

An aerial photograph of Vancouver, British Columbia, Canada. The image shows the city's skyline, including the Vancouver Convention Centre with its distinctive white sails, the Vancouver Harbour, and the surrounding urban landscape. In the background, the snow-capped peaks of the Coast Range are visible under a clear blue sky.

Vancouver Exposed

A History in Photographs

DONALD E. WAITE

Foreword by Gregor Robertson, Mayor, City of Vancouver



Early morning sunlight illuminates Coal Harbour as a cruise ship prepares to cast off from the Canada Place Cruise Ship Terminal.

Copyright © 2010 Donald E. Waite

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system or transmitted, in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise, without the prior written permission of Waite Bird Photos Inc.

Editing: Helmi Braches

Design & Composition: Johannes Schut

Printed & bound in China

Library and Archives Canada Cataloguing in Publication

Waite, Donald E. (Donald Ender), 1944-

Vancouver exposed : a history in photographs / Donald E. Waite.

Includes bibliographical references and index.

ISBN 978-0-9866897-0-3

1. Vancouver (B.C.)--History--Pictorial works. I. Title.

FC3847.37.W35 2010

971.1'33030222

C2010-905188-2

You are reading an edition of this title created to be printed in paperback by Amazon's publication services. Formatting and visual adjustments may be present as such.



Published by:

Waite Bird Photos Inc.

#1 - 23233 Kanaka Way, Maple Ridge, BC V2W 2B7

tel: 604-467-9141 web: www.globalbirdphotos.com



Marketing by:

Single Source Rentals

17957 Kennedy Road, Pitt Meadows, BC V3Y 1Z1

tel: 604-465-1377 web: www.singlesourcerentals.com

CONTENTS

Foreword	9
Introduction	10
Acknowledgements	12
EARLY COLONIZATION	
Captain Vancouver	15
August Jack Khatsahlano	22
THE LOGGING INDUSTRY	
Vancouver's Hastings Mill	30
A Town is Born	42
BEFORE VANCOUVER	
New Brighton	54
Early Vancouver Masonic Lodges	58
New Liverpool and the Greenhorns	62
'Gassy' Jack Deighton's Gastown	66
The Great Vancouver Fire of 1886	72
St. James' Anglican Church	76
Mary Isabella Rogers Reminisces	80
The SS Beaver	82
THE RAILROADERS	
Vancouver's First Passenger Train	84
The Empress Line	88
The Railway Hotels of Vancouver	92
The Builders of Vancouver	104
THE BUILDERS	
Vancouver's Land Speculators	106
The Hollow Tree	112
Father of Vancouver	114
Vancouver 2010	124
Vancouver's Courthouses	128
Yaletown	132
Early Transit	136



A late summer 2010 afternoon's shadows and haze are cast on the Stanley Park Causeway, Coal Harbour, the Vancouver Convention Centre, and Canada Place. In the middle distance the orange cranes of the Centerm Container Terminal mark the place where once the Hastings Mill stood; the Rogers BC Sugar factory is just visible above it. The snow-capped mountain on the horizon, "Kulshan" in the Lummi language, was named Mount Baker by Captain Vancouver after his 3rd Lieutenant on HMS *Discovery*, who saw it first on 30 April 1792.

Father of Chinatown	142
Opium Trade and Head Taxes	148
Father of Modern China	151
Tisdall's Sporting Goods Store	156
Shaughnessy Heights	158
The 1898 Klondike Gold Rush	164
Rogers Sugar	166
Carnegie Library	175
Vancouver's World Building	176

MILITARY MATTERS

The Beatty Street Drill Hall	178
The Empire Tour	180
The Duke of Connaught's Visit	182
The Duke of Connaught's Men	186
Training for the Trenches	188
The Worthington Brothers	199
Heritage Warrior	202
A Man For His Time	206

THE SUN NEVER SETS

The Asiatic Exclusion League	210
Kaiser Bill's Realtor	213
The SS <i>Komagata Maru</i> Fiasco	220
The Vancouver Millionaires	227
The World's Fastest Humans	230
The Battle of Ballantyne Pier	232
"AJT" Taylor and the Lions Gate Bridge	238
Nihonmachi (Powell Street)	252
The St. Roch "Workhorse of the North"	262
Index	264
Photographic Credits	271
Bibliography	272
Books by Don Waite	274

Introduction

IT NEVER OCCURRED TO ME 45 years ago, when I arrived out in Burnaby from Ontario as a rookie policeman, that I'd one day attempt to produce a "picture" book on Vancouver. It would be wrong to say that I wrote a book on the "Terminal City" or "Saltwater City" because, luckily for me, several friends and associates agreed to do most of the writing to free me up to sleuth for pictures. A Vancouver photographer once said, "I am photography, and thereby I am history," and that's exactly how I felt on a cold day in November 1982 when I sat half-frozen but exhilarated in a helicopter 2,000 feet above ground taking photographs of the inflation of BC Place Stadium. It was at the time of Expo 86 that the idea for a book titled "Vancouver Exposed" was first formed, and it has taken until 2010, just slightly ahead of the city's 125th anniversary, to make the dream a reality.

The City of Vancouver had some incredible landscape and portrait photographers in the early days, and fortunately over a million of these images have survived in the Vancouver City Archives and the Vancouver Public Library. It's been very exciting and rewarding for me to go through their archives and select photos that I subsequently restored for this book.

Many outstanding photographs are still in the possession of pioneer Vancouver families, and I thank them for allowing me into their homes to scan photographs or photograph heirlooms. A "history in photographs" of Vancouver can never be complete. On the one hand, there are too many images to choose from, many depicting the same subjects, and on the other hand, there are gaps. So rather than trying to produce a photographic record that couldn't be complete, I have selected images according to the following criteria: first, I feel the photos should be visually rewarding; second, I chose images that have previously not been widely distributed; and third, my priority lay with pictures that are interesting in the sense that they have a story to tell. The result is doubtless a very personal selection, but one I hope the public will appreciate.

Author's Grandson Liam Wocknitz enjoys a ride at the Carousel Pavilion at the Burnaby Museum. The carousel was a featured attraction at the Pacific National Exhibition at Hasting Park between 1925 and 1960. Hardly ever has a single location seen as much enjoyment and sadness over the past 125 years as this site, originally called New Brighton.

Although the photographs on one level speak for themselves, I felt that some readers would like to know the related stories in words as well. And here I chose the same approach that I used for the pictures: I am not trying to present a new complete history of Vancouver, but rather I selected stories that go with the photographs I found interesting. Wherever possible I included personal accounts, as they, like the pictures, create the liveliest images in the reader's mind.

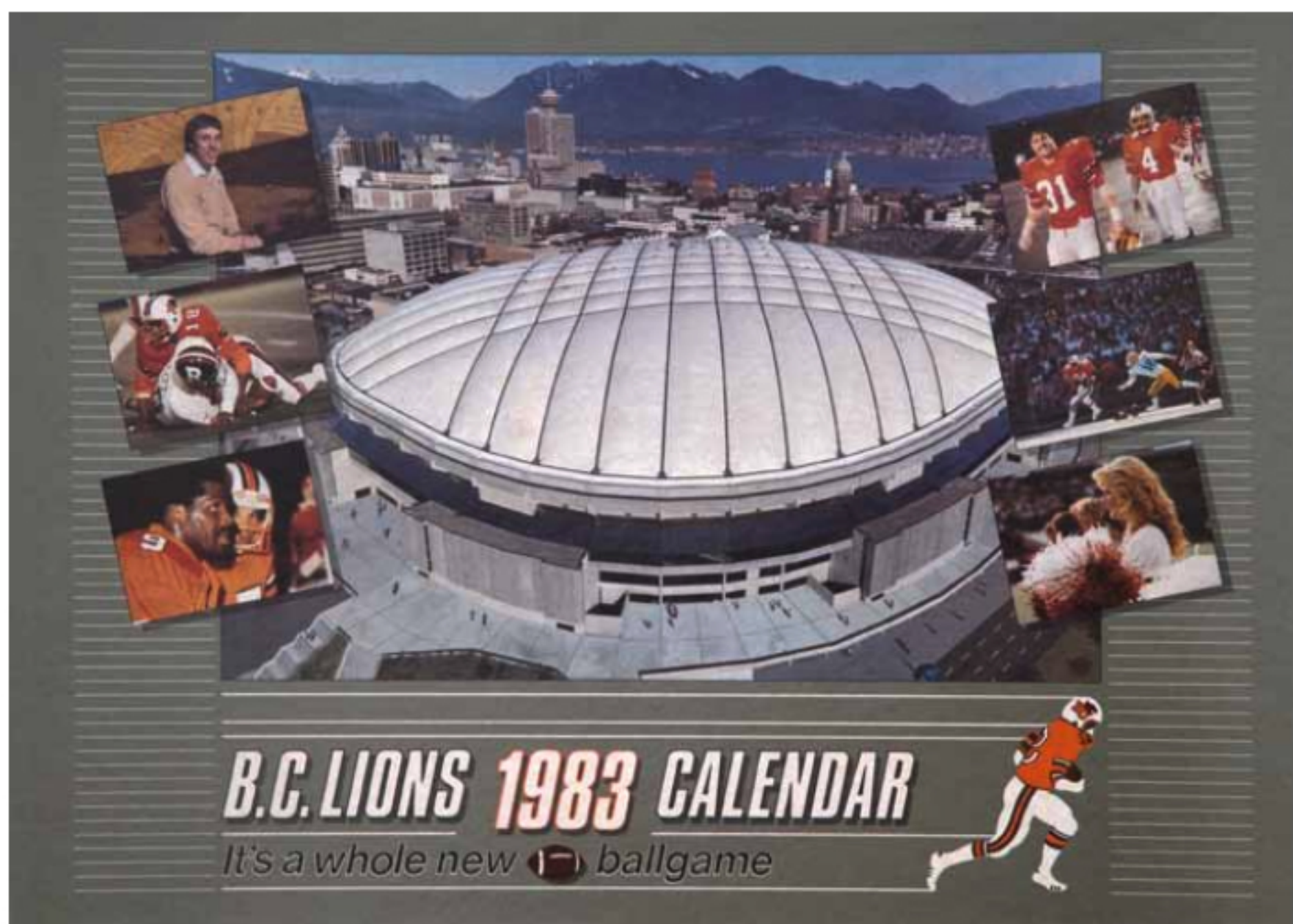
Although the seed for this book was planted more than 25 years ago, it began in earnest only two years ago, and since then I've collected almost enough material for two books.

I am happy to say that the production of this volume has been one of the most enjoyable projects of my life—and the people with whom I came into contact as a result, some of the most interesting in all of Canada.

Donald E. Waite

Maple Ridge, July 2010

BC Place Stadium when inflated on 14 November 1982 was the largest air-supported dome stadium in the world. On that crisp and cold winter day the author was seated in a helicopter hovering over False Creek and snapped photographs. The top half of this image from the BC Lions 1983 calendar is an air photo, while the bottom half is artwork.



Acknowledgements

This book is the work of many people, with my input being mostly the selection of the final photographs and the chronology of the stories, plus the writing of the stories not otherwise marked. The first person in Vancouver to help me with history was the late Major James S. Matthews, then City Archivist. I was an RCMP constable in Maple Ridge in 1968, trying to write a story on the oldest church on the mainland of BC for the *RCMP Quarterly*. I contacted Major Matthews by phone, and he sent me the requested material. I learned only recently that he must have been over 90 years of age when he talked to me.

Seven or eight years later, I was writing the *The Langley Story Illustrated* and interviewed a lady in New Westminster who introduced me to her friend Percy Williams, the fastest runner in the world in 1928. It pleases me that he is included in this book.

Due to the nature of this book I spent many hours in archives and had the pleasure of encountering many helpful people: at the Vancouver City Archives—Leslie Mobbs, Heather Gordon, Carol Haber, Megan Schlase, Nancy Mulligan, Jeannie Hounslow, Melanie Hardbattle, Glen Dingwall and Chak Yung; Vancouver Public Library—Kate Russell, Andrew Martin, Melina Bowden, Kim McCarthy, Michelle Greig and Alison Rintoul; British Columbia Provincial Archives—Gary Mitchell, Don Bourdon and Derek Swallow; Beatty Street Drill Hall—Keith Maxwell, Bruce Kadonoff, Archie Steacy, Ron LeBlanc, Dwayne H. Snow and Diana Morency; Bessborough Armoury—Peter N. Moogk and Victor Stevenson; Seaforth Armouries—Colin Stevens; Grand Masonic Lodge of BC & Yukon—Trevor McKeown; Vancouver Maritime Museum—Lisa Glandt; Canadian Pacific Railway Archives in Montreal—Jo-Anne Colby; the Vancouver Jewish Museum—Jennifer Yuhasz, and at the Old Hastings Mill Store Museum—the Native Daughters of B.C. Post #1. I must also thank Debbie Sparrow of the Musqueam First Nations, Larry A. Hope and Arthur R. 'Bud' Ryckman.

I am grateful to all the people who have contributed text to this book: Daphne Sleight, Jacqui Underwood, John Atkin, Keith Maxwell, Dan Lemieux, Jim Harrison, Henry Wing Yip, Linda Reid neé Kawamoto, Bernie Kilroe, Kinley Engdahl-Johnson, Allan Duncan, Janet Nicol, Norma L. Young, Lerae (Mrs. Hugh) Brigden neé Parrott, Diana Morency and Dwayne Snow.

I also would like to acknowledge the many individuals who provided stories, photographs or other help: Pat Wilson, John Symons and Peter Cherniavsky for the Rogers Sugar story; David Lomas, Steve Nasby, Frank Kennedy and Gordon Westrand, with the International Longshore & Warehouse Union; Pat "Trish" McGeer for the Ballantyne Pier story; members of the Austin George Edward Taylor family regarding Austin Cottrell Taylor; Grace and Hoy Yip for the Yip Sang story; Sohan Singh, Sohan Singh Pooni and Kesar Bhatti for the *Komagata Maru* story; Betty Guinness and Glenn Madsen, Cultural Program Coordinator with the District of West Vancouver, for the Lions Gate Bridge story; Vern Bethel, owner of the 1939 Royal McLaughlin Buick; David Ritchie and Crystal Shostak, RCMP Squamish, for the Railway Hotels & Lions Gate Bridge stories; and Jacqui Underwood needs to be mentioned again for much valued assistance in bringing the book to fruition.

Many of the descendants of the pioneers allowed me to make high-resolution files with my laptop and scanner at their kitchen tables of images that until now have never been published.

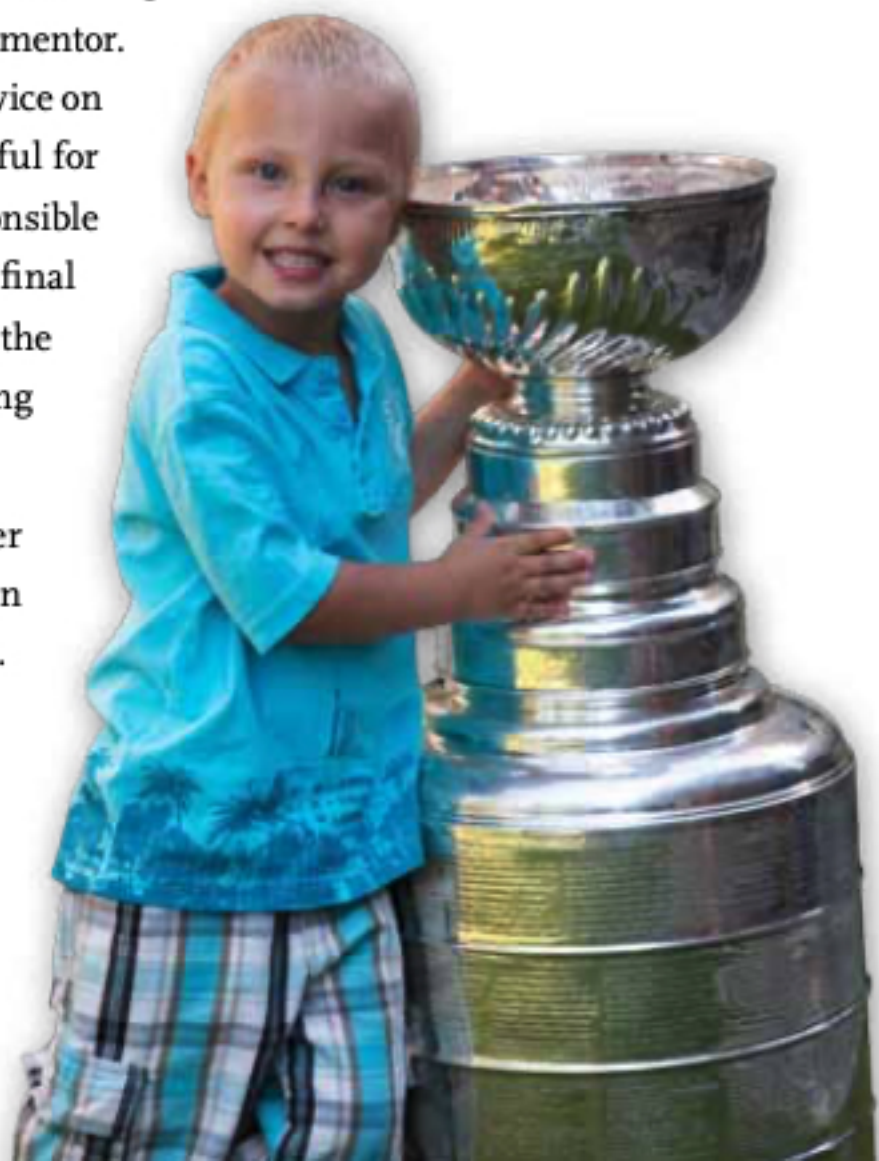
I want to especially thank Vancouver Mayor Gregor Robertson for writing the foreword and Premier Gordon M. Campbell for writing a testimonial.

Thank you also to the individuals and businesses who, by placing an advertisement, have made it possible to keep the selling price of the book at a reasonable level.

There are four people whose support and guidance ensured that this book project would become a reality. Of course, I am referring to Helmi Braches, my editor, and Fred Braches, my mentor. Through the entire two years Fred's generous giving of advice on a number of topics and issues was invaluable. I am grateful for Helmi's careful edits; nonetheless I am ultimately responsible for any errors. I must thank Johannes Schut for the final design. He and I spent many hours working together on the book, moving the photographs and text about and making decisions on the book's layout.

And lastly I thank my wife and soul mate Tina for her unwavering and loving support while this project was on my mind for almost two years. I dedicate this book to her.

The author's grandson Brett Wocknitz poses with the most-sought-after and most-prestigious hockey prize in North America — Lord Stanley's Cup.





Captain Vancouver

FOR 10,000 YEARS the land belonged to the First Nations people.

In 1791 Don José María Narváez, commander of the small Spanish sailing vessel *Santa Saturnina*, was the first European to ever sail a vessel on Burrard Inlet waters. The Squamish First Nation at Elyamu (Jericho) were astounded to see a strange apparition with “three dead trees” on it, and elderly sages concluded that it was an island that had broken free from its fastenings beneath the sea. The younger braves from the village watched and saw men on board with pallid, almost white, faces. The village elders believed that the dead were coming back. Narváez was an explorer, and his rough maps were perfectly intelligible to a seaman.

A year later Captain Vancouver, after whom the city was named, arrived on the west coast in His Majesty’s Ship *Discovery* and began exploring Burrard Inlet. Here’s what the British Navy Captain Vancouver wrote in his journal:

On a nearer approach it was discovered that they were a brig and a schooner, wearing the colours of Spanish vessels of war ... these vessels proved to be the brig *Sutil*, under command of Señor Don D. Galiano, with the schooner *Mexicana*, commanded by Señor Don C. Valdés. Señor Galiano, who spoke a little English, informed me that they had sailed from Nootka on the 5th of June to complete an examination of the Gulf of Georgia, which had, in the preceding year 1791, been surveyed by some Spanish naval officers whose chart they produced.

On 13 June 1791 Captain Vancouver and some sailors took two boats and paddled them through the First Narrows to the eastern end of Burrard Inlet. As the boats passed through the narrows, First Nations braves from the village of Whoi-Whoi greeted them in dugout canoes and showered the strangers with great handfuls of soft white down feathers. These floated on the surface of the water and gave the first white visitors a hearty welcome. The sailors slept on the beach at the easternmost end of Burrard Inlet and left early the next morning for the mother ship.

Captain Vancouver’s ship *Discovery* was a British warship adequately equipped with the finest surveying instruments.

Opposite Top

Before photography, there was painting. British Navy Captain George Vancouver is depicted on the deck of the Spanish Brig *Sutil* in conversation with Don. D. Galiano, off Point Grey. Distinguished Canadian historical artist John Innes was commissioned in the mid-twentieth century to recreate this 1792 moment.

Opposite Bottom

Another John Innes oil painting shows Captain Vancouver and some sailors in two small skiffs, accompanied by friendly local First Nations men in dugout canoes exploring Burrard Inlet. The Lions can be seen in the background.

Following Pages

Today’s celebrated marine artist John Horton of Richmond depicts the same scene as Captain Vancouver and his crew entered the First Narrows to explore Burrard Inlet and are greeted by the locals.









Kwahulcha •

Whawhlwry •

Uthkyme •

Sahik •
(Moodyville)

Estahlohk •
(Lonsdale)

Ustlawn •
(Mission Reserve)

Tlathmahulk •

Homulcheson
(Capilano)

Burrard Inlet

• Paapeek
(Brockton Point)

Whoi-Whoi

• Ahka-chu
(Beaver Lake)

• Chay-thoos

• Sahunz
(Prospect Point)

Lost Lagoon

Chants •

(Stanley Park)

Staitwouk •
(Second Beach)

• Slah-Kay-Ulsh
(Siwash Rock)

BEFORE THE WHITE MAN CAME. Burrard Inlet and English Bay were strewn with First Nation villages and landmarks at the arrival of Captain Vancouver in 1792. The familiar places were first recorded by City Archivist James Skitt Matthews in the mid-1930s and were overlaid in 2010 on artist Jim McKenzie's oil interpretation of the ancient landscape, showing the continued use of the region's major sites.



• Huphahpai

• Chetchailmun
(Rogers Sugar)

• KumKumlay
(Hastings Mill)

Kiwahusks •
(Main Street)

• Lucklucky
(Gastown)

• Puckahls
(Burrard Street)

(Vancouver)

Smam-chuze •
(Howe Street)

• Aun-mayt-sut
(Cambie Street)

Ay-tul-shun •

Ay-ay-aul-shun •
(Broughton Street)

Snauq •
(Burrard Street)

• Skwa-yoos
(Kitsilano Beach)

Simsahmuls •
(Bayswater Street)





Homulcheson
(Capilano)

Tlathmahulk •

Ustlawn •
(Mission Reserve)

Estahlohk •
(Lonsdale)

Kwahulcha •
Uthkyme •

Whawhlwry •

Sahik •
(Moodyville)

Huphahpai •

Chetchailmun •
(Rogers Sugar)

KumKumlay •
(Hastings Mill)

Kiwahusks •
(Main Street)

Paapeak •
(Brockton Point)

Whoi-Whoi

(Vancouver)

Puckahls •
(Burrard Street)

Lucklucky •
(Gastown)

Aun-mayt-sut •
(Cambie Street)

Smam-chuze •
(Howe Street)

Snauq •
(Burrard Street)

Chay-thoos •

Ahka-chu •
(Beaver Lake)

Sahunz •
(Prospect Point)

Lost Lagoon

Ay-tul-shun •

Ay-ay-aul-shun •
(Broughton Street)

(Stanley Park)

Chants •

Slah-Kay-Ulsh •
(Siwash Rock)

Staitwouk •
(Second Beach)

Skwa-yoos •
(Kitsilano Beach)

Simsahmuls •
(Bayswater Street)

BEFORE THE WHITE MAN CAME. Burrard Inlet and English Bay were strewn with First Nation villages and landmarks at the arrival of Captain Vancouver in 1792. The familiar places were first recorded by City Archivist James Skitt Matthews in the mid-1930s and were overlaid in 2010 on artist Jim McKenzie's oil interpretation of the ancient landscape, showing the continued use of the region's major sites.



LOOKING EAST FROM 10,000 FEET. The aerial photographer and author attempted to recreate Jim McKenzie's oil painting of 1792 to show the dramatic changes to Greater Vancouver in just over two hundred years. This photograph, taken from 10,000 feet, shows the damage from storms. On 19 December 2006 a series of storms battered Vancouver with near-hurricane force winds that uprooted or simply snapped 1,000 of Stanley Park's first growth Western Red Cedar and Douglas Fir trees in the vicinity of Prospect Point and Siwash Rock.

Indian Arm

Second Narrows

Moodyville
(Sahik)

Mission Reserve
(Ustlawn)

Lonsdale
(Estahlohk)

Brockton Point
(Paapeek)

Lumberman's Arch
(Whoi-Whoi / Xwayxway)

Beaver Lake
(Ahka-chu)

First Narrows

Prospect Point
(Sahunz)

Stanley Park
(Slahkayulsh)

Siwash Rock
(Slah-Kay-Ulsh)

Siwash Rock
(Slah-Kay-Ulsh)



Fraser River

New Brighton
(Hupahpai)

Rogers Sugar
(Chetchailmun)

Hastings Mill
(Kumkumly)

Main Street
(Kiwahusks)

Gastown
(Luck-lucky)

Cambie Street
(Aun-mayt-sut)

Deadman's Island
(Squtsahs)

Burrard Street
(Puckahls)

Lost Lagoon

Broughton Street
(Ay-ay-aul-shun)

English Bay
(Ay-tul-shun)

Second Beach
(Staitwouk)



LOOKING EAST FROM 10,000 FEET. The aerial photographer and author attempted to recreate Jim McKenzie's oil painting of 1792 to show the dramatic changes to Greater Vancouver in just over two hundred years. This photograph, taken from 10,000 feet, shows the damage from storms. On 19 December 2006 a series of storms battered Vancouver with near-hurricane force winds that uprooted or simply snapped 1,000 of Stanley Park's first growth Western Red Cedar and Douglas Fir trees in the vicinity of Prospect Point and Siwash Rock.



Indian Arm

Fraser River

Second Narrows
Moodyville
(Sahik)

New Brighton
(Hupahpai)

Rogers Sugar
(Chetchailmun)

Mission Reserve
(Ustlawn)

Lonsdale
(Estahlohk)

Hastings Mill
(Kumkumly)

Main Street
(Kiwahusks)

Cambie Street
(Aun-mayt-sut)

Brockton Point
(Paapeek)

Deadman's Island
(Squtsahs)

Burrard Street
(Puckahls)

Lumberman's Arch
(Whoi-Whoi / Xwayxway)

Beaver Lake
(Ahka-chu)

First Narrows

Prospect Point
(Sahunz)

Stanley Park
(Slahkayulsh)

Lost Lagoon

English Bay
(Ay-tul-shun)

Broughton Street
(Ay-ay-aul-shun)

Second Beach
(Staitwouk)

Siwash Rock
(Slah-Kay-Ulsh)





father, when Vancouver was Port Granville, a lumber- fuelled saloon village, before the coming of the railway.

Supple Jack had chosen to ignore the designation of numerous Squamish villages on the peninsula as part of a government reserve, but he did cut himself a deal with the Royal Engineers (1859-1863) for surveying work and built himself up some livestock. "We had 12 cows running around and 8 pigs, [sold meat] to the logging camp..." They had stables with two horses. "The horses always used to have a big time on Queen's Day; race in Victoria, Westminster; ...my father made lots of money winning race." Other times they just rode. "When we wanted to ride to town there was a trail right round the head of what is now Lost Lagoon, around by Second Beach... a trail through the forest from Chaythoos to Gastown."

The Khatsahlano family was the only family at Chaythoos, but just to the east, 11 families occupied the ancient village of Whoi Whoi, site of today's Lumberman's Arch. "The big house was about 600 feet long and 60 feet wide. That was the real powwow house," recalled Khatsahlano, "six families lived in it." The rest of the families lived in smaller homes strung along the waterfront, according to sketches he later drew for Major Matthews. There were also the houses of the dead, native graves all along the First Narrows, those with glass panes indicating high rank. By 1883, Supple Jack was interred in one of them.

August Jack's hard-playing, hard-working father was kicked while milking a cow and hit his head against the stall. "The grave where my father was buried had a cedar shake roof, and it was on cedar posts. It was about ten feet long and six feet wide. Lots of room for a coffin inside. And there were glass windows all around. The coffin was covered with a red blanket."

Things got hard for the Khatsahlano family. Qwywhat had to milk the cows and deliver five gallons by canoe every morning to the region's largest employer, the Hastings Sawmill. The young August Jack and his brother would rake herring at Coal Harbour, where the harvest was plentiful. But it was not easy for a young boy to manoeuvre a canoe in the currents around Brockton Point to Chaythoos, and the family talked about making a more permanent move to the sheltered waters of False Creek. It took a surveyor's axe to make that happen.



When August Jack was a young man rambling along a traditional trail from Kitsilano Beach to Jericho on what is now the natural foreshore of Point Grey Road, he came across the remains of the old Cariboo Tractor. The tractor had seen its day, paid its dues building the Cariboo Road through the Interior in the 1860s, and then later served in the logging camp at Jericho as Jerry Rogers's steam tractor. Khatsahlano's words to Major Matthews upon donating to the City Archives this lacrosse ball that he hand-carved from its rubber tire, "I took the rubber from the old junk as was lying on the beach at the foot of MacDonald Street. They put the engine on a scow and took it away; they were through logging. After that, oxen were used, mules and skid road—it was cheaper. They took the engine to the Hastings Mill." On display at the Old Hastings Mill Store Museum.

DRESSING UP. Chief August Jack Khatsahlano looking regal in buckskin and feathered headdress of the Prairies. Circa 1930.



Above

Lord Stanley of Preston, the sixth Governor General of Canada, is perhaps best known for having donated the Stanley Cup that was later handed down to the National Hockey League.

Right

The statue of Lord Stanley welcoming everyone to the park that bears his name. The first Governor General to visit British Columbia, the statue captures the moment in 1889 that he is said to have thrown his arms in the air and dedicated the park "to the use and enjoyment of people of all colours, creeds, and customs for all time."

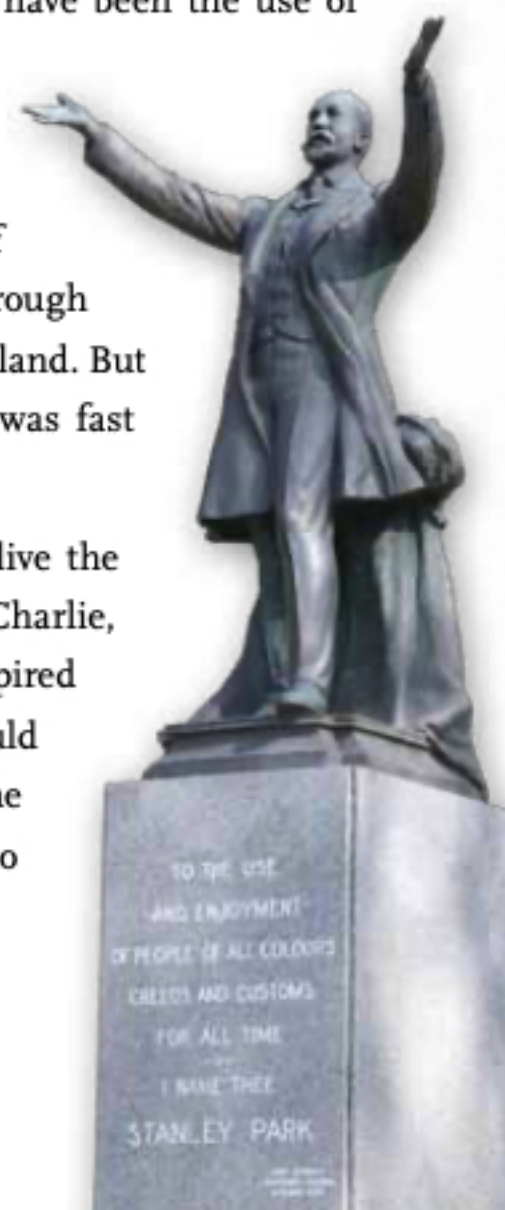
"When they make Stanley Park Road we [were] eating breakfast in our house. Someone make noise outside. Chop our house! ...chop the corner of our house. We all get up, go out see what was the matter. The man says, 'We're surveying the road.' My sister asks... 'Whose road? Is it Whiteman's?' Of course, Whiteman did not say park ... The man said 'When the road goes by here, you're going to have lots of money'... But, they have not paid yet!"

The roadway cut right through the house, and to add insult to injury, at an official ceremony in 1889 when Lord Stanley, the Governor General of Canada, formally dedicated the Park named in his honour, it was on a site described as "an old Indian clearing." It was actually the gravesite of Supple Jack, whose remains the family had had the foresight to remove as they retreated to Snauq.

"It was from [Snauq] that I saw Vancouver burn in June 1886," remembered August Jack. "Afterwards, as a boy, I used to go over and search the ruins for nails. When we went to Gastown we went by canoe ...to the south end of Carrall Street and across over to the Burrard Inlet on a sort of wagon trail. What would have been the use of struggling through the

bush when it was so easy to paddle?" At high tide, in the 1800s, another spirited canoe circumnavigation could be made of Stanley Park, via a creek at Second Beach through Lost Lagoon, which made the peninsula an island. But the wilderness August Jack knew as a boy was fast disappearing. So was the memory of it.

It was his new extended family that kept alive the old stories, especially his stepfather Jericho Charlie, whom he described as "a good man" who inspired him in his youth. "He had a big canoe, would carry a ton or more ... He used to go from the Old Hastings Mill Store on the Burrard Inlet to



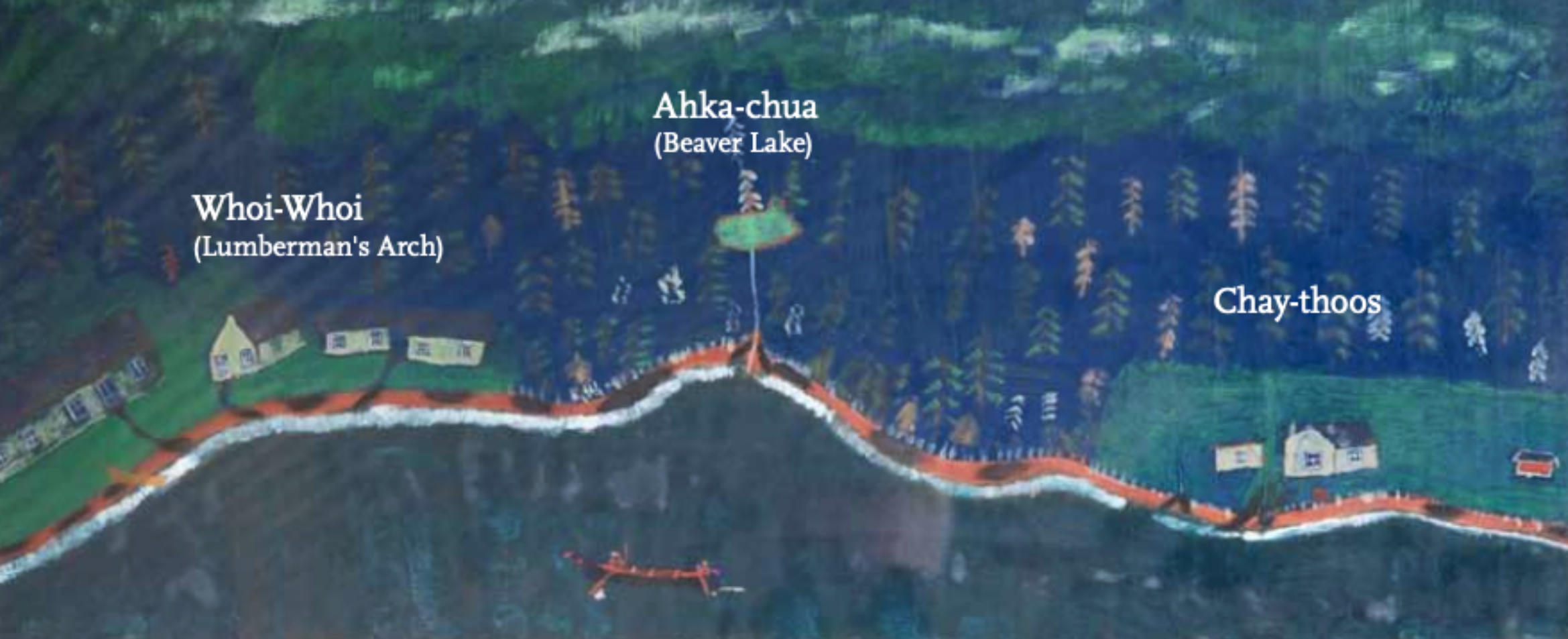
The Great Name and Land Grab

The family name of Khatsahlano was appropriated by the Canadian Pacific Railway to enhance real estate development in the early 1900s. Pioneer Vancouver postmaster Jonathan Miller had already proposed it as a sub-post office for Greer's Beach, but it took streetcar signage as a promotion of the "new suburb" on Dominion Day in 1905 to get the momentum going. Local archaeologist Professor Charles Hill-Tout claims to have modified the spelling from the original name and indeed to have chosen the name himself. "Mr. Miller referred the request to me and I chose the hereditary name of one of the chiefs of the Squamish." Whoever chose the name, it had the right historic ring to it that sells real estate. At the turn of the century, the village of Snauq was surrounded by CPR landowners and developers like David Oppenheimer and Robert G. Tatlow. The Province had already granted CP land in 1886 and 1902 for the railway. Subsequently the land north of the CPR right-of-way was placed on sale and the first lot sold in 1909. But a bigger land deal was about to come. By 1913, when the BC government pushed through an arrangement to buy the 72 acres known as Kitsilano Reserve No. 6, without federal authority, for \$218,750, it came as no surprise. Khatsahlano and his people were loaded on to scows and moved to the North Shore and Squamish Valley. Their homes at Snauq were burned, wiping out any trace of the village save a few hops and apple trees.

In no time, the federal government protested the deal for the Vanier Park area, and Ottawa bought out the province's acquisition. But it wasn't until June 2000 that the Squamish Band reached a \$92.5-million out-of-court settlement with the feds to settle claims to former reserves in Kitsilano, North Vancouver, Squamish and more than a dozen other parcels of land. A few years later the BC Court of Appeal would uphold a decision restoring about 10 acres of Kitsilano land to the Squamish Band, 116 years after it was expropriated for use by the CPR. That land, part of the ancestral home of the Squamish people (and the birthplace of August Jack) can be found under the shadow of the Burrard Street Bridge and adjacent to the Molson Brewery. In May 2010, the Band, composed of 3,600 members, declared plans to build an "eight-acre commercial and residential development" on what remains of the original site, bordered by blackberry bushes and swampy woodland to the west, condos to the east, and the bridge above.



William Cornelius Van Horne, the unstoppable president of the Canadian Pacific Railway, oversaw the building of the transcontinental railway, assuring his company benefitted all along the track to the terminus, with major real estate acquisition in Vancouver. Also credited with launching CPR's sea transport division, Empress luxury liners and the company's luxury hotel business.



CHILDHOOD MEMORIES. Squamish village of Whoi-Whoi as it appeared in 1886, just prior to the creation of Stanley Park. Vancouver City Archivist Major Matthews commissioned the oil painting by August Jack Khatsahlano in 1936. The name of the ancient village, updated as Xwayxway, (pronounced "kwhy-kway") was put forward by the Squamish Nation, in 2010, as a possible new name for the park.

Jericho, loaded with hay and oats for the horses and oxen working at Jerry Rogers logging camp." August's mother also regaled him with tales of the old days, like when the first white man came up the Squamish on the "floating island with the three dead trees." Even his wife, Swanamia, seemed of another time, known as the only remaining Squamish woman in Vancouver who continued to wear the traditional shawl.

Over the years Khatsahlano often reminded people that he could not read or write, yet as he grew older his memory seemed to grow more acute. In his life, he went from logging contractor, hunter and trapper to prospector, guide and medicine man, adding dance performer and carver along the way, but he is best known for his storytelling and preserving the original Squamish language and place names of Vancouver. One of his last projects, "Squamish Legends...The First People" (1966), was a collaborative work with his half-brother, Domanic Charlie. Yet, in spite of all his recognition, he was never without struggle. In 1913, again he was forced to move, along with all his people, this time from Snauq, when "the government of the day made an unsavoury deal for an industrial venture." He finally retired to Squamish but not without being forced to move at least one more time to make room for the Pacific Great Eastern Railway.

August Jack Khatsahlano would eventually have the last word. Among many of the Squamish in the logging camps of his youth, he became recognized as a man of good judgement and knowledge,

and so, with time, he was made Chief of the Tribal Council. Also, during his youth August had been initiated into the Society of Power Dancers of the Squamish, after finding his “power” after long hours of solitude in the wilderness. In his elder years, he sought more solitude in the mountains and his image grew larger than life. He became the iconic “last great Squamish medicine man,” who knew the curative power of local plants and “whose sensitive fingers were said to hold the ancient power of healing,” and was also said to have healed his own blindness. Even his grandfather’s name, Khatsahlano, for which he had to work to own in his youth, was elevated to baronial-style status with its translation into a fanciful English meaning, “Lord of the Lakes,” in reference to the long-gone muskrat ponds by his home village of Snauq. The village is long gone, as is the old graveyard, the apple orchard, the sand bars of False Creek, the fish traps, the multitudes of duck and the swish-swish of a sea thick with smelt. But in a tree near the shore, a stone’s throw from the original site near the Burrard Street Bridge, a pair of eagles returns to nest, year after year. August Jack would have liked that.

