetteer & Directory*, page 787:
Broad Street: 56: Ward, Gladdas.
Broad Street: 58: Duck & Co., S., furniture.
Broad Street: 60: Pointer, Nathan, second-hand
goods.
Broad Street: 62: Ashton, Vera.
Broad Street: 62: Trilby Music Hall.

- 1900-1901 *Henderson's BC Gazetteer & Directory*, page 964:
Broad Street: 56: Ward, Gladdas.
Broad Street: 60: Pointer, Nathan, second-hand goods.
Broad Street: 62: Ashton, Vera.
Broad Street: 62: Lyceum Music Hall.
- 1901 *Henderson's BC Gazetteer & Directory*, page 824:
Broad Street: 56: Maynard, Sadie.
Broad Street: 60: Pointer, Nathan, second-hand goods.
Broad Street: 62: Lyceum Music Hall.
- 1902 *Henderson's BC Gazetteer & Directory*, page 805:
Broad Street: 56: Baker, Bertha.
Broad Street: 58: Jones, Wm., auctioneer.
Broad Street: 60 ½: Carroll, Stella.
Broad Street: 62: Lyceum Music Hall.
- 1903 *Henderson's BC Gazetteer & Directory*, page 863:
Broad Street: 56: Baker, Bertha.
Broad Street: 58: Jones, William, auctioneer.
Broad Street: 60: Aaronson, A.A., 2nd hand.
Broad Street: 60 ½: Carroll, Stella.
Broad Street: 62: Lyceum Music Hall.
- 1904 *Henderson's BC Gazetteer & Directory*, page 926:
Broad Street: 56: Baker, Bertha.
Broad Street: 58: Jones, William, auctioneer.
Broad Street: 60: Aaronson, A.A., 2nd hand.
Broad Street: 60 ½: Carroll, Stella.
Broad Street: 62: Lyceum Music Hall.
- 1905 *City of Victoria & Suburban Directory*, page 36:
Broad Street: 56: Baker, Bertha.
Broad Street: 58: Maynard & Son, auctioneer.
Broad Street: 60: Aaronson, A.A., 2nd hand.
Broad Street: 60 ½: Carroll, Stella.
Broad Street: 62: Lyric Music Hall.
- 1908 *City of Victoria & Suburban Directory*, page 90:
Broad Street: 1314: Maynard & Son auctioneers
Broad Street: 1320: Hotel Canada Edwin J Smith
Broad Street: 1322 Marshall Robert painter
- 1909 *Directory of Vancouver Island*, page 256:
Broad Street: 1314: Maynard & Son auctioneers
Broad Street: 1316: Ross, Dixie H. & Co., wines and liquors.
Broad Street: 1320: Canada Hotel.
- 1912 *Henderson's Greater Victoria Directory*:
Blocks, Halls & Public Buildings: Duck Block, 619 Johnson, cor. Broad.
- 1912 *Henderson's Greater Victoria Directory*, page 88:
Broad Street: 1314: Holmes, Albert clothing
Broad Street: 1316: Ross, Dixie H. & Co.