Pioneer Victoria photographer Frederick Dally captured this picture on his way up to the Cariboo Gold Fields in 1868. On the photo he wrote: “When I was taking this photograph the boy [in front of the small cabin] imitated all my movements with an empty beer bottle and a coat over his head as if he was doing the same thing.” The photo shows a Hudson’s Bay Company blanket drying out in the afternoon sun at what Dally termed an “Indian rancherie” on Lost Lagoon. It was located not far from where miners camped at Second Beach near the First Nations village of Staitwouk on the peninsula that became Stanley Park. The lodges were made of thick cedar slabs, split with deer’s horn wedges, and built with stone hammers and chisels. According to early Squamish belief, the Great Spirit bestowed upon the first man three things that he could not do without: a wife, a salmon trap and a chisel.





Vancouver's Hastings Mill

*As I went down by Hastings Mill I lingered in my going
To smell the smell of piled-up planks and feel the salt wind blowing,
To hear the cables fret and creak and the riggings stir and sigh
Shipmate, oh my shipmate! in those days gone by...*

*As I went down by Hastings Mill I saw a ship there lying,
About her masts and yards, the little clouds of sunset flying;
And half I took her for the ghost of one I used to know...
"Shipmate, oh, my shipmate!" many years ago, So many years ago.*

—By the time Cicely Fox Smith, a Vancouver Island typist, nautical poet and late Victorian adventurer, began to reminisce about Hastings Mill in her book of poems *Sailor Town*, published in New York in 1914, the romance of the tall ship days were numbered. Although tall ships would continue to load lumber for at least another two decades in the port of Vancouver, the glory days had long since waned.



EARLIEST KNOWN PHOTOGRAPH OF HASTINGS MILL SETTLEMENT AND GRANVILLE POST OFFICE, CIRCA 1872. The barque on its side is the Dutch barque *Cornelis* of Amsterdam. It was towed back to the mill and beached after being stranded in August 1871 at the entrance to the Howe Sound, as it was laden with lumber and bound for Valparaiso, Chile. Right behind the barque (next to the cookhouse with the copula) is the mill store and post office. It can be found today on Point Grey at the foot of Alma, as the Old Hastings Mill Store Museum. To the far right, on top of the hill, with the white roof, is mill manager Captain James A. Raymur's cottage. The building to its left is Vancouver's first school, the Hastings Sawmill School.

When the world was young

by Jacqui Underwood

THE CLAMOUR AND STEAM OF HASTINGS MILL, its roaring burner and tall-masted ships at the pier, dominated Vancouver's harbour for more than half a century, from the late 1860s to the mid-1920s. Only a few years before it shut down, the Hastings Sawmill was still the largest exporter of lumber in Western Canada. But waterfront real estate had proved to be too valuable. The operation was slated for dismantling to make way for port development. All but forgotten in the "march to progress" was the pivotal role the mill had played as the city's founding industry. It had turned a colonial backwater of primeval forest and native villages into a centre of commerce and magnet for immigration. Because of the mill, Vancouver was born and a door on the Burrard Inlet was opened to the world.



Vancouver's Hastings Mill

*As I went down by Hastings Mill I lingered in my going
To smell the smell of piled-up planks and feel the salt wind blowing,
To hear the cables fret and creak and the riggings stir and sigh
Shipmate, oh my shipmate! in those days gone by...*

*As I went down by Hastings Mill I saw a ship there lying,
About her masts and yards, the little clouds of sunset flying;
And half I took her for the ghost of one I used to know...
"Shipmate, oh, my shipmate!" many years ago, So many years ago.*

—By the time Cicely Fox Smith, a Vancouver Island typist, nautical poet and late Victorian adventurer, began to reminisce about Hastings Mill in her book of poems *Sailor Town*, published in New York in 1914, the romance of the tall ship days were numbered. Although tall ships would continue to load lumber for at least another two decades in the port of Vancouver, the glory days had long since waned.

EARLIEST KNOWN PHOTOGRAPH OF HASTINGS MILL SETTLEMENT AND GRANVILLE POST OFFICE, CIRCA 1872. The barque on its side is the Dutch barque *Cornelis* of Amsterdam. It was towed back to the mill and beached after being stranded in August 1871 at the entrance to the Howe Sound, as it was laden with lumber and bound for Valparaiso, Chile. Right behind the barque (next to the cookhouse with the copula) is the mill store and post office. It can be found today on Point Grey at the foot of Alma, as the Old Hastings Mill Store Museum. To the far right, on top of the hill, with the white roof, is mill manager Captain James A. Raymur's cottage. The building to its left is Vancouver's first school, the Hastings Sawmill School.

When the world was young

by Jacqui Underwood

THE CLAMOUR AND STEAM OF HASTINGS MILL, its roaring burner and tall-masted ships at the pier, dominated Vancouver's harbour for more than half a century, from the late 1860s to the mid-1920s. Only a few years before it shut down, the Hastings Sawmill was still the largest exporter of lumber in Western Canada. But waterfront real estate had proved to be too valuable. The operation was slated for dismantling to make way for port development. All but forgotten in the "march to progress" was the pivotal role the mill had played as the city's founding industry. It had turned a colonial backwater of primeval forest and native villages into a centre of commerce and magnet for immigration. Because of the mill, Vancouver was born and a door on the Burrard Inlet was opened to the world.



AN AMBITIOUS DREAMER. Captain Edward Stamp built the first sawmill on the south shore of Burrard Inlet in 1865. Commonly called Stamp's Mill, it was owned by the British Columbia and Vancouver Island Spar, Lumber and Sawmill Company, of which Stamp was the manager. In the late 1860s, Stamp's mill and Moody's mill on the North Shore put Burrard Inlet and British Columbia lumber on the world map. Five years later Stamp's Mill would be renamed Hastings Saw Mill, under new ownership, with an embittered Stamp moving on to other enterprises.

Captain Stamp's Mill

It began with trees. Big trees. The tallest, straightest timbers in the world stood on what is now Point Grey, waiting to be harvested. In 1858, thousands of rough and unruly Americans invaded the Hudson's Bay precinct of British Columbia in a mad scramble for gold on the Fraser. A British colony was quickly proclaimed to keep order. Caught up in the heady dreams of making a fortune in the new world was Captain Edward Stamp of England's merchant navy. His "El Dorado" was lumber and his first enterprise in the region had taken place the year before: gathering spars in the Puget Sound. He returned to run a store in Victoria, then built a sawmill at Port Alberni, but its mountainous location caused its demise. Still, he couldn't keep his mind off those spars. By 1865, his ambition of being a lumber king, had gelled on the Burrard Inlet, on the west coast of the new colony of British Columbia—"The last great frontier."

It wasn't total wilderness. Vast tracts of land had been registered for the Crown, and the Royal Engineers had blazed trails from the mainland's capital of New Westminster, mapping out reserves and lots. Oblate missionaries visited the First Nations settlements around the Inlet, while the discovery of coal briefly attracted the first white settlers to a bay on the south shore, the newly named Coal Harbour. On the north shore, in 1862 the first lumbermen had built a water-powered mill, but it was foundering. Stamp made his move. His venture on the inlet included plans for the construction of a sawmill near the Squamish village of Whoi-Whoi on what later became Stanley Park, with Beaver Lake as the intended water supply for the mill's steam-run equipment. There were complications. The property overlapped an adjacent naval reserve, the rip tides of the Narrows could only spell disaster, and all the while the resident natives watched askance. Vancouver's unlikely "founding father" moved up inlet.

For the new mill site, Stamp chose a prominent point on the south shore of the Burrard Inlet, halfway between the two narrows, just east of a maple-lined sandy cove that was "perfect for canoes." The cove was next to Coal Harbour, part of the town reserve allotted by the Royal Engineers. But the adjacent land chosen for the mill site was "old government reserve," and it would be freed up for Stamp's taking.

His British Columbia and Vancouver Island Spar, Lumber and Sawmill Company had been injected with 100,000 pounds British capital. Among the company directors were the notorious meddling Chief Commissioner of Lands and Works, Colonel Richard Clement Moody, and his former private secretary Robert Burnaby. Stamp acquired 243 acres of government reserve land for a \$1.00 an acre. The former merchant seaman began to clear land and build.

Although Stamp was just the front man backed by Moody and his British investors, the mill operations were soon dubbed Stamp's Mill.

The new mill property extended along Burrard Inlet from today's Carrall Street to Heatley Avenue, south to the northern shore of False Creek, which in those days went all the way to today's Clark Drive. The camp itself was set close to the edge of the ancient forest on the inlet. To the east, in KumKumlay, there were a First Nations longhouse and cedar homes along the shore, a ready workforce for the mill. Water would be carried by flume from the streams that flowed from Trout Lake, for the mill's steam-powered machinery. Construction also began in Victoria, on the steamer *Isabel*, a 146-foot-long side-wheeler, the first tug to be owned by any sawmill on the mainland. Its engine and the state-of-the-art mill equipment were due to arrive from Scotland by the end of the year.

The First Nations traditional hunting grounds became Stamp's kingdom. Logs would be gleaned from 15,000 acres of virgin wilderness, between Burrard Inlet and the mighty Fraser, from the tip of Point Grey to modern-day Cambie Street. Unlike the hills of the Alberni operation, the land was low-lying, making the plentiful logs easy to cut and skid to the sea or directly to the mill. Stamp's company received a 21-year timber lease.

That summer he enlisted the skills of the legendary Jeremiah Rogers, known in British Columbia as the "greatest woodsman of them all." Originally from New Brunswick, the big popular man had worked with Stamp since his Alberni days and took on the job of harvesting those giant spars from the forests of Point Grey, from his base at his self-named Jerry's Cove (Jericho) on English Bay. The first load of 251 magnificent spars were shipped aboard the *Aquila* to Cork, Ireland. The reputation of BC lumber was established and Stamp's Mill was on the map.



THE GREATEST WOODSMAN OF THEM ALL.

Jeremiah Rogers was a respected and innovative logger who is credited as the first to use a steam-driven tractor to haul logs out of the bush. His finely selected spars at Point Grey brought Stamp world attention. Later, after a falling out, Rogers became a free timber agent, competing with the Captain. The district of Jericho is named for his logging camp at Jerry's Cove, modern-day Jericho Beach.



Edward Davis Heatley took a hands-off approach to his ownership of the Hastings Sawmill Company, while his partner, George Campbell, was closer to the action, operating out of Victoria. Heatley, who maintained an address in San Francisco where their partnership, Dickson, De Wolf and Company was based, speculated in Vancouver real estate leading up to the first city election, in which he was represented as an 1886 Vancouver city voter. As the affluent owners of Hastings Mill from 1870-1889, Heatley and Campbell are both remembered in street names near the old mill site.

Across the water on the North Shore, altered, improved and under new ownership, the Burrard Inlet Mills re-opened. American Sewell Moody would create in Moodyville the perfect template for a mill town, keeping his men dry and working sober, complete with religious services on site. Unlike Moody, Stamp made no effort to improve the living conditions of his workers, or for that matter, interfere with them at all. The first south shore mill settlement grew up hodge-podge, with deserters from sailing ships and busted refugees from the gold mines left to their own devices. Also a large part of the workforce were the Burrard Inlet Squamish and Kanakas (Hawaiians who had worked with the Hudson's Bay Company), all settling where they would, creating little gardens with chickens and pigs, in a completely original West Coast lifestyle that was not at all temperate. It was soon to be complemented by a rowdy Gastown, once Stamp's Mill operations got underway.

Stamp had bigger fish to fry. After his aborted effort at Stanley Park he was eager to get the mill going at the new site, especially now that the North Shore was back in business. One can imagine his dismay when the barque *Kent*, direct from Glasgow, unloaded the new mill machinery at Stamp's wharf in December of 1865, and it was discovered in the New Year that an essential piece of equipment was lacking. It happened again with the next shipment. Although he sued and won damages from the shipper (the inlet's first lawsuit), valuable time had been lost. The mill did not begin operation until June 1867.

Nevertheless, Stamp's first year of mill business was the biggest Burrard Inlet had ever seen—4,101,000 feet of lumber, 100,000 shingles and 2000 spars on 14 vessels, far outstripping his rival Moody. 1867 saw a record four deep-water vessels in Burrard Inlet at the same time, and the *Isabel* proved her worth in quick dispatching of pioneer cargo. Another shipment of spars brought more praise. "Jeremiah Rogers, the cutter" and "Stamp, the shipper," became known for the fine quality of their spars, "probably the best ever shipped from any part of the world." By 1868, the inlet was a very busy place, with Moody building a second mill to keep up with demand. Burrard Inlet lumber had won its place on the global market.

In the woods, three new towns were being born: Moodyville on the North Shore, New Brighton (the "resort spot" at "the end of the road" from New Westminster) and Stamp's Mill, known colloquially

as “Gastown,” for the neighbouring bars that had sprung up next to mill property. With six logging camps taking out spars and logs and some smaller establishments specializing in shingles and ship’s knees, there was employment for 300 men. Everybody was making money.

But not Stamp. By 1869, the company was broke, so Stamp returned to England to plead his case, to buy some time. But it was too late. He had a falling out with his investors, and the vast assets of the mill went on the auction block in Victoria. Much to Stamp’s chagrin they were sold, for “a mere fraction of the value,” to George Campbell of London, England, and Edward Davis Heatley of San Francisco under the name Dickson, De Wolf and Company. Even the *Isabel* was practically given away in Stamp’s eyes. Ever the builder, Stamp, would die a few years and lawsuits later, still in the game, expanding another BC industry, salmon canning.

Although he would not live to see it, the visionary sawmill on Burrard Inlet that Stamp started would reign as Vancouver’s first and longest lasting industry into the 20th century, paralleling the history of the developing world of the day. It began its life producing enormous amounts of spars supplying the globe’s mercantile ships with the tallest, straightest masts the world had ever seen. From the 1860s on its timbers would build whole towns in South America, baronial homes in Britain, Australia, and New Zealand and the imperial palaces of China. And in the Pacific: California, Hawaii and Japan. Eventually production would culminate with the world’s first high-end semi-prefabricated homes.

But even more than the industry Stamp founded, his legacy would be the settlement that grew up around it. It began the day of that first cut on June 17, 1867, with the ship *Siam* waiting at Stamp’s Wharf to be loaded for shipment to Australia. That was the day an entrepreneur of a different ilk, another unlikely city founding father, the talkative John “Gassy Jack” Deighton showed up at the western edge of mill property “with a whiskey keg, two chairs, and a yellow dog” and began to service thirsty mill workers. It is said he actually enlisted their help to build the Globe Saloon “in 24 hours” in the maple grove that skirted the sandy cove known by the local Squamish as Luck Lucky. It was the beginning of Vancouver’s story – a city that began as a bar on the edge of Stamp’s Mill.

TOOLS OF THE WOODS. Great heavy wooden oxen yoke and iron oxen shoes used in early logging in Vancouver, on display at the Old Hastings Mill Store Museum, circa late 1800s.





LOGGING DOWNTOWN VANCOUVER, 1882.

A team of 14 oxen hauls a "turn" of three, maybe more, of five-feet in diameter by 60-foot-long logs, down a skid road near the north foot of Thurlow Street, to not far from where the Marine Building now stands. The huge logs, most of which were cedar, some Douglas fir, would be hauled to the water's edge on Burrard inlet and after the tide came up towed by boat to Hastings Mill.





LOGGING DOWNTOWN VANCOUVER, 1882.

A team of 14 oxen hauls a "turn" of three, maybe more, of five-feet in diameter by 60-foot-long logs, down a skid road near the north foot of Thurlow Street, to not far from where the Marine Building now stands. The huge logs, most of which were cedar, some Douglas fir, would be hauled to the water's edge on Burrard inlet and after the tide came up towed by boat to Hastings Mill.



THE DIRTY WORK OF LOGGING, CIRCA 1890.

This photo of ten oxen hauling a turn of seven sixty-foot logs (five feet in diameter) over a skid road appears in two archival collections with two different captions. One description suggests it is a crew on Point Grey. The other places the scene at Charleson's camp near what is today Oak Street and Broadway. Donald Brims, a contractor hired by the CPR, had taken a contract in 1889 to log the forest covering the north slope of False Creek's Fairview District from the water's edge to what would later become Broadway. Whatever the locale, it was dirty work. A bull puncher with his nail-studded, four-foot-long stick called a goad, stands in the rear. The seated man on the left was the skid greaser, often called the "pig man" because he stunk like rancid dogfish. He was paid the lowest wages for keeping ahead of the oxen

and placing fish oil on the skids so that the logs would pass over them more easily. The tin bucket with handles placed in front of him contained fish oil. He used the maul to pound iron spikes or "dogs" into the end of each log for hauling. The man in the white shirt sits beside a Boker screw jack that was used for lifting the heavy and cumbersome logs. Notice the front of the huge logs have been sniped so that the butt ends would not catch on the cross skids that were placed wide enough apart for horse or oxen to step in between and over. The highest paid workers in logging were teamsters, the men whose expertise it was to coax the oxen to act in unison dragging the huge logs across the greased skids to the tidewater. Ordinary mill hands were the lowest paid, earning half the wages or less than that of fellers and teamsters.





THE DIRTY WORK OF LOGGING, CIRCA 1890.

This photo of ten oxen hauling a turn of seven sixty-foot logs (five feet in diameter) over a skid road appears in two archival collections with two different captions. One description suggests it is a crew on Point Grey. The other places the scene at Charleson's camp near what is today Oak Street and Broadway. Donald Brims, a contractor hired by the CPR, had taken a contract in 1889 to log the forest covering the north slope of False Creek's Fairview District from the water's edge to what would later become Broadway. Whatever the locale, it was dirty work. A bull puncher with his nail-studded, four-foot-long stick called a goad, stands in the rear. The seated man on the left was the skid greaser, often called the "pig man" because he stunk like rancid dogfish. He was paid the lowest wages for keeping ahead of the oxen

and placing fish oil on the skids so that the logs would pass over them more easily. The tin bucket with handles placed in front of him contained fish oil. He used the maul to pound iron spikes or "dogs" into the end of each log for hauling. The man in the white shirt sits beside a Boker screw jack that was used for lifting the heavy and cumbersome logs. Notice the front of the huge logs have been sniped so that the butt ends would not catch on the cross skids that were placed wide enough apart for horse or oxen to step in between and over. The highest paid workers in logging were teamsters, the men whose expertise it was to coax the oxen to act in unison dragging the huge logs across the greased skids to the tidewater. Ordinary mill hands were the lowest paid, earning half the wages or less than that of fellers and teamsters.





Oil painting of Hastings Mill at sunset, just following a shower of rain, by celebrated marine artist John M. Horton. "Old salts" pause on the wet boardwalk to swap stories, while various lumber ships lie at the dock or anchor in the stream. Vancouver's largest and oldest mill was located in the area now covered by the Centerm Container Terminal. The original mill office can still be found at the site at the foot of Dunlevy (named after Peter C. Dunlevey) and is run by the Anglican Church as a refuge for visiting sailors.



Oil painting of Hastings Mill at sunset, just following a shower of rain, by celebrated marine artist John M. Horton. "Old salts" pause on the wet boardwalk to swap stories, while various lumber ships lie at the dock or anchor in the stream. Vancouver's largest and oldest mill was located in the area now covered by the Centerm Container Terminal. The original mill office can still be found at the site at the foot of Dunlevy (named after Peter C. Dunlevy) and is run by the Anglican Church as a refuge for visiting sailors.

A Town is Born

by Jacqui Underwood

STAMP'S MILL WAS ABOUT TO BECOME CIVILIZED. Two men entered the life of the sawmill community that would shape its future for decades to come. The first was the new mill manager, veteran master mariner, the upright, Halifax-born Captain James Raymur. Brought in from Victoria in the new year of 1869 as a replacement for Stamp, he would rule with a strict and pious hand, enforcing his vision of a model town until his death in 1882. Arriving in 1870, to work at his side as accountant and storekeeper, then later following in his footsteps, was the young Richard H. Alexander. An 1862 "Overlander" to the Cariboo goldfields, the 26-year-old Ontario-educated Scot also had been living Victoria, working as a clerk and a longshoreman for the Hudson's Bay Company. For him, the mill would not only become a lifelong career, but a place to raise a family.

Luck-Lucky, may have meant "beautiful grove of maples" to the Squamish but not to Captain Raymur. He toured the mill and was satisfied with its operation, in particular the ultra-modern, steam-powered equipment. It was when he decided to inspect the community that his "scorn of the excesses and haphazard ways of the pioneers" reared its head. There were not only squatters on mill property, there was a substantial beach squat that had grown up next to Deighton's bar on the west side of the settlement. "What is the meaning of this aggregation of filth?" was his oft-quoted rant, "I will not permit a running sore to fasten itself upon an industry entrusted in my care!"

His first act was to drive off all the squatters and their families and family animals from mill land. The squatting Kanakas soon created a new camp on the inner reaches of Coal Harbour, and the historic Kanaka Ranch with its springtime cherry blossoms was born at the foot of Denman Street. "Old Captain Raymur did not like the pigs and chickens running all over the sawdust," recalled one descendent whose grandfather worked at the mill. The Kanakas, who were known to be some of the best employees, took it in their stride and continued to work for the mill. Meantime, back on the property, a company bunkhouse was built for single men and row cottages with proper little gardens began to be established. There were two manager's homes, but Raymur's wife preferred to stay in Victoria. To compete with the bars in rowdy Gastown, Raymur built a meeting room with Vancouver's first library for more cerebral entertainment.



Captain James A. Raymur took over the mill in 1869, when Stamp was ousted. Raymur was a paternalistic manager, creating a model settlement, with a library and meeting room, and proper housing for mill employees. Resident magistrate of Granville, which encompassed both the mill and Gastown, he was astounded by Gastown's filth, and set about cleaning up not just the physical but moral environment of the community. Raymur vowed to eliminate alcoholism and prostitution, building a new church on mill property the year before his death in 1882.



LABOUR DAY PARADE IN 1898. Hastings Mill was the nucleus around which Vancouver grew up and was always a part of every civic celebration. In this image, men and women in their finery watch as horse-drawn wagons exit the mill and head south on Dunlevy. The lead wagon, just past the Alexander intersection, carries two 4' by 20' knot-free timbers to be assembled into dining tables.

However it was the company store that was the heart of the sawmill settlement. You could pick up your mail, stock up on quality merchandise and warm your hands around the stove while listening to the latest news from visitors from exotic ports of call. There were no drunks at Raymur's mill.

Thus began the cleanup of Stamp's Mill and Gastown. One of the first official acts was the name change. The mill was "christened" the more fashionable Hastings Sawmill Company, after Admiral George Fowler

Hastings, Commander of the North Pacific naval station at Esquimalt. It was a popular, if not confusing choice at the time, with Brighton, three miles to the east, already renamed Hastings Townsite. But Raymur stuck to his choice. The meeting room and library he had instituted as part of his social reform became the new Hastings Literary Institute. And the road connecting the mill to Gastown became Hastings Road (today's Alexander).

It was another official name change that would solidify the identity of Hastings Mill and the power of the mill



HASTINGS SAWMILL SETTLEMENT 1890. Shipping lumber to the far corners of the world, the mill town still maintained its village atmosphere. This springtime photo was taken by the pioneer photographers the Bailey Brothers, looking across Burrard Inlet to a heavily wooded North Shore and the Squamish Sacred Heart Mission Reserve with its notable church spire. In the foreground on the left, there are two women with baby carriages heading up Hastings Road (Alexander) to Gastown. Just behind them are R. H. Alexander's original cottage and the new addition to the Hastings Mill Store. Wharf-side, a barque awaits lumber for export.

manager in the early years of the formation of Vancouver. In March 1870, Gastown with its trestle road and wharfs along Water Street became known as Granville, named for Earl Granville, colonial secretary at the time, and Hastings Mill was included as part of its jurisdiction. Lot 196 had been granted to Stamp's company back in 1865, but the remainder, which was still townsite reserve, had now become a government approved townsite. When threats to eject the "trespassers" didn't work, the colonial government determined to survey and offer lots for sale in Granville townsite. The sale, on April 11, 1870, garnered three buyers, including "Gassy Jack" Deighton for Lot 1, Block 2. The courthouse and gaol stood on Lot 2, Block 2. The gaol consisted of two cells, built of logs. Captain Raymur was the



resident magistrate. Within a few months, the dozen or so lots on which sat a hodge-podge of white-wash buildings and make-shift bars began to get snapped up. In December 1871, Captain Raymur took another huge step toward civilizing Gastown. Meeting in the loft of the Hastings Literary Institute, the residents of Hastings Mill and Granville laid plans for the establishment of a school. And so it came to be. Early in the year of 1872 the company built a little frame schoolhouse in the middle of the stumps and slashing of the mill clearing. The Granville School District included the children of Hastings Mill, Gastown and Kanaka Ranch.

Sixteen pupils attended the first class at the Hastings Mill School, sitting on benches with slate pencils and copybooks, listening to Vancouver's first teacher, Miss Georgia Sweney. Daughter of the master mechanic at the mill, she was a young, dark-haired, doe-eyed beauty. An accomplished musician and skilled artist, she could also milk a cow. With no shortage of suitors, she lasted one term.

Georgia wasn't the only pretty woman in the settlement. Mrs. Richard Henry Alexander was a classic pioneer wife, skilled in the refinements of Victorian society. Miss Emma Helen Tammadge came to the colony from



HASTINGS SAWMILL SETTLEMENT 1890. Shipping lumber to the far corners of the world, the mill town still maintained its village atmosphere. This springtime photo was taken by the pioneer photographers the Bailey Brothers, looking across Burrard Inlet to a heavily wooded North Shore and the Squamish Sacred Heart Mission Reserve with its notable church spire. In the foreground on the left, there are two women with baby carriages heading up Hastings Road (Alexander) to Gastown. Just behind them are R. H. Alexander's original cottage and the new addition to the Hastings Mill Store. Wharf-side, a barque awaits lumber for export.

manager in the early years of the formation of Vancouver. In March 1870, Gastown with its trestle road and wharfs along Water Street became known as Granville, named for Earl Granville, colonial secretary at the time, and Hastings Mill was included as part of its jurisdiction. Lot 196 had been granted to Stamp's company back in 1865, but the remainder, which was still townsite reserve, had now become a government approved townsite. When threats to eject the "trespassers" didn't work, the colonial government determined to survey and offer lots for sale in Granville townsite. The sale, on April 11, 1870, garnered three buyers, including "Gassy Jack" Deighton for Lot 1, Block 2. The courthouse and gaol stood on Lot 2, Block 2. The gaol consisted of two cells, built of logs. Captain Raymur was the

resident magistrate. Within a few months, the dozen or so lots on which sat a hodge-podge of white-wash buildings and make-shift bars began to get snapped up.

In December 1871, Captain Raymur took another huge step toward civilizing Gastown. Meeting in the loft of the Hastings Literary Institute, the residents of Hastings Mill and Granville laid plans for the establishment of a school. And so it came to be. Early in the year of 1872 the company built a little frame schoolhouse in the middle of the stumps and slashing of the mill clearing. The Granville School District included the children of Hastings Mill, Gastown and Kanaka Ranch.

Sixteen pupils attended the first class at the Hastings Mill School, sitting on benches with slate pencils and copybooks, listening to Vancouver's first teacher, Miss Georgia Sweney. Daughter of the master mechanic at the mill, she was a young, dark-haired, doe-eyed beauty. An accomplished musician and skilled artist, she could also milk a cow. With no shortage of suitors, she lasted one term.

Georgia wasn't the only pretty woman in the settlement. Mrs. Richard Henry Alexander was a classic pioneer wife, skilled in the refinements of Victorian society. Miss Emma Helen Tammadge came to the colony from

London, England, on one of the famous "bride ships" and met her husband in Victoria through the proper Anglican channels. They had two children before the adventuring Scot brought his young family with him to run the store at Hastings Mill. Emma became the social queen of the Inlet, creating a cultural atmosphere in her south shore home. The school even had an organ, one of the first in Vancouver. She and her husband, along with Captain Raymur attended the balls organized by ships' captains for "the ladies and gentleman of the Inlet and New Westminster" and took picnic excursions up the Indian Arm to Granite Falls. Emma was the best civilizing effect that the lonely Raymur could have hoped for on his little company town.

R.H. was an attribute too. Alexander made history for Hastings Mill when he established the Granville Post Office in 1872. The first Canadian postage stamps in Vancouver were used in the store that year. Up until then, mail was sent via American ships, bearing American stamps. The post office was created after British Columbia joined Confederation the previous year. Both Alexander and Raymur were supporters of the Dominion and ardent imperialists.

Celebrating July 1st was a favourite way for the mill to rev up community spirit, and Dominion Day celebrations at Hastings Mill became somewhat of "a specialty." A matter of public pride, they easily beat out the July 4th party at American-owned Moody's Mill. To quote one observer, "the sports and prizes were ahead of anything else in British Columbia... Crowds of up to 750 people gathered on the sawdust spit in front of the mill. Flags atop the mill and wharf greeted as many as 400 excursionists from Nanaimo and Victoria. Activities included: running, jumping, sailing and canoe races, rifle shooting, climbing greasy poles and catching greased pigs." Captain Raymur also paid for a band to play for the entire day and provided a "splendid dinner" free of charge.

If Captain Raymur footed the bill, Mrs. Alexander came through with added entertainment. On Dominion Day, she could be found singing "with much taste" before a multitude of admirers.

Then there was what came after the official, mill-directed program. According to one Methodist missionary in the 1870s, "People danced and drank whisky until a sober person became scarce." Reverend Tate confided to his diary, "the sight that I beheld that night I think

I will ever remember—white people and Indians drunk on every hand... What is the country coming to...?"

RUSTED TOOLS OF A BYGONE ERA

—a two-bitted axe and toe-plate.

Three bolts attached toe-plates to planks, called spring boards, to elevate tree fallers above the large swelled butt of a tree. A notch was chopped into the side of the tree and the spring board's toe, especially designed with a raised edge, was inserted into the opening. Agile fallers, wearing hobnailed boots, did a balancing act to cut away a wedge of the tree in preparation for a 10- to 12-foot saw. Well-used boards, like the one in this photo, bore the scars of the boots. Mill owners often gave young men seeking employment three bolts, a drill and a toe-plate and told them to make a spring board. Those that could were hired; those that could not were told to hit the road.



The Alexanders' activities were followed with avid interest. R.H. was known to have participated in First Nations rituals. Indeed, he spoke "Chinook", a frontier language that combined First Nations dialects, English and French, and was said to have been honoured with the title of chief by the Squamish. On one occasion Alexander is reported to have personally invited "a young unmarried lady, from a genteel settler family in Victoria," to observe an important "ritual war dance." It was held "deep in the woods on the waterfront near Hastings." Captain Raymur would have considered this behavior scandalous. Word must have gotten out in Victoria. Raymur was beside himself with what happened next.

It was on the 1876 visit of Lord and Lady Dufferin. The royal couple arrived on the HMS *Amethyst* to be officially greeted by an enthusiastic crowd of 200 gathered on Hasting Mill wharf, and a 21-shotgun salute. Captain Raymur presented the address of welcome, then proceeded to have a huge log sawed at the mill for the party to watch. But Lady Dufferin had something else in mind and insisted on an unscheduled visit to the "Indian rancherie" east of the mill. There were no rituals going on, but she did meet with one of the female elders and patted children on the head. Raymur was visibly nervous, but after lunch it was back to the regular program. There was an authentic logging show, with two big loggers felling a 200-foot giant, six feet in diameter, while the Lady remarked how "they were very brave men." Raymur beamed. It was good day for Granville!

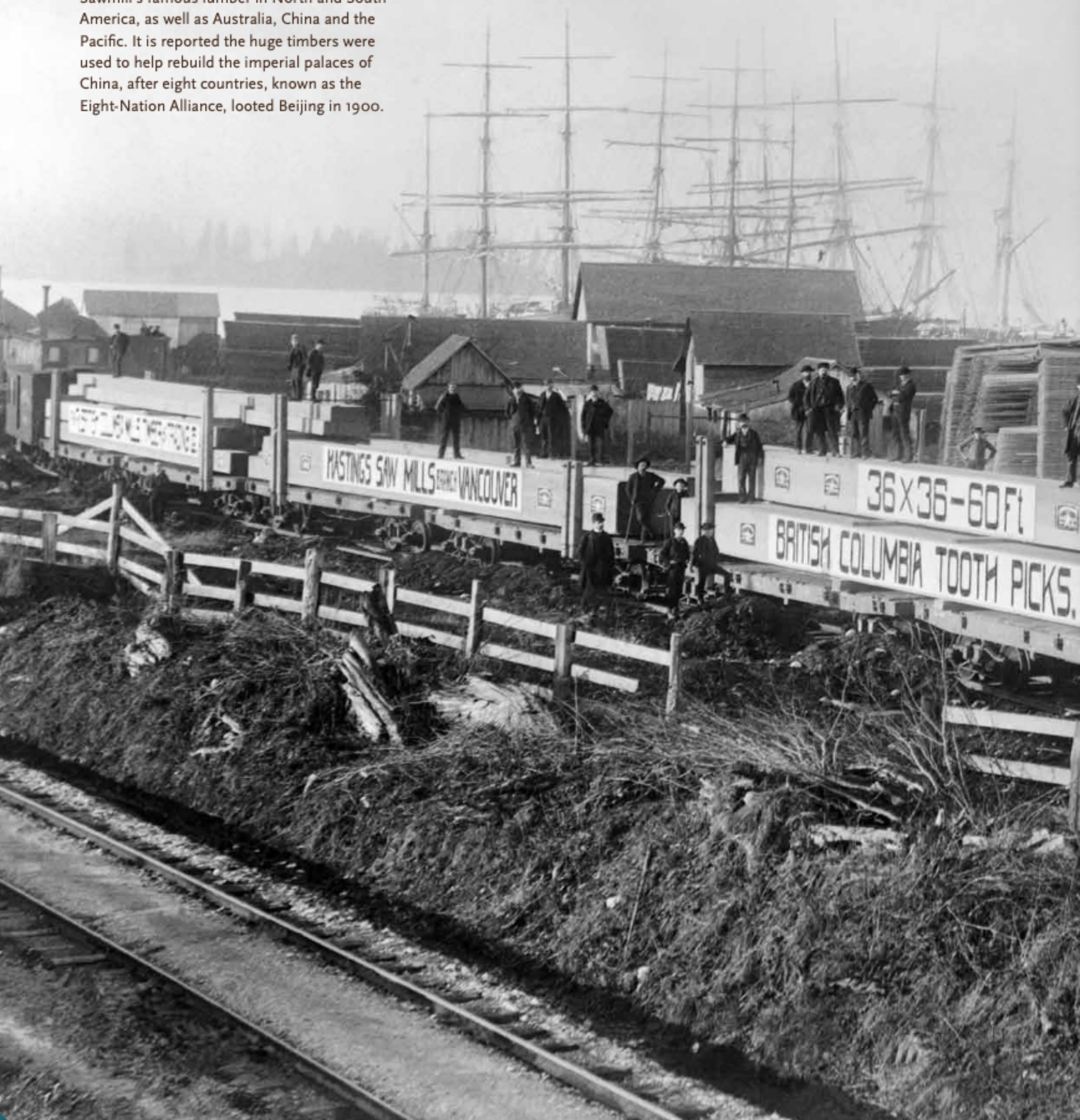
But of all the events that would have been considered most propitious for those early pioneer days, it was the birth of a child in 1873. The Alexanders' third child, Harry O. Alexander, born at Hastings Mill, was Granville's first white native. He would rise to prominence as a Vancouver judge, honoured and loved by many in the new city.

These were the simple times in Vancouver. In the 1870s and early '80s, the Hastings Sawmill settlement's only real connection to the outside world was by water. Interaction with the fledgling village of Granville was an integral part of its day-to-day society, especially since the Hastings Mill Store was the single most important merchant house on the south shore. The first census of Burrard Inlet villages took place in 1881 and included people living in Granville (Hastings Mill), Moodyville, and Hastings (Brighton) but not First Nations villages. It did however take into consideration the lumber camps and ships, giving a strong insight into the new European lumber society.



Richard Henry Alexander was a lifelong Hastings Mill man. Lured by stories of the Cariboo gold-rush, the young Scot crossed the Rockies with the Overlanders in 1862. After shooting the rapids of the Fraser he ended up in Victoria for several years before taking the job of storekeeper at the Hastings Sawmill settlement in 1870. He soon became accountant, and then eventually took over as manager when Captain Raymur died in 1882. Alexander was a social leader, attained the rank of Royal Arch Mason, and established the Vancouver Board of Trade. When John Hendry acquired the mill and expanded operations in 1889, Alexander stayed on as local manager until just before his death in 1915.

BRITISH COLUMBIA TOOTH PICKS. Neatly attired mill men employed by the Hastings Sawmill Branch of John Hendry's British Columbia Mills Timber & Trading Company pose proudly with a trainload of 36-inch by 36-inch by 60-foot "tooth picks," bound for destinations worldwide. There was always a thirsty market for Hastings Sawmill's famous lumber in North and South America, as well as Australia, China and the Pacific. It is reported the huge timbers were used to help rebuild the imperial palaces of China, after eight countries, known as the Eight-Nation Alliance, looted Beijing in 1900.





BRITISH COLUMBIA TOOTH PICKS. Neatly attired mill men employed by the Hastings Sawmill Branch of John Hendry's British Columbia Mills Timber & Trading Company pose proudly with a trainload of 36-inch by 36-inch by 60-foot "tooth picks," bound for destinations worldwide. There was always a thirsty market for Hastings Sawmill's famous lumber in North and South America, as well as Australia, China and the Pacific. It is reported the huge timbers were used to help rebuild the imperial palaces of China, after eight countries, known as the Eight-Nation Alliance, looted Beijing in 1900.



Of a population of over 500, just under half lived at Granville/Hastings Mill. But even with Granville being the most settled, with a school, a minister and a middle class of sorts (they had a butcher and a shoemaker), the men still outnumbered the women three to one. And that didn't include men visiting from logging camps or ships. The masculine imbalance was phenomenal. If you included the crews from the camps and the ships, the ratio went up to 6 to 1. It was raining men in Gastown!

With great numbers of unattached men and few European women venturing into the wilderness, many early Burrard Inlet pioneers married or lived with First Nations women. Sewell Moody and Jack Deighton—to name two. The 1881 census revealed that about half the children of Granville were of Native descent. One in six of the lumber village population was BC-born, primarily Native women and children. Those women and children were attached to European men. Only a handful of Native men and Kanakas living in Granville were counted.

Of those included in the census the rest were mostly British. One third were British-born. Eastern Canadians constituted one-sixth and were skilled sawmill workers. One in ten village residents were from the US. Meantime, most of the Inlet loggers (four out of five) were British-born vets of the forests of Ontario, Maine, New Brunswick and Quebec. The largest non-British minority was Chinese, at ten percent; they worked in petty trade, the service sector and as camp cooks.

With British lumberjacks ruling the woods, and First Nations women settling the shores with the “newcomers,” the other demographic that created early Vancouver came from the four corners of the world. It is perhaps this third grouping that more than any imbued Granville and later Vancouver with its unique maritime character and immigrant spirit. Alexander called them a “very motley lot” and “runway sailors” that made up the non-native half of his mill workforce.

These early immigrant adventurers, some jumping ship, others drifting through, included Swedes, Russians, Germans, Portuguese, West Indians, Mexicans, Chileans, Peruvians, various Central and South Americans, Sandwich Islanders (Hawaiians), Filipinos, and Chinese. Some stayed and set up longtime businesses. Others became legendary Vancouver pioneers. Joe Fortes paid his dues at the mill before saving a few lives in the Great Fire and many more from the waters of English Bay.

The 1881 census took place five years before the name of the lumber settlement would become Vancouver, but the winds of change were already blowing. A 25,000-acre land grant had been given to the CPR to extend its line to Granville, some 6000 acres within the townsite itself. Within a few years, the pending arrival of the railway in 1887 would completely transform frontier village life. When lumber was replaced by real estate as “the future,” the original pioneer notions of Hastings Mill and Gastown would be relegated to a romantic memory.

In 1882, Captain Raymur died. The year before his death, he had fulfilled one last dream for his ideal community. He built Vancouver's first Anglican Church, St. James', on mill property. Later consumed in the Great Fire of 1886, a plaque stands today on the wall of a building at the northwest corner of Main and Alexander. It is dedicated to Raymur's little wooden church in the wilderness, a small token of remembrance of this last great man of the early Inlet days.

Raymur's protégé, R. H. Alexander, the bookkeeper and former adventuring Scot, took over as Hastings Mill manager. It was a peak year for lumber exporting in the Burrard Inlet. The predominant exporting centre in the province saw over sixty vessels loaded from Hastings Mill and Moody's Mill, bound to markets around the Pacific. Hastings Mill would survive the Great Fire, would be key in the building of the new city and continue to thrive with the coming of the railway. By decade's end, the future of the two original Burrard

Inlet mills would be destined to further greatness under the last pioneer lumber baron of the old century. John Hendry, a veteran of BC lumbering since the early 1870s, would create the first major conglomerate in the BC forest industry.

Before Hendry brought the mill into the modern era, it did lose a bit of ground, literally. In 1884, Alexander advised the absentee mill owners, Edward Heatley of San Francisco and George Campbell of Victoria, to hold on to its real estate and compete with the CPR. The railroad company had already been promised the lion's share of the best "new city" land in a deal with the provincial government, in return for extending its western Canada terminus to Coal Harbour. You may remember, Hastings Mill was sitting on more than 1000 acres of its own prime real estate. Everything from Burrard Inlet south to about modern 16th Avenue, encircling False Creek, and east-west, between modern Carrall and Nanaimo, was potential new city. Instead of marketing it themselves, they sold the entire package to a Victoria Syndicate for \$275,000 US gold coin. That group used its new land as further leverage in the CPR deal. Meantime, Alexander, smarting from the missed opportunity, continued to manage Hastings Mill operations for Campbell and Heatley on leased land.

Operate he did, on a strict budget, which did not curry him any favours with loggers or mill workers. He also caused a rift with the newcomers by a remark he made under the Maple Tree during labour negotiations in the spring of 1886. It may have cost him dearly for his next ambition—a bid for the mayor's chair in Vancouver's first city election. In April 1886, Richard Alexander lost the seat to a newcomer from Winnipeg, Malcolm A. MacLean, owner of city's only newspaper, the *Herald*.

Alexander's most quoted remark, indicative of the times, happened just a few days before the election. The sawmill was facing its first strike in history. Transient navvys from back east had come out with the railway, worked at the mill during the winter months but had walked out in early April. The pay of \$1.25 a day, including room and board, wasn't the issue. They didn't like the long hours: 6am–6pm, with a half hour off for lunch. Alexander met with a "conciliation committee" under the tree at Carrall and Water where all civic meetings used to take place in those early days before the Fire. He said that for many years he'd run the mill successfully with "with



JOHN HENDRY 1843–1916. Last of the great pioneer lumbermen, New Brunswick-born Hendry created B.C. Mills Timber and Trading Company, consolidating Royal City Planing Mills with Hastings Mill in 1889. As president, he would continue to expand, acquiring Moody's mill, railways, and other operations to assemble the first major conglomerate in the BC forest industry. Sidelined by a hip injury, he stepped down in favour of his son-in-law Eric Hamber in 1913. Active in Freemasonry, he was a member of the Knights Templar and of the Consistory, having received the thirty-second degree. A former New Westminster mayor and alderman, he was also part of Vancouver's business and social elite and maintained private club affiliations across Canada and in London, England. John Hendry Park, which encircles Trout Lake, the onetime source of water for Hastings Mill, was named in his honour.



OLD HASTINGS MILL STORE MUSEUM. Built in 1865, this historic store is all that remains of Vancouver's pioneer days. The oldest building in the city, it survived the Great Fire of 1886 and today serves as a beacon for the preservation of our pioneer history. Rescued from demolition in 1930, by a group of forward-thinking women, the old mill store was barged from the foot of Dunlevy to the foot of Alma at Point Grey Road. Owned and operated by the Native Daughters of British Columbia, Post No. 1, the traditional museum is chocker-block full of early Vancouver memorabilia.

Indians and some Chinamen," and that he was quite willing to take back the men who had gone out—his old white employees had stood by him, and the mill was not shut down—but that he would not reduce the hours. When the strikers refused to return, Alexander proclaimed he would just engage a few extra Indians and Chinese and that "Canadians [Easterners] are only North American Chinamen anyway."

In a town whose male population was being swelled by Easterners it was that remark that cost him the election. Alexander's election tactics included bringing in a boatload of voters from Victoria as well as marching some 60 Chinese labourers from the mill. But it was to no avail. The Chinese were "chased away by an angry

crowd of MacLean supporters." And it seems obvious in retrospect, that it was a done deal. With "all residents" (white males only—no Chinese, Indians or women) permitted to vote but not to register, fraud was easy. Allegations of ballot stuffing were rampant.

Alexander never ran for mayor again, although he did serve some years as an alderman.

In the end, Alexander would have his golden moment of redemption. It came two months after the first election, at the height of the Great Fire disaster. When an out-of-control clearing fire, whipped by a freak gale into a firestorm, devoured the newly incorporated city of Vancouver, it was Hastings Mill and R. H. Alexander that came to the rescue. The Hastings Mill Store

became a spontaneous base of operations and triage centre, the cookhouse served food and coffee, while Mrs. Alexander opened up her home and the cottages for shelter. For three days, the store offered up its entire inventory free of charge, while R.H. urged all who were in need to “help themselves” to sawn lumber stacked in the yards. With mill saws fired into production day and night, Vancouver quickly rose from the ashes.

In 1889 it was John Hendry’s turn. He was all about making money. And perhaps, a little empire building. Hastings Mill was purchased by the Royal City Planing Mills Company, and Hendry was made president and general manager of the larger plant. The two companies were consolidated by special legislative charter, creating the British Columbia Mills Timber & Trading Company. By 1899 it was the largest lumber company in the province, producing 400 thousand board feet per day, and employing more than 1100 men. The numbers continued to skyrocket. Hendry’s new projects included producing manufactured building materials: doors, sashes, mouldings, in addition to lumber. So he upgraded machinery in all his plants: Hastings Mill and Royal City Planing Mills in Vancouver, Royal City in New Westminster, as well as Moodyville, which he acquired in 1902. B.C. Mills began producing patented prefabricated homes with specialty woods and soon began calling itself as “the largest lumber manufacturing establishment on the Pacific Coast and one of the largest in the world.”

As the 20th century unfolded, Hendry showed an even larger industrial vision, controlling all aspects of production, distribution and marketing. The company introduced the steam donkey and led the way in mechanized logging. B.C. Mills controlled over 100,000 acres of timberland by 1911. They owned locomotives and steamers, wharves and railroad facilities. Hendry had embraced Vancouver’s rapid urbanization and newly developed capitalist economy and expanded on it to the capacity of his imagination.

While Hendry’s lumber empire flourished, he speculated in other industries including coal, power, gold, sugar, and railways. Especially railways. And in spite of the strength of Hendry’s backbone industry, by 1909 the writing was on the wall for the Hastings Mill. It always had been; it was just a matter of time. With B.C. Mills operating four plants each in a strategic waterfront location, Hendry began to value their sites rather than their capacity.

By Hendry’s death in 1916, he had already begun to sell off pieces, while retaining the core properties of Hastings Mill and Moodyville. Hendry had stepped down in favour of his son-in-law as president, in 1913, after a fall and hip injury. Eric Werge Hamber was married to his daughter and only child Aldyen Irene.

With the death of John Hendry, and the ever stalwart Hastings Mill secretary and manager R. H. Alexander the previous year, the last of the great lumber barons was gone.

By the time the Hastings Mill was sold and its operations dismantled in 1928, its identity had become associated more with labour and capital than with a pioneer community. The settlement life was long gone, save an old store. The iconic “old Hastings Mill Store” was donated by Eric Hamber to the Native Daughters of B.C. in perpetuity. With much community fanfare it was put on a barge and floated through the Narrows to the foot of Alma Street at Point Grey Road.

The women’s lodge, dedicated to the memory of the pioneers, refurbished the old relic, resurrecting it in 1930 as a museum. The city’s oldest building is still there today, a reminder of a time long ago when Vancouver was a young mill town at the edge of the primeval forest on Burrard Inlet.

New Brighton

IN 1862 COLONEL RICHARD CLEMENT MOODY and George Turner, his surveyor, both of the Royal Engineers, cruised along the south shoreline of Burrard Inlet and getting ashore blazed a tree to mark the end of a proposed trail from New Westminster that would be called the Douglas Road. When the road was completed three years later, Oliver Hocking and Frederick Alfred Houston built a hotel and called the place New Brighton.

Hocking was also there on official business. He had been assigned the job of establishing a customs house, after Captain Edward Stamp had complained to the Governor of B.C. that ships visiting his mill on Burrard Inlet wasted time and money clearing customs in New Westminster. He got his wish and Hocking arrived to help expedite mill business on the inlet and make a little business of his own.

The *Columbian* newspaper of the day wrote, "Brighton will soon be a favourite place for pleasure seekers. Pleasure boats are being provided, additions to the hotel are going up, beautiful grounds and picturesque walks are being laid out and it's rapidly assuming the appearance of a fashionable watering place. Governor Frederick Seymour rode over this week [from New Westminster] and honoured the Brighton House with a call." In 1866 a stage started running between New Westminster and Burrard Inlet on the newly completed Douglas Road.

In 1869 Maximilian Michaud, a bartender and cook at the Grelly Brothers' Colonial Hotel in New Westminster, purchased the Brighton Hotel for \$1500 from Hocking and Houston, and the place came to be known as "End of the Road."

Michaud, a young man of 29, had crossed the Rockies during or after 1861 by travelling on foot much of the way. The Michaud clan had come to Canada from Poitou, France, in 1667 and had settled on the south bank of the St. Lawrence River near St. Philippe de Kamouraska, Quebec.

Apparently the government surveyed the little place, named it Hastings to honour Admiral George Fowler Hastings, the recently appointed Royal Navy commander at Esquimalt and began to sell lots. Apparently Captain Raymur of the



Above

Maximilian Michaud arrived on the west coast having walked through the Rocky Mountains to reach New Westminster. He purchased the Hastings Hotel in 1869 and ran it until his death in 1882.

Below

An 1890 bird's eye view of Hastings or East Park (today known as New Brighton Park) showing a steamer on Burrard Inlet, the Brighton or George Black's Hotel, the race track, and to the south Hastings Street.



Hastings sawmill had something to do with inducing the government into naming the place Hastings. That same year the government appointed Michaud the first postmaster on Burrard Inlet at Hastings, so he renamed his place the Hastings Hotel.

The Hastings Hotel was well situated at the north end of the Douglas Road, linking the wharf at Hastings with the busy City of New Westminster. It was an important transshipment point for stagecoach passengers and freight going from the Royal City to Moodyville and to Victoria.

Hastings was a popular summer beach resort for the wealthy citizens of New Westminster. "Maxi" bought lots 2, 3 and 4 for \$150. Maxi's Hastings Hotel had a fine reputation for its good food and service largely due to the hospitality of his lovely Kanaka companion and housekeeper Frisadie.

By 1877 he owned acreages in Abbotsford, Hope and Langley Prairie, a home in New Westminster as well as the hotel at Hastings. He was a very wealthy man. In 1878 Maxi returned to Quebec and married Marie Euphrosine Célénie Dandurand at St-Roch de Québec. His brother Joseph came out with his wife and family in 1878 to run the Langley Prairie farm, growing beef cattle to sell in Vancouver and to provide meat for his hotel clientele. Maxi returned to Hastings with his new wife but shortly afterwards took an early retirement due to heart problems and moved to New Westminster. He died in 1882.

The Hastings Hotel was sold to Benjamin Wilson in 1882 and subsequently became the CPR offices when the railroad was being extended from Port Moody to Vancouver. Wilson sold to Scotsman George Black, dubbed "The Laird of Hastings." Black had bought the first lot in Gastown for \$25. Black also bought the first lot in Gastown, where he had a home and a butcher shop.

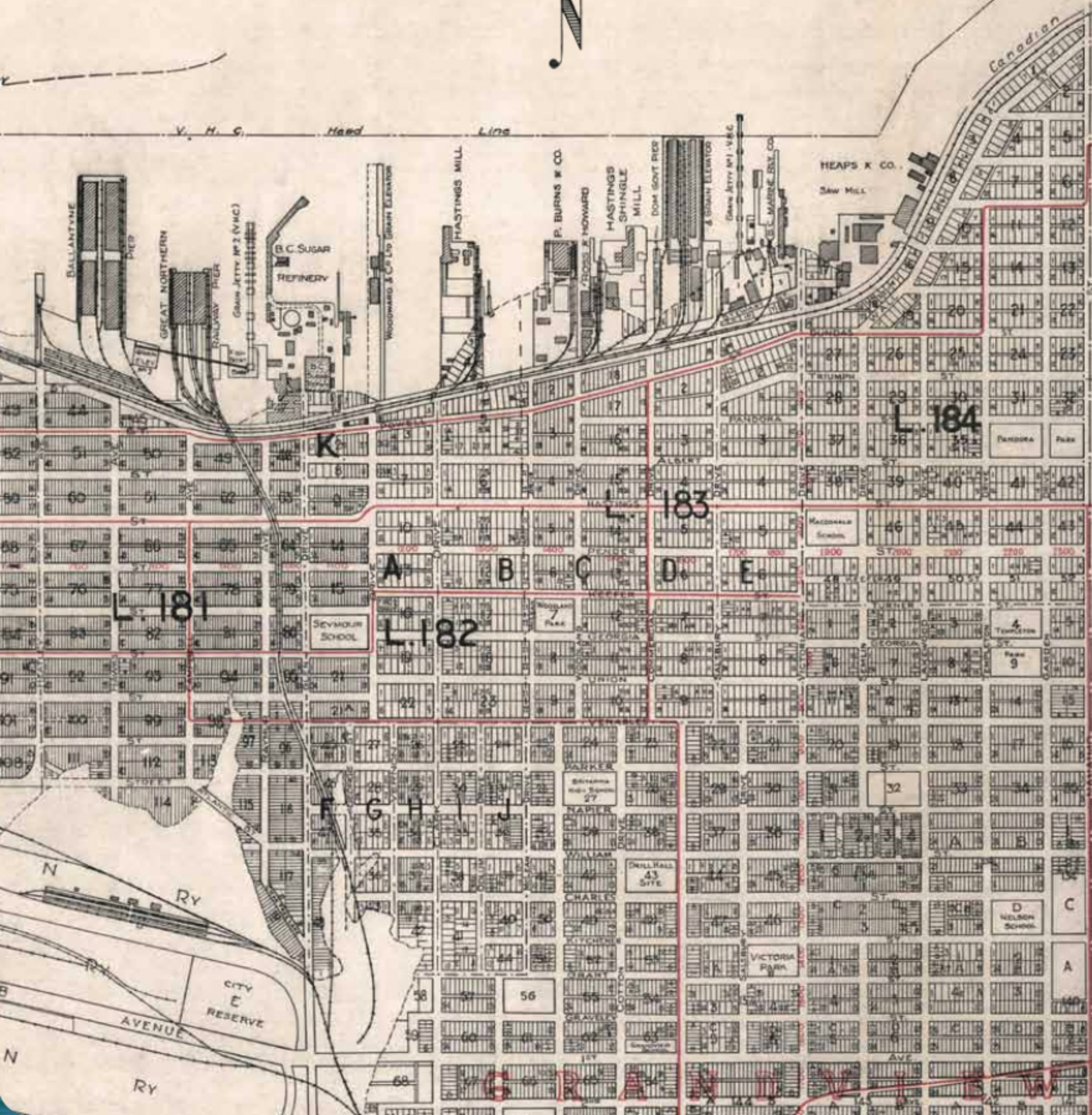
The *Sudden Jerk* was one of the earliest ferries used to transport passengers to Moodyville. The boat's boiler blew up at the Hastings wharf while the engineer was up at George Black's Hastings Hotel bar having a drink in the bar. When the CPR was built the line circled around his hotel.

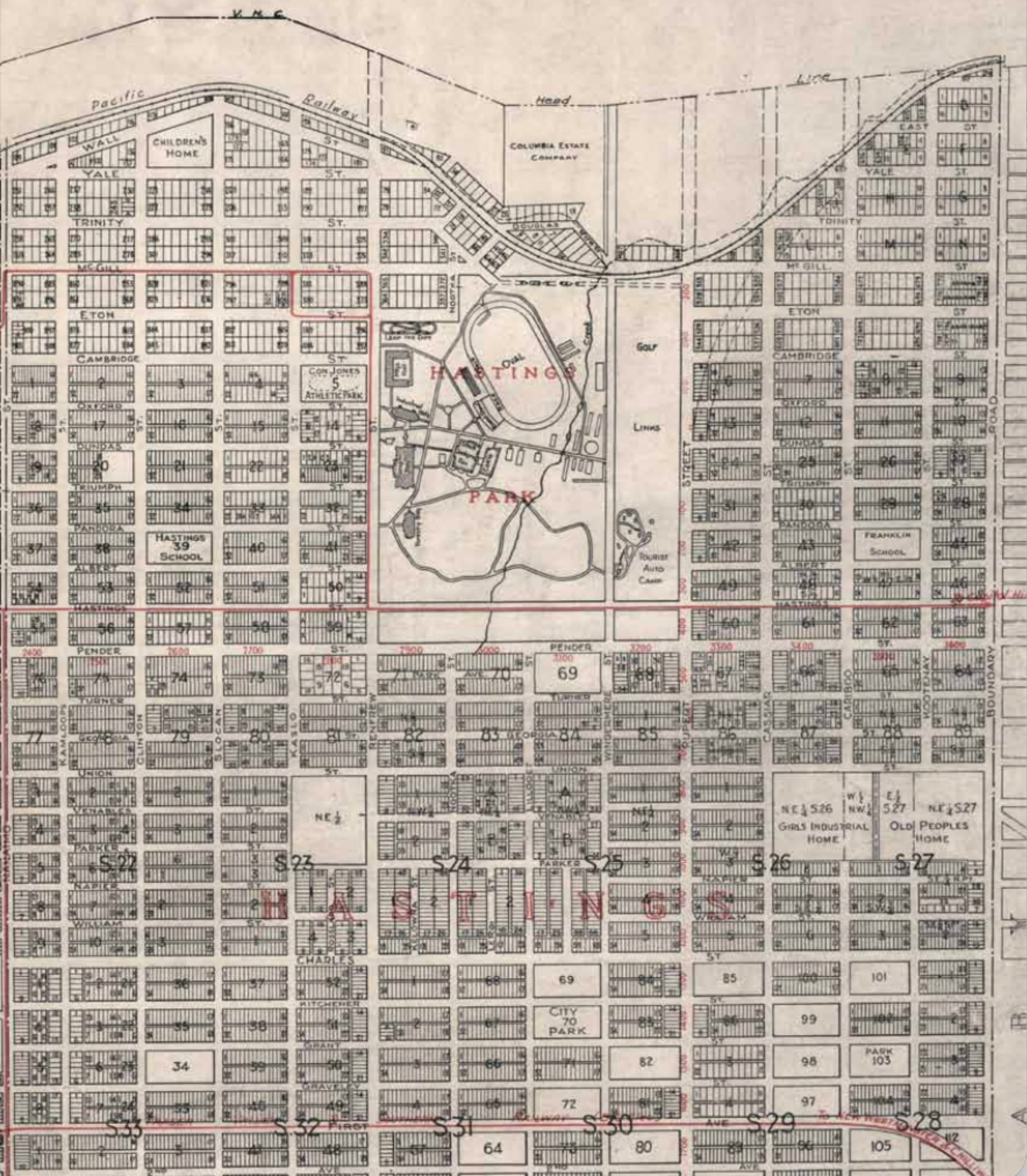


Admiral George Fowler Hastings oversaw Pacific Coast operations for the British Royal Navy. His service has been commemorated by the naming of several geographic locations in his honour.

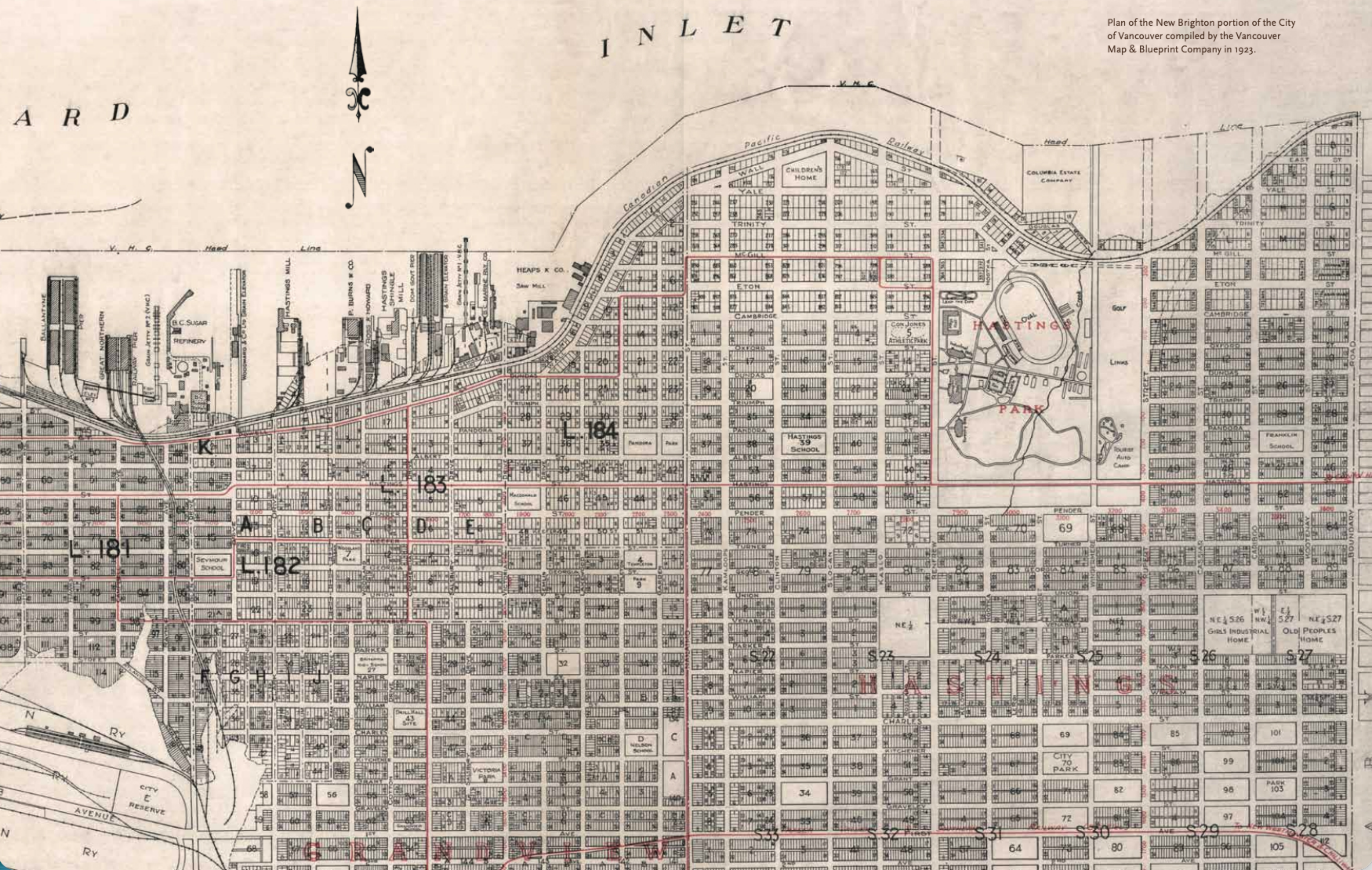
A R D

I N I





Plan of the New Brighton portion of the City of Vancouver compiled by the Vancouver Map & Blueprint Company in 1923.





The Springer–Van Bramer Building with the masonic square and compasses logo over the third-floor window in the gable was owned by Mount Hermon lodge members James Van Bramer and Benjamin Springer. It was the fourth meeting place of lodge members and was located on the northwest corner of Cambie and Cordova Streets in Gastown.

Early Vancouver Masonic Lodges

by James R. Harrison, Masonic Historian

THE VARIOUS HOMES of Mount Hermon Lodge parallel the history and development of Burrard Inlet and the City of Vancouver. The first home for Mount Hermon Lodge was the Masonic hall at Moodyville, now North Vancouver. During the early years at Moodyville the lodge had a very small membership, between fifteen and twenty.

Eighteen hundred and eighty-six was a big year for the lodge. Vancouver was commencing to grow and promised to become a large city, while there was at that time no immediate growth expected on the North Shore. Vancouver, on the other hand, did not have a Masonic lodge at that time. On February 20th the lodge voted unanimously to move to the south side of Burrard Inlet.

A suitable lodge room was obtained at Keefer's Hall, also known as United Workman's Hall. No sooner had the lodge moved to Vancouver, when fire destroyed the new city, including the new home of Mount Hermon Lodge.

Mount Hermon returned to their former location at Moodyville for a brief period until a suitable lodge room was prepared in Vancouver above the Cordova Street store of Mount Hermon member Henry Arkell. This became known as Arkell's Hall.

Mount Hermon met at Arkell's Hall for less than a year. With the rapid growth of lodge membership these facilities soon became inadequate. In the meantime, the Worshipful Master and the Treasurer of Mount Hermon Lodge were actively engaged in constructing a large building at the corner of Cambie and Cordova Streets. Ben Springer, the Worshipful Master, and his partner, Captain James Van Bramer, Mount Hermon's Treasurer, offered to lease the third floor to Mount Hermon Lodge as a lodge room. The offer was accepted and on September 4, 1888, Mount Hermon moved to its fourth home, the Springer-Van Bramer Building, more commonly known as the Masonic hall. The building remains today and forms part of Vancouver's historic Gastown area.

Mount Hermon Lodge remained at the Springer-Van Bramer building for ten years. In 1898 the lodge moved to the McKinnon Block, the fifth home for Mount Hermon Lodge, which was located on the southwest corner of Hastings and Granville Streets. It remained here for twelve years. During this period the three lodges that met at the McKinnon Block, Mount Hermon, Cascade, and Acacia Lodges, were active in the promotion of having their own hall and not leasing buildings as they had been doing. Subscribers for the building were arranged throughout the membership of the three lodges and on March 15, 1910, the Masonic hall at Seymour and Georgia Streets was opened. This was the first lodge hall in Vancouver that was wholly owned by the Freemasons and became the sixth home for Mount Hermon Lodge.

The seventh home for Mount Hermon Lodge was a temporary location at the Dunbar Masonic Hall located in the Point Grey district of Vancouver. Mount Hermon moved to this location in 1968 after the Masonic hall at Seymour and Georgia was sold. On August 24, 1974, the new and present home of Mount Hermon Lodge, was officially opened at the Masonic hall 1495 West Eighth Avenue, Vancouver. Mount Hermon was the first lodge to meet in the new Masonic hall that September.



Israel Wood Powell, a medical doctor by profession, set up a practice in Victoria in 1862 to cater to the needs of Cariboo gold miners. He was British Columbia's first Superintendent of Indian Affairs, the first Grand Master of the Masonic Lodge of British Columbia and the Yukon, and a major land speculator in Vancouver. Although more sympathetic to First Nations people than most of his contemporaries, Powell amended the Indian Act to outlaw potlatching. Vancouver's Nihonmachi or Japantown, was originally called "Powell Street".

The more enthusiastic Freemasons not only received their Master Mason, or third degree, which gained them entry into the fraternity, but some went on to become 33rd-degree Freemasons and Shriners. This ring belonged to a 33rd-degree Scottish Rite Mason.





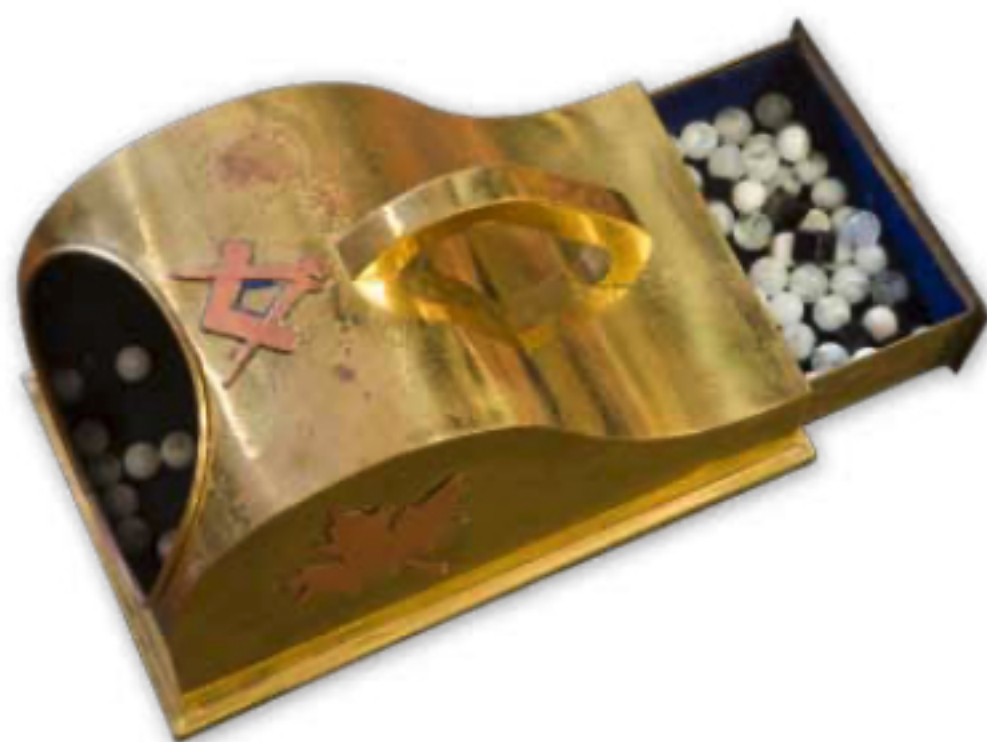
Past master jewels from Vancouver's Mount Hermon Lodge presented to Josias C. Hughes in 1878, William John Bowser in 1900, and Andrew Wallace in 1907, respectively. Wallace started Wallace Shipyards in False Creek and then moved to the foot of Lonsdale in North Vancouver, where it changed into Burrard Dry Dock.

Prominent British Columbian Masons included: Sewell Prescott Moody, Benjamin Springer, Richard H. Alexander, and John Hendry—pioneer lumbermen; David Oppenheimer, Frederick Cope, Henry Collins, James F. Garden, Thomas O. Townley, Thomas F. Neelands, Alexander Bethune, Charles S. Douglas, Malcolm P. McBeath, Charles E. Tisdall, Gerald G. McGeer, Jonathan Cornett, Charles E. Thompson, and Frederick Hume—all Mayors of Vancouver; Amor de Cosmos [William Smith], William J. Bowser, Alexander Davie, Byron Johnson, John D. McLean, Sir Richard McBride, W. A. C. Bennett—all Premiers; Henry J. Cambie, William Downie, W. F. Salsbury—CPR executives; Henry T. Ceperley, James W. Horne, J. J. Miller, and Henry H. Stevens—all pioneer realtors; Samuel G. Churchill—Reeve of Point Grey; Nat Bailey—original owner of the White Spot Restaurant; Henry O. Bell-Irving—pioneer in the west coast fishing industry; Francis



Freemason Henry Josiah DeForest studied drawing and painting in London, Paris and Edinburgh. He travelled and sketched in England, France, Italy, Egypt, Palestine, Germany and Switzerland before first coming to British Columbia in 1891. His sense of humour is apparent in his painting of the Mount Hermon Freemasons' Hall in Moodyville, which shows a goat at the rear of the building. Popular belief suggests that Masonic initiates are required to ride a goat prior to acceptance into the fraternity.

J. Burd, Victor W. Odlum, T. F. Paterson, and Robert Crombie—newspaper publishers; Reverend H. G. Fiennes-Clinton; Samuel Hughes and Arthur Currie—military leaders; Frederick W. Howay, Robie L. Reid and E. O. S. Scholefield—British Columbian historians. Other Masons were Henry Larsen, RCMP explorer; Major James S. Matthews, founder of the Vancouver City Archives; Frederick “Cyclone” Taylor, hockey legend; J. Edward Bird, lawyer for the *Komagata Maru*; Austin C. Taylor, Chairman of the BC Security Commission; Charles E. Hope, Honorary Secretary of the White Canada Research Committee; William C. Ditmars, President of the Canadian Club (1927). The number of Freemasons in British Columbia peaked in 1963 at 27,128.



An early Vancouver Masonic lodge ballot box. Traditionally black and white balls were placed on one side of the box. Members voting on whether or not a candidate was worthy of entry into the order would deposit a white ball through a hand opening if they were in favour of the candidate, and a black ball, if they were opposed. One black ball was enough to prevent a candidate's entry into the fraternity, which is how the term being “blackballed” originated. As members aged and their eyesight deteriorated, black cubes replaced the black balls to aid in their recognition.



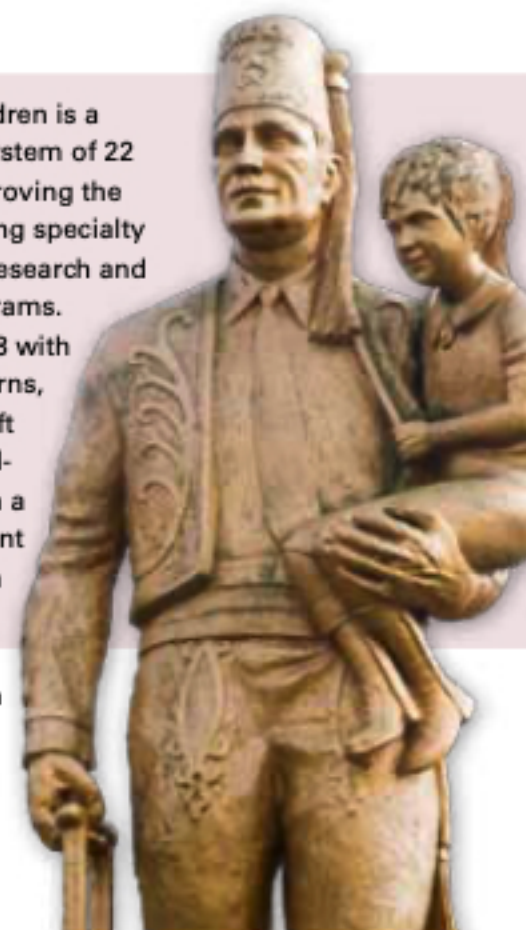
Shriners Hospitals for Children

Shriners Hospitals for Children is a not for profit health care system of 22 hospitals dedicated to improving the lives of children by providing specialty pediatric care, innovative research and outstanding teaching programs. Children up to the age of 18 with orthopaedic conditions, burns, spinal cord injuries and cleft lip palate are eligible for admission and receive care in a family-centered environment with no financial obligation to patients or families.

Gizeh Shriners of BC & Yukon

3550 Wayburne Drive
Burnaby, B.C. V5G 3K9
Phone: (604) 291-7707

www.shriners.bc.ca



Young & Naughty Ltd.

Bill Young and Ed Naughty established Young & Naughty in 1954 and the business has been supplying Freemasons with their regalia ever since.

1495 West 8th Avenue,
Vancouver, BC, V6H 1C9
604-684-7746

www.regaliaformasons.com



New Liverpool and the Greenhorns

JOHN MORTON AND SAM BRIGHOUSE were first cousins who left Yorkshire, England, in 1862 to try their luck in the Cariboo gold rush. On the voyage across the ocean the pair befriended William Hailstone. Before ever heading for the goldfields Morton happened to see a piece of coal in a cobbler's shop window in New Westminster. As the son of a potter, Morton realized that certain kinds of fine clay are found near coal. He talked to the storeowner and learned that a First Nations man had brought the sample into his shop. The storekeeper introduced Morton to the coal discoverer. That meeting over a lump of coal would make Morton and his friends the first white settlers in the future downtown Vancouver. Within a few days, Morton had struck a deal with the native and he was off with his guide first by foot to False Creek, then by canoe to Coal Harbour, the location of the deposit.

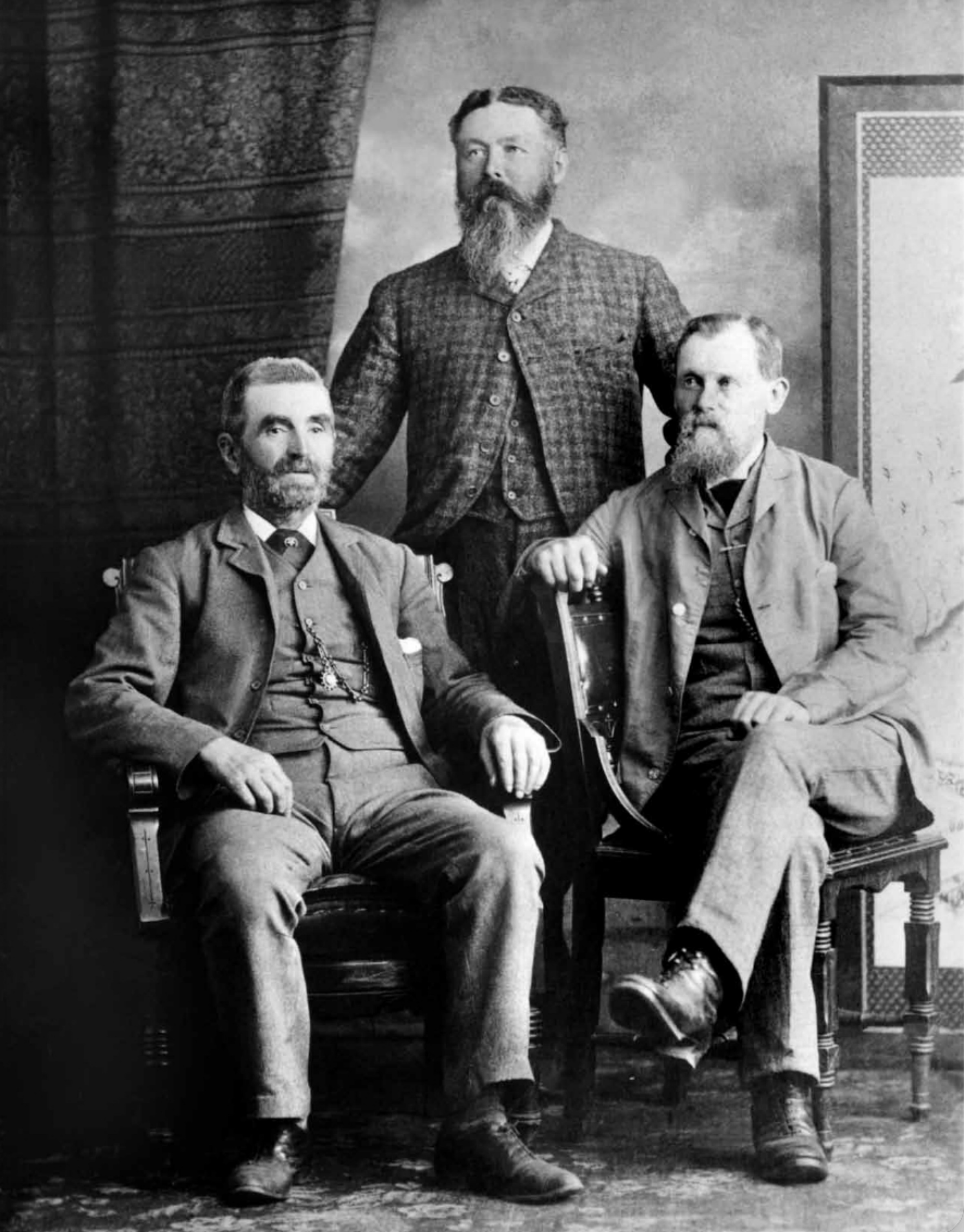
Morton returned with Brighthouse and Hailstone and showed them the beautiful site that stood on a bluff overlooking Burrard Inlet. They returned to the Royal City and each took a pre-emption of 180 acres for a total of 540 acres for \$1 an acre. They built a cabin on the bluff that overlooked the ocean and began to raise cattle with aspirations of becoming brick makers. They would take turns living in the remote cabin for a month while the other two worked in town. Brighthouse and Hailstone wanted the pre-emption for their cows and to be away from other settlers. Morton hoped to farm, mine and make bricks. But the site was too far from New Westminster. First there was the difficulty of getting the bricks to the customers and then there was the loneliness of the inlet frontier. In one alarming event he was aroused from his sleep by a tremendous commotion.

He dressed quickly and crept out into the dark to investigate. He saw a large crowd of Indians yelling in Chinook and upon creeping closer saw the body of an Indian woman hanging by a rope from a tree limb. He decided to go to New Westminster and report the incident to the authorities. The police did an investigation and learned that the Indian woman had killed another woman's baby and that the tribe had exercised King George's law and hanged her for murder. The whole occurrence shook him.

Word spread about the inexperienced settlers on the edge of the inlet. One newspaper reporter concluded that the men had paid far too much for their preemption and mockingly dubbed them the

Opposite

Older and wiser, pioneer settlers William Hailstone, Samuel Brighthouse, and John Morton, dubbed "The Three Greenhorn Englishmen" pose in James D. Hall's Vancouver portrait studio around 1887–1888. Hailstone sold his share of their 540-acre Liverpool Estate and moved back to England. Brighthouse in 1864 purchased almost 700 acres of Lulu Island in Richmond. Morton started a brick-making operation at Clayburn, a suburb of Abbotsford, and a farm at Mission.





Fobs gave a man status, whether you were Chinese McDougall, a Greenhorn or Bill Miner, the train robber. This fob belonged to the latter. A pocket watch with a chain, to secure the watch to a waistcoat, lapel or belt loop, they were often decorated with a pendant that might show a coat of arms or emblem of a club or fraternity.

"Three Greenhorn Englishmen." A government surveyor, in laying out the boundaries, offered Brighthouse Deadman's Island for \$5, but he declined believing that he had enough land already. Their holdings were originally called the "Brickmaker's Claim," but later investors renamed it "New Liverpool."

Not everyone thought their claim was foolish. Robert Burnaby (after whom Burnaby was named), the personal secretary of Colonel Richard Clement Moody of the Royal Engineers (after whom Port Moody was named), claimed to have original preemption of their property but it was thrown out of court. He decided not to contest the judge's decision. The Bricklayers' Claim would encompass the future West End and some of the highest property values in the city.