Broad Street: 1320: Hotel Canada
- 1914 *Directory of Victoria Tregillus-Thompson*, page 104:
Broad Street: 1314: Arthur Holmes mens furns
Broad Street: 1316: Dixie H. Ross & Co liquor
Broad Street: 1318: Hotel Canada
Broad Street: 1320: Canada Cafe
- 1915 *Henderson's Greater Victoria Directory*, page 127:
Broad Street: 1314: Holmes Arthur clothing
Broad Street: 1316: Ross Dixie H. & Co. liquor dept
Broad Street: 1318: Hotel Canada
Broad Street: 1320: Canada Grill
- 1918 *Henderson's Greater Victoria Directory*, page 62:
Broad Street: 1314: Holmes Arthur clothing
Broad Street: 1316: Vacant
Broad Street: 1318: Hotel Canada
Broad Street: 1320: Vacant
- 1925 *Wrigley-Henderson's Amalgamated British Columbia Directory*, page 1251:
Broad Street: 1314: Holmes A
Broad Street: 1316: Old Brit Fish & Chips
Broad Street: 1318: Trades Hall
Broad Street: 1318: Trades & Labor Council
Broad Street: 1318: Trades Club
Broad Street: 1318: Hollins Motor Serv
Broad Street: 1320: Wilson A & W (est)

- 1930 *Wrigley British Columbia Directory*, page 1910:
Broad Street: 1314: Johnston & Co
Broad Street: 1314: Pioneer Sand & Gravel
Broad Street: 1316: Old Brit Fish & Chips
Broad Street: 1318: Hollins Motorgraph Serv
Broad Street: 1318: Duck Block
Broad Street: 1318: Fed Seafarers Union
Broad Street: 1318: Pentecostal Assembly
Broad Street: 1320: Pitt A
Broad Street: 1320: Stoddart P
Broad Street: 1320: Wilson A & W
Broad Street: 1320: Fairfield Trans
- 1935 *British Columbia & Yukon Directory*, page 1931:
Broad Street: 1314: Johnston & Co iss agts
Broad Street: 1314: Vic Homes & Gardens Ltd real est
Broad Street: 1316: Old Brit Fish & Chips
Broad Street: 1318: Robinson J P
Broad Street: 1318: Hughes Rev J A
Broad Street: 1318: Duck's Building
Broad Street: 1318: Pentecostal Assembly
Broad Street: 1320: Pitt A shoe rpr
Broad Street: 1320: Wilson A & W plmbrs
Broad Street: 1320: Fairfield Transf
Broad Street: 1320: Vacant
- 1940 *British Columbia & Yukon Directory*, page 1908:
Broad Street: 1314: Johnston & Co ins
Broad Street: 1314: Vic Homes & Gardens Ltd real est
Broad Street: 1316: Old Brit Fish & Chips
Broad Street: 1318: Duck Building
Broad Street: 1320: Wilson A & W plmbrs
Broad Street: 1320: Fairfield Transf
- 1945 *British Columbia & Yukon Directory*, page 2078:
Broad Street: 1314: Johnston & Co ins
Broad Street: 1314: Vic Homes & Gardens Ltd real est
Broad Street: 1316: Old Brit Fish & Chips
Broad Street: 1318: Duck's Building
Broad Street: 1318: Salv Army Serv Centre
Broad Street: 1320: Broad St Shoe Reprs
Broad Street: 1320: Hallam T C sht mtl wks
Broad Street: 1320: Cox W H trans
- 1950-51 *Victoria City & Vancouver Island Directory*, pages 37-38:
Broad Street: 1314: Johnston & Co real est & ins
Broad Street: 1316: Old British Fish & Chips
Broad Street: 1318: Duck's Building
School of Thea Arts
Wille Miss V dancing tchr
Wood R mus tchr
Margison Mrs D mus tchr
Palmer C mus tchr
Children's Thea
Doods Mrs P mus tchr
Vic Thea Foundation
Vic Player's Guild
Gilbert & Sullivan Soc
Vic Symphony Soc
Gruber H symphony orchestra dir
Shale S mus tchr
Sch of Thea Arts Costume Studio
Jones E elec contr
Broad Street: 1320: Camera Shop
- 1954 *Victoria City & Vancouver Island Directory*, page 278:
Broad Street: 1314: Parker Johnston Ltd roofers and bldrs supps
Broad Street: 1314: Vic Homes & Gardens Ltd real est
Broad Street: 1316: Old British Fish & Chips
Broad Street: 1318: Duck's Building
1st fl Golden Slipper Ballroom
1st fl Aragon Furriers
2nd fl Barany J
A Dodds Mrs P mus tchr
B Broad St Invest
C Vic Symphony Soc
E Wille Miss V dancing tchr
F Wood Mrs M G mus tchr
Broad Street: 1320: Ward F G Music supps & tchrs