Unfortunately for him, original "Greenhorn" William Hailstone parted with his interest early and sold out to Brighthouse for a \$20 gold piece, several sacks of flour worth \$5 and an Indian pony with a string halter worth \$25. By this time Hailstone had also sold logs off his property. He returned to England, married, and the couple had two daughters. He then returned to Greater Vancouver and sent his earnings to his family. But when his wife died she willed everything to the daughters. He eventually sold out and returned to Yorkshire and rumour has it that he met his demise by falling down a flight of steps and breaking his neck.

Morton married Jane Ann Bailey of Blackpool, England, but she died in childbirth. At the time of his first wife's death in 1881 Morton was a man of limited financial circumstances and did odd jobs such as digging ditches and peddling milk door to door. It was money from his first wife's estate that allowed him to hold onto his pre-emption in Vancouver.

He then married for the second time to Ruth Mount and purchased a 360-acre farm in Mission, and it was from here that the family witnessed in the sky the reflection of the burning of Vancouver in 1886. Morton also became involved with deposits east of Abbotsford and in time the area came to be known as Clayburn. That year pro-CPR realtors persuaded Morton and Brighthouse to donate one-third of their property along Burrard Inlet as an incentive to build the railway through to Coal Harbour, hoping that this would bring people to the area to buy lots.

With the incorporation of the City of Vancouver, followed by the arrival of the first train into the terminal city, Morton and Brighthouse found

themselves with a new predicament: taxes. They managed to get through this problem with help from Yorkshire associates but in the end gave up roughly one-third of their land that bordered on Burrard Inlet to the CPR for extending the line from Port Moody through to the Coal Harbour. These lots, which had fine views across Burrard Inlet, attracted investment from wealthy and elite buyers, and the area became known as the city's "Blue Blood Alley."

Morton died a rich man with his estate worth over \$750,000 at the time of his death at age 70 in 1912. He left a great deal of money to the church but little to his two children. According to his only son, much of the estate was misappropriated.

Brighthouse in 1864 bought close to 700 acres of land in what became the downtown core of Richmond and became a wealthy man. He returned to England in 1911 and passed away there in 1913.

Another man to make a fortune from the New Liverpool Estates was entrepreneur John McDougall. He took huge contracts to clear the land for both the CPR's holdings and the Brighthouse /Morton holdings and at one time had as many as 400 men living in a tented camp, clearing stumps for the CPR right-of-way. He lost money on the job because 100 carpenters commenced to build homes and businesses along the line, and that prevented him from blowing the large stumps left over from the logging operations with powder and his labourers had to burn and grub the stumps out with axes. He had another problem. His white workers refused to work with Chinese labourers and ran them out of town.

He afterwards took a contract to build the road connecting Vancouver to New Westminster. The new road was called Westminster Road but in 1913 was renamed Kingsway in honour of King George V.

Entrepreneur John McDougall took the contract to clear much of the Three Greenhorns "Liverpool Estate." He was referred to as "Chinese McDougall" because of his use of Chinese labourers to clear the West End. Because of his actions, in February 1887, an angry mob of white men viciously attacked the Chinese workers, reportedly burned their homes and drove them out of town.





MEETING UNDER THE MAPLE TREE. Under its shade or shelter, in sun or shower, pioneers held public meetings, while on its trunk proclamations were posted: the white square patch shown in this photo indicates the first civic election on May 3, 1886. The view south along Carrall Street at Water Street features James Hartney Dry Goods and Groceries on the east side. The gentleman in the centre foreground is Arthur W. Ross, pioneer realtor who represented the CPR. Lots bought for \$66 in Gastown sold for \$2000 after the news broke that new "Vancouver" had been named as the terminus for the transcontinental railway.

'Gassy' Jack Deighton's Gastown

IN 1867 CAPTAIN JOHN DEIGHTON travelled from New Westminster to "Lucklucky" in a dugout canoe with his First Nations wife, her mother, and her cousin to investigate the potential for a saloon to cater to the thirsty needs of the workers of Stamp's sawmill. Luck-Lucky was a Squamish name that meant "beautiful grove of trees."

Deighton, born in 1830 in Hull, England, was a Yorkshire man who first became a sailor, serving on British ships. Then, after arriving in New York, he worked his way to San Francisco on an American ship. For the next several years he alternated between working on boats and searching for gold. He spent time in the California gold diggings without success and afterwards followed the gold rush

hysteria to the Fraser River in 1858. After prospecting again without success, Deighton became a riverboat captain. Upon hearing of the gold discoveries in the Cariboo, he jumped ship to prospect for gold, but a big strike continued to elude him. He returned to New Westminster and with his meagre savings acquired the Globe Hotel. He did well in the whiskey business until ill health forced him to entrust his saloon to an American associate so he could visit the hot springs on Harrison Lake.

After a brief rest, Lady Luck would finally come his way. It was in Luck-Lucky by the maple tree. With a case of whiskey and with the help of eager workers from the sawmill, Jack erected a 12' x 24' makeshift shack that he

christened the Globe after his saloon in New Westminster. Upon its completion, he climbed up onto the roof and raised the Union Jack.

One large maple tree grew close to the saloon, and the spot came to be known as Maple Tree Square while the area, because Jack talked a lot and was known as “Gassy Jack,” came to be known as Gastown. At night his saloon was a dark and gloomy place as noted in a letter that Jack wrote, “A lonesome place when I first came here, surrounded by Indians. I care not to look outdoors after dark. There was a friend of mine about a mile distant found with his head cut in two. The Indian was caught and hanged.”

By 1870 the small six-acre settlement around his saloon became known as Granville, named after Earl Granville, the British colonial secretary. Unfortunately, the townsite plans for the new establishment left squatter Jack’s saloon in the middle of the street. Jack purchased a larger-than-average lot and built a two-storey hotel with a bar, a billiard table and several upstairs bedrooms. He named his new establishment the Deighton Hotel.

Soon after moving into the Deighton Hotel, 40-year old Jack’s First Nations wife became terminally ill, but before she died she arranged for her husband to marry her 12-year-old niece Madeline. The following year the child bride gave birth to a boy that Jack named after his dead brother. Richard Mason Deighton, Jack’s only son, was nicknamed the “Earl of Granville.”

The early settlement attracted thugs, thieves and crooks of every kind. Fights, stabbings and robberies occurred daily, and Jack was one of many who petitioned the governor for police protection. In the fall of 1871 Jonathan Miller became the first police constable. He lived in a government-owned cottage called the courthouse adjacent to Jack’s new hotel. There was also a jail consisting of two cells made of logs with doors that had no locks. Miller did not want prisoners. He wasn’t lazy, but getting breakfast for a drunk was too much trouble for the only policeman.

In 1873 Jack’s brother Thomas and his wife Emma arrived in Gastown to take over the day-to-day operation of the hotel, while Jack and his family returned to New Westminster. An ad in the *Mainland Guardian* described the hotel as having “large and comfortable parlors, single and double bedrooms, extensive dining rooms under the experienced management of Mrs. Tom Deighton.”

Today the Maple Tree has been replaced by a statue of Gastown’s most famous resident and namesake, John “Gassy Jack” Deighton.

Vern Simpson’s statue stands at the intersection of Carrall and Water Streets near where Deighton established his first saloon in the heart of the old city.





Gastown 1884

1 Sunny Side Hotel Addition 2 George Black's Cottage 3 George Black's Butcher Shop
4 Ebenezer Brown's Granville Hotel 5 Edward McKendry's Boot & Shoe Store 6 George
Brew's Restaurant 7 Gin Tai Hing's Wash House & General Merchandise 8 Wah Chong

Jack had decided to return to the less stressful career of being a riverboat captain on the steamer *Onward*. The new job didn't last, and soon Jack and his family were back in Gastown only to have his brother and sister-in-law leave them and go to Victoria. Jack's health suddenly took a turn for the worse and he began having trouble breathing and could barely walk. On 29 May 1875 Jack was on his sick bed listening to a howling dog and dying. His last words before passing were, "Could someone go and shut that damn dog up?"

Deighton left his estate to his son, but sadly the boy died six months after his father. Madeline died at age 90 on the reserve of the Tsileil-Waututh First Nation, also known as the Burrard Indian Band, in North Vancouver in 1948.

The Old Granville Townsite, or "O.G.T." as surveyors called it, eventually became a 20-acre oblong clearing cut out of the forest parallel to the beach. It consisted of a dozen white-washed buildings that ranged crescent-shaped along the shoreline of Burrard Inlet facing north to the mountains. To the south, towering trees, 200 feet tall, shaded the town for much of each day. The whole of the clearing was largely swampy, making it an excellent habitat for frogs that on a warm summer's night croaked to a dull roar. The pioneers called the frogs "British Columbia nightingales." Sweet blackberries grew in a tangle of brambles, while the foul smelling but beautiful skunk cabbage grew in profusion.



Laundry 9 Arthur W. Sullivan's General Store 10 Louis Gold's Drygoods 11 Customs House 12 John A. Robertson's Wine & Spirit 13 Dr. Master's Office 14 John A. Robertson's Home 15 William Blair's House 16 Tom Fisher's Cottage 17 Ben Wilson's Store (previously Gregoris Fernandez' "Portuguese Joe's" Store) 18 "The Parsonage" of the Wesleyan Methodist Church 19 "The Parsonage" Boathouse

Gastown of the 1870 and 1880s didn't change much over the years—just a few hotels, a saloon or two, Portuguese Joe's, a general store, a couple of shops and cottages, a Chinese washhouse and a small dance hall. It had benches, was heated by a great cordwood stove and lit by hanging oil lamps. When residents of the tiny settlement weren't carousing, there was service for the soul at the first church, established by Methodist missionaries in 1876, at Water and Abbott. Attended mostly by native mill workers, Anglican services were held at the Masonic Hall on the North Shore until Hastings Mill manager Captain Raymur built St. James Anglican, in 1881, on mill property.

Sleepy little Gastown was shaken at its roots in August, 1884. CPR President William C. Van Horne announced on a visit to the township, specifically Coal Harbour, "this is destined to be a great port, and it must have a name commensurate with its greatness. And Vancouver it shall be, if I have a say in the matter." He asked railway directors to choose Granville as the terminus of the new railway and recommended the new name in honour of the Captain's Pacific explorations. A word in the right ears in Ottawa and a bit more insisting in Victoria, and the name of "Granville" was replaced with Vancouver. It was a good decade or more before the locals accepted it. Some never did.



Gastown 1884

1 Sunny Side Hotel Addition 2 George Black's Cottage 3 George Black's Butcher Shop 4 Ebenezer Brown's Granville Hotel 5 Edward McKendry's Boot & Shoe Store 6 George Brew's Restaurant 7 Gin Tai Hing's Wash House & General Merchandise 8 Wah Chong

Laundry 9 Arthur W. Sullivan's General Store 10 Louis Gold's Drygoods 11 Customs House 12 John A. Robertson's Wine & Spirit 13 Dr. Master's Office 14 John A. Robertson's Home 15 William Blair's House 16 Tom Fisher's Cottage 17 Ben Wilson's Store (previously Gregoris Fernandez' "Portuguese Joe's" Store) 18 "The Parsonage" of the Wesleyan Methodist Church 19 "The Parsonage" Boathouse

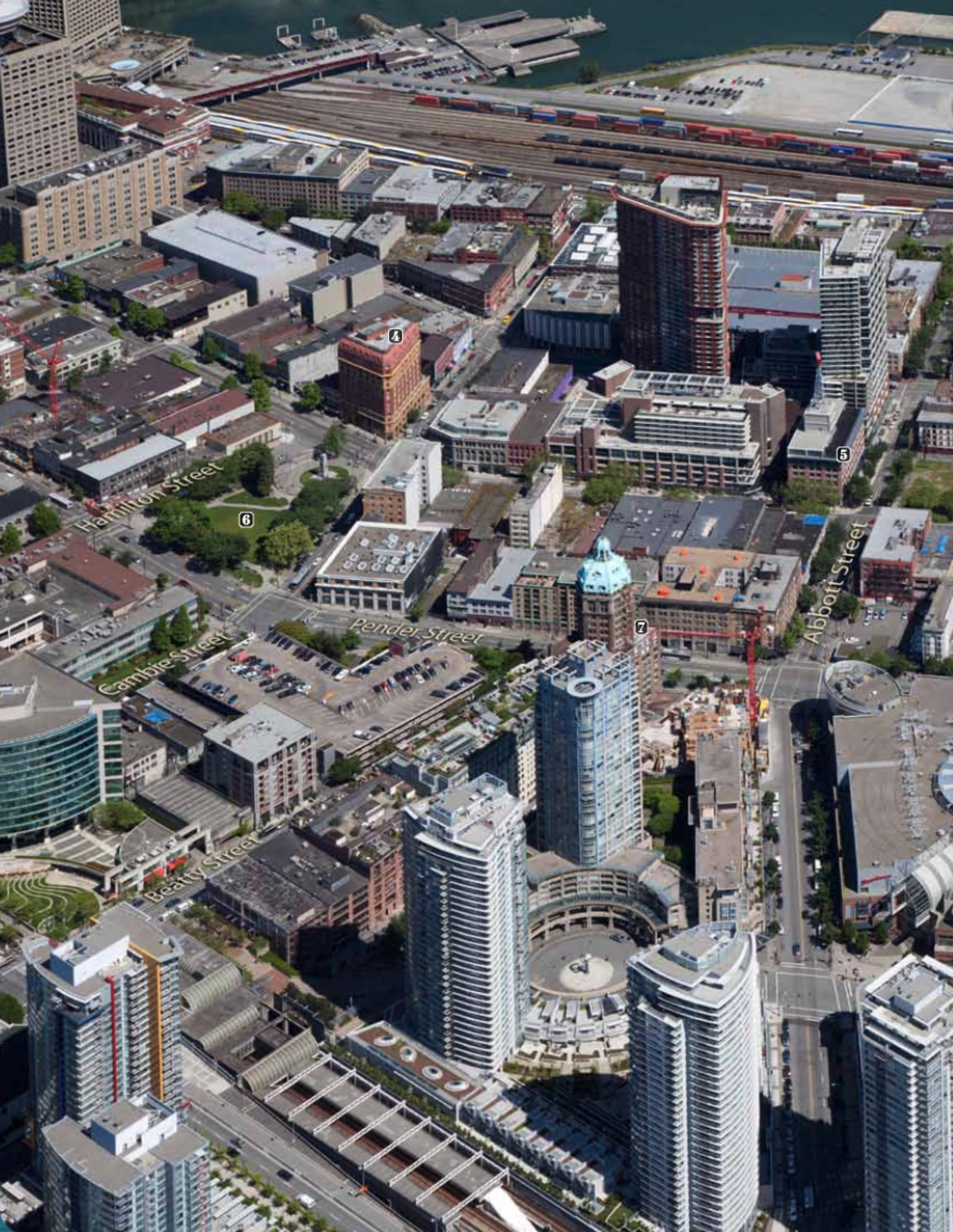
Jack had decided to return to the less stressful career of being a riverboat captain on the steamer *Onward*. The new job didn't last, and soon Jack and his family were back in Gastown only to have his brother and sister-in-law leave them and go to Victoria. Jack's health suddenly took a turn for the worse and he began having trouble breathing and could barely walk. On 29 May 1875 Jack was on his sick bed listening to a howling dog and dying. His last words before passing were, "Could someone go and shut that damn dog up?"

Deighton left his estate to his son, but sadly the boy died six months after his father. Madeline died at age 90 on the reserve of the Tsileil-Waututh First Nation, also known as the Burrard Indian Band, in North Vancouver in 1948.

The Old Granville Townsite, or "O.G.T." as surveyors called it, eventually became a 20-acre oblong clearing cut out of the forest parallel to the beach. It consisted of a dozen white-washed buildings that ranged crescent-shaped along the shoreline of Burrard Inlet facing north to the mountains. To the south, towering trees, 200 feet tall, shaded the town for much of each day. The whole of the clearing was largely swampy, making it an excellent habitat for frogs that on a warm summer's night croaked to a dull roar. The pioneers called the frogs "British Columbia nightingales." Sweet blackberries grew in a tangle of brambles, while the foul smelling but beautiful skunk cabbage grew in profusion.

Gastown of the 1870 and 1880s didn't change much over the years—just a few hotels, a saloon or two, Portuguese Joe's, a general store, a couple of shops and cottages, a Chinese washhouse and a small dance hall. It had benches, was heated by a great cordwood stove and lit by hanging oil lamps. When residents of the tiny settlement weren't carousing, there was service for the soul at the first church, established by Methodist missionaries in 1876, at Water and Abbott. Attended mostly by native mill workers, Anglican services were held at the Masonic Hall on the North Shore until Hastings Mill manager Captain Raymur built St. James Anglican, in 1881, on mill property.

Sleepy little Gastown was shaken at its roots in August, 1884. CPR President William C. Van Horne announced on a visit to the township, specifically Coal Harbour, "this is destined to be a great port, and it must have a name commensurate with its greatness. And Vancouver it shall be, if I have a say in the matter." He asked railway directors to choose Granville as the terminus of the new railway and recommended the new name in honour of the Captain's Pacific explorations. A word in the right ears in Ottawa and and bit more insisting in Victoria, and the name of "Granville" was replaced with Vancouver. It was a good decade or more before the locals accepted it. Some never did.



4

5

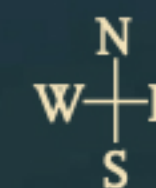
6

7



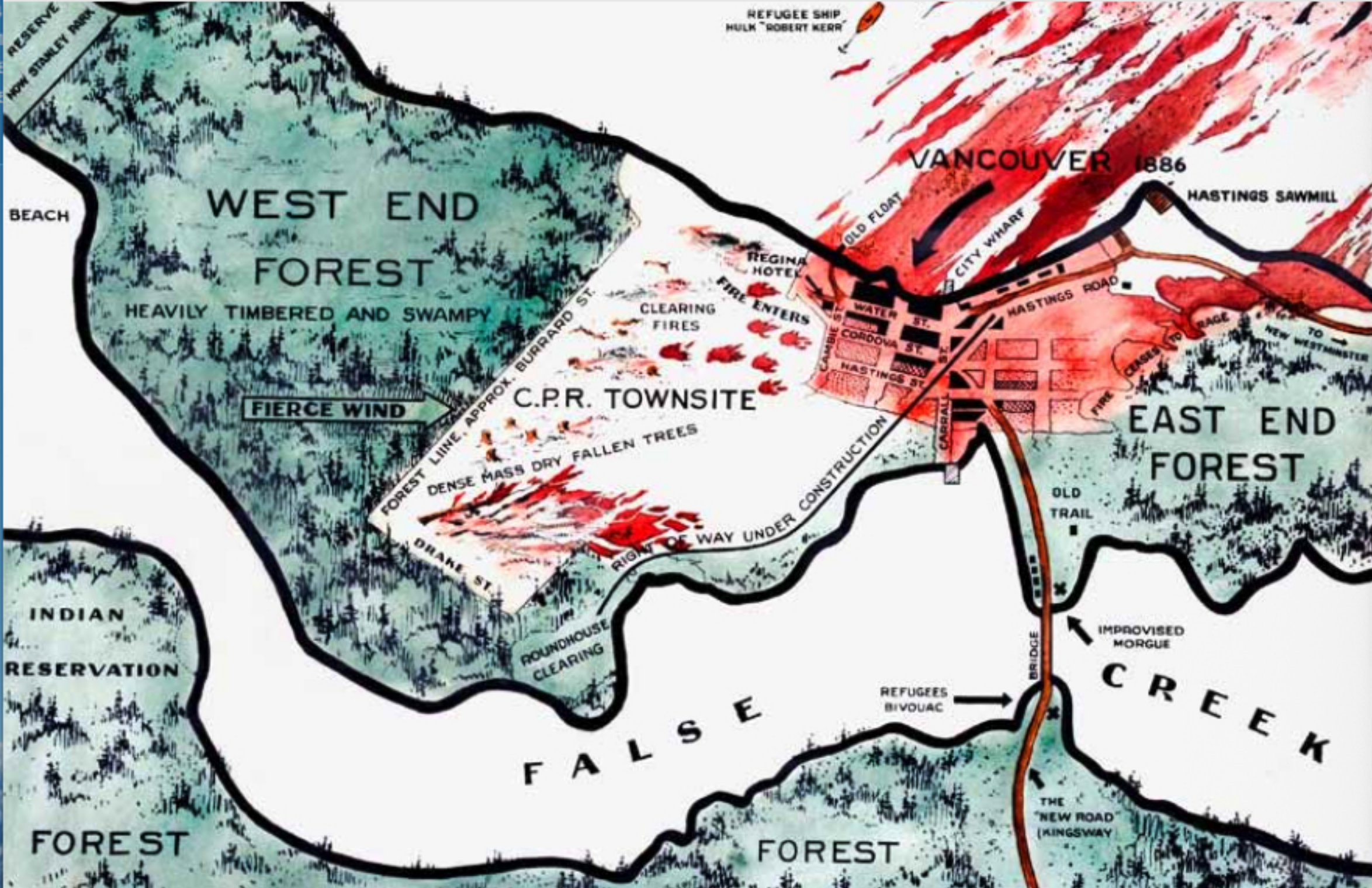
Gastown 2010

1 Malkin's Grocery Store (Old Spaghetti Factory) 2 Maple Tree Square 3 Europe Hotel
4 Dominion- Building 5 Woodward's Building 6 Victory Square
7 The World Building (The Sun Tower)



Gastown 2010

1 Malkin's Grocery Store (Old Spaghetti Factory) 2 Maple Tree Square 3 Europe Hotel
4 Dominion- Building 5 Woodward's Building 6 Victory Square
7 The World Building (The Sun Tower)



VANCOUVER BURNS, 13 JUNE 1886. A map of how the fire spread based on fifty survivor accounts. Drawn by A. E. White of the Art Engraving Company, from the original sketch of Major James S. Matthews, compiled with assistance from eyewitnesses Thomas Mathews and H. George L. Schetky, 1932.

The Great Vancouver Fire of 1886

By Jacqui Underwood

Our city is in ashes... three thousand homeless... can you send us any government aid?

THE TELEGRAM WAS A SIMPLE PLEA to Sir John A. Macdonald, Prime Minister of Canada from Vancouver's fledgling Mayor Malcolm Alexander MacLean, in the aftermath of Black Sunday, June 13, 1886. It was an infamous day in Vancouver's history. Vancouver did not burn, it was said, "It was consumed by flame." The number of dead that could be counted: twenty-one parcels of charred fragments. But for some there were no remains, they just dissolved instantly in the inferno. And since there was no accurate accounting for the population, the true number of dead could never be really determined.

Maclean had been mayor one month. Vancouver had been incorporated as a city for just over two months. The crazed clearing of the land and frantic building had begun about six months earlier. The old residents of Granville and Hastings Mill were a little bewildered. The newcomers, mostly men of British and Eastern Canadian origin had been arriving in droves since the fall of 1885 in anticipation of fortunes to be made with the coming of the railway and the expansion of the new Vancouver. Once sleepy Granville, which lay in a hollow set against the forest below today's Victory Square, bustled with surveyors and speculators, and the construction of new buildings, the lumber green, unpainted, and fresh with sap. There were plenty of new homes with new wells and new hotels, where a tall beer called a schooner could be had for five cents for thirsty dealmakers and woodsmen alike. Maple Tree Square was a hub of activity, as lots were sold and cleared. The smoke of dynamited and burning stumps permeated the air. The big question uppermost on minds: which way would the town grow, east or west of Carrall Street? By February 1886, they got the answer. The Canadian Pacific Railway began to clear land on an old government reserve it had been granted as the "CPR townsite." It stretched from Burrard Inlet to False Creek, today's Burrard Street on the west, to the old townsite on the east. It was at this new townsite, equivalent to today's downtown, up on the hill above Victory Square where clearing began in earnest and took on mammoth proportions. It was reportedly typical 19th century clearing practice and apparently effective, but horrific by today's standards. It would prove fatal for the new city of Vancouver and its citizens. In the "bowling pin" method of clearing, smaller trees were cut halfway through, then, a huge tree dropped upon them, the larger sweeping down the smaller, like dominoes, five acres at a time, in "one great grand resounding crash." They tumbled one upon the other in a vast matted mass of pitch, moss, leaves and timber, twenty feet thick carpeting the ground. A travesty of wasted timber, it was left in wild disarray, the worst of it just above the

Roundhouse clearing on False Creek, drying for weeks in the hot early summer sun. It had all the ingredients of a gigantic fire waiting to ignite.

By that Sunday morning in June, there were pyramids of logs, stumps and roots piled high for controlled burning on the edge of the old townsite. Many were already alight and their smoke hung heavy in the streets. But the smoke of clearing fires was not unusual; it had been smoky for weeks, so people went about their business, even if the smoke was heavier that day. Meantime, out of their view, a CPR crew at the Roundhouse site was fighting a desperate battle with a clearing fire, while just to its west, that tinder-dry mass of fallen trees was getting dangerously hot. In town, people attended church and enjoyed other Sunday pastimes, not knowing hell's cauldron was brewing on the other side of the hill and the devil was about to be unleashed.

When it struck, it was with tragic swiftness and from all directions. Some say it entered from the west, some say via Carrall and the future rail yards, some say from above. Pioneer woodsman George Cary remembers the morning fighting "the fire" just above the corner of Cambie and Cordova, when a breeze from the southwest suddenly stiffened:

The wind increased to a summer's gale. Chunks of flaming wood as big as my leg were flying clear over us, and dropping in town... We did our best but at last it crossed at the corner of Cambie and Cordova. There was no time to lose. I gathered up a mother; Mrs. Irwin and her two children, from a shack on the lane behind the Sterling Hotel and started east but all Water Street was ablaze, so we turned back and scurried west down to an old float at the foot of Cambie. The tide drifted a raft near me and I grabbed it. The frantic mother said something about throwing the children into the sea; that she would rather see them drown than burn; the flames were coming right over us.

At that point, the family on the raft was rescued by a tug. Alderman W. H. Gallagher saw the fire as early as ten that morning heading down Drake near Homer (CPR roundhouse site), west of False Creek, but it took a



THE MORNING AFTER. Fire refugees found safety across False Creek at the foot of Mount Pleasant on the New Road. Word came by galloper that food and blankets were on the way from New Westminster, so Mayor Mclean asked the blackened, sweaty mass of homeless to assemble and wait. It was midnight when two wagon loads arrived, brought by the Knights of Labour, a pioneer trade union. Parcels were distributed in total darkness save a few candles. By morning, a refugees' bivouac was set up. The man in the centre, with his foot on the keg is Robert Robertson, while the man lying on a blanket, reading a book is Walter E. Graveley.

couple of hours before it reached Vancouver. His road company crews augmented CPR crews and townsite men who fought the good fight right through until after lunch time. Gallagher decided to head into town and secure company books and men's wages at the office on Hastings Road (Alexander Street). Percival and Gallagher had been hired to build the roadbed for the railway from Carrall to the proposed CPR roundhouse.

Through the office window, I saw a rabble of people running down Hastings Road from the direction of Deighton House (Water and Carrall); Gassy Jack's place... I went out on the road and walked towards Gassy Jack's but by the time I got there the Sunnyside Hotel across the street, built partly over the inlet, was a mass of flame, and, before I got back to the office I had just left—a mere block away—that was on fire too... One

huge flame, one hundred feet long burst from the Deighton Hotel leapt high over the famous Maple Tree and swallowed up the building at Alexander and Powell, where now stands the Europe Hotel.

Before I left the camp on False Creek near the foot of Smythe and Cambie, I could see that the fire was out of control. It had gained such momentum as to completely obscure the sky; the air was just one mass of fiery flame driven before a strong northwest gale. The remainder of our men were forced out of the camp and driven into False Creek. Three men who gallantly volunteered to help fight the fire were never heard from again... nor did we find their bodies.

Eye witness accounts suggest the fiery attack on Vancouver was coming from front and flank. That the combined force of windstorm and a terrific upward suction of heated air, created a firestorm common to

forest fires. The buildings simply melted as if in a furnace. Indeed one story of the heat has a man driving a horse and wagon, caught on Carrall Street between Water and Cordova; man and horse were cremated alive in the centre of the street; two iron tires and some ashes were all that was left of the man, horse and wagon.

Another cites the burning wooden sidewalk on Hastings Road: as people fled toward the safety of Hastings Mill, they had to leave the wooden walkway and take to the road because the fire travelled faster than a man could run.

As for Gallagher he and others waded deep into the safety of the filthy harbor:

The heat was so intense that we gasped; we had to stoop down to the surface of the water to get our breath. There was a current of cool air... between the heat and the smoke and the surface of the water; we breathed it and it saved us.

It was all over in 45 minutes. By two o'clock that fateful Sunday afternoon historic Granville had vanished, save a few perimeter buildings. Miraculously, the town's main economic force of twenty years, the Hastings Mill had been saved when the wind suddenly died and the fire stopped. The mill became the town's first lifeline, opening its store to serve as an emergency centre to supply food and treat the burn victims. Mill manager R. H. Alexander later offered all the lumber in the yard, free of charge, for rebuilding.

Help also came from across the inlet, by steamer, tug and canoe from the Mission Reserve and Moodyville, whose citizens acted as soon as they saw Vancouver in flames. Bedraggled survivors who had jumped in the harbor also found refuge on boats and anything afloat, including the hulk of the *Robert Kerr*. And as the day wore on, at the urging of Mayor Maclean, fire victims on the False Creek side made their way to the refugee camp in the forest on the new road (Kingsway) at the foot of Mount Pleasant hill, to await aid from New Westminster.

The morning after, midst the black desolation and sifting through the rubble for the pitiful remains of the dead, the pioneer spirit was not lost. The newest hotel on Carrall, the Tremont Hotel, which had burned to the ground, gained the distinction of being the first business to re-open. They offered liquid encouragement, beer from an open-air bar. Vancouver was back! In five weeks, the city would rise from the ashes.



REMAINS OF THE DAY. A 1920 letter from Mrs. Jessie Ross addressed to Hiram Perry McCraney Esquire, 3350 Cypress Street, Vancouver, accompanied the remains of a melted dessert knife, spoon and forks, as a donation to the Vancouver Pioneers Association. The "trifling relics", as she called them, became one of the earliest exhibits of the Old Hastings Mill Store Museum. Survivor of the Great Fire, Jessie and her young son were pulled from the flaming Sunny Side Hotel and saved from certain death. One of the men who rescued them would later become legend as lifeguard Joe Forte. After the holocaust was over, Jessie and, fellow survivor, husband, Arthur Wellington Ross, sifted through the ash of his Water Street real estate office. Of all their worldly belongings, Jessie could only find these charred household remnants. The pioneer couple was among the first to rebuild and later moved into the first Hotel Vancouver.

St. James' Anglican Church

by Allan Duncan

Warden of St. James' Anglican Church 1997-2002



Father Henry Glynne Fiennes-Clinton, first rector of St. James' Anglican, the little wooden church by the sea, built in 1881.

Opposite

DETAIL OF HAND-EMBROIDERED COPE. This garment is a liturgical vestment that may be described as a very long mantle or cloak, open in front and fastened at the breast with a band or clasp.

ST. JAMES' ANGLICAN CHURCH occupies the northeast corner of Gore and Cordova Streets with a fortress-like presence. Although the youngest structure in the quarter-block church complex—the adjacent Parish Hall on Gore and Clergy House on Cordova date from 1925 and 1927—the church itself is an architectural gem with an imposing hexagonal tower that rises 120 feet above the sidewalk and contains one of the city's largest array of eight huge bells that have been rung three times every day since the church was consecrated in 1938.

The current St. James' is the third church of the parish, which was established in 1881, five years before the city itself was chartered. Parish founder and Manager of Hastings Mill, Captain James A. Raymur, convinced hesitant church officials in the colonial capital of New Westminster that worshipers in Gastown, who had been meeting in halls and bars, needed their own church, and a small wooden structure was built on the waterfront. A plaque marking the original location of the building can still be seen just west of the Main Street overpass on Alexander Street. Raymur named the church after himself and, thanks to his friendship with William C. Van Horne, a second church was built in 1886 at the present site on land donated by the CPR. But not, of course, before the parish's first Rector, Father Henry Fiennes-Clinton, had rung the church bell, warning everyone of the imminent danger posed by the Great Fire that took out the whole of Gastown and the first St. James' Church.

The second church, a larger English country-style, post-and-beam structure, stood on this site until the mid thirties, when it was torn down to make way for the current, permanent church, as the present building had always been referred to in the years leading up to its construction. English architect Adrian Gilbert Scott managed to fit the new church between the Parish Hall and Clergy House without ever visiting the site. The building was a trend-setter in both design and fixtures. Completed in 1936, in a modern interpretation of 14th-century Gothic style, it was one of the first buildings in Vancouver to feature cast exposed concrete and piping imbedded in the concrete floor, which heats the building to this day.



The original St. James' Anglican Church perishes in the Vancouver Fire of 1886 while survivors cling to logs in the Burrard Inlet.

The rich liturgical traditions of St. James' are evident in the interior fittings and appointments of the building and impressive collections of vestments, mass hardware, lace and other craftwork. Every architectural detail has a story—a stone altar taken from the same quarries as was the stone for Liverpool Cathedral, a “player bell carillon” that plays changes, hymns etc. from rolls, an ancient Ethiopian processional cross as well as an elaborately detailed altar and credence table hand carved and crafted by a parishioner in remembrance of his son who died in the First World War. Many items still in use today, such as statues from Oberammergau and the elaborate hand-embroidered cope pictured here, date back to the early 1900s.

The original St. James' Church, built in 1881, was on Alexander Street facing the water. By 1886, with the arrival of the CPR, plans were underway to move the small building, when it was destroyed in the city fire. A larger English country-style church was built on the present site—donated by the railway—to serve the Anglo-



St. James' Anglican Church

by Allan Duncan

Warden of St. James' Anglican Church 1997-2002



Father Henry Glynne Fiennes-Clinton, first rector of St. James' Anglican, the little wooden church by the sea, built in 1881.

Opposite

DETAIL OF HAND-EMBROIDERED COPE. This garment is a liturgical vestment that may be described as a very long mantle or cloak, open in front and fastened at the breast with a band or clasp.

ST. JAMES' ANGLICAN CHURCH occupies the northeast corner of Gore and Cordova Streets with a fortress-like presence. Although the youngest structure in the quarter-block church complex—the adjacent Parish Hall on Gore and Clergy House on Cordova date from 1925 and 1927—the church itself is an architectural gem with an imposing hexagonal tower that rises 120 feet above the sidewalk and contains one of the city's largest array of eight huge bells that have been rung three times every day since the church was consecrated in 1938.

The current St. James' is the third church of the parish, which was established in 1881, five years before the city itself was chartered. Parish founder and Manager of Hastings Mill, Captain James A. Raymur, convinced hesitant church officials in the colonial capital of New Westminster that worshipers in Gastown, who had been meeting in halls and bars, needed their own church, and a small wooden structure was built on the waterfront. A plaque marking the original location of the building can still be seen just west of the Main Street overpass on Alexander Street. Raymur named the church after himself and, thanks to his friendship with William C. Van Horne, a second church was built in 1886 at the present site on land donated by the CPR. But not, of course, before the parish's first Rector, Father Henry Fiennes-Clinton, had rung the church bell, warning everyone of the imminent danger posed by the Great Fire that took out the whole of Gastown and the first St. James' Church.

The second church, a larger English country-style, post-and-beam structure, stood on this site until the mid thirties, when it was torn down to make way for the current, permanent church, as the present building had always been referred to in the years leading up to its construction. English architect Adrian Gilbert Scott managed to fit the new church between the Parish Hall and Clergy House without ever visiting the site. The building was a trend-setter in both design and fixtures. Completed in 1936, in a modern interpretation of 14th-century Gothic style, it was one of the first buildings in Vancouver to feature cast exposed concrete and piping imbedded in the concrete floor, which heats the building to this day.



The original St. James' Anglican Church perishes in the Vancouver Fire of 1886 while survivors cling to logs in the Burrard Inlet.

The rich liturgical traditions of St. James' are evident in the interior fittings and appointments of the building and impressive collections of vestments, mass hardware, lace and other craftwork. Every architectural detail has a story—a stone altar taken from the same quarries as was the stone for Liverpool Cathedral, a "player bell carillon" that plays changes, hymns etc. from rolls, an ancient Ethiopian processional cross as well as an elaborately detailed altar and credence table hand carved and crafted by a parishioner in remembrance of his son who died in the First World War. Many items still in use today, such as statues from Oberammergau and the elaborate hand-embroidered cope pictured here, date back to the early 1900s.

The original St. James' Church, built in 1881, was on Alexander Street facing the water. By 1886, with the arrival of the CPR, plans were underway to move the small building, when it was destroyed in the city fire. A larger English country-style church was built on the present site—donated by the railway—to serve the Anglo-



Catholic congregation. This was followed by Father Clinton Memorial Parish Hall (1925), replacing an earlier hall, and the Clergy House on Cordova (1927), by Sharp & Thompson Architects. As early as 1904 Father Clinton expressed hope for a long-lasting church, stating "wooden buildings are not permanent." Under

later leadership of Father Wilberforce Cooper, English architect Adrian Gilbert Scott met the challenge of setting a new church between the Parish Hall and the Clergy House. Completed in 1936, its 14th century Gothic style was expressed in modern materials as one the first buildings in Vancouver to feature cast exposed concrete.

St. James' Anglican Church located on the northeast corner of Gore Avenue and Cordova Street was completed in 1936.



St. James' Anglican Church

by Allan Duncan

Warden of St. James' Anglican Church 1997-2002



Father Henry Glynne Fiennes-Clinton, first rector of St. James' Anglican, the little wooden church by the sea, built in 1881.

ST. JAMES' ANGLICAN CHURCH occupies the northeast corner of Gore and Cordova Streets with a fortress-like presence. Although the youngest structure in the quarter-block church complex—the adjacent Parish Hall on Gore and Clergy House on Cordova date from 1925 and 1927—the church itself is an architectural gem with an imposing hexagonal tower that rises 120 feet above the sidewalk and contains one of the city's largest array of eight huge bells that have been rung three times every day since the church was consecrated in 1938.

The current St. James' is the third church of the parish, which was established in 1881, five years before the city itself was chartered. Parish founder and Manager of Hastings Mill, Captain James A. Raymur, convinced hesitant church officials in the colonial capital of New Westminster that worshipers in Gastown, who had been meeting in halls and bars, needed their own church, and a small wooden structure was built on the waterfront. A plaque marking the original location of the building can still be seen just west of the Main Street overpass on Alexander Street. Raymur named the church after himself and, thanks to his friendship with William C. Van Horne, a second church was built in 1886 at the present site on land donated by the CPR. But not, of course, before the parish's first Rector, Father Henry Fiennes-Clinton, had rung the church bell, warning everyone of the imminent danger posed by the Great Fire that took out the whole of Gastown and the first St. James' Church.

The second church, a larger English country-style, post-and-beam structure, stood on this site until the mid thirties, when it was torn down to make way for the current, permanent church, as the present building had always been referred to in the years leading up to its construction. English architect Adrian Gilbert Scott managed to fit the new church between the Parish Hall and Clergy House without ever visiting the site. The building was a trend-setter in both design and fixtures. Completed in 1936, in a modern interpretation of 14th-century Gothic style, it was one of the first buildings in Vancouver to feature cast exposed concrete and piping imbedded in the concrete floor, which heats the building to this day.

Opposite

DETAIL OF HAND-EMBROIDERED COPE. This garment is a liturgical vestment that may be described as a very long mantle or cloak, open in front and fastened at the breast with a band or clasp.



The original St. James' Anglican Church perishes in the Vancouver Fire of 1886 while survivors cling to logs in the Burrard Inlet.

The rich liturgical traditions of St. James' are evident in the interior fittings and appointments of the building and impressive collections of vestments, mass hardware, lace and other craftwork. Every architectural detail has a story—a stone altar taken from the same quarries as was the stone for Liverpool Cathedral, a "player bell carillon" that plays changes, hymns etc. from rolls, an ancient Ethiopian processional cross as well as an elaborately detailed altar and credence table hand carved and crafted by a parishioner in remembrance of his son who died in the First World War. Many items still in use today, such as statues from Oberammergau and the elaborate hand-embroidered cope pictured here, date back to the early 1900s.

The original St. James' Church, built in 1881, was on Alexander Street facing the water. By 1886, with the arrival of the CPR, plans were underway to move the small building, when it was destroyed in the city fire. A larger English country-style church was built on the present site—donated by the railway—to serve the Anglo-



Catholic congregation. This was followed by Father Clinton Memorial Parish Hall (1925), replacing an earlier hall, and the Clergy House on Cordova (1927), by Sharp & Thompson Architects. As early as 1904 Father Clinton expressed hope for a long-lasting church, stating "wooden buildings are not permanent." Under

later leadership of Father Wilberforce Cooper, English architect Adrian Gilbert Scott met the challenge of setting a new church between the Parish Hall and the Clergy House. Completed in 1936, its 14th century Gothic style was expressed in modern materials as one the first buildings in Vancouver to feature cast exposed concrete.

St. James' Anglican Church located on the northeast corner of Gore Avenue and Cordova Street was completed in 1936.





WAITE
AIR PHOTOS INC.



Specializing in providing commissioned
and stock aerial photography to
advertise real estate to a world market.

www.globalairphotos.com

Toll Free:

1-866-466-9141

32248 Buffalo Drive
Mission, BC, V2V 5P8

Mary Isabella Rogers Reminisces



A SILVER SUGAR BOWL. Complete with a squirrel eating an acorn, this piece was a part of Mrs. Rogers's cutlery. In the early 1890s, as a young married woman, she wrote her memories of one teenage year.

A first-hand account of Vancouver in 1886

READING ABOUT THE EARLY DISCOVERIES made me think of my first visit to Burrard Inlet in February 1886. We came from Victoria to the site of the proposed Pacific terminus for the Canadian Pacific Railway. There was no Vancouver then on the inlet, only a little settlement around the Hastings Saw Mill, a few shacks, considerable clearing, and on the north shore of the inlet, the Moodyville Saw Mill.

My father, mother and I had reached Victoria only a few weeks earlier. We had left England in July 1885, crossed the Atlantic in the Allen liner *Peruvian*, stayed in Montreal with Uncle Richard's family while my father visited several places before deciding where to settle. He finally crossed the continent, part of the trip being on horseback, riding in company with Arthur W. Ross, the Member of Parliament for Winnipeg, through the Kicking Horse Pass, over the uncompleted railway through the Rockies. He decided on Victoria for our future home and returned to Montreal for my mother and me. Then we set out by CPR as far as Winnipeg, from where we went to the States to spend Christmas with the Rennys on their Minnesota farm and to visit Uncle Sandy and family in Fergus Falls. We then went on to Chicago and by the Union Pacific to San Francisco where we boarded the steamer *Umatilla* for Victoria. We stayed first at the Driard Hotel and then took a small house off Menzies Street on Simcoe Street.

We lost no time in making the journey to the mainland to see the proposed townsite. It was an overnight trip to Burrard Inlet so we slept comfortably on the *SS Princess Louise* before spending the day exploring the site that was covered with huge felled trees. There was no means of transportation and all this fine timber was burned where it lay on the ground and the air was thick with its smoke. We clambered over fallen logs in company with W. Thomas Sorby, the architect, to see where the CPR was planning to build their hotel. After a tiring smoky day, we returned to Victoria again sleeping all night on the boat.

I remember well the fight in the legislature over the change of name when Sir William van Horne insisted on Granville becoming Vancouver against the strenuous objections of Vancouver Island. That was in April 1886 and on 13 June 1886 came the fire.

On 4 July 1886 we again visited the inlet this time landing at Port Moody to meet the first transcontinental train. It was Sunday and a great crowd had come over on the steamer *Yosemite* that was dangerously overcrowded. Before leaving Victoria at midnight on Saturday, a spectacular fire destroyed a warehouse and store at the NE corner of Fort and Government Streets. Many of the *Yosemite* passengers, who with Captain John Irving had been celebrating the Fourth of July on Beacon Hill, rushed ashore to the fire and it was a very excited crowd—incidentally Captain Irving was in a kilt—that boarded the boat. The conditions on the boat were chaotic with no place to sleep and no food to be had for the majority of the passengers. However, we arrived safely at Port Moody and when the train rolled in it was welcomed in turn to the terminus by the Reeve of Port Moody and then to the real terminus by Mayor McLean of Vancouver to the fresh water terminus by the Mayor of New Westminster and finally by stout Mayor Fell to the Pacific terminus of Victoria. The premier Alec Davie had come over on the *Yosemite*, [as well as] Colonel Wolfenden, the Queen's printer, to welcome his brother arriving direct from England.

In Vancouver everywhere there was excitement and real estate speculation. My father bought some lots on Richards Street opposite where the Holy Rosary Cathedral now stands and some on Powell Street. On Richards Street, he built two houses that were still in existence until very recently. He stayed at the Sunny Side Hotel, most of which was built on piles over water. Sanitation was simple and in the bedroom you opened the window and dumped the slops into the harbour.

Altogether, the twelve months from July 1885 to July 1886 were an adventurous year for a 16/17-year-old schoolgirl. Crossing the Atlantic and seeing a huge iceberg in the Gulf of St. Lawrence, a smallpox epidemic in Montreal with the militia called out to quell anti-vaccination riots in the French quarter, part of our train wrecked by a spread rail north of Lake Superior in mid-winter, and forty below for Christmas on the prairies, the sudden change to blossoming spring in California, an attack of rheumatic fever in the Palace Hotel in San Francisco, arriving in Victoria limping with a couple of sticks. Then seeing a new city emerging from the forest, sewing and knitting for the refugees from the fire, and finally the arrival of the first through train. It was truly a wonderful year for me.



Mary Isabella Rogers née Angus, married to Benjamin Tingley Rogers of Rogers Sugar fame in 1892, frequently travelled abroad with her husband to engage in functions of high society. Her uncle, Richard Bladworth Angus, was the president of the Hudson's Bay Company's Bank of Montreal while also serving as a director for the Canadian Pacific Railway.

Mary Isabella Rogers Reminisces

A first-hand account of Vancouver in 1886

READING ABOUT THE EARLY DISCOVERIES made me think of my first visit to Burrard Inlet in February 1886. We came from Victoria to the site of the proposed Pacific terminus for the Canadian Pacific Railway. There was no Vancouver then on the inlet, only a little settlement around the Hastings Saw Mill, a few shacks, considerable clearing, and on the north shore of the inlet, the Moodyville Saw Mill.

My father, mother and I had reached Victoria only a few weeks earlier. We had left England in July 1885, crossed the Atlantic in the Allen liner *Peruvian*, stayed in Montreal with Uncle Richard's family while my father visited several places before deciding where to settle. He finally crossed the continent, part of the trip being on horseback, riding in company with Arthur W. Ross, the Member of Parliament for Winnipeg, through the Kicking Horse Pass, over the uncompleted railway through the Rockies. He decided on Victoria for our future home and returned to Montreal for my mother and me. Then we set out by CPR as far as Winnipeg, from where we went to the States to spend Christmas with the Rennys on their Minnesota farm and to visit Uncle Sandy and family in Fergus Falls. We then went on to Chicago and by the Union Pacific to San Francisco where we boarded the steamer *Umatilla* for Victoria. We stayed first at the Driard Hotel and then took a small house off Menzies Street on Simcoe Street.

We lost no time in making the journey to the mainland to see the proposed townsite. It was an overnight trip to Burrard Inlet so we slept comfortably on the *SS Princess Louise* before spending the day exploring the site that was covered with huge felled trees. There was no means of transportation and all this fine timber was burned where it lay on the ground and the air was thick with its smoke. We clambered over fallen logs in company with W. Thomas Sorby, the architect, to see where the CPR was planning to build their hotel. After a tiring smoky day, we returned to Victoria again sleeping all night on the boat.

I remember well the fight in the legislature over the change of name when Sir William van Horne insisted on Granville becoming Vancouver against the strenuous objections of Vancouver Island. That was in April 1886 and on 13 June 1886 came the fire.

On 4 July 1886 we again visited the inlet this time landing at Port Moody to meet the first transcontinental train. It was Sunday and a great crowd had come over on the steamer *Yosemite* that was dangerously overcrowded. Before leaving Victoria at midnight on Saturday, a spectacular fire destroyed a warehouse and store at the NE corner of Fort and Government Streets. Many of the *Yosemite* passengers, who with Captain John Irving had been celebrating the Fourth of July on Beacon Hill, rushed ashore to the fire and it was a very excited crowd—incidentally Captain Irving was in a kilt—that boarded the boat. The conditions on the boat were chaotic with no place to sleep and no food to be had for the majority of the passengers. However, we arrived safely at Port Moody and when the train rolled in it was welcomed in turn to the terminus by the Reeve of Port Moody and then to the real terminus by Mayor McLean of Vancouver to the fresh water terminus by the Mayor of New Westminster and finally by stout Mayor Fell to the Pacific terminus of Victoria. The premier Alec Davie had come over on the *Yosemite*, [as well as] Colonel Wolfenden, the Queen's printer, to welcome his brother arriving direct from England.

In Vancouver everywhere there was excitement and real estate speculation. My father bought some lots on Richards Street opposite where the Holy Rosary Cathedral now stands and some on Powell Street. On Richards Street, he built two houses that were still in existence until very recently. He stayed at the Sunny Side Hotel, most of which was built on piles over water. Sanitation was simple and in the bedroom you opened the window and dumped the slops into the harbour.

Altogether, the twelve months from July 1885 to July 1886 were an adventurous year for a 16/17-year-old schoolgirl. Crossing the Atlantic and seeing a huge iceberg in the Gulf of St. Lawrence, a smallpox epidemic in Montreal with the militia called out to quell anti-vaccination riots in the French quarter, part of our train wrecked by a spread rail north of Lake Superior in mid-winter, and forty below for Christmas on the prairies, the sudden change to blossoming spring in California, an attack of rheumatic fever in the Palace Hotel in San Francisco, arriving in Victoria limping with a couple of sticks. Then seeing a new city emerging from the forest, sewing and knitting for the refugees from the fire, and finally the arrival of the first through train. It was truly a wonderful year for me.



Mary Isabella Rogers née Angus, married to Benjamin Tingley Rogers of Rogers Sugar fame in 1892, frequently travelled abroad with her husband to engage in functions of high society. Her uncle, Richard Bladworth Angus, was the president of the Hudson's Bay Company's Bank of Montreal while also serving as a director for the Canadian Pacific Railway.

A SILVER SUGAR BOWL. Complete with a squirrel eating an acorn, this piece was a part of Mrs. Rogers's cutlery. In the early 1890s, as a young married woman, she wrote her memories of one teenage year.

The SS Beaver

THE FINAL RESTING PLACE of the famous steamship *Beaver*, one of the Hudson's Bay Company's most significant ships, is deep in the Narrows at the northern tip of Prospect Point in Stanley Park near the entrance of the Lions Gate Bridge.

The 101-foot-long *Beaver*, built in London, England, in 1835 of English and African oak, was sailed around Cape Horn and arrived on the west coast the following year. Her paddlewheel and boilers were installed at Fort Vancouver on the Columbia River.

In 1858, in response to the sudden influx of miners to participate in the Fraser River gold rush, the *Beaver* carried a party of dignitaries from Fort Victoria to Fort Langley on the 19th of November, where Judge Sir Matthew Baillie Begbie swore in James Douglas as the first governor of the new colony of British Columbia.

The HBC leased the *Beaver* to the Royal Navy under the command of Lieutenant Daniel Pender from 1863 to 1870 to survey and chart 1,000 miles of coastline of the colony. The fur-trading company in 1874 decided to sell the small vessel to a private consortium called the British Columbia Towing and Transportation Company, who used it to tow barges and log booms.

On 25 July 1888 the company's crew ran the *Beaver* aground on rocks at Prospect Point. W. H. Evans, the assistant engineer, recalled that "the tide was pretty near high water, but still running in, because the

captain hugged the shore pretty tight to get past the eddy off Observation Point and the first thing I knew she hit, and that settled it. We all got off. We were in too much of a hurry to pack up...We all got off into the water and waded ashore..." Strong currents and Captain George Marchant's human error caused the shipwreck.

For the next four years souvenir hunters managed to scavenge many of the "fittings and turn them into keepsakes. The paddlewheeler finally sank on 26 June 1892 from the wake of the passing steamer *Yosemite*. The wreck remained visible from the shoreline until finally breaking up 90 years later in 1982.



James Menzies, an early Vancouver house mover, was one of three official salvagers of the wrecked *Beaver*, and for years he stored the side lever from the old ship in his garage on Cordova Street. The relic was later placed on display at Prospect Point in Stanley Park and became a very popular tourist attraction. Menzies lathed these two wooden goblets from one of the hardwood boards of the wreck. They, along with other *Beaver* memorabilia, are on display at the Old Hastings Mill Store Museum.

Picnickers scavenge the wreckage of the SS *Beaver* at low tide at Prospect Point, 1889.



Vancouver's First Passenger Train

From: The British Colonist, Victoria, 24 May 1887

The First Train Reaches Vancouver City on time yesterday.

VANCOUVER, MAY 23—The Queen's weather ushered in the day long looked for by Vancouverites, the blending of the Occident with the Orient, the final accomplishment of the great transcontinental line of railway from the Atlantic to the Pacific. ...

The engine [Number 374] was a mass of verdure and mottoes and flags and was perhaps the prettiest sight ever seen on the coast. "From Ocean to Ocean" was conspicuous on the engine, and on the tender; "Our National Highway" on the buffer beam; "Montreal and Vancouver" was the name on a shield joined by an evergreen wreath; on the smokestack, "Montreal Greets the Terminal City", was displayed in white letters on the dark ground. In honor of the jubilee the headlight was ornamented with a painting of the Queen, surmounted with a crown. On the headlamp brackets were two flags, one on either side, labeled respectively "Atlantic" and "Pacific". The rail guard was prettily decorated with red and white streamers bound round. Inscribed on the number plate were the talismanic words "Arcadia" and "Eldorado". As the train reached Vancouver carrying the officers of the road, representative Vancouver citizens and your special correspondent, it was greeted with cheers at every point. Streamers floated to the breeze across the track at different points, while the ships and boats in the harbor were resplendent in their variegated colors. At the railway wharf, which was reached sharp on time, it seemed as if all Vancouver had congregated, and a mighty shout went up as the train thundered into the station between the handsome double arches of fir. As the engine rolled on it was greeted with the following mottoes:- "Occident Greets the Orient", and "Confederation Accomplished", while facing the city "Labor Omnia Vincet", and "Vancouver" surrounded the arch. The train comprised a baggage, colonist sleeper, first-class and sleeper, and drawing room car. There were many eastern passengers who proudly boasted they were the first to come through from Montreal, the centre of Canadian commerce, to this ambitious young city, destined for a large part in the future of British Columbia. The trip from Port Moody to Vancouver is delightful in the extreme, and a pleasant ending to the finest scenic route on the continent. ... At Moodyville and the Mission, as well as at



NUMBER 374. This fully restored locomotive was the first passenger train to arrive in Vancouver upon the completion of the construction of the Canadian Pacific Railroad. The engine is now permanently displayed in a portion of the roundhouse in Yaletown.

this city, flags were seen and amid all the grand in nature and resources the best civilization of the Atlantic shook hands with the Pacific. ...

[The paper then gives the address read by Vancouver Mayor MacLean to Henry Abbott, General Superintendent of the Pacific Division of the Canadian Pacific Railway. Abbott, the "popular superintendent of the road"...]

...was obliged to acknowledge the rousing cheers that greeted him. As he looked down upon the sea of upturned faces, he said he had the greatest pleasure in accepting the congratulations on securing the railway. Connection with this point had been bitterly opposed, but he didn't care to comment upon it. The

company acted upon what it believed to be right, and here we are and here we intend to remain (deafening cheers). As the mayor remarked, the progress made since the fire was unprecedented and one could not believe such a change possible. More passengers were coming now than ever before, and he only hoped they would remain in the country. It had mountains, but valleys too, and agricultural resources perhaps not sufficiently realized. As to the future of Vancouver the company believes in it and looks forward to grand possibilities. The steamer left Hong Kong for this port and every cabin was taken up before she left. The energy displayed was a sufficient guarantee that the people of Vancouver were up to the spirit of the times and ready to march forward in the van of progress. Personally he had to thank them for the kind remarks in the address. ...

Three hearty cheers for the Queen brought the interesting proceedings to a close. ...

Vancouver is naturally jubilant, and tonight is joyous. The city band and torchlight procession is serenading Mr. Abbott and other officials of the road. ... Vancouver greets the capital, realizing that the success of one is bound up in the other, and with a long pull and a strong pull, and a pull altogether, they naturally hope to raise the Pacific province to the proud heights she must in time attain.



Wood-burning engine number 374 brought the first train of passengers into Vancouver. This photograph was taken beside the freight sheds at the north foot of Richards Street by early Vancouver photographer John Allan Brock, who had formed a partnership with Harry T. Devine, another early photographer, the previous year. Dignitaries enjoyed the exhilarating experience of riding the cowcatcher at the very front of the locomotive, an activity pioneered by Sir John A. Macdonald, Canada's first prime minister. He built a platform upon which a chair was mounted so that his wife Agnes was able to take part in the spectacle of the first transcontinental voyage across Canada, the most spectacular part of which were the Canadian Rockies.

Following pages

At 12:45 p.m. 23 May 1887 the first CPR passenger train reaches the Vancouver Depot at the foot of Howe Street, hauled by Locomotive number 374.

Vancouver's First Passenger Train

From: The British Colonist, Victoria, 24 May 1887

The First Train Reaches Vancouver City on time yesterday.

VANCOUVER, MAY 23—The Queen's weather ushered in the day long looked for by Vancouverites, the blending of the Occident with the Orient, the final accomplishment of the great transcontinental line of railway from the Atlantic to the Pacific. ...

The engine [Number 374] was a mass of verdure and mottoes and flags and was perhaps the prettiest sight ever seen on the coast. "From Ocean to Ocean" was conspicuous on the engine, and on the tender; "Our National Highway" on the buffer beam; "Montreal and Vancouver" was the name on a shield joined by an evergreen wreath; on the smokestack, "Montreal Greet the Terminal City", was displayed in white letters on the dark ground. In honor of the jubilee the headlight was ornamented with a painting of the Queen, surmounted with a crown. On the headlamp brackets were two flags, one on either side, labeled respectively "Atlantic" and "Pacific". The rail guard was prettily decorated with red and white streamers bound round. Inscribed on the number plate were the talismanic words "Arcadia" and "Eldorado". As the train reached Vancouver carrying the officers of the road, representative Vancouver citizens and your special correspondent, it was greeted with cheers at every point. Streamers floated to the breeze across the track at different points, while the ships and boats in the harbor were resplendent in their variegated colors. At the railway wharf, which was reached sharp on time, it seemed as if all Vancouver had congregated, and a mighty shout went up as the train thundered into the station between the handsome double arches of fir. As the engine rolled on it was greeted with the following mottoes:- "Occident Greet the Orient", and "Confederation Accomplished", while facing the city "Labor Omnia Vincet", and "Vancouver" surrounded the arch. The train comprised a baggage, colonist sleeper, first-class and sleeper, and drawing room car. There were many eastern passengers who proudly boasted they were the first to come through from Montreal, the centre of Canadian commerce, to this ambitious young city, destined for a large part in the future of British Columbia. The trip from Port Moody to Vancouver is delightful in the extreme, and a pleasant ending to the finest scenic route on the continent. ... At Moodyville and the Mission, as well as at



NUMBER 374. This fully restored locomotive was the first passenger train to arrive in Vancouver upon the completion of the construction of the Canadian Pacific Railroad. The engine is now permanently displayed in a portion of the roundhouse in Yaletown.

this city, flags were seen and amid all the grand in nature and resources the best civilization of the Atlantic shook hands with the Pacific. ...

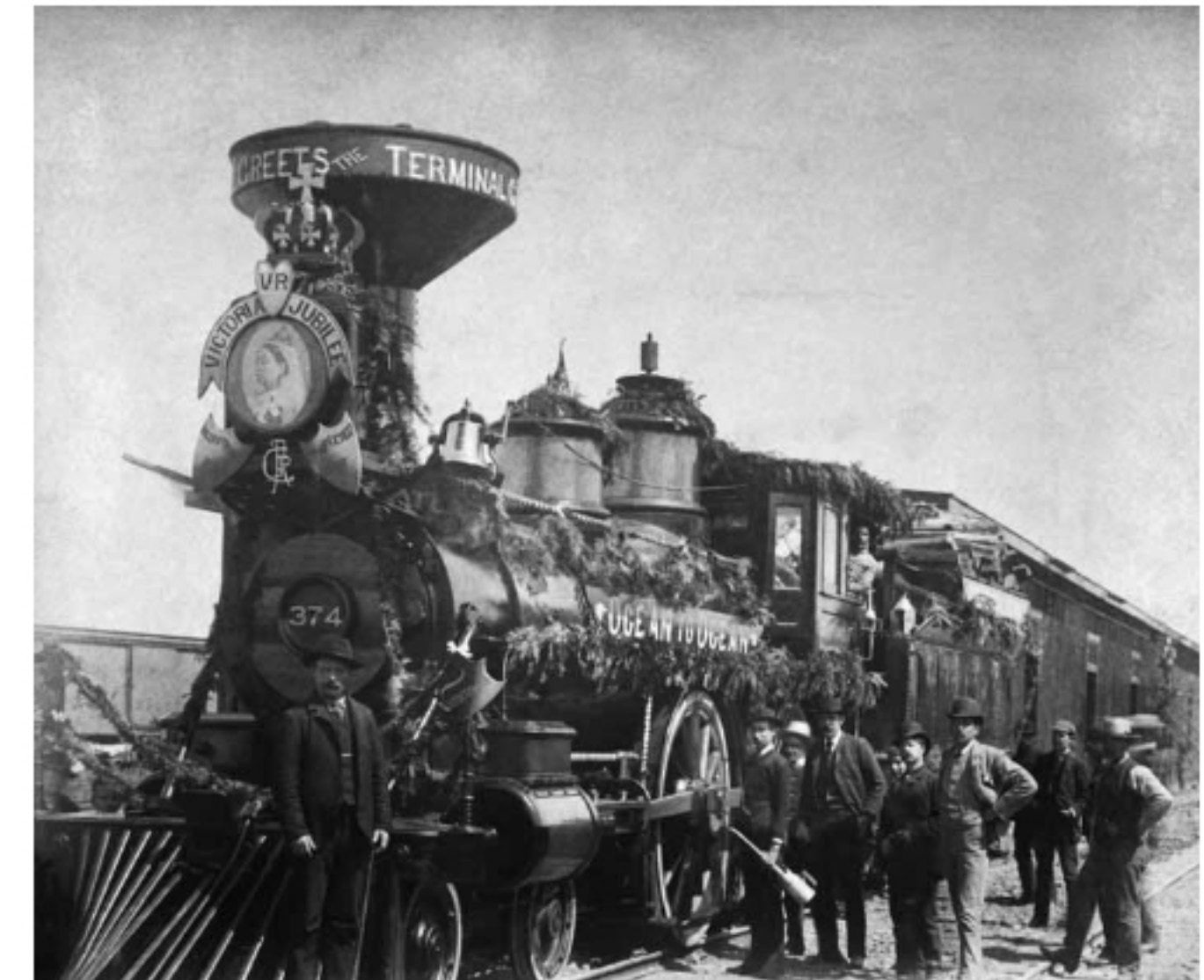
[The paper then gives the address read by Vancouver Mayor MacLean to Henry Abbott, General Superintendent of the Pacific Division of the Canadian Pacific Railway. Abbott, the "popular superintendent of the road"...]

...was obliged to acknowledge the rousing cheers that greeted him. As he looked down upon the sea of upturned faces, he said he had the greatest pleasure in accepting the congratulations on securing the railway. Connection with this point had been bitterly opposed, but he didn't care to comment upon it. The

company acted upon what it believed to be right, and here we are and here we intend to remain (deafening cheers). As the mayor remarked, the progress made since the fire was unprecedented and one could not believe such a change possible. More passengers were coming now than ever before, and he only hoped they would remain in the country. It had mountains, but valleys too, and agricultural resources perhaps not sufficiently realized. As to the future of Vancouver the company believes in it and looks forward to grand possibilities. The steamer left Hong Kong for this port and every cabin was taken up before she left. The energy displayed was a sufficient guarantee that the people of Vancouver were up to the spirit of the times and ready to march forward in the van of progress. Personally he had to thank them for the kind remarks in the address. ...

Three hearty cheers for the Queen brought the interesting proceedings to a close. ...

Vancouver is naturally jubilant, and tonight is joyous. The city band and torchlight procession is serenading Mr. Abbott and other officials of the road. ... Vancouver greets the capital, realizing that the success of one is bound up in the other, and with a long pull and a strong pull, and a pull altogether, they naturally hope to raise the Pacific province to the proud heights she must in time attain.



Wood-burning engine number 374 brought the first train of passengers into Vancouver. This photograph was taken beside the freight sheds at the north foot of Richards Street by early Vancouver photographer John Allan Brock, who had formed a partnership with Harry T. Devine, another early photographer, the previous year. Dignitaries enjoyed the exhilarating experience of riding the cowcatcher at the very front of the locomotive, an activity pioneered by Sir John A. Macdonald, Canada's first prime minister. He built a platform upon which a chair was mounted so that his wife Agnes was able to take part in the spectacle of the first transcontinental voyage across Canada, the most spectacular part of which were the Canadian Rockies.

Following pages

At 12:45 p.m. 23 May 1887 the first CPR passenger train reaches the Vancouver Depot at the foot of Howe Street, hauled by Locomotive number 374.







The Empress Line

STRANGELY, THE ORIGINS of the CPR's Empress fleet came about as a result of gold miner Henry Beatty's Tinker Claim at Camerontown in the fabulously rich Cariboo country. After making a small fortune digging gold from the claim, Beatty returned home to Ontario and in 1870 became a partner in his uncle's steamship firm. In 1882 William C. Van Horne purchased controlling interests in the Beatty family's steamships and appointed Beatty manager of Great Lake transportation for the newly-formed Canadian Pacific Steamship Company.

In 1887 the CPR began an ocean-going steamship service called the Canadian Pacific Steamship Company by buying a small fleet of three ex-Cunard liners to trade in commodities between Vancouver and Hong Kong. These ships were the *Abyssinia*, *Parthia* and *Batavia*. This new enterprise opened up all kinds of opportunities for trade with the newly created railway company. Later, when the railway company had their own line of ships built in Barrow, England, Beatty supervised their construction and soon the brightly painted "White Empresses" inaugurated a new era for the company.

In 1889 the Canadian Pacific Railway directors signed a ten-year trans-Pacific mail contract with the British government to deliver mail from Halifax to Vancouver by rail and then to Japan and China by ship. This Royal Mail agreement included a clause that the British and

Canadian admiralty had the right to hire the ships at any time to transport military troops at cost. This government contract greatly subsidized the fleet and increased the company's profits.

The *Empress of India* was the first "Empress" to arrive in Vancouver having steamed around the world by way of the Suez Canal, Hong Kong, Shanghai, Nagasaki and Kobe. She arrived in Vancouver on 28 April 1891 with 1,810 tons of tea, silk, rice and opium and 486 passengers. By the end of the year the three Empresses—*India*, *China* and *Japan*—commenced regular, clockwork sailings in and out of Vancouver that opened up new opportunities for the city and the port as the CPR's trade expanded.

The trade in products from the Orient was very profitable for the CPR's Empress fleet. Raw silk from China was landed in Vancouver and then quickly loaded into waiting railway boxcars for transportation on special "silk trains" to textile mills in the Eastern United States. These trains had the right-of-way over any other trains as they sped east across the prairies with the valuable and perishable raw silk destined for Eastern United States textile mills. Armed guards accompanied each train to keep the precious cargo out of the hands of would-be hijackers.

In 1897 the CPR purchased the *Athenian* and *Tartar* ships to capitalize on the Yukon Gold Rush.

At the outbreak of the First World War the CPR's Empresses were requisitioned by the Canadian government for war service to transport troops.

At the end of the war the Empresses were called into service to secretly transport thousands of Chinese "coolies" from Hong Kong to Vancouver to Europe's western front to free up soldiers for front line duty. These men, recruited for the Chinese Labour Corps, upon arrival in the "Saltwater City" were quickly loaded into train cars for transportation across Canada to Halifax.

The ornate sea dragon figurehead of the *Empress of Japan*.





The arrival of the *Empress of India* at the CPR Docks at the foot of Granville Street on 1 September 1891.

Malcolm J. R. Reid, the Vancouver-posted Dominion immigration officer, requested newspapers not report their arrival, and as a result the men marched down the ship's gangplanks, through the immigration building, and immediately boarded locked train cars under armed guard. The twelve cars, called "colonists," on each train had berths for 50 men. A special military unit with Ross rifles guarded the cars to prevent anyone from escaping. Local politicians were fearful that the city's resident Chinese might be upset upon learning of a large movement of their countrymen to assist in the war effort. In total 84,000 Chinese labourers passed through Vancouver to work in Belgium and France

unloading trains, building docks, roads, railways and airfields, and when the war wrapped up, they remained behind to clear the battlefields of unexploded artillery shells and barbed wire. About 1,600 died.

At the outbreak of the Second World War in 1939 the CPR placed their ships at the disposal of the navy, and several were used as troop carriers. The fleet broke up in the 1960s with the advent of air travel.

Following Pages

John M. Horton's painting of the *Empress of Japan* berthed at the CPR docks at the foot of Granville Street. The scene to the northeast show tall-masted lumber ships at Hastings Mill.

The Empress Line

STRANGELY, THE ORIGINS of the CPR's Empress fleet came about as a result of gold miner Henry Beatty's Tinker Claim at Camerontown in the fabulously rich Cariboo country. After making a small fortune digging gold from the claim, Beatty returned home to Ontario and in 1870 became a partner in his uncle's steamship firm. In 1882 William C. Van Horne purchased controlling interests in the Beatty family's steamships and appointed Beatty manager of Great Lake transportation for the newly-formed Canadian Pacific Steamship Company.

In 1887 the CPR began an ocean-going steamship service called the Canadian Pacific Steamship Company by buying a small fleet of three ex-Cunard liners to trade in commodities between Vancouver and Hong Kong. These ships were the *Abyssinia*, *Parthia* and *Batavia*. This new enterprise opened up all kinds of opportunities for trade with the newly created railway company. Later, when the railway company had their own line of ships built in Barrow, England, Beatty supervised their construction and soon the brightly painted "White Empresses" inaugurated a new era for the company.

In 1889 the Canadian Pacific Railway directors signed a ten-year trans-Pacific mail contract with the British government to deliver mail from Halifax to Vancouver by rail and then to Japan and China by ship. This Royal Mail agreement included a clause that the British and

Canadian admiralty had the right to hire the ships at any time to transport military troops at cost. This government contract greatly subsidized the fleet and increased the company's profits.

The *Empress of India* was the first "Empress" to arrive in Vancouver having steamed around the world by way of the Suez Canal, Hong Kong, Shanghai, Nagasaki and Kobe. She arrived in Vancouver on 28 April 1891 with 1,810 tons of tea, silk, rice and opium and 486 passengers. By the end of the year the three Empresses—*India*, *China* and *Japan*—commenced regular, clockwork sailings in and out of Vancouver that opened up new opportunities for the city and the port as the CPR's trade expanded.

The trade in products from the Orient was very profitable for the CPR's Empress fleet. Raw silk from China was landed in Vancouver and then quickly loaded into waiting railway boxcars for transportation on special "silk trains" to textile mills in the Eastern United States. These trains had the right-of-way over any other trains as they sped east across the prairies with the valuable and perishable raw silk destined for Eastern United States textile mills. Armed guards accompanied each train to keep the precious cargo out of the hands of would-be hijackers.

In 1897 the CPR purchased the *Athenian* and *Tartar* ships to capitalize on the Yukon Gold Rush.

At the outbreak of the First World War the CPR's Empresses were requisitioned by the Canadian government for war service to transport troops.

At the end of the war the Empresses were called into service to secretly transport thousands of Chinese "coolies" from Hong Kong to Vancouver to Europe's western front to free up soldiers for front line duty. These men, recruited for the Chinese Labour Corps, upon arrival in the "Saltwater City" were quickly loaded into train cars for transportation across Canada to Halifax.

The ornate sea dragon figurehead of the *Empress of Japan*.



The arrival of the *Empress of India* at the CPR Docks at the foot of Granville Street on 1 September 1891.

Malcolm J. R. Reid, the Vancouver-posted Dominion immigration officer, requested newspapers not report their arrival, and as a result the men marched down the ship's gangplanks, through the immigration building, and immediately boarded locked train cars under armed guard. The twelve cars, called "colonists," on each train had berths for 50 men. A special military unit with Ross rifles guarded the cars to prevent anyone from escaping. Local politicians were fearful that the city's resident Chinese might be upset upon learning of a large movement of their countrymen to assist in the war effort. In total 84,000 Chinese labourers passed through Vancouver to work in Belgium and France

unloading trains, building docks, roads, railways and airfields, and when the war wrapped up, they remained behind to clear the battlefields of unexploded artillery shells and barbed wire. About 1,600 died.

At the outbreak of the Second World War in 1939 the CPR placed their ships at the disposal of the navy, and several were used as troop carriers. The fleet broke up in the 1960s with the advent of air travel.

Following Pages

John M. Horton's painting of the *Empress of Japan* berthed at the CPR docks at the foot of Granville Street. The scene to the northeast show tall-masted lumber ships at Hastings Mill.









The first CPR Hotel, located on the southwest corner of Georgia and Granville Streets, opened on 16 May 1888.

The Railway Hotels of Vancouver

THE SETTLEMENT and subsequent development of Western Canada occurred when the railways were built into territory that had previously been remote wilderness. Many of the small communities that had come into existence because of the railway relied on it for transportation, communication, mail service, delivery of merchandise and very often employment. The railway companies provided the people living in those communities with virtually everything needed that they didn't produce for themselves. The only form of transportation other than the railroad was horse and buggy, so the train became their lifeline. Every man, woman and child was familiar with the huffing and chuffing of the huge, powerful, coal-fired steam engines that hauled the trains. The sound that was created went on for 24 hours a day and 7 days of the week. It became an integral part of the way of life in the remote communities. To the young boys, the trains and engines were the ultimate of engineering and power. To the adults, many of whom were employed by the

company, the term “Sleepy R” was the name they gave to the powerful corporation that played such an eminent role in their lives.

The Canadian Pacific Railway Company was the first company willing to make the venture into what they knew would be very difficult and forbidding territory. They faced a huge challenge in building a railroad through terrain that included the Kicking Horse Pass with the steep and dangerous “Big Hill” and the Rogers Pass, which had massive annual snowfalls. Avalanche hazards were a constant problem during construction and in the operation of the railway when it opened. The surveyors were aware of a safer and easier pass through the Rocky Mountains, but it was located many miles to the north and could not be used because the federal government of Canada had insisted that the line be built along the more difficult southern route to assist in maintaining Canadian sovereignty. At the time there was a (real or perceived) threat that the United States might annex some of the territory of British Columbia. The Northwest Mounted Police had established posts adjacent to the 49th parallel and were ordered to provide police protection to the crews working on the construction of the railway. To make the project worthwhile for the CPR, the federal government agreed to make very substantial grants of crown land along the right-of-way as construction proceeded. Superintendent Samuel Benfield Steele of the NWMP was put in charge of security, and construction proceeded.

Because they were planning to take passengers into areas where there was no food or hotel services of any kind, the CPR had to provide hotels, restaurants and local ground transportation for their clients. This fact and the desire that they had to be the very best resulted in the development and construction of a line of excellent quality hotels that became known as the “Châteaux.” The grand dining rooms of the hotels were equipped with the very best sterling silver cutlery, linen table cloths and cut-glass crystal. A wide choice of food prepared by master chefs and served by

specially trained waiters made dining a truly pleasant experience. All of the hotels had ballrooms, meeting rooms and commercial sample rooms available for businessmen and commercial travellers. A staff of porters looked after the delivery of suitcases to the rooms. Transportation from the train or steamship was always provided—originally by horse-drawn coaches and later by motor bus. In addition, the CPR acquired a fleet of deep-sea passenger liners, which they named their “Empress Fleet.” The vessels were designed specifically for trans-Pacific travel to Asia. The CPR then constructed their own berthing docks for their ships, which were located on the Vancouver waterfront stretching east from the north foot of Burrard Street.

The CPR rail line was completed and opened for business in 1885 when they had reached their goal of the Pacific Ocean at Port Moody, BC. The goal had been achieved, but there was considerable difficulty with the sailing ships of the day navigating from English Bay to Port Moody through the long fjord of Burrard Inlet, so management decided to extend the line to Vancouver. The first train travelled over this new line to Vancouver in May of 1887.

The first CPR Hotel Vancouver was built from plans designed by Thomas Sorby on the recommendation of William C. Van Horne, the General Manager of the CPR. The design was a five-storey brick building. Construction began on July 22, 1886, and the hotel opened on May 16, 1888, a year after the arrival of the first train. The location between Granville and Howe on the south side of Georgia had been chosen because it had the highest elevation in the CPR’s townsite, so the view from the hotel would be outstanding. Secondly, the location was at the top of the hill in sight of the CPR’s train station and piers. And lastly, the new hotel would be located in the heart of the rapidly developing West Coast business section of Vancouver.

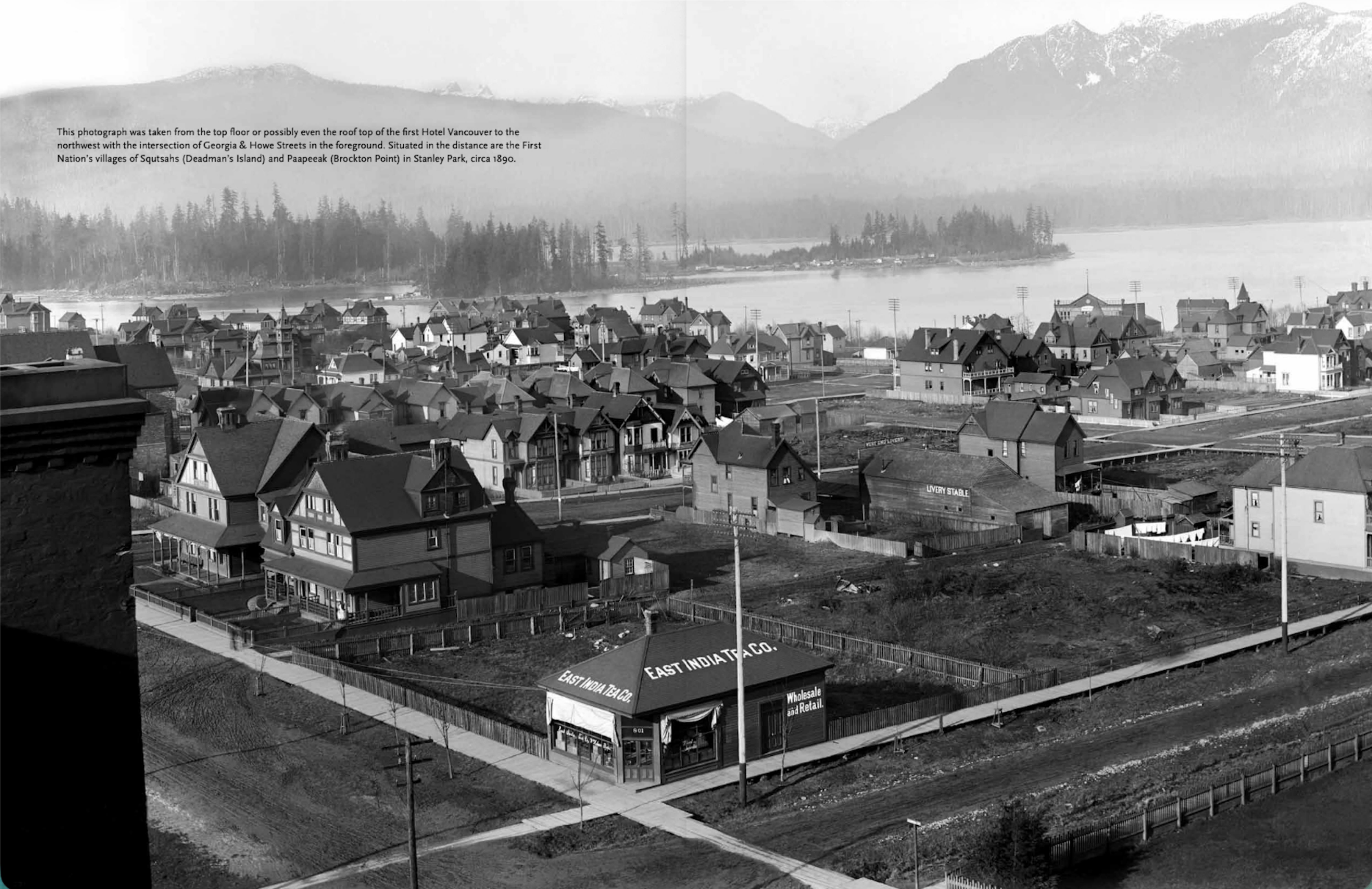
The original hotel had a number of additions over the years (even one by Francis Rattenbury), so that by 1910 it occupied an area of almost 60,000 square feet but

This photograph was taken from the top floor or possibly even the roof top of the first Hotel Vancouver to the northwest with the intersection of Georgia & Howe Streets in the foreground. Situated in the distance are the First Nation's villages of Sqaḥs (Deadman's Island) and Paapeak (Brockton Point) in Stanley Park, circa 1890.





This photograph was taken from the top floor or possibly even the roof top of the first Hotel Vancouver to the northwest with the intersection of Georgia & Howe Streets in the foreground. Situated in the distance are the First Nation's villages of Squatsahs (Deadman's Island) and Paapeek (Brockton Point) in Stanley Park, circa 1890.



in a rather haphazard manner. The CPR directors realized that the time had come to replace it with a completely new building. The new hotel was designed by Francis S. Swales of Painter & Swales, architects of New York. Work got underway in 1913, with Skene and Christie as contractors. The building was finished by 1916 and opened to great fanfare.

The hotel was intended to provide first-class accommodation to businessmen and wealthy tourists, some of whom would be continuing their travel on the Empress Liners. The new Hotel Vancouver was absolutely magnificent in every way. It was a deluxe building with beautifully carved mahogany and oak panelling in the many conference rooms and ballrooms. Each year at Christmas the

The second CPR Hotel located at the corner of Georgia & Granville Streets.



Oak Room, with its beautiful crystal chandeliers, vaulted ceilings more than 20 feet high, and artistic wood panelling on the walls, was prepared for family entertainment with a huge Christmas tree fully decorated and Santa in his red suit and beard passing out favours to the children. The hotel remained an elegant centre for Vancouver socialites from the time that it opened for business. Local citizens as well as travellers were delighted to attend functions at the dining rooms and ballrooms of the very desirable Hotel Vancouver.

The second rail line was the brainchild of railroad baron Charles Melville Hays. It was named the Grand Trunk Pacific Railway, and work started in 1905. From Winnipeg the route chosen was northern via Saskatoon, Edmonton, and Jasper and then through the Yellowhead pass to Prince George, with a terminal planned for Prince Rupert. Hays claimed that the route chosen would be greatly beneficial to trade with Asia, because the Port of Prince Rupert was an excellent deep-water port with none of the problems for navigation like the narrows with their rip tides entering the Vancouver harbour. It was miles closer to Asia than Vancouver, where the CPR had their terminal. The grade through the Yellowhead pass was much gentler and thereby more economical and safer in operation and maintenance than the route chosen by the CPR. Hays believed that Prince Rupert would become a larger metropolitan city than Vancouver, Victoria or New Westminster because of the “proximity to Asia” and the vast market potential there for Canadian exports—in particular grain, the best of which was grown in the area served by the Grand Trunk Pacific Railway. Hays assured his shareholders that the company would build, own and operate its own telegraph line, handle the express, freight, passenger and mail business, and provide the very best of hotels and restaurants. Negotiations were begun to purchase a fleet of ocean liners to sail the Pacific Ocean to Asia and the South Pacific.

Hays asked Francis Rattenbury to design a Château-style grand hotel to be linked to the deep-water steamship docks and form the central focal point of a great city. The hotel would be called The Hotel Prince Rupert and would be equipped to provide the very best of dining, entertaining, and hotel services for the passengers of the Grand Trunk Pacific Railway and the citizens of Prince Rupert. As the CPR had done in Vancouver, they built their own wharf and terminals in the port of Prince Rupert. A dry dock was completed in 1913, and Francis Rattenbury completed the drawings for the hotel. Hays wanted the buildings to be impressive enough to shine as the



Risk takers pose for a photograph 150 feet above ground during the construction of the second CPR Hotel.

western terminus of his railway. The BC Government constructed a hospital, fire hall and high school. Prince Rupert was now ready for the last spike to be driven at Fraser Lake, which was expected sometime in 1914.

Then two things happened that shattered the dream. Charles Melville Hays had been in London finalizing the funding required for the completion of the railroad and its chain of hotels. He cabled his attorney Lewis Patmore, advising that all was well and complete and he had booked passage on the safest and most elegant liner in the world, the *Titanic*. When the *Titanic* sank, Hays perished. Shortly after the tragedy of the *Titanic* World War I broke out, and the financiers in London rapidly lost interest in a railroad located in a far distant colony of the British Empire. The railroad was completed and opened for business on April 7, 1914, but by 1919 it was apparent that it was not capable of generating sufficient revenue to stay in business. A number of other Canadian railroads were encountering the same problems caused by the war and other pressures affecting the economy of Canada. The Canadian Government decided to salvage the railways that were suffering from lack of funds and create a national railway system called Canadian National Railways.

The management of the newly created CNR decided that it would be far more sensible to route their main line of trains to Vancouver and use the newly created Grandview Cut and the terminal of their predecessor, the Canadian Northern Railway. When this occurred, progress and development in Prince Rupert ground to a halt. The line west from Red Pass Junction became a secondary spur line, serving the small communities from Prince George to Prince Rupert. The CNR had constructed a new terminal in Vancouver on the mudflats of the eastern end of False Creek in conjunction with the Great Northern Railway. An agreement worked out with the City of Vancouver specified that two hotels, a grand hotel downtown and a smaller hotel near the new station, would have to be constructed. They acquired property at the corner of Burrard and Georgia Streets and retained the services of Montreal-based architects John S. Archibald and John Schofield, who had just designed the Bessborough Hotel in Saskatoon for the railway. Their design for Vancouver differed from their previous work and borrowed heavily from the recently opened Royal York Hotel in Toronto. The hotel was almost finished when the stock market crash of 1929 occurred. All work was halted until 1937, when it was announced that King George VI

THE THIRD HOTEL VANCOUVER. Located at Hornby and Georgia Streets, the hotel nears completion in time for the official opening by King George VI and Queen Elizabeth (the Queen Mother of Queen Elizabeth II and Princess Margaret) on 29 May 1939.

Show the Inspector



Opposite Top

This car bumper ornament, made by Henry Birks Jewellers, was one of hundreds of different 1939 royal visit souvenirs.

Opposite Bottom

RCMP Constable Crystal Shostak poses beside a 1939 Royal Tour McLaughlin-Buick, serial #1, outside the Canadian National Roundhouse facility at the West Coast Railway Heritage Museum at Squamish. The 3-ton royal maroon automobile was one of two built by General Motors of Canada for use by King George VI and Queen Elizabeth (Queen Mother of Queen Elizabeth II and Princess Margaret) during their Dominion tour of Canada in May and June 1939. The Duke of Kent, a younger brother of the king, visited Canada and drove the car in 1941. Prince Charles and Princess Diana rode in the car into BC Place Stadium to open Expo 86. Finally, Queen Elizabeth and Prince Philip rode in the car for the opening of the Commonwealth Games in 1994, and their son Prince Edward rode in the car to close the games. This car has carried more British royalty than any other car outside Britain and has been in service for over 70 years.

and Queen Elizabeth were planning a royal tour of Canada in 1939 with a visit to Vancouver.

Construction was resumed on the hotel, and a joint operating agreement was worked out with the CNR rival, the CPR. Both parties realized Vancouver was too small for two grand hotels. The CPR's Hotel Vancouver was closed when the brand-new hotel opened its doors. When the Second World War broke out later in 1939, the old hotel was donated for the use of the Canadian Armed Forces. It was used by the military until 1949, when the property was sold to the T. Eaton Company and demolished. In the 1970s the site became part of the Pacific Centre development.





SHEPPARD'S
HANEY SEWING & SOUND
22381 Dewdney Trunk Road, Maple Ridge

604-467-3884

AUDIO

Home Theatre
Lifestyle Systems
Home Automation
Custom Installation

VIDEO

Plasma TV
LCD TV
Blu-ray Players
DVD Players
Satellite Systems

APPLIANCES

Built-in
Free Standing
Microwave Ovens

SEWING MACHINES

Sales & Service

Stan Pavlov began selling real estate in 1987 and that year sold more acreage than all the other realtors in Maple Ridge and Pitt Meadows combined. "I like to work on bigger deals because they are more challenging," Stan says. But he enjoys the diversity in the real estate business and also takes on listings that involve ALR, industrial, commercial, farm and residential properties.

Stan would like to thank all of his past clients and has no intentions of hanging up that big-brimmed hat of his yet. He is excited to work with new clients, and with his years of experience, feels he is well qualified and prepared to meet new challenges.

Call Stan Pavlov
604-319-7826



Owned by Michelle & John Wocknitz, Single Source Rentals specializes in contractor and homeowner equipment & tool rentals.

Our experienced staff is comfortable assisting you in selecting the right tool to complete your homeowner project, or working with you to manage your on-site inventory requirements.

We offer a full line of rental equipment, including outdoor landscaping tools, aerial equipment, saws, scaffolding, and concrete equipment. And we can't forget about our larger equipment such as skid steer loaders, bobcats, reach forklifts, aerial lifts, track loaders and attachments.

17957 Kennedy Road
Pitt Meadows, BC

604-465-1377

www.singlesourcerentals.com



Opposite

Executives of the Canadian Club and the two future Kings of the United Kingdom, 19 August 1927.

- 1 Unknown
- 2 Edward G. Baynes
- 3 James G. Todhunter
- 4 R. A. Simpson
- 5 W. O. Banfield
- 6 H. W. Long (Chief of Police)
- 7 W. J. Baird
- 8 J. Lukin Johnson
- 9 R. Marpole
- 10 William Harold Malkin
- 11 G. Farrell
- 12 Unknown
- 13 W. Dalton
- 14 J. J. Banfield
- 15 C. S. McHarg
- 16 Reverend P. T. Pilkey
- 17 F. F. Schooly
- 18 A. E. Foreman
- 19 J. H. Griffin
- 20 Captain Leckey
- 21 J. V. R. Dunlop
- 22 A. F. Lascelles
- 23 Louis D. Taylor, Mayor of Vancouver
- 24 Brigadier-General Victor W. Odium
- 25 Honourable James Horace King,
Federal Minister of Public Works
- 26 HRH Prince Edward (later King Edward VII)
- 27 William Carey Ditmars, President
of the Canadian Club
- 28 HRH Prince George (later King George VI)
- 29 Honourable Peter Heenan,
Federal Minister of Labour
- 30 F. R. McD Russell, King's Counsel
- 31 Brigadier General G.F. Trotter,
Military Secretary to His Royal Highnesses

Two Future Kings

The two sons of King George V were guests in the second Hotel Vancouver. They arrived by train on 19 August 1927 to participate in the city's celebrations for the Diamond Jubilee of Confederation. The Prince of Wales and his brother Prince George together with the Right Honourable Stanley Baldwin, the Prime Minister of England, had arrived in Montreal on 31 July 1927. Baldwin and the princes travelled in eastern Canada together before he sailed from Sydney, NS, on 18 August 1927 for England. The highlight for the royal brothers was very likely the time they spent at Prince Edward's 10,000-acre ranch in the foothills of the Rocky Mountains in Alberta.

The two men, 33 and 31 years old respectively, stepped off the train in Vancouver only to learn that Premier John Oliver had passed away a day earlier. Without so much as a moment to collect their thoughts, the two princes began what can only be described as a 24/7 tour of the city. The dignitaries' first stop was at the Pacific National Exhibition, where they were given a ride on the giant roller coaster before being whisked off to a photo opportunity on the roof top of the Hotel Vancouver that was followed by a luncheon with 1,200 Canadian Club members. They afterwards took in a game of golf, visited a military hospital, and met with dignitaries—before attending a ball and dance in their honour.

An excerpt from the older brother's short speech perhaps gave a clue to his thoughts on becoming the next King of England:

Gentlemen, as I expect you have found out, it is not a bad thing to have two strings in one's bow. I am now in that happy position today: my second string is my young brother, who, having shared with me in our wonderful tour through Canada and in the hospitality you have shown us today, is anxious to tell you in his own words how much he has enjoyed it. I must not keep him, or you, waiting any longer.

In retrospect Prince Edward's speech and the comments about having a second arrow in the bow could be taken as a premonition of what was to happen later. When King George V died in 1936, Prince Edward became King Edward VIII, but only briefly. He fell in love with an American divorcee, and Prime Minister Baldwin told him that for political and religious reasons he could not marry her and remain king. Edward decided to abdicate the throne to marry the love of his life. After stepping down, he was created the Duke



Scrunched between many Vancouver dignitaries, the two sons of King George V—The Prince of Wales and Prince George—are the youngest members of the group for a photo opportunity on the rooftop of the second Hotel Vancouver. Having just returned from a roller coaster ride at the Pacific National Exhibition and aware they would each be giving speeches to a large group, the two future kings appear most uncomfortable.

of Windsor and in 1938 toured Nazi Germany. During the Second World War Sir Winston Churchill, the new Prime Minister of England, aware that the Duke was a Nazi sympathizer, moved him “out of the way” to the Bahamas as its Governor.

His replacement younger brother George became King George VI and ruled during the tumultuous Second World War. Although Britain and its allies ultimately won the war, the United States and the Soviet Union began to rise as world powers and the British Empire declined, paving the way for the Cold War.



The Builders of Vancouver

by William H. Gallagher, last survivor of the first City Council, on the inauguration of civic government, 10 May 1886.

Vancouver Historical Journal 1966

THE FIRST COUNCIL MEETING was held in the sitting room of the Old Court House, which faced the sea, on Water Street, where the Number 1 Fire Hall was afterwards. The building stood back about ten feet from Water Street; the front door and sitting room windows faced Water Street. The interior of the sitting room was about ten feet wide and twenty feet long, was lined with plain cedar V-joint, and lighted at night by a large coal oil lamp. Four doors in a row took up most of the long side opposite the windows, and opened into four prison cells.

At the appointed hour, the Mayor and Aldermen-elect, and some others, I think in all about twenty-one—more could not have found

standing room—crowded into the small sitting room. The poll clerk, Mr. Charles Gardner Johnson, and his Worship-elect took the head of the table. Mr. McGuigan sat on the poll clerk's left; I stood at Mr. McLean's right, and was about the only person present not in some official capacity. I stood close to His Worship's elbow.

Mayor MacLean and I had met before we came to Vancouver. He had been purchasing agent for the government in the North West Rebellion, 1885; he employed "a thousand" teams. I had horse feed for sale and was buying wheat at Wolseley, thirty miles east of Qu'Appelle. Mr. MacLean had been exceptionally courteous and considerable then, so that, afterwards, when we were both in Vancouver and he was candidate for mayor, I naturally desired to return the compliment. He had little of worldly goods, scarcely a week's board, so that the opportunity was open to me to show my appreciation of past kindnesses. I had also had previous experience in the establishment of civic government at Wolseley, Assiniboia, North West Territories, and so was more or less familiar with the procedure. Thus it was that I was at Mr. MacLean's right hand when the initial meeting of the City Council of Vancouver took place.

At the head of the table sat Mr. MacLean and the late Major Charles Gardner Johnson, the poll clerk. Mr. Gardner Johnson administered the oath of office to His Worship, and then His Worship swore in the aldermen, and all seated themselves around the long table. Among the few present were Mr. John Boulton, Mr. G. F. Baldwin, Mr. J. J. Blake, Mr. John Stewart, Mr. Jonathan Miller, the jailer, and Mr. T. F. McGuigan. I do not recall the others, though doubtless there were others. I stood, as a sort of godfather, at His Worship's right.

I doubt if any of the aldermen were experienced, and after they had been sworn in and sat down, someone asked, "What do we do next?" I said, "If you wait a moment or two I will show you," and I went out, around the corner, to a little stationery and book store, Tilley's, bought a pad of writing paper and a pen, some ink, and wrote "City of Vancouver" at the top of the sheet, and then suggested that they should now appoint a City Clerk.

Someone moved that Mr. Thomas F. McGuigan be appointed City Clerk, and after his appointment passed, I took pen and pad of paper and placed it in front of Mr. McGuigan.

The second appointment was G. F. Baldwin as City Treasurer, but they had not, as yet, twenty-five cents of civic funds for him to take care of. The appointments continued. Mr. J. J. Blake was appointed City Solicitor. He was a fine lawyer of sound judgement, and never known to make a mistake. Mr. John Boulton was appointed Police Magistrate.

Opposite

In 1936, Vancouver City Archivist Major James S. Matthews commissioned John Innes to paint a 5 x 10-foot canvas depicting the first meeting of the first city council that was held in a primitive building known as "the courthouse in Granville." By doing so the Major was not only preserving early city artifacts but also creating them.

- 1 John Leask, later City Auditor
- 2 Joseph Mannion, pioneer in 1865 and colloquially known as the "Mayor of Granville"
- 3 J. B. Henderson, one of the first three School Trustees
- 4 John H. Carlisle, Chief of Volunteer Fire Brigade (after the fire)
- 5 John Boulton, first Magistrate
- 6 Malcolm A. MacLean, first Mayor of Vancouver
- 7 William H. Gallagher, Electoral Campaign Manager and later Alderman
- 8 Dr. W. J. McGuigan, Coroner
- 9 C. Gardner Johnson, Poll Clerk
- 10 John W. Stewart, first Chief Constable
- 11 Jonathan Miller, Returning Officer, Jailer, and later Postmaster
- 12 Dr. Duncan Bell-Irving
- 13 J. R. Northcott, Alderman
- 14 Joseph Griffith
- 15 Joseph Humphries
- 16 Thomas Dunn
- 17 Lauchlan A. Hamilton
- 18 George F. Baldwin, first City Treasurer
- 19 Thomas F. McGuigan, first City Clerk
- 20 J. J. Blake, first City Solicitor who drafted city charter
- 21 E. P. Hamilton
- 22 Charles A. Coldwell
- 23 Harry Hemlow
- 24 Robert Balfour
- 25 Peter Cordner



The Builders of Vancouver

by William H. Gallagher, last survivor of the first City Council, on the inauguration of civic government, 10 May 1886.

Vancouver Historical Journal 1966

THE FIRST COUNCIL MEETING was held in the sitting room of the Old Court House, which faced the sea, on Water Street, where the Number 1 Fire Hall was afterwards. The building stood back about ten feet from Water Street; the front door and sitting room windows faced Water Street. The interior of the sitting room was about ten feet wide and twenty feet long, was lined with plain cedar V-joint, and lighted at night by a large coal oil lamp. Four doors in a row took up most of the long side opposite the windows, and opened into four prison cells.

At the appointed hour, the Mayor and Aldermen-elect, and some others, I think in all about twenty-one—more could not have found

standing room—crowded into the small sitting room. The poll clerk, Mr. Charles Gardner Johnson, and his Worship-elect took the head of the table. Mr. McGuigan sat on the poll clerk's left; I stood at Mr. McLean's right, and was about the only person present not in some official capacity. I stood close to His Worship's elbow.

Mayor MacLean and I had met before we came to Vancouver. He had been purchasing agent for the government in the North West Rebellion, 1885; he employed "a thousand" teams. I had horse feed for sale and was buying wheat at Wolseley, thirty miles east of Qu'Appelle. Mr. MacLean had been exceptionally courteous and considerable then, so that, afterwards, when we were both in Vancouver and he was candidate for mayor, I naturally desired to return the compliment. He had little of worldly goods, scarcely a week's board, so that the opportunity was open to me to show my appreciation of past kindnesses. I had also had previous experience in the establishment of civic government at Wolseley, Assiniboia, North West Territories, and so was more or less familiar with the procedure. Thus it was that I was at Mr. MacLean's right hand when the initial meeting of the City Council of Vancouver took place.

At the head of the table sat Mr. MacLean and the late Major Charles Gardner Johnson, the poll clerk. Mr. Gardner Johnson administered the oath of office to His Worship, and then His Worship swore in the aldermen, and all seated themselves around the long table. Among the few present were Mr. John Boulton, Mr. G. F. Baldwin, Mr. J. J. Blake, Mr. John Stewart, Mr. Jonathan Miller, the jailer, and Mr. T. F. McGuigan. I do not recall the others, though doubtless there were others. I stood, as a sort of godfather, at His Worship's right.

I doubt if any of the aldermen were experienced, and after they had been sworn in and sat down, someone asked, "What do we do next?" I said, "If you wait a moment or two I will show you," and I went out, around the corner, to a little stationery and book store, Tilley's, bought a pad of writing paper and a pen, some ink, and wrote "City of Vancouver" at the top of the sheet, and then suggested that they should now appoint a City Clerk.

Someone moved that Mr. Thomas F. McGuigan be appointed City Clerk, and after his appointment passed, I took pen and pad of paper and placed it in front of Mr. McGuigan.

The second appointment was G. F. Baldwin as City Treasurer, but they had not, as yet, twenty-five cents of civic funds for him to take care of. The appointments continued. Mr. J. J. Blake was appointed City Solicitor. He was a fine lawyer of sound judgement, and never known to make a mistake. Mr. John Boulton was appointed Police Magistrate.

Opposite

In 1936, Vancouver City Archivist Major James S. Matthews commissioned John Innes to paint a 5 x 10-foot canvas depicting the first meeting of the first city council that was held in a primitive building known as "the courthouse in Granville." By doing so the Major was not only preserving early city artifacts but also creating them.

- 1 John Leask, later City Auditor
- 2 Joseph Mannion, pioneer in 1865 and colloquially known as the "Mayor of Granville"
- 3 J. B. Henderson, one of the first three School Trustees
- 4 John H. Carlisle, Chief of Volunteer Fire Brigade (after the fire)
- 5 John Boulton, first Magistrate
- 6 Malcolm A. MacLean, first Mayor of Vancouver
- 7 William H. Gallagher, Electoral Campaign Manager and later Alderman
- 8 Dr. W. J. McGuigan, Coroner
- 9 C. Gardner Johnson, Poll Clerk
- 10 John W. Stewart, first Chief Constable
- 11 Jonathan Miller, Returning Officer, jailer, and later Postmaster
- 12 Dr. Duncan Bell-Irving
- 13 J. R. Northcott, Alderman
- 14 Joseph Griffith
- 15 Joseph Humphries
- 16 Thomas Dunn
- 17 Lauchlan A. Hamilton
- 18 George F. Baldwin, first City Treasurer
- 19 Thomas F. McGuigan, first City Clerk
- 20 J. J. Blake, first City Solicitor who drafted city charter
- 21 E. P. Hamilton
- 22 Charles A. Coldwell
- 23 Harry Hemlow
- 24 Robert Balfour
- 25 Peter Cordner



Walter E. Graveley and E. E. Barker's Real Estate office in the 100 block of Cambie Street near Cordova Street. The top portion of the building was used as a boarding house, while the bottom floors contained the real estate offices of E. V. Bodwell and the partnership of Graveley and Barker, Dr. Lefevre and Dr. Robertson's surgery as well as the Palace Tobacco Shop, 1888.

Vancouver's Land Speculators

Opposite Top

James W. Horne's makeshift real estate office was located on the site of the future Hudson's Bay Company Store on Granville Street. The man with his arms folded beside the sign is Arthur W. Ross, while the man holding the pointer is Horne. The man seated on the top of the log is Samuel Brighthouse, one of the "Three Greenhorn Englishmen."

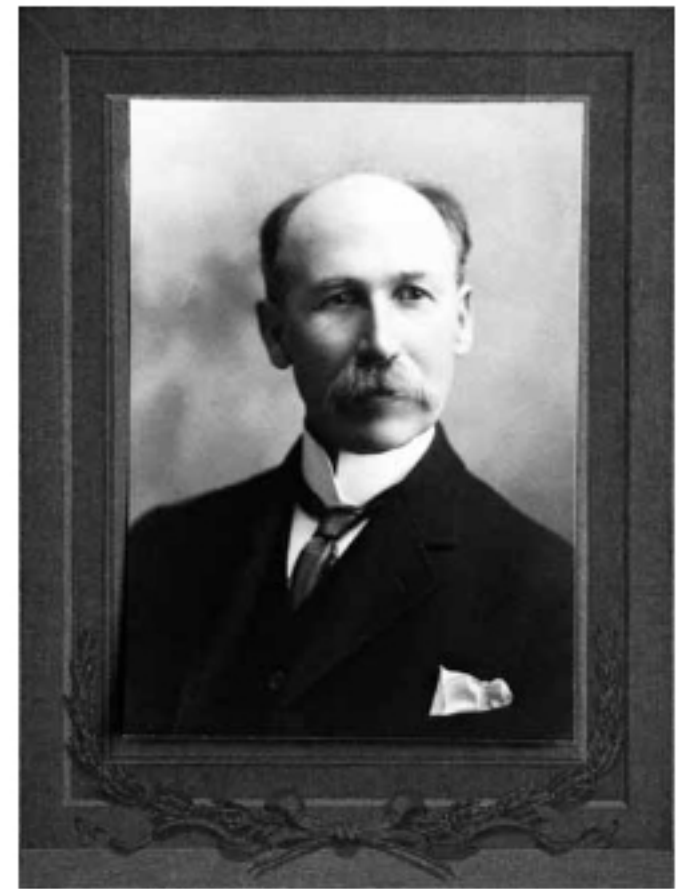
Opposite Bottom

James Welton Horne, another land speculator, purchased a tract of land at Mission, and in 1891 had a "Grand Land Sale," in which he sold off 300 city lots. He gave his name to three of the city's roads: Three Mission streets are named after him: James, Welton and Horne. Streets.

THE CROWN COLONY of British Columbia came into existence in 1858, and the British government immediately began to pre-empt land to white settlers without much regard for the First Nations peoples. As a result a few white settlers—for example the "Three Greenhorns"—managed to gain control of large tracts of land that would one day become Vancouver.

In 1871 British Columbia became a part of the Dominion of Canada with the understanding that a railroad would connect the west coast province with the rest of Canada within ten years. This presented a problem when the Canadian government granted the Canadian Pacific Railway builders a twenty-mile swath of land on either side of the line. In so doing, the federal government neglected the rights both of indigenous people and settlers who already occupied the land.

Malcolm Alexander MacLean, Vancouver's first Mayor, arrived in Vancouver a few months before the city's incorporation. A Scotsman, he had been born in Tyree, Argyllshire, in 1844. As a teacher, he taught school in Ontario before moving to New York to do office work for the Cunard Steamship Company. He moved to Manitoba 1878 and set up a wholesale business in Winnipeg just ahead of the railway builders. His wholesale business supplied food for the government troops that came west to put down the Louis Riel Rebellion. MacLean's sister had married Arthur Wellington Ross, a school inspector, who was a realtor in Winnipeg acting as an advisor to William Cornelius Van Horne, the President of the Canadian Pacific Railway. The two brothers-in-law started a real estate business in Winnipeg. In 1884 Ross and his family moved to Granville so he could represent the CPR interests at the "Terminal City." Ross showed fellow realtor Walter E. Graveley a letter by Van





Arthur Wellington Ross, a Member of Parliament for Winnipeg, was the real estate representative for the Canadian Pacific Railway while he resided in Vancouver. His brother-in-law was Malcolm Alexander MacLean, Vancouver's first mayor. Here Ross poses for a William Topley portrait complete with props such as a bowler hat, deerskin gloves, watch fob, and walking stick.

and insurance business. It was Hamilton who began surveying the former Gastown property into lots for resale. The first council and the builders of early Vancouver did not seem to see any conflicts with their roles as railway employees, realtors or both. John M. Browning was the CPR's first land commissioner in 1886, the city's park commissioner in 1898 to 1899, Vancouver alderman and manager of the Vancouver Opera House in 1890, and the first president of Rogers Sugar in 1891.

Immediately after the great fire land speculators realized that they needed to bring in amenities such as roads and bridges to sell real estate, and amazingly Vancouver had a street car service within two years of incorporation.



The E. C. Couling Law Office and the A. W. Ross Real Estate building situated on the south side of Hastings Street between Homer and Hamilton Streets, 1886. City archivist Major James S. Matthews believed the gentleman by the chair was Malcolm Alexander MacLean, Vancouver's first mayor. The lady and the gentleman standing in the doorway were probably Jesse F. and husband Arthur W. Ross with their two sons. Mr. MacLean and Mrs. Ross were brother and sister. The sections of the two logs were cut from the famous "Real Estate for Sale" photograph. Other sections of the log were sent to Queen Victoria's Golden Jubilee Exhibition at the Crystal Palace in London, England. The "For Sale" sign offered lots on Hastings and Granville Streets for \$1,000 to \$2,000 and on Pender Street for only \$750 to \$1,200.



The second Sunny Side Hotel was located at 1 Water Street right on Burrard Inlet, May 1887. The fourth man from the right has been identified as William McGirr. City workers have swept refuse into piles for removal. The first Sunny Side Hotel was destroyed by the 1886 fire.

James Welton Horne was an early Vancouver realtor, and by 1891 the *Vancouver World* newspaper reported him to be “the heaviest individual property owner in Vancouver.” Horne was best known for having created the town of Brandon, south of Winnipeg in Manitoba, before venturing west to Vancouver. Horne was one of the original founders of the interurban street railway between New Westminster and Vancouver. When the CPR rail line put a bridge across the Fraser River at Mission City, he purchased a large tract of land there and subdivided his property into lots to turn a quick dollar.



Arthur Wellington Ross, a Member of Parliament for Winnipeg, was the real estate representative for the Canadian Pacific Railway while he resided in Vancouver. His brother-in-law was Malcolm Alexander MacLean, Vancouver's first mayor. Here Ross poses for a William Topley portrait complete with props such as a bowler hat, deerskin gloves, watch fob, and walking stick.

and insurance business. It was Hamilton who began surveying the former Gastown property into lots for resale. The first council and the builders of early Vancouver did not seem to see any conflicts with their roles as railway employees, realtors or both. John M. Browning was the CPR's first land commissioner in 1886, the city's park commissioner in 1898 to 1899, Vancouver alderman and manager of the Vancouver Opera House in 1890, and the first president of Rogers Sugar in 1891.

Immediately after the great fire land speculators realized that they needed to bring in amenities such as roads and bridges to sell real estate, and amazingly Vancouver had a street car service within two years of incorporation.



The E. C. Coulding Law Office and the A. W. Ross Real Estate building situated on the south side of Hastings Street between Homer and Hamilton Streets, 1886. City archivist Major James S. Matthews believed the gentleman by the chair was Malcolm Alexander MacLean, Vancouver's first mayor. The lady and the gentleman standing in the doorway were probably Jesse F. and husband Arthur W. Ross with their two sons. Mr. MacLean and Mrs. Ross were brother and sister. The sections of the two logs were cut from the famous "Real Estate for Sale" photograph. Other sections of the log were sent to Queen Victoria's Golden Jubilee Exhibition at the Crystal Palace in London, England. The "For Sale" sign offered lots on Hastings and Granville Streets for \$1,000 to \$2,000 and on Pender Street for only \$750 to \$1,200.



The second Sunny Side Hotel was located at 1 Water Street right on Burrard Inlet, May 1887. The fourth man from the right has been identified as William McGirr. City workers have swept refuse into piles for removal. The first Sunny Side Hotel was destroyed by the 1886 fire.

James Welton Horne was an early Vancouver realtor, and by 1891 the *Vancouver World* newspaper reported him to be “the heaviest individual property owner in Vancouver.” Horne was best known for having created the town of Brandon, south of Winnipeg in Manitoba, before venturing west to Vancouver. Horne was one of the original founders of the interurban street railway between New Westminster and Vancouver. When the CPR rail line put a bridge across the Fraser River at Mission City, he purchased a large tract of land there and subdivided his property into lots to turn a quick dollar.



Brothers Dominic and Patrick Burns pose in a horse-drawn carriage in front of the Hollow Tree in Stanley Park. Pat built the largest meat-packing empire in the world, while Dominic oversaw the building of the Vancouver Block on Granville Street. Pat also purchased a huge wetland in the Municipality of Delta to graze beef cattle for meat production, but the area was unsuitable. It came to be known as Burns Bog.

The Hollow Tree

by *Bernie Kilroe, Historian*

THERE WERE VERY FEW PLACES of sightseeing interest for visitors in Vancouver's early days, but a buggy drive around Stanley Park was a must for any adventurous globetrotter and no visitor could leave Stanley Park without having their photo taken beside the Big Hollow Tree. There were many famous local gentry that had photos taken. Here are some names from the upper ranks who visited us in Vancouver's early days: there was Rudyard Kipling in 1889 who also purchased land. He purchased two lots at the edge of town at Fraser Street and 11th Avenue. In 1890, Japanese Embassy dignitaries had their photo taken by the Hollow Tree, and writer Mark Twain visited in 1895.

In 1901, their Royal Highnesses the Duke and Duchess of Cornwall and York, soon afterwards to be King George V and Queen Elizabeth, visited Vancouver and also stopped at the "Big Hollow Tree." The royal party formed a complete circle by joining hands around the bottom of the 60-foot girth of the tree. Sir Wilfred Laurier, the eighth Prime Minister of Canada, was there with them.

Sir Donald Smith (Lord Strathcona) visited the Hollow Tree and had his photo taken many times. Smith is depicted in Canada's most famous picture of "Driving of the Last Spike." Some of the largest trees in Vancouver's old-growth forest were in the Gastown area and on the south slopes of False Creek and English Bay.

Father of Vancouver

MAYORS OF VANCOUVER

1886–1887	Malcolm Alexander MacLean
1888–1891	David Oppenheimer
1892–1893	Frederick Cope
1894	Robert Alexander Anderson
1895–1896	Henry Collins
1897	William Templeton
1898–1900	James Ford Garden
1901	Thomas Owen Townley
1902–1903	Thomas Fletcher Neelands
1904	William J. McGuigan
1905–1906	Frederick Buscombe
1907–1908	Alexander Bethune
1909	Charles Stanford Douglas
1910–1911	Louis Denison Taylor
1912	James Findlay
1913–1914	Truman Smith Baxter
1915	Louis Denison Taylor
1916–1917	Malcom Peter McBeath
1918–1921	Robert Henry Otley Gale
1922–1923	Charles Edward Tisdall
1924	William Reid Owen
1925–1928	Louis Denison Taylor
1929–1930	William Harold Malkin
1931–1934	Louis Denison Taylor
1935–1936	Gerald Gratton McGeer
1937–1938	George Clark Miller
1939–1940	James Lyle Telford, MD, MLA
1941–1946	Jonathan Webster Cornett
1947–1948	Gerald Gratton McGeer
1949–1950	Charles Edwin Thompson
1951–1958	Frederick John Hume
1959–1962	Albert Thomas Alsbury
1963–1966	William George Rathie
1967–1972	Thomas J. Campbell, QC
1973–1976	Art Phillips
1977–1980	John J. Volrich
1981–1986	Michael Franklin Harcourt
1986–1993	Gordon Muir Campbell
1993–2002	Philip Walter Owen
2002–2005	Larry W. Campbell
2005–2008	Sam Sullivan
2008–	Gregor Robertson

by Kinley Engdahl-Johnson,

Company Historian, The Oppenheimer Group

THOUGH HIS NAME will forever be tied to Vancouver, David Oppenheimer was born half a world away in Blieskastel, Germany. The fourth son of a large Jewish merchant family with ten children, David was only 14 in 1848 when political turmoil caused the Oppenheims to leave Germany for the US. They briefly settled in New Orleans, where David went to bookkeeping school and worked in a general store. Soon after, word started filtering across the country that gold had been discovered in California's Sierra Nevada mountains. Ever the opportunists, David and his older brother Charles set sail for San Francisco via the Isthmus of Panama. They arrived on the West Coast in February of 1851 and within a year had been joined by their youngest brother, Isaac, and were working as provisions traders in Placer County.

In 1858 the Oppenheims heard rumours of gold being found in British Columbia's Fraser Canyon. With the California rush waning, David and his brothers saw another golden business opportunity in the making. They sent Charles ahead to Victoria, the jumping-off point for those heading to the interior and the only place to buy permits and supplies in the region. By 1858 he had opened a wholesale provisions company and was soon joined by David, Isaac, and another brother, Godfrey.

The Oppenheims weren't content to rest on their laurels, though. Thousands had come to the Fraser looking for gold, yet returning to Victoria to stock up on supplies was both dangerous and expensive. In 1859 David and his brothers opened a second store in Yale, a natural choice, as it was the highest navigable point on the Fraser River before it entered the canyon. Their wholesale provisions store, Oppenheimer Bros., was located on Front Street and became a popular gathering place for those heading to and from the diggings. Fortune seekers followed the Fraser north from Yale, eventually hitting the jackpot in 1861 with a strike in the Williams Creek area. Barkerville sprang into existence, quickly becoming the biggest boomtown north of San Francisco and west of Chicago. In 1862 the brothers set up another location there and in a few years had warehouses in Hope and Fisherville as well, though Yale remained

the centre of their business. David ran the Yale location and became known as a popular host and a staunch protector of local interests.

The 800-kilometre trip between the Yale and Barkerville stores was notoriously dangerous, but was also a necessary requirement for the Oppenheims' success. Their pack train was the largest in the region at the time, with 157 mules. It took the train a month to travel from one store to the other, as it had to contend with the elements and grizzlies, and often had to double-back to evade robbery attempts along the way. Because of the Oppenheims' familiarity with the journey, Charles was hired at one point to help construct a portion of the Cariboo Wagon Road connecting the two towns. Much of the Trans-Canada Highway follows the same route today.

Though business was booming, fire was an ever present and very real danger on the frontier. The Oppenheims first discovered just how real in 1868, when a fast moving fire swept through Barkerville, levelling the store in minutes. Though they had lost over \$100,000 in goods, the disaster was met with immediate action from David, and he made the first of what would be many civic donations. Determined not to have the tragedy repeat itself when the store was rebuilt, he headed to San Francisco and purchased a fire wagon that he then donated to create the first Williams Creek Fire Brigade.

By 1872 business at the Barkerville location had slowed enough that David and Isaac decided to sell it, focusing their energy again on Yale. In 1874 their worst fears were realized when the Yale store burned to the ground. They quickly rebuilt the store with brick. Around the same time, David protested freight charges on the Fraser, which he deemed monopolistic. He continued his focus on improving transport in the region in 1880, and partnered with Andrew Onderdonk to raise money for the construction of several challenging stretches of the Canadian Pacific Railroad.

When fire burned through the wooden roof and gutted the contents of the Oppenheims' store in 1881, Yale was no longer the booming town it had been. David and Isaac headed back to Vancouver Island, where they opened a second Victoria store on Wharf Street in early 1882. However, David's thoughts were focused on the mainland. He had watched the approaching completion of the CPR closely and had started to acquire premium plots of land in the Granville area as early as 1878. In 1884 he purchased even more land in what would become Vancouver, and was part of the group that convinced the



David Oppenheimer, the city's second mayor, eventually came to be affectionately known as the "Father of Vancouver."

CPR to extend the terminus west from Port Moody by donating 175 acres of their own land. Seeing the potential of the area, David and Isaac relocated to Vancouver in 1885 and decided to build a permanent brick warehouse. When the great fire swept through Vancouver in 1886, construction was underway on the new building at the corner of Powell and Columbia Streets, and most of the city and the Oppenheims' temporary store were destroyed. Not deterred by yet another setback, the brothers continued construction, and when the store was finished in July of 1887, it was the first brick building in Vancouver.

In Yale and Barkerville David had shown his propensity for civic involvement, petitioning for local interests and playing an active role in both community and regional development. In the fledgling town of Vancouver, that interest blossomed into a passion. David turned his knowledge of business towards helping the city grow. He served as an alderman on the first city council, which held meetings in his office until the construction of the new city hall—which was being built on land he donated—was finished. He gained popularity in the community for his work as chairman of the city's finance committee. In November of 1887 he was named the first president of the Vancouver Board of Trade, and just a month later was elected as the city's second mayor.

David had a particular vision for the city he believed Vancouver could be and was determined to make his vision a reality. From 1888 to 1891 he served four consecutive terms as mayor, with no pay for his duties. He was passionate about making the city the international port of call he felt was vital to the success of the province—and the Dominion of Canada. As the first president of the Vancouver Board of Trade, he wrote about fostering trade with Japan, Australia and New Zealand, and of the fundamental need to both import and export goods. He worked with the CPR to establish direct shipping routes between Vancouver, Japan and Australia. He founded the British Columbia Fruit Growers Association in 1888 with the hope of supporting

the growers of the region so that BC-grown fruit would be exported to all reaches of the world, and the exotic fruits of the world imported in turn.

As mayor he was responsible for creating the city water works and lighting company, as well as the fire department, paved streets, sidewalks, and the sewage system. He initiated the city's first transportation system by creating the Vancouver Electric Railway and Light Company, and the Westminster and Vancouver Tramway. The first Cambie Street Bridge and the first Granville Bridge were opened while he was in office. He opened Stanley Park in 1888 and established the Parks Board.

David often invested his own money and much of his personal time on projects that benefited the community, such as the construction of a public wharf. He served as mayor without pay and donated his own land for schools and parks. He was involved in the creation of the city's YMCA, the Alexandra Orphanage, the British Columbia Exhibition Association, and the Vancouver Club.

Though English was his second language, David was a prolific and competent communicator, and he wrote extensively on his vision for Vancouver. To attract settlers to the city, he authored several pamphlets outlining the potential of the region for distribution in London and the United States. He has often been called the "Father of Vancouver" for his contributions. On his retirement from the position of mayor in early 1892 due to his failing health, the *Daily Colonist* ran the following:

Mr. Oppenheimer has been for four years Mayor of Vancouver, and he has served his fellow citizens faithfully and efficiently.... He has watched over [Vancouver's] infancy—has, as it were, superintended the laying of its foundation. He has fostered its growth, which has been unprecedentedly rapid, and has very materially aided its wonderful development. Such supervision as he has exercised required, in order to do it well, all the best qualities of an able man of business, and Mr. Oppenheimer has done it well. It is fortunate for Vancouver that it was able to avail itself of the services of such a man as David Oppenheimer at

the most critical stage of its existence. It will take time for even its citizens fully to appreciate all that he has done for them and their city.

David Oppenheimer was twice married. He married his first wife Sarah in 1857. She died at age 40 in 1880. This marriage produced no children. David married his second wife, Julia Walter of New York, in San Francisco in 1883. They had a daughter Flora. Julia died in a tragic accident in March 1897, and David, who had been sick off and on for years, died 9 months later on 31 December 1897.

To best get a sense of David Oppenheimer's dedication to the city and province, one need look no further than the following excerpt from the *Vancouver Daily World* that was published shortly after his death:

He was not all things to all men, he was the same thing to all men; genial, honest, and kind-hearted to a fault. The voice of sorrow never failed to win his keenest sympathy, and the voice of suffering had not to call twice to him for help. Yet with all his large-heartedness, he was practical to a degree and could grasp a business proposition as clearly as any man living. That he took an almost fatherly pride in Vancouver has been exemplified time and again. He saw into the future further than the ordinary eye could reach, and planned and built accordingly. Even as he lay on his deathbed and felt that the end could not be very far away, he said he had no fear of death but that he would like ... to see Vancouver enjoy the prosperity that he had always said would be hers and which he felt was now at hand.

Another article called David the best friend that Vancouver ever had, but the same could be said as vice versa—that Vancouver, in some ways, was his closest and dearest friend, who he saw great things for in the future. The company David and his brothers founded in 1858 is still in business. Today it is called The Oppenheimer Group, a marketer of over 100 varieties of fresh produce grown in 26 countries to retail, wholesale and foodservice customers across North America. It has grown into a half-billion-dollar company with offices throughout the US, Canada and Chile, selling 40 million boxes of produce annually—four billion

individual pieces of fruit. Though it has grown into an international powerhouse with grower partners around the world, Oppenheimer's roots are still and always will be firmly planted in British Columbia. It has been named the oldest continually operating business in the province by the Vancouver Historical Society, and it celebrated its 150th anniversary in 2008. The 12th of July was named "David Oppenheimer Day" in the City of Vancouver. A ceremony was held to celebrate the event in Stanley Park near David's memorial statue. Members of the Oppenheimer family, as well as delegates from the city, the Parks Board, and staff of the Oppenheimer Group attended the ceremony.

Though memories fade over time, it is easy to see the legacy of David Oppenheimer today. One just has to look around oneself, at the city he loved so much, which continues to thrive more than a century after his death.

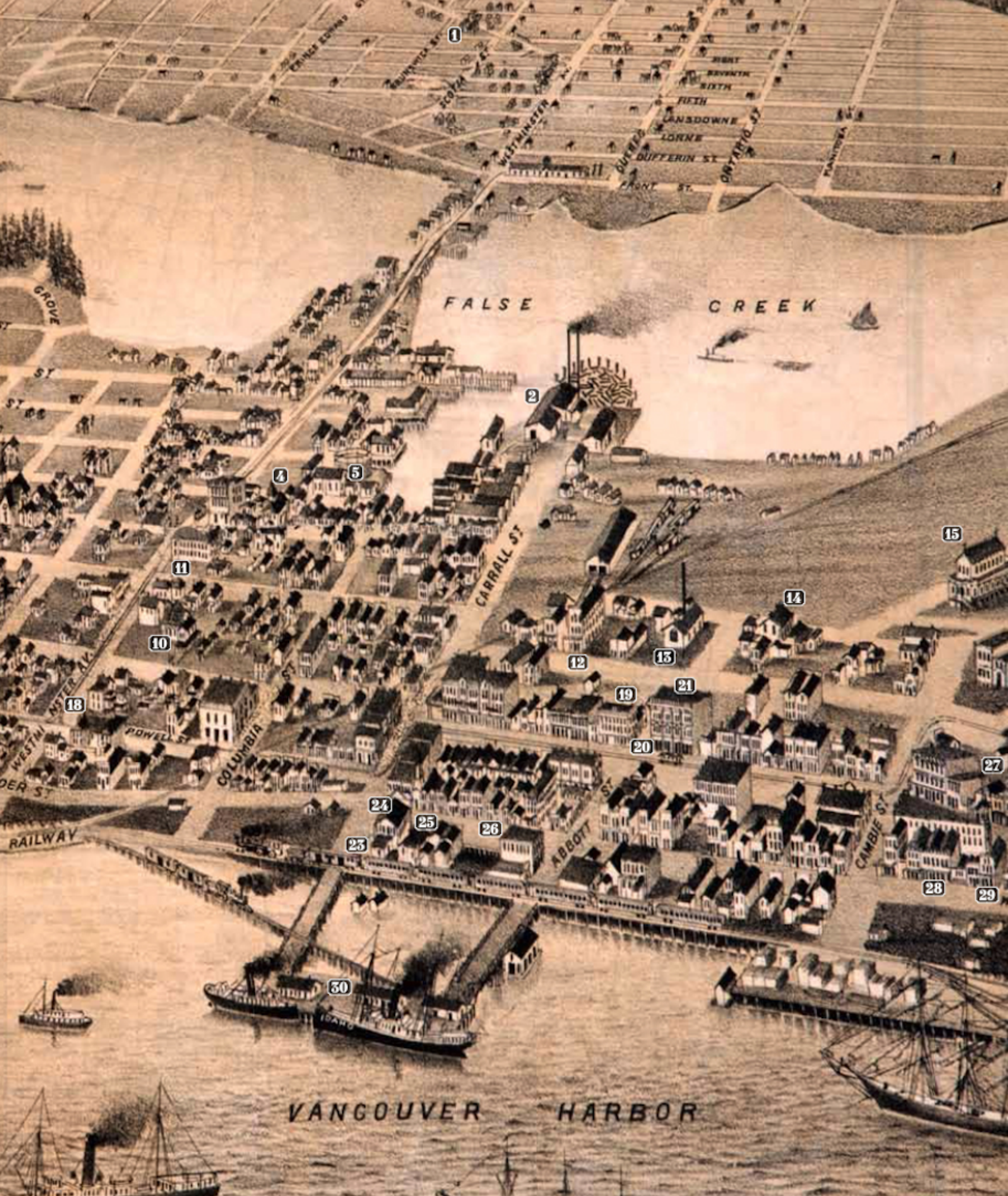


To commemorate his contributions to the city, a memorial statue of David Oppenheimer was placed at the entrance to Stanley Park in 1911.

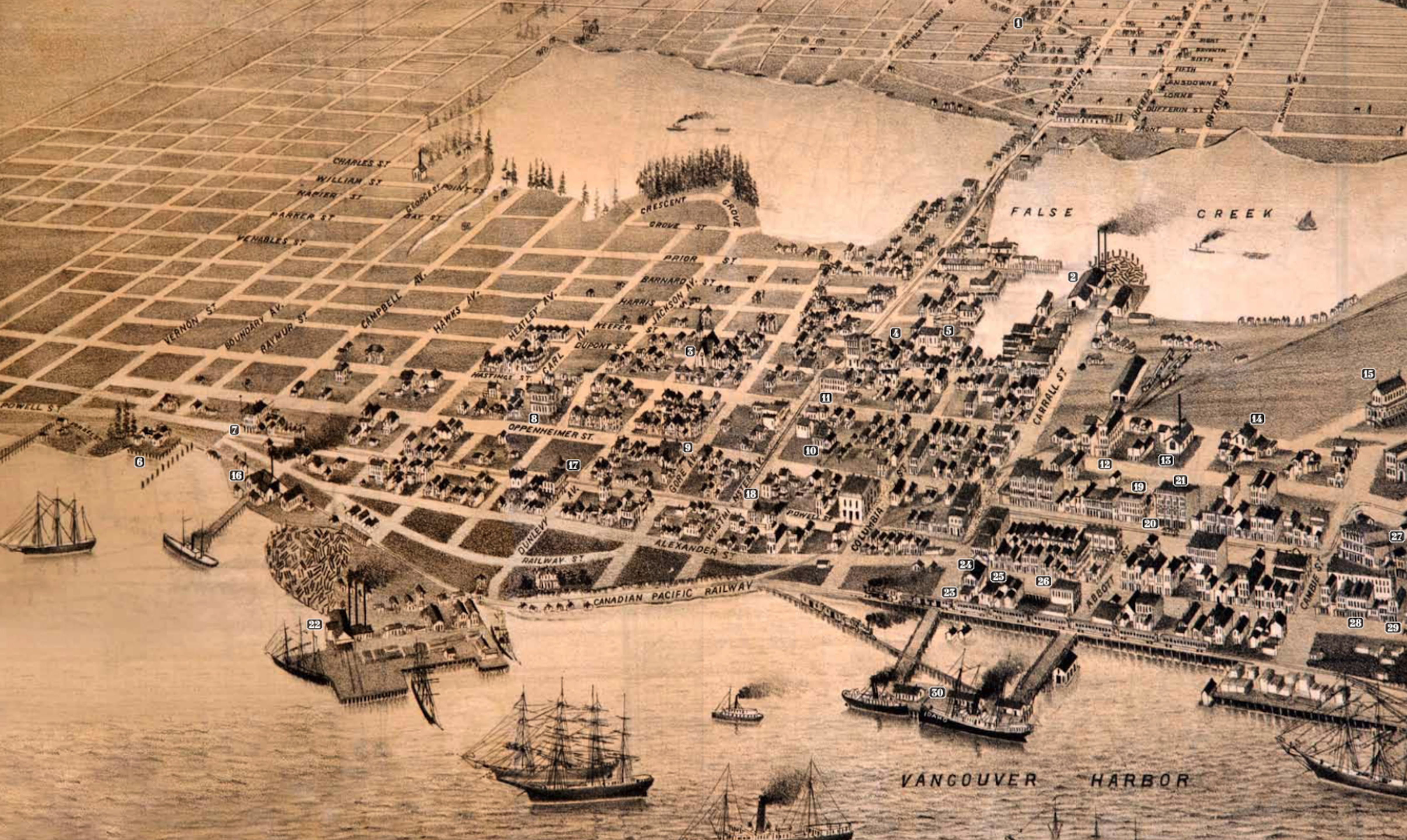


Vancouver 1890

1 Mount Pleasant School 2 Royal City Planing Mills 3 East End M. E. Church 4 Chinese Mission 5 Gas Works 6 Lime Kiln 7 Cartright's Hotel 8 East End School 9 Saint James Episcopal Church 10 First Presbyterian Church 11 Market House 12 C.P.R. Repair Shop



1 & Car Yard 13 Vancouver Co.'s Electric Light Works 14 Imperial Opera House 15 City Hospital 16 Vancouver Foundry & Machine Works
 17 Stanley Hotel 18 City Hall & Police Station 19 Dougall Hotel 20 Dr. LeFevre Residence 21 Wilson Block 22 Hastings Saw Mill 23 Atlantic
 Express 24 Sunny Side Hotel 25 Fire Hall 26 Gold House 27 The World Office 28 Oriental House 29 Greyhound Hotel 30 City Wharf



Vancouver 1890

1 Mount Pleasant School 2 Royal City Planing Mills 3 East End M. E. Church 4 Chinese Mission 5 Gas Works 6 Lime Kiln 7 Cartright's Hotel 8 East End School 9 Saint James Episcopal Church 10 First Presbyterian Church 11 Market House 12 C.P.R. Repair Shop

& Car Yard 13 Vancouver Co.'s Electric Light Works 14 Imperial Opera House 15 City Hospital 16 Vancouver Foundry & Machine Works 17 Stanley Hotel 18 City Hall & Police Station 19 Dougall Hotel 20 Dr. LeFevre Residence 21 Wilson Block 22 Hastings Saw Mill 23 Atlantic Express 24 Sunny Side Hotel 25 Fire Hall 26 Gold House 27 The World Office 28 Oriental House 29 Greyhound Hotel 30 City Wharf

Vancouver 1890

1 Leamy & Kyle's Saw Mill 2 CPR Roundhouse & Machine Shops 3 Fader Brothers New Saw Mill
4 Fader Brothers Old Saw Mill 5 Granville Street Traffic Bridge 6 False Creek Railway Bridge 7
Cassidy's Sash & Door Factory 8 Frank W. Hart's Furniture Factory
9 Golden Gate Hotel 10 Colonial Hotel 11 Episcopal Mission Chapel 12 Central School 13
Court House 14 Baptist Church 15 Homer Street Methodist Episcopal Church



16 Convent of the Sacred Heart Church 17 Church of Our Lady of Rosary 18 St. Andrew's Presbyterian Church 19 Congregational Church 20 Fire Hall 21 CPR Telegraph Land & General Office 22 Hotel Vancouver 23 Vancouver Opera House 24 Burrard Street School 25 The World Office 26 Post Office 27 Douglas House 28 Bank of Montreal & Bank of British Columbia 29 Windsor Hotel 30 Irving & Strahan's Furniture Factory 31 Manor House 32 Christ Episcopal Church 33 Greyhound Hotel 34 Vancouver Club 35 Cordova Street Telegraph Office Building 36 Leland House 37 Customs House 38 CPR Wharves & Warehouses 39 CPR Temporary Depot 40 Vancouver Boating Club House



Vancouver 1890

1 Leamy & Kyle's Saw Mill 2 CPR Roundhouse & Machine Shops 3 Fader Brothers New Saw Mill
4 Fader Brothers Old Saw Mill 5 Granville Street Traffic Bridge 6 False Creek Railway Bridge 7
Cassidy's Sash & Door Factory 8 Frank W. Hart's Furniture Factory
9 Golden Gate Hotel 10 Colonial Hotel 11 Episcopal Mission Chapel 12 Central School 13
Court House 14 Baptist Church 15 Homer Street Methodist Episcopal Church

16 Convent of the Sacred Heart Church 17 Church of Our Lady of Rosary 18 St. Andrew's Presbyterian Church 19 Congregational Church 20 Fire Hall 21 CPR
Telegraph Land & General Office 22 Hotel Vancouver 23 Vancouver Opera House 24 Burrard Street School 25 The World Office 26 Post Office 27 Douglas
House 28 Bank of Montreal & Bank of British Columbia 29 Windsor Hotel 30 Irving & Strahan's Furniture Factory 31 Manor House 32 Christ Episcopal
Church 33 Greyhound Hotel 34 Vancouver Club 35 Cordova Street Telegraph Office Building 36 Leland House 37 Customs House 38 CPR Wharves &
Warehouses 39 CPR Temporary Depot 40 Vancouver Boating Club House



Vancouver 1898

1 Cement Works 2 East End Post Office 3 Electric Light & Street Railway Power House
4 Crowder & Penzer's Wharf 5 Champion & White's Wharf & Shipping Yards 6 Ross &
Howard's Foundry and Ironworks 7 Royal City Planing & Saw Mills 8 CPR Freight Yards

9 Cambie Street Recreation Grounds 10 First Baptist Church 11 St. Andrew's Church
12 First Congregational Church 13 Waverly Hotel 14 Merchants' Bank of Halifax East
Branch 15 Glasgow Hotel 16 Brackman & Kerr's Warehouses 17 The Province Office

18 City Hospital & Grounds 19 & 20 Public Schools 21 Homer Street Methodist Church 22 Academy of the Sacred Heart 23 Church of Our Lady of the
Rosary 24 Aims, Holden & Co., Wholesale Boots & Shoes 25 John Leckie, Wholesale Twines, Cordage & Fishery Supplies

26 CPR Co.'s Badminton Hotel House 27 Dominion Steam Laundry 28 Oppenheimer Bros., Wholesale Grocers 29 The Parson's Produce Co.

30 Thomas Dunn & Co., Wholesale & Retail Hardware & House Furnishings 31 Sullivan Hall 32 Gold House 33 Gambrinus Hotel



34 Whetham Block 35 Sunny Side Hotel 36 Arlington Hotel 37 Court House 38 Imperial Bank 39 Merchants' Bank of Halifax (proposed)
 40 Metropolitan Club 41 The World Office 42 Evans & Hastings Printing Office 43 Bank of British Columbia 44 Merchants' Bank of Halifax
 45 Robertson & Hackett's Planing Mills & Factory 46 Windsor Hotel 47 Bank of Montreal 48 William Braid & Company
 49 McMillan & Hamilton's Warehouse 50 Police Station 51 Masonic Temple 52 East End Post Office 53 Gambrinus Hotel 54 Thomas Dunn & Co.,
 Ship Chandler 55 Manitoba Produce Co. 56 J. Y. Griffin & Co. 57 W. H. Malkin & Co. / Kelly, Douglas & Co. 58 Martin & Robinson, Commission Agents
 59 Mount Pleasant Post Office 60 Hudson's Bay Co., Offices & Liquor Warehouses 61 The Budget Office 62 Turner, Beeton & Co., Wholesale Dry Goods
 63 Chinese Immigration Sheds 64 CPR Offices 65 Bank of British North America 66 Molson's Bank / Board of Trade 67 Leland Hotel 68 Canadian
 Bank of Commerce 69 MacKinnon Block 70 Dunn Hall & Fairfield Block 71 Post Office & Public Building 72 Evans, Coleman & Evans, Shipping Office
 73 Boat House 74 Union Steamship Co.'s Offices & Shipping Wharf 75 Beasley's Boat House & Yacht Club 76 CPR Depot & General Office
 77 Vancouver Club



Vancouver 1898

1 Cement Works 2 East End Post Office 3 Electric Light & Street Railway Power House
4 Crowder & Penzer's Wharf 5 Champion & White's Wharf & Shipping Yards 6 Ross &
Howard's Foundry and Ironworks 7 Royal City Planing & Saw Mills 8 CPR Freight Yards

9 Cambie Street Recreation Grounds 10 First Baptist Church 11 St. Andrew's Church
12 First Congregational Church 13 Waverly Hotel 14 Merchants' Bank of Halifax East
Branch 15 Glasgow Hotel 16 Brackman & Kerr's Warehouses 17 The Province Office

18 City Hospital & Grounds 19 & 20 Public Schools 21 Homer Street Methodist Church 22 Academy of the Sacred Heart 23 Church of Our Lady of the
Rosary 24 Aims, Holden & Co., Wholesale Boots & Shoes 25 John Leckie, Wholesale Twines, Cordage & Fishery Supplies

26 CPR Co.'s Badminton Hotel House 27 Dominion Steam Laundry 28 Oppenheimer Bros., Wholesale Grocers 29 The Parson's Produce Co.
30 Thomas Dunn & Co., Wholesale & Retail Hardware & House Furnishings 31 Sullivan Hall 32 Gold House 33 Gambrinus Hotel

34 Whetham Block 35 Sunny Side Hotel 36 Arlington Hotel 37 Court House 38 Imperial Bank 39 Merchants' Bank of Halifax (proposed)

40 Metropolitan Club 41 The World Office 42 Evans & Hastings Printing Office 43 Bank of British Columbia 44 Merchants' Bank of Halifax

45 Robertson & Hackett's Planing Mills & Factory 46 Windsor Hotel 47 Bank of Montreal 48 William Braid & Company

49 McMillan & Hamilton's Warehouse 50 Police Station 51 Masonic Temple 52 East End Post Office 53 Gambrinus Hotel 54 Thomas Dunn & Co.,

Ship Chandler 55 Manitoba Produce Co. 56 J. Y. Griffin & Co. 57 W. H. Malkin & Co. / Kelly, Douglas & Co. 58 Martin & Robinson, Commission Agents

59 Mount Pleasant Post Office 60 Hudson's Bay Co., Offices & Liquor Warehouses 61 The Budget Office 62 Turner, Beeton & Co., Wholesale Dry Goods

63 Chinese Immigration Sheds 64 CPR Offices 65 Bank of British North America 66 Molson's Bank / Board of Trade 67 Leland Hotel 68 Canadian

Bank of Commerce 69 MacKinnon Block 70 Dunn Hall & Fairfield Block 71 Post Office & Public Building 72 Evans, Coleman & Evans, Shipping Office

73 Boat House 74 Union Steamship Co.'s Offices & Shipping Wharf 75 Beasley's Boat House & Yacht Club 76 CPR Depot & General Office

77 Vancouver Club





Canada Place and the Vancouver Convention
Centre from above Burrard Inlet

- 1 Sun Tower
- 2 Beatty Street Drill Hall
- 3 Dominion Building
- 4 Hotel Vancouver
- 5 Malkin's Grocery Store
- 6 CPR Waterfront Station
- 7 Marine Building

Vancouver 2010



4

7



Canada Place and the Vancouver Convention Centre from above Burrard Inlet

- 1 Sun Tower
- 2 Beatty Street Drill Hall
- 3 Dominion Building
- 4 Hotel Vancouver
- 5 Malkin's Grocery Store
- 6 CPR Waterfront Station
- 7 Marine Building

Vancouver 2010



Vancouver's first permanent courthouse after the addition, opened in 1890 and fronted on Cambie and Hastings Streets. The courthouse was torn down in 1911, and the location became Victory Square after the Great War. The square incorporates the steps of the original courthouse.

Vancouver's Courthouses

THOMAS SORBY, who also designed the the first Hotel Vancouver, was the architect of the first courthouse built by Turnbull and Company of New Westminster at a cost of \$18,000. The upper floor consisted of a single courtroom, the judge's office and a law library, while the bottom floor housed the county registrar, the timber inspector, an assessor and a janitor.



Themis, the Greek Goddess of Justice, by sculptor Jack Harman, stands on the 4th floor of Vancouver's Law Courts. The city's third courthouse was designed by world-renowned Vancouver architect Arthur Erickson in 1973.

During the construction phase, assessor A. E. Beck questioned its size, and by completion date the new courthouse proved to be too small and had to be enlarged by more than three times its original size. N. E. Hoffar designed the new addition, which was built by J. M. Luckie and Edward Cook at a cost of \$47,000. The top of the addition was crowned with a raised cupola, on top of which stood a statue of Justice. Even with the new addition, Vancouver's first permanent courthouse had a short life span. In 1905 architect Francis M. Rattenbury won the contract to build the second courthouse.

A civic reception by Vancouver Mayor James Findlay at the new courthouse welcoming the Duke and Duchess of Connaught on 12 September 1912 proved to be a highlight in the city's pre-war era. As soon as the second courthouse opened for trials, the original building went under the wrecking ball and was torn down. At the end of the Great War the site became Victory Square, and a cenotaph was erected to commemorate the soldiers who had died in France and Belgium. By design or by coincidence, the site was directly across Hastings Street and opposite the Dominion Building. According to folklore, this beautiful historic structure, at one time the tallest building in the British Empire, was built with the Kaiser's money.

- 1 Hastings Mill
- 2 Flack Building
- 3 Inns of Court Building
- 4 First Courthouse
- 5 *The Province* Office
- 6 Victoria House Boarding School
- 7 Central School
- 8 City Hospital & Grounds

VIEW FROM THE TOP OF THE HOLY ROSARY CATHEDRAL. Looking northeast towards the intersection of Pender and Hamilton Streets clearly shows the original courthouse with the larger addition that was crowned with the cupola with the Statue of Justice, circa 1910.







Above

James Findlay was the first Vancouver mayor to wear the new gold civic chain of office at the official opening of the courthouse by the Duke and Duchess of Connaught on 12 September 1912. The ornate chain was designed by Henry Birks Jewellers. Wrought in 14-karat gold, the chain is of handsome design and splendid workmanship. It is composed of five shields that are each carved with designs depicting the five principal industries of the province: Forestry, Shipping, Manufacturing, Mining and Tourism.

Right

Mayor James Findlay welcomed the Duke and Duchess of Connaught to a civic reception at the newly-completed Vancouver Court House on 18 September 1912. The arrival of the "horseless carriage," the automobile, greatly altered the character of the royal tour. Only two teams of horses appear in this photo. The licence plate numbers on some of the cars can be clearly seen in pioneer Vancouver photographer Stuart Thomson's image, and from them one can determine that William J. Edgett of 1350 West 10th Avenue came in his Wonin automobile, and John C. Dill of 2466 West 6th Avenue came in his Hudson. Vancouver's military as well as local boy scouts turned out "in spit and polish" to welcome "The Duke," Queen Victoria's third son, who was at the time Canada's Governor General. The enthusiasm of the crowd can be measured by the 92 Union Jacks that can be counted in this picture.





Above

James Findlay was the first Vancouver mayor to wear the new gold civic chain of office at the official opening of the courthouse by the Duke and Duchess of Connaught on 12 September 1912. The ornate chain was designed by Henry Birks Jewellers. Wrought in 14-karat gold, the chain is of handsome design and splendid workmanship. It is composed of five shields that are each carved with designs depicting the five principal industries of the province: Forestry, Shipping, Manufacturing, Mining and Tourism.

Right

Mayor James Findlay welcomed the Duke and Duchess of Connaught to a civic reception at the newly-completed Vancouver Court House on 18 September 1912. The arrival of the "horseless carriage," the automobile, greatly altered the character of the royal tour. Only two teams of horses appear in this photo. The licence plate numbers on some of the cars can be clearly seen in pioneer Vancouver photographer Stuart Thomson's image, and from them one can determine that William J. Edgett of 1350 West 10th Avenue came in his Wonin automobile, and John C. Dill of 2466 West 6th Avenue came in his Hudson. Vancouver's military as well as local boy scouts turned out "in spit and polish" to welcome "The Duke," Queen Victoria's third son, who was at the time Canada's Governor General. The enthusiasm of the crowd can be measured by the 92 Union Jacks that can be counted in this picture.







Above

James Findlay was the first Vancouver mayor to wear the new gold civic chain of office at the official opening of the courthouse by the Duke and Duchess of Connaught on 12 September 1912. The ornate chain was designed by Henry Birks Jewellers. Wrought in 14-karat gold, the chain is of handsome design and splendid workmanship. It is composed of five shields that are each carved with designs depicting the five principal industries of the province: Forestry, Shipping, Manufacturing, Mining and Tourism.

Right

Mayor James Findlay welcomed the Duke and Duchess of Connaught to a civic reception at the newly-completed Vancouver Court House on 18 September 1912. The arrival of the "horseless carriage," the automobile, greatly altered the character of the royal tour. Only two teams of horses appear in this photo. The licence plate numbers on some of the cars can be clearly seen in pioneer Vancouver photographer Stuart Thomson's image, and from them one can determine that William J. Edgett of 1350 West 10th Avenue came in his Wonin automobile, and John C. Dill of 2466 West 6th Avenue came in his Hudson. Vancouver's military as well as local boy scouts turned out "in spit and polish" to welcome "The Duke," Queen Victoria's third son, who was at the time Canada's Governor General. The enthusiasm of the crowd can be measured by the 92 Union Jacks that can be counted in this picture.



Yaletown

PREMIERS OF BRITISH COLUMBIA

C – Conservative Party

CL – Conservative/Liberal Coalition

L – Liberal Party

N – New Democratic Party

S – Social Credit Party

1871–1872	John Foster McCreight	
1872–1874	William Alexander Smith alias: Amor De Cosmos	
1874–1876	George Anthony Walkem	
1876–1878	Andrew Charles Elliott	
1878–1882	George Anthony Walkem	
1882–1883	Robert Beaven	
1883–1887	William Smithe	
1887–1889	Alexander E. B. Davie	
1889–1892	John Robson	
1892–1895	Theodore Davie	
1895–1898	John Herbert Turner	
1898–1900	Charles Augustus Semlin	
1900	Joseph Martin	
1900–1902	James Dunsmuir	
1902–1903	Edward Gawler Prior	
1903–1915	Richard McBride	C
1915–1916	William John Bowser	C
1916–1918	Harlan Carey Brewster	L
1918–1927	John Oliver	L
1927–1928	John Duncan MacLean	L
1928–1933	Simon Fraser Tolmie	C
1933–1941	T. Dufferin Pattullo	L
1941–1947	John Hart	L
1947–1952	Byron I. Johnson	LC
1952–1972	W. A. C. Bennett	S
1972–1975	David Barrett	N
1975–1986	William R. Bennett	S
1986–1991	William Vander Zalm	S
1991	Rita M. Johnston	S
1991–1996	Michael F. Harcourt	N
1996–1999	Glen Clark	N
1999–2000	A. Daniel Miller	N
2000–2001	Ujjal Dosanjh	N
2001–	Gordon M. Campbell	L

WHEN VANCOUVER BECAME the western terminus of the Canadian Pacific Railway in 1886, one of the first decisions Mayor MacLean and his council made was to offer to the CPR a 20-year exemption from taxes if they opted to build rail yards and repair facilities on the north shore of False Creek. As a result, the railway company agreed to move its machinery and employees from its former shops at Yale in the Fraser Canyon to the new site. Some of the railway employees at Yale loaded their homes onto flatcars and sent them to the new “Yaletown” in Vancouver. Many of the bachelor railroaders lived in rooming houses such as the Yaletown Hotel.

The railway workers built a roundhouse and other facilities on the new site for repairing the steam locomotives. The roundhouse enclosed a huge turntable with rail tracks that allowed train engines and other rail cars to be turned end for end for the return trip back east.

By 1900 an eight-block warehouse district had sprung up adjacent to the original Yaletown. Called New Yaletown, it consisted of companies receiving or shipping products by rail.

By the late 1970s much of the 175-acre CPR rail yard site on False Creek had become an industrial wasteland. It was during this period that several people came up with the idea of utilizing the area for a world exposition to celebrate Vancouver’s 100th birthday. The provincial government purchased the site from the CPR in the early 1980s and began to prepare it for Expo 86, the theme of which was transportation and communication. Prince Charles, Princess Diana, and Prime Minister Brian Mulroney opened the fair on 2 May 1986.

In 1988 most of the Expo site was sold to Concord Pacific Development Corporation, whose primary shareholder was Hong Kong billionaire Li Ka-Shing. The sale became very controversial when the purchasers complained that the site was contaminated and required a massive cleanup. In less than 25 years the Chinese development company has erected several high-rises, making the area one of the most densely populated and sought-after places to live in all of Canada.

An air photo overview to the northwest shows Vancouver during the Expo 86 celebrations.



PREMIERS OF BRITISH COLUMBIA

C – Conservative Party

CL – Conservative/Liberal Coalition

L – Liberal Party

N – New Democratic Party

S – Social Credit Party

1871–1872	John Foster McCreight	
1872–1874	William Alexander Smith alias: Amor De Cosmos	
1874–1876	George Anthony Walkem	
1876–1878	Andrew Charles Elliott	
1878–1882	George Anthony Walkem	
1882–1883	Robert Beaven	
1883–1887	William Smithe	
1887–1889	Alexander E. B. Davie	
1889–1892	John Robson	
1892–1895	Theodore Davie	
1895–1898	John Herbert Turner	
1898–1900	Charles Augustus Semlin	
1900	Joseph Martin	
1900–1902	James Dunsmuir	
1902–1903	Edward Gawler Prior	
1903–1915	Richard McBride	C
1915–1916	William John Bowser	C
1916–1918	Harlan Carey Brewster	L
1918–1927	John Oliver	L
1927–1928	John Duncan MacLean	L
1928–1933	Simon Fraser Tolmie	C
1933–1941	T. Dufferin Pattullo	L
1941–1947	John Hart	L
1947–1952	Byron I. Johnson	LC
1952–1972	W. A. C. Bennett	S
1972–1975	David Barrett	N
1975–1986	William R. Bennett	S
1986–1991	William Vander Zalm	S
1991	Rita M. Johnston	S
1991–1996	Michael F. Harcourt	N
1996–1999	Glen Clark	N
1999–2000	A. Daniel Miller	N
2000–2001	Ujjal Dosanjh	N
2001–	Gordon M. Campbell	L

Yaletown

WHEN VANCOUVER BECAME the western terminus of the Canadian Pacific Railway in 1886, one of the first decisions Mayor MacLean and his council made was to offer to the CPR a 20-year exemption from taxes if they opted to build rail yards and repair facilities on the north shore of False Creek. As a result, the railway company agreed to move its machinery and employees from its former shops at Yale in the Fraser Canyon to the new site. Some of the railway employees at Yale loaded their homes onto flatcars and sent them to the new “Yaletown” in Vancouver. Many of the bachelor railroaders lived in rooming houses such as the Yaletown Hotel.

The railway workers built a roundhouse and other facilities on the new site for repairing the steam locomotives. The roundhouse enclosed a huge turntable with rail tracks that allowed train engines and other rail cars to be turned end for end for the return trip back east.

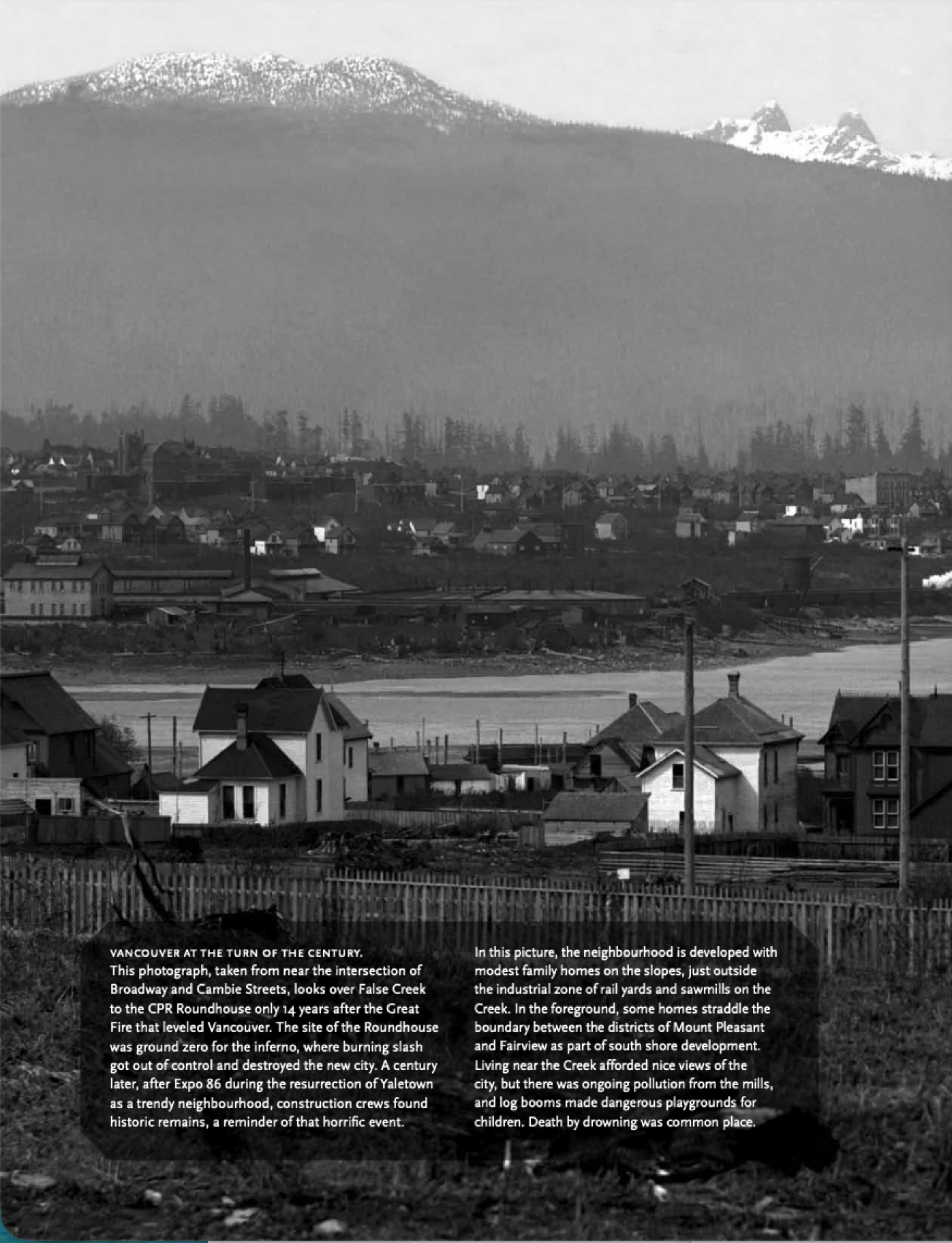
By 1900 an eight-block warehouse district had sprung up adjacent to the original Yaletown. Called New Yaletown, it consisted of companies receiving or shipping products by rail.

By the late 1970s much of the 175-acre CPR rail yard site on False Creek had become an industrial wasteland. It was during this period that several people came up with the idea of utilizing the area for a world exposition to celebrate Vancouver's 100th birthday. The provincial government purchased the site from the CPR in the early 1980s and began to prepare it for Expo 86, the theme of which was transportation and communication. Prince Charles, Princess Diana, and Prime Minister Brian Mulroney opened the fair on 2 May 1986.

In 1988 most of the Expo site was sold to Concord Pacific Development Corporation, whose primary shareholder was Hong Kong billionaire Li Ka-Shing. The sale became very controversial when the purchasers complained that the site was contaminated and required a massive cleanup. In less than 25 years the Chinese development company has erected several high-rises, making the area one of the most densely populated and sought-after places to live in all of Canada.

An air photo overview to the northwest shows Vancouver during the Expo 86 celebrations.

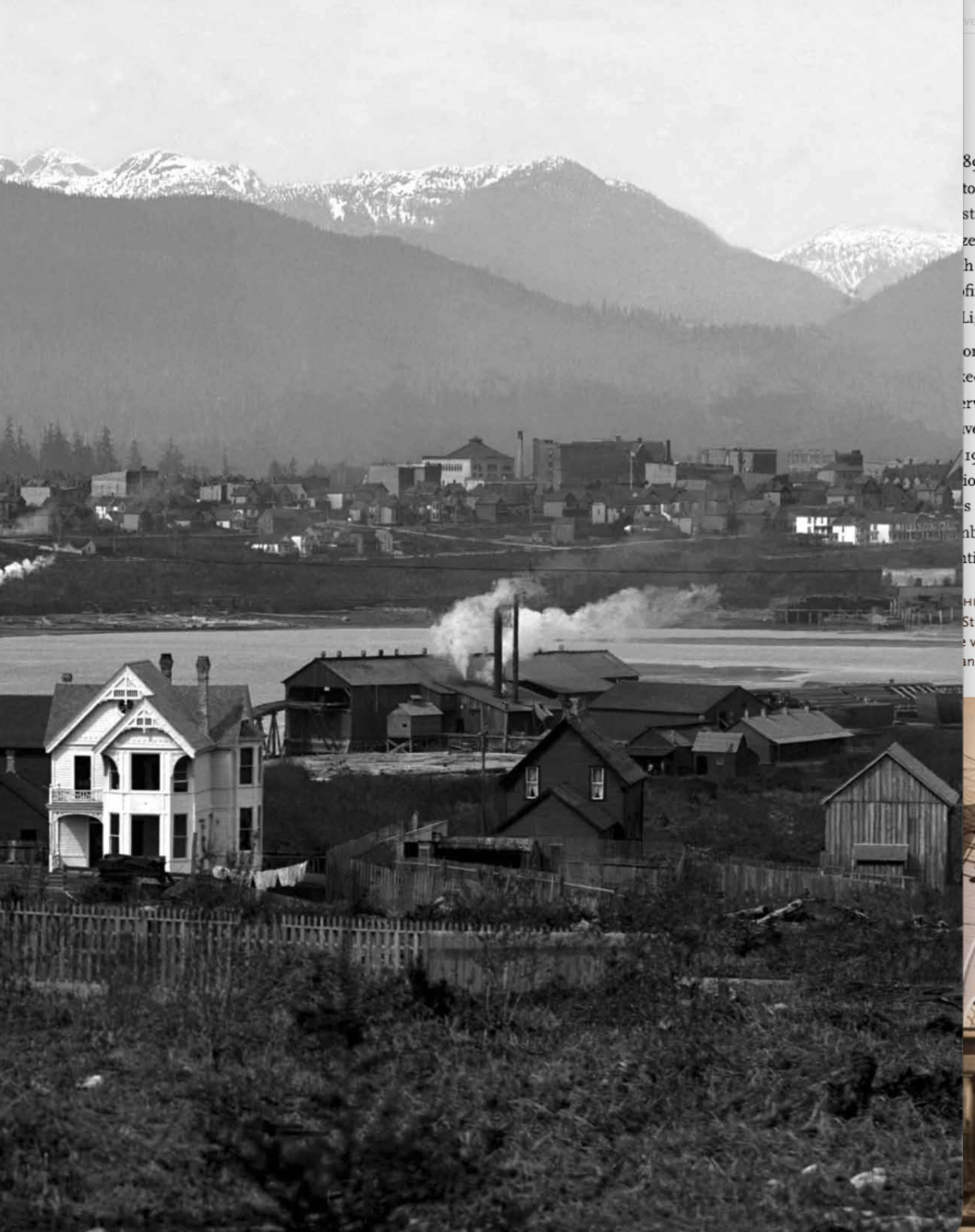




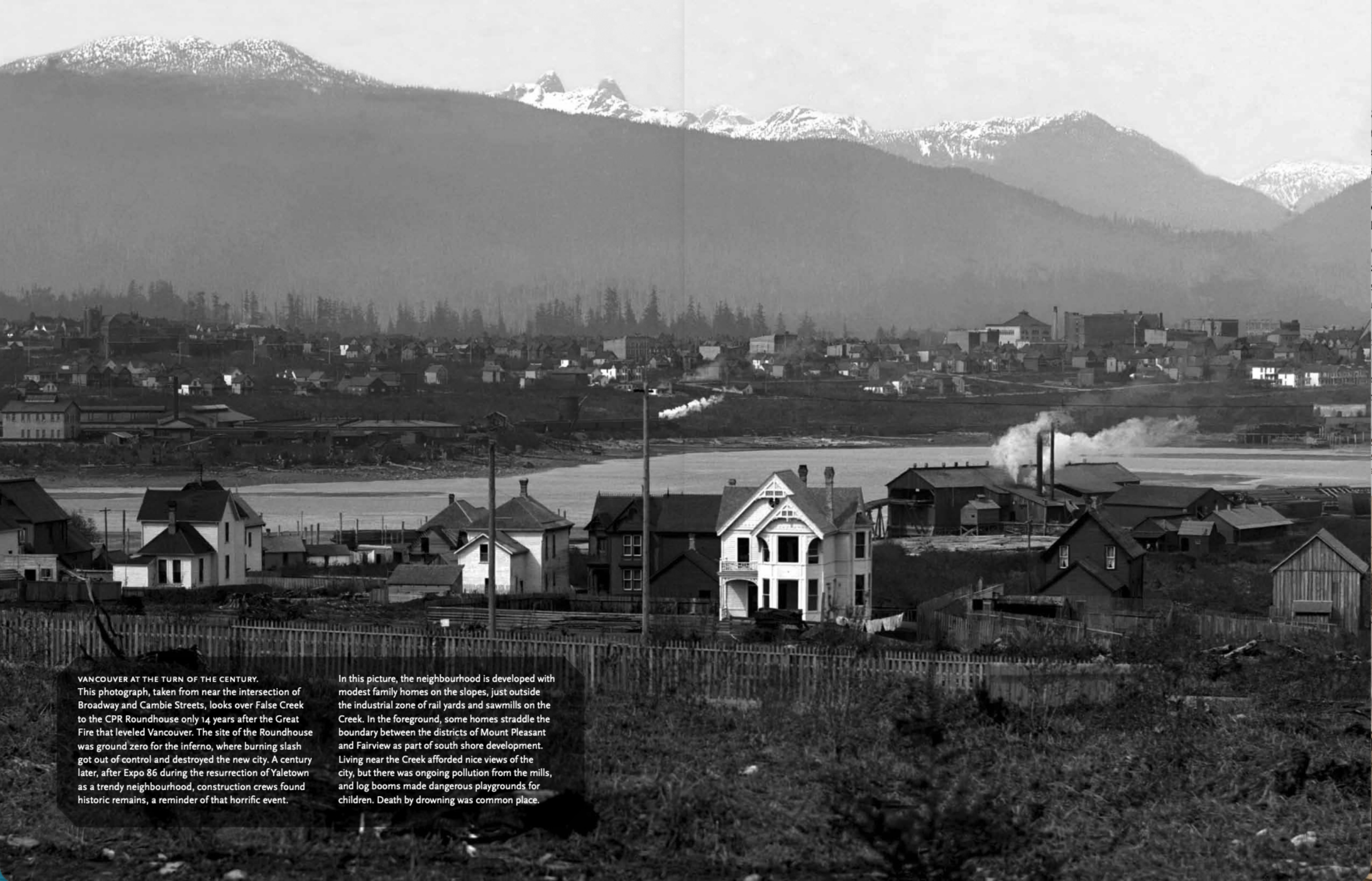
VANCOUVER AT THE TURN OF THE CENTURY.

This photograph, taken from near the intersection of Broadway and Cambie Streets, looks over False Creek to the CPR Roundhouse only 14 years after the Great Fire that leveled Vancouver. The site of the Roundhouse was ground zero for the inferno, where burning slash got out of control and destroyed the new city. A century later, after Expo 86 during the resurrection of Yaletown as a trendy neighbourhood, construction crews found historic remains, a reminder of that horrific event.

In this picture, the neighbourhood is developed with modest family homes on the slopes, just outside the industrial zone of rail yards and sawmills on the Creek. In the foreground, some homes straddle the boundary between the districts of Mount Pleasant and Fairview as part of south shore development. Living near the Creek afforded nice views of the city, but there was ongoing pollution from the mills, and log booms made dangerous playgrounds for children. Death by drowning was common place.



86
to
s
ze
h
fi
Li
on
ce
er
ve
ig
io
s
ab
ti
H
St
e v
an



VANCOUVER AT THE TURN OF THE CENTURY.

This photograph, taken from near the intersection of Broadway and Cambie Streets, looks over False Creek to the CPR Roundhouse only 14 years after the Great Fire that leveled Vancouver. The site of the Roundhouse was ground zero for the inferno, where burning slash got out of control and destroyed the new city. A century later, after Expo 86 during the resurrection of Yaletown as a trendy neighbourhood, construction crews found historic remains, a reminder of that horrific event.

In this picture, the neighbourhood is developed with modest family homes on the slopes, just outside the industrial zone of rail yards and sawmills on the Creek. In the foreground, some homes straddle the boundary between the districts of Mount Pleasant and Fairview as part of south shore development. Living near the Creek afforded nice views of the city, but there was ongoing pollution from the mills, and log booms made dangerous playgrounds for children. Death by drowning was common place.



A street car travels west down Cordova Street from the Carrall Street intersection during the Dominion Day celebrations on 1 July 1890. The brand-new transit system had commenced operations five days earlier.

Early Transit

TO ALLOW THE YOUNG CITY, which had been created by the advent of the railway, to expand beyond its original core developers needed a transit system. In 1889 the city decided to build a public transit system, and not only that: it was decided that the streetcars should be electric, not horse-drawn, which would make Vancouver one of the first cities in North America to have such a system.

The Vancouver Street Railways Company was set up to put a streetcar system into operation, but the company failed, and the Vancouver Electric Railway and Light Company took over, of which Mayor Oppenheimer was a director. The company purchased streetcars in New York, and in an attempt to make its passengers think that their company was larger, the owners didn't number the first cars of the new fleet 1 to 6 but rather 10 to 15.

A street car in the Old Spaghetti Factory in Vancouver's Gastown.



On 26 June 1890 the new transit system started operation, offering free rides to potential customers on this first day—a day later the fares would cost 5 cents. The entire system at that time was only 9.6 kilometres, but the following year it doubled in size and went south across the new Granville Street Bridge over False Creek to reach Fairview Heights. Nevertheless, it was a hard battle to keep the operation profitable, and by 1892 the company was bankrupt. The Consolidated Railway and Light Company followed, but it too failed.

Then a new company appeared: the British Columbia Electric Railway Company (BCER), backed by British money. It merged with the company that ran the Interurban service to New Westminster, so that by 1897 the entire transit system from Vancouver to New Westminster was consolidated. Ridership increased steadily until 1914, when the monthly number of passengers reached 3.5 million. But competition from jitneys—automobiles that would pick up passengers at streetcar stops and undercut the streetcar fare—and later buses were the reason that this number was never reached again. The streetcars continued to roll in Vancouver until 1955, when the system was shut down.

WAITING FOR THE STREET CAR IN MOUNT PLEASANT, 1907. Pedestrians stand at the intersection of Westminster Avenue (Main Street) and Ninth Avenue (Broadway) and await the arrival of a streetcar from downtown Vancouver. The view is to the northwest and includes the Mount Pleasant Methodist Church, H. O. Lee Grocery Store and the Mount Pleasant Pharmacy. Today the Lee Building occupies this site.





FIERCE COMPETITION BETWEEN STREETCARS AND JITNEYS, 1923.

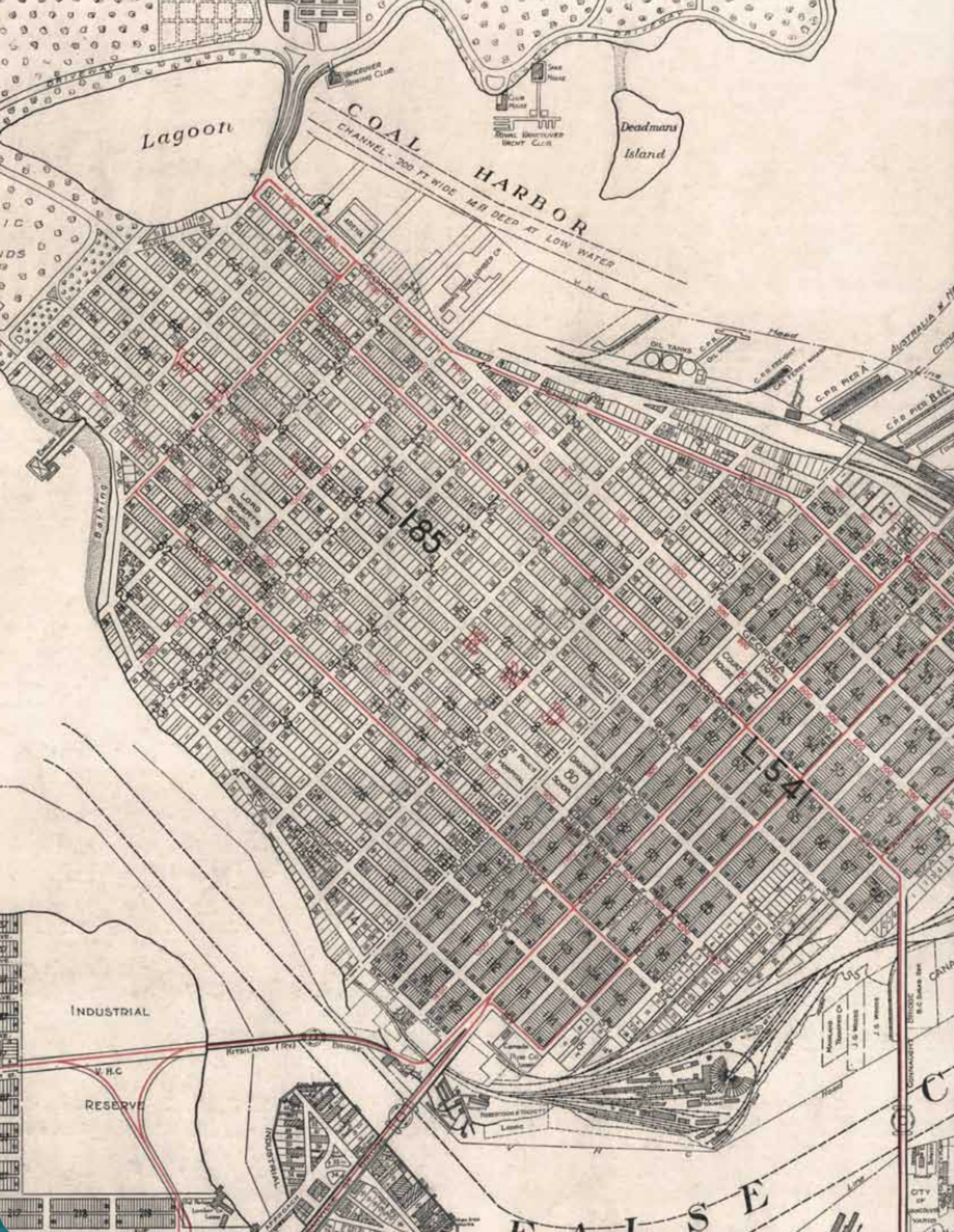
A view to the east down Hastings Street at Columbia Street after the First World War shows the fierce competition between the streetcars and the jitneys. The automobiles (driven on the left hand side of the road) were undercutting the B.C. Electric's rail line by offering to transport passengers out to Fairview for 5 cents. The electric company's directors lobbied city council to have the cars banned from picking up fares and then upped the rates. At least 10 street cars are visible in the photo with twice as many cars. The sides of many of the larger buildings function as billboards advertising international brands.





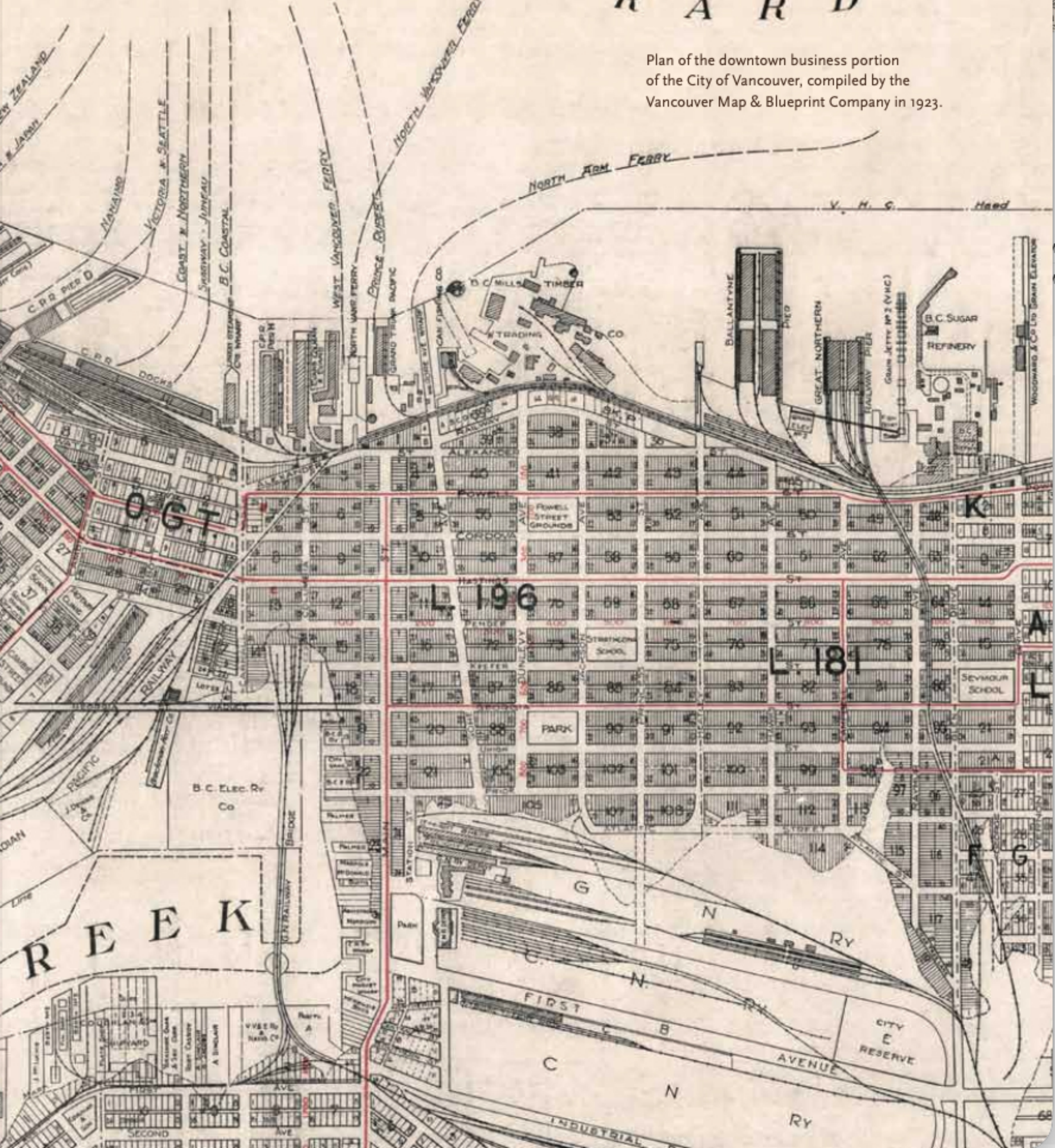
FIERCE COMPETITION BETWEEN STREETCARS AND JITNEYS, 1923.

A view to the east down Hastings Street at Columbia Street after the First World War shows the fierce competition between the streetcars and the jitneys. The automobiles (driven on the left hand side of the road) were undercutting the B.C. Electric's rail line by offering to transport passengers out to Fairview for 5 cents. The electric company's directors lobbied city council to have the cars banned from picking up fares and then upped the rates. At least 10 street cars are visible in the photo with twice as many cars. The sides of many of the larger buildings function as billboards advertising international brands.



BURRARD

Plan of the downtown business portion
of the City of Vancouver, compiled by the
Vancouver Map & Blueprint Company in 1923.



Father of Chinatown

by Henry Wing Yip

Grandson of Yip Sang and Dong Shee



YIP SANG (1845-1927). Sang spent the first half of his life in poverty, but during the second he was awash in fortune.

YIP SANG WAS BORN in Taishan County, Guangdong Province, China, in 1845: the grandson of a wealthy man but unfortunately the son of a poor father, who died when Sang was still a boy. His mother passed away when he was still a teenager, and then bandits abducted his older sister, so he was left all alone at a time when China was engulfed in the chaos of the Taiping Rebellion. During his long life he would go from rags to riches.

In 1864, at the age of 19, Sang sold his few possessions and used the money to buy a passage on a sailing junk from Hong Kong to San Francisco, a voyage that in those days lasted two months. In California he washed dishes and cooked in a restaurant, later rolled cigars, and eventually laboured at panning gold to earn enough money for a trip back to China, where, according to family lore, he saw a girl that he promised himself he would marry. He returned to San Francisco and from there departed for Montana, where he worked as a cook to save enough cash to return to his homeland and get married. His wife bore him two children. He sailed for San Francisco again, leaving his family in China, but a telegram notified him that his wife had become ill and died. He returned to China and took a second wife to raise the two children, but she was too young and flighty to run a household. Yip—as Chinese custom allowed—took a third wife. He left both wives and his family in China and again returned to California only to realize that the gold there had petered out, so he headed north to try his luck in the Cariboo gold rush.

In 1881 he passed through Vancouver en route to the diggings. He walked along the Cariboo Wagon Road with his belongings piled into a cart. When gold eluded him, he returned to the coast to New Westminster and managed to get a job selling coal door to door. Father Luck finally smiled on him: he met Lee Piu, a Chinese foreman for Andrew Onderdonk, the contractor hired by the CPR to build the rail line from Port Moody to Kamloops. This man was so impressed with Sang's quickness that he made him bookkeeper, timekeeper, and paymaster for his work gangs. According to family stories, Sang rode on horseback along the line and paid the Chinese

labourers from sacks of gold; once he escaped would-be brigands who sought to rob and kill him. Sang became the Chinese agent for the CPR, supplying its railway with construction labourers and its steamships with sailors. Without the Chinese labourers Onderdonk's section of the rail line could not have been built on budget or on time. Poorly paid, housed, and fed, the Chinese men were given the most dangerous projects, and of 7,000 workers some 600 died in accidents. "No one was killed," ran one account of an explosion on the line, "only two Chinese." To recruit the labourers, Sang went to the Pearl River Delta in China, and while there he married a fourth wife and fathered more children.

In 1888 Sang returned to Vancouver and established the Wing Sang Company at 29 Dupont (later 51–69 Pender) Street in Vancouver's Chinatown. The following year he supervised the construction of the Wing Sang building ("Wing Sang" meaning "everlasting") for his office and personal residence, the first brick building to be constructed in Chinatown. The building was located immediately to the west of a 20-foot-wide high-tide stream that ran from False Creek northward to Burrard Inlet. The company soon became one of the wealthiest firms in the Chinatown part of Vancouver, engaging in 14 businesses that included contracting Chinese workers for the CPR, contracting passengers for the Canadian Pacific Steamships Limited, and the importing of rice and clothing. Sang pioneered the exporting of salted herring from his cannery on Vancouver Island to China, Japan, and other points on the Pacific Rim. He acquired 16 buildings in Chinatown, including one in Shanghai Alley, where immigrants could stay until they found work.

A Wing Sang advertisement from the 6 December 1891 *Daily-News Advertiser* said the company dealt in "China silks, utensils, trinkets, curios and Japanese dry goods." At the bottom of the ad a phrase in capital letters proclaimed "Importers of Opium." Opium was legal in Canada until 1908, and Chinatown had numerous opium dealers and even opium factories like the Hip Tuck Lung Company, located across the street from Sang's store. Aside from being infamous for its opium dens, Chinatown's Dupont (Pender) Street was known as Vancouver's first red-light district. It is rumoured that some of the ladies of the evening may have rented space in the Wing Sang building. In 1903 the Wing Sang Company and the Chinese Board of Trade were listed at 51 Dupont Street, "Chinese barbers" at 57, Wing Hon On & Company at 61, and Kwong Yo Yuen merchants were

The abacus used by Yip Sang to calculate payroll for the 7000 Chinese labourers employed for the construction of the Canadian Pacific Railroad through the Fraser Canyon.

Yip recruited the labourers from the Pearl River Delta in China.





Dong Shee (1866-1941) Wife No. 2



Wong Shee (1872-1957) Wife No. 3



Chin Shee (1866-1934) Wife No. 4



Yip Sang (1845-1927)



The Wing Sang & Co. Block was built in 1889 and expanded in 1901, when Sang brought his family over from China.

listed at 67. In between the Chinese businesses, Grace Hall rented 59, Carmen Hall rented 63, and "Carmelita" rented 69. Women's names disappeared from Dupont Street in 1906, when city officials and police moved the establishments over to a new red-light district on Alexander Street.

In 1901 Sang brought his entire family over from China. He built a three-storey addition onto the Wing Sang building and ensconced his three wives and their children into one floor each. The main floor consisted

of a store where patrons could buy Chinese-style jackets and pants as well as dishes and games. Imports were hoisted up to a second-floor warehouse. Although the Sang children went to English-speaking public schools, Chinese tutors taught them Chinese subjects on the third floor. This floor also included a bowling alley and a special room that contained an ancestral altar and was used for special occasions such as weddings.

Next, in 1912, Sang built a six-storey addition onto the back of the Wing Sang office to house his growing

family. Eventually Sang had nineteen sons and four daughters, who all married and produced 67 grandchildren. In time 100 family members lived in the building. The final addition included a bowling alley and a schoolroom where both a Chinese and an “English” teacher taught. Sang was a very strict patriarch and every night after supper would sit in an armchair next to the door leading to the upstairs suites. He would sit there smoking a pipe and watching everyone coming and going until curfew at 10 p.m., at which time he locked the door with the one and only key.

Sang spent the first half of his life in poverty, but during the second half he was awash in fortune. He became a philanthropist and started the first Chinese hospital and Chinese school. He organized the Chinese Benevolent Association and even sat on the board of the Vancouver General Hospital as a lifetime governor.

Sang became a major witness for the Federal Royal Commission headed by the Deputy Minister of Labour, William Lyon Mackenzie King (later Prime Minister of Canada) in the wake of the anti-Asian riots in Vancouver in 1907. He testified that the decline of the labour contract system was the result of the increase in the head tax from \$50 to \$500 imposed on Chinese immigrants in 1903.

By 1908 Sang’s company was one of the four largest Chinese companies in Vancouver with an annual revenue of \$50,000 from its import-export businesses alone and real estate holdings worth over \$200,000.

Though Sang did not speak English fluently, he valued integration into the wider society and had many non-Chinese friends—unusual in an age when Chinese were considered a separate class, forced to pay a head tax to enter Canada, from 1923 until 1947 virtually banned as immigrants, and denied voting rights until 1947. When Sun Yat-sen and his followers toppled the Manchu Dynasty in China in 1911, Yip Sang, a firm believer in modernization, cut off his queue and assumed western dress.

Yip Sang’s death in 1927 was marked by the longest funeral procession Vancouver had yet seen, with dozens of cars of mourners, a marching band, and ranks of somber men in formal western and oriental garb. Vancouver’s premier Chinese merchant had insisted on burial in Vancouver rather than having his bones shipped back to China.

Yip Sang’s descendants sold the Wing Sang heritage building in 2001 to developer Ewen Stewart for \$850,000. In 2004 “Condo King” Bob Rennie bought the old edifice for \$1,000,000 with plans to restore it to its original state and make it his office and private art gallery.



SLIPPERS OF TEARS. The first three of Yip Sang’s four wives had their feet bound at an early age to prevent their growth. This painful procedure allowed the women to wear these tiny shoes that cost their wearers a bath (kang) of tears.

Opium Trade and Head Taxes

by John Atkin, Civic Historian

"LI HUNG CHANG AT VANCOUVER" was the headline in the 14 September 1896 edition of the *Daily Columbian*. The story continued, "Li Hung Chang, Chinese Viceroy, and party arrived at Vancouver by special CPR train yesterday at 2 o'clock. He was met and welcomed by representative Chinamen, after which he was driven around the city and Stanley Park. During the afternoon, *HMS Comus*, in harbour, fired a salute of nine guns in honour of the distinguished visitor."

The "Yellow Jacket" (bestowed upon Li by the Chinese Emperor) was concluding a North America tour and had visited Vancouver to discuss the head tax that the Canadian government had initiated against Chinese and the problems caused by the widespread use of opium.

The first Chinese labourers in British Columbia were brought in by the colonial government to build many of the early roads and trails in the colony. They soon found their welcome short-lived. Four years after British Columbia joined the Canadian confederation the legislature removed their voting rights (and that of the Natives too), and in 1885 the federal government, at the urging of British Columbia, put in place a head tax on new Chinese immigrants of 50 dollars. The tax would rise to an astounding 500 dollars in 1903—approximately 15,000 dollars in 2010.

The 7 December 1886 edition of the *Vancouver News* spoke of the "evil [that] is only beginning to shape at the foot of Carrall Street on the edge of False Creek." In the city Chinese were banned from working on municipal contracts. Despite this and other measures the population grew. If the City couldn't stop the growth of a Chinese population, they were determined to regulate it. Chinatown became a separate category of inspection for the Health Department and became the target of constant police gambling raids, because according to the 5 February 1906 *Vancouver Province*, gambling was "ingrained in the Celestial nature."

Labour unions were a loud voice in the call for a "British" or "white" province and continued to urge all levels of government to do something about the "Oriental problem." They were a major thrust behind the formation of groups such as the Asiatic Exclusion



Henry Collins, Vancouver's 5th Mayor, started out in Vancouver as a dry goods merchant before venturing into municipal politics. He served two terms as mayor during which time he hosted from Chinese statesman Li Hung Chang, Lord and Lady Aberdeen. Lord Aberdeen was the Governor General of Canada from 1893 until 1898.

A golden dragon adorns a street lamp in Vancouver's Chinatown.





ARCH OF HONOUR. Members of Vancouver's Chinese community stream through an arch in honour of Li Hung Chang on 14 September 1896. Chang is seated in the back of the coach beside Mayor Henry Collins (black Derby) while in the front seat is H. B. Abbott, general superintendent of the CPR (white Derby) and another Chinese diplomat. The two houses on the bluff overlooking Burrard Inlet stand on "Blue Blood Alley" (Georgia Street), named for the posh homes of the richest railroad families. An early Vancouver photographer stands in the middle of the crowd with his large-format camera and cumbersome tripod.

League, though in Vancouver the membership crossed all of society's boundaries. In 1907 a meeting of the League at City Hall got out of hand, and the assembled crowd marched on Chinatown, smashing storefronts and windows before turning their attention to Japantown.

The Minister of Labour, Mackenzie King, was dispatched from Ottawa to look into the matter and to assess compensation

claims from business owners. While in Vancouver he expressed his alarm and surprise at the fact that there were opium factories in the city—the two Vancouver factories in had submitted claims for damage—though the manufacture of opium was legal and widely known. Even the wife of the Governor General, Lady Aberdeen, had visited a Victoria factory in 1895 to see the production herself.

King's subsequent 1908 report, *The Need for the Suppression of the Opium Traffic in Canada*, observed that "In the coast cities of Victoria, Vancouver and New Westminster there are at least seven factories carrying on an extensive business in opium manufacture. It is estimated that the annual gross receipts of these combined concerns amounted for the year 1907, to

between \$600,000 and \$650,000." Concern was raised about women and children smoking opium (echoing a familiar theme about how Caucasian women were always at peril whenever near the Chinese), and while the government acted on King's report and outlawed the production and sale of opium by the Chinese, they did not ban the inclusion of opium in popular patent medicines.

King's report added to the calls to limit immigration and convinced Vancouver officials to step up their harassment of Chinatown. Ultimately this led to the Exclusion Act of 1923, when King was Prime Minister, which cut off further Chinese immigration to Canada. The Act wasn't repealed until 1947.

Haley Twaites, great-great-granddaughter of Yip Sang, poses in traditional Chinese silk in Chinatown's Dr. Sun Yat-Sen Park adjacent to the Dr. Sun Yat-sen Classical Chinese Garden, the first full-size Chinese garden built outside of China.



Father of Modern China

by John Atkin

DR. SUN YAT-SEN was a revolutionary leader, founder of the Nationalist government of China, and considered by many to be the father of modern China.

At an early age Sun had gone to live with his brother in Honolulu, where he attended school until his return to China in 1883 (his brother was concerned Sun would convert to Christianity if he stayed much longer there—he did later convert while in Hong Kong). Further study in Hong Kong and Guangzhou earned him his medical licence, though he gave up his medical practice to concentrate on reforming what he saw as a backward country with a corrupt and conservative government that refused to engage the modern world. In 1894 he founded the Revive China Society in Hawaii with the support of the local expatriate population as a platform for his revolutionary activities.

In 1895 Dr. Sun Yat-Sen led an unsuccessful coup against the ruling Qing Dynasty that saw many of his supporters executed, and Sun was exiled from China for the next sixteen years. He spent the time travelling around the world, spending time in Japan, the United States, Canada and Europe, to raise awareness of his cause.

It was during a visit to London in 1896 that he was kidnapped from the streets of the city and detained by the Chinese Legation for twelve days. It was big news, and local papers reported that an effort was made to send him as captive by steamer from London, but he was released by the British authorities. He afterwards came to Canada and endeavoured to enlist the Chinese in Victoria as sympathizers in the rebel movement. Victoria's Chinatown was one of the oldest and largest on the Pacific Coast, but Sun found on this visit that they were "relatively uninterested in revolutionary discussion."

On his second visit in 1910 he arrived in Vancouver by train from San Francisco at the new Great Northern station on Pender between Columbia and Carrall Streets. After a short stay in town he travelled east across the country, returning to the city in 1911. This time the crowds were large and thronged to greet him. He was welcomed by the executives of the Chee Kung Tong, a mutual aid society organized in Vancouver in 1892 (better known as the Chinese Freemasons, a name they adopted in 1920).



The Sun Yat-Sen statue outside the Dr. Sun Yat-Sen Classical Chinese Garden in Chinatown.

On the way to the Chee Kung Tong building at Pender and Carrall, the procession passed prominent merchant Yip Sang's newly expanded building and a number of recently erected clan and village association buildings. The population of the city's Chinatown was about to surpass Victoria's, and the new construction reflected this growth. The Chee Kung Tong hosted a dinner for their guest at the Peking Restaurant located on the second floor of their building, and after dinner Dr. Sun spent the night at the Woods Hotel (now the renewed Pennsylvania Hotel) across the street.

The next day he was back at the Chee Kung Tong building to have his photograph taken by Yucho Chow, whose portrait studio was on the second floor. After the photographs were taken, he may have paused to look at the Chinese Empire Reform Association building at 531 Carrall Street, since this group was founded to try to reform the Chinese monarchy rather than depose it. In its day it was one of the most influential societies in Chinatown with people such as Yip Sang as members. On his walk east Sun passed by the Chinese hospital on the second floor of the newly opened Chinese Benevolent Society building at 104–108 East Pender Street and noted the impressive Lee building at 127–131 Pender Street. His walk concluded at the Gou Sing Theatre at 124 East Pender, where an enthusiastic crowd of supporters greeted his arrival.

During his time in Vancouver at his numerous appearances he received overwhelming support and generous donations from his audience. It is estimated he raised over 35,000 dollars on his Vancouver trips. His hosts, the Chee Kung Tong society, even mortgaged their building to assist the revolution.

After a two-week stay in Vancouver, Sun headed to Victoria, where again he found the Victoria Chinese less than enthusiastic. He spent time in Nanaimo and Cumberland before travelling to Kamloops in the interior.

On 10 October 1911 the revolution Sun had started managed to succeed in toppling the Qing Dynasty, and when he learned of the successful rebellion from press reports, Sun immediately made arrangements to return to China from the United States. On 29 December 1911 a meeting of representatives from provinces in Nanking elected Sun as the provisional President of the Republic of China and set 1 January 1912 as the first day of the First Year of the Republic. This republic calendar system is still used in Taiwan today.

Opposite

Referred to as the "Father of Modern China," Dr. Sun Yat-sen visited Vancouver in February 1911, looking for support for the overthrow of the Qing Dynasty.

While in Chinatown, he visited the portrait studio of Yucho Chow on the second floor of the Chinese Freemason building for a sitting.





1

3

4

5

6

9

10

11

12

13

14



Chinatown

1 Hastings Mill Office (now the Mission to Seafarers Flying Angel Club) 2 St. James' Anglican Church 3 Chinese Freemason Building 4 West Hotel 5 Chinese Times Building 6 Wing Sang Co. Building 7 The Mah Society of North America 8 Carnegie Library 9 Empire Reform Association 10 Chinese Cultural Centre 11 Chinese Cultural Centre Museum 12 Dr. Sun Yat-Sen Classical Chinese Garden 11 Dr. Sun Yat-Sen Public Park 12 Chinese Memorial Square



Chinatown

1 Hastings Mill Office (now the Mission to Seafarers Flying Angel Club) 2 St. James' Anglican Church
3 Chinese Freemason Building 4 West Hotel 5 Chinese Times Building 6 Wing Sang Co. Building
7 The Mah Society of North America 8 Carnegie Library 9 Empire Reform Association 10 Chinese Cultural Centre 11 Chinese Cultural Centre Museum 12 Dr. Sun Yat-Sen Classical Chinese Garden
13 Dr. Sun Yat-Sen Public Park 14 Chinese Memorial Square

Tisdall's Sporting Goods Store

CHARLES EDWARD TISDALL, called Charlie by his friends, arrived in Vancouver in 1888 and began business as a gunsmith, sleeping under the counter of his own shop. He had left his native Birmingham, England, in 1886 and had opened his own merchant's shop in Fredericton, New Brunswick, before his 21st birthday and was given the right to vote on a tradesman's qualifications. In Vancouver he opened a small store on Cordova Street before moving to the 600 block of West Hastings Street.

He didn't waste any time and was soon involved in the political scene. From 1904 to 1910 Charlie was chairman of the Vancouver Parks Board.

By 1910 Tisdall boasted that his sporting goods store was the largest west of Chicago with as many as 5,000 rifles and shotguns in racks down one side of his store some three tiers high. It was about that time that Henry B. Morley became a junior partner in Tisdall's store, and the partners amassed a small fortune by supplying guns for Sun Yat-sen's revolution in China. Chinese "coolies" would bring gunny sacks filled with silver "shoes" up to the office on the mezzanine floor, drop them with a polite bow that would be returned by Morley, and then leave without a word. The "shoes" were quarter or half-pound ingots of silver from Hong Kong, so called because they looked like Dutch wooden shoes. Morley spent many a night puzzling over bills of lading for shipments of bones of Chinese dead that had been shipped back to their place of birth on the Empress ships. The shipments actually contained rifles, shotguns and ammunition destined for the Chinese revolution. The secrets of the

arms trafficking enterprise came to light when Morley at the age of 90 was on his deathbed in Penticton. He told the story to his son Alan, a newspaper reporter with the *Vancouver Sun* and the author of the title *Vancouver: From Milltown to Metropolis*. The book had been published some three years earlier.

Opposite

Charles E. Tisdall was the Provincial Minister of Finance in 1919, Mayor of Vancouver from 1921 to 1922 and Grand Master of the Masonic Lodge of British Columbia & Yukon from 1923 to 1924.

Below

Carved from a mastodon's tusk discovered in the gold fields of the Alaska, the Grand Master's gavel is now displayed in the Grand Lodge Museum.





Geo. L. Wadsworth Charles E. Tisdall *Vancouver B.C.*
Grand Master A.F. & A.M. B.C.A. 1923-24

Shaughnessy Heights



Richard Marpole, the general superintendent of the CPR, was instrumental in the development of South Vancouver's Shaughnessy Heights and Marpole districts.

IN 1907 RICHARD MARPOLE, the general superintendent and executive assistant of the CPR, decided to begin subdividing a large tract of land lying on a hill south of False Creek into an attractive residential district for the city's more affluent citizens. It was named "Shaughnessy Heights" after Thomas George Shaughnessy, the second president of the CPR and later Baron Shaughnessy. As the city's largest landowner and real estate developer, the CPR took great care to make the neighbourhood reflect the wealth and status of Vancouver's more affluent residents. The exclusive neighbourhood attracted many former residents from the West End's "Blue Blood Alley."

The railway commissioned Frederick Todd, a Montreal architect, to lay out the huge development into generous 1/5 to 1 1/2 acre lots. The architect was inspired by the work of Frederick Law Olmsted—the man who designed New York City's Central Park. The CPR land developers spent \$2,000,000 preparing the site before allowing any of the lots to go on sale. Workmen put in sewer lines, paved sidewalks and roads. The developers protected the exclusive character of the district by insisting that homes cost five or more times than homes in other areas of the city. A typical early Shaughnessy home had up to 20 rooms filled with opulent Edwardian furniture, silverware, and other household items to reflect the owner's wealth and status. As a symbolic show of a homeowner's brave domination over Mother Nature, some households had rooms filled with hunting trophies that included moose, elk, deer and grizzly bear from expeditions up the coast and into the interior. These homes had reception rooms, music rooms, ballrooms, and parlours of every description and family members summonsed servants by using in-house call boxes that signalled their location. Often Chinese labourers performed domestic duties in the many mansions. These "Asiatic houseboys" earned \$10 to \$30 a month and lived in basement rooms that were labelled on architectural blueprints as "Chinaman's Quarters."

Before the automobile, drivers in horse-drawn carriages drew up under porte-cocheres and dropped guests off at the main entrance to be ushered into huge furnished halls. Ironically, the back doors of these homes were usually much busier than the front entrances with deliveries by tradesmen.

In order to bring potential homebuyers to the posh part of the city, the railway's real estate promoters extended the BC Electric's Interurban to the new elite subdivision that included a tennis club, lawn bowling club and later the Shaughnessy Heights Golf Club.

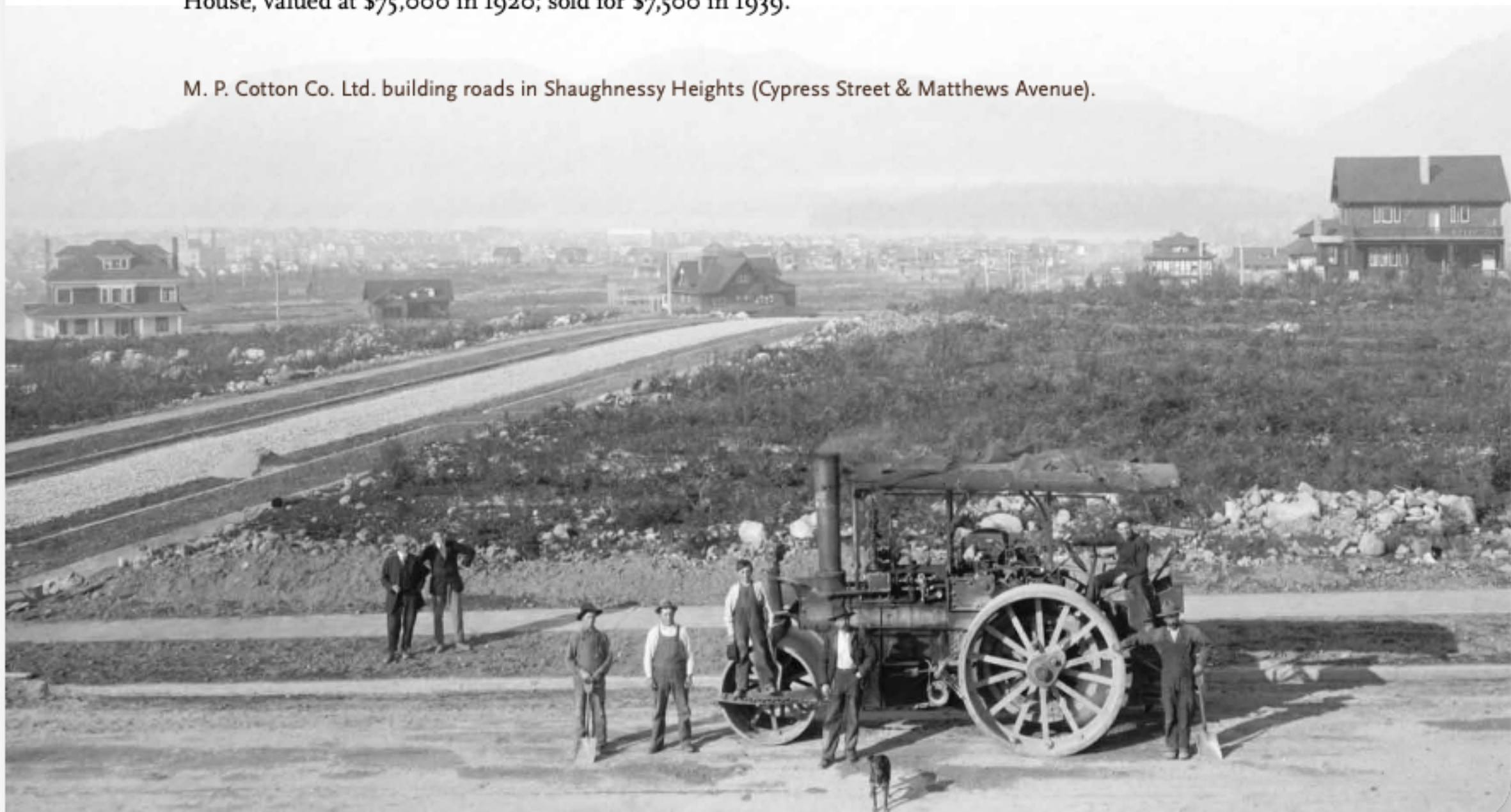
The developers divided Shaughnessy into three parcels and developed it in phases. The first phase centered on "The Crescent" that surrounded Shaughnessy Park. Once that area filled in, the CPR began to develop areas further south that they called "Second Shaughnessy" and "Third Shaughnessy."

Major Matthews wrote:

The throwing open for settlement of the first section of Shaughnessy Heights, reputed at the time to be the most wonderful residential section of Vancouver's future, unsettled all previous ideas of where a fine home should be built. The buggy was disappearing, the motorcar was coming; distances were less formidable an obstacle than formerly. The broad verandah was still a necessity but rapidly nearing its end; the scene so long of evening parties, of Sunday afternoon parties, of sunshine and fresh air in the summer days, was about to disappear—it would soon shrink into a mere porch.

From 1911 through the twenties, Shaughnessy Heights was Vancouver's most exclusive residential district. Unfortunately World War I temporarily halted growth in Vancouver. The depression of the 1930s resulted in the CPR repossessing home after home, and for a time the area came to be known as "Mortgage Heights." The Tait House, valued at \$75,000 in 1920; sold for \$7,500 in 1939.

M. P. Cotton Co. Ltd. building roads in Shaughnessy Heights (Cypress Street & Matthews Avenue).





Above

M. P. Cotton Co. Ltd. gravel bunkers at Shaughnessy Heights (Matthews Avenue & Granville Street). The men in the foreground left to right: John Neave (with dog), unidentified, Mr. Mulhern, William Johnson and Charles Cockering.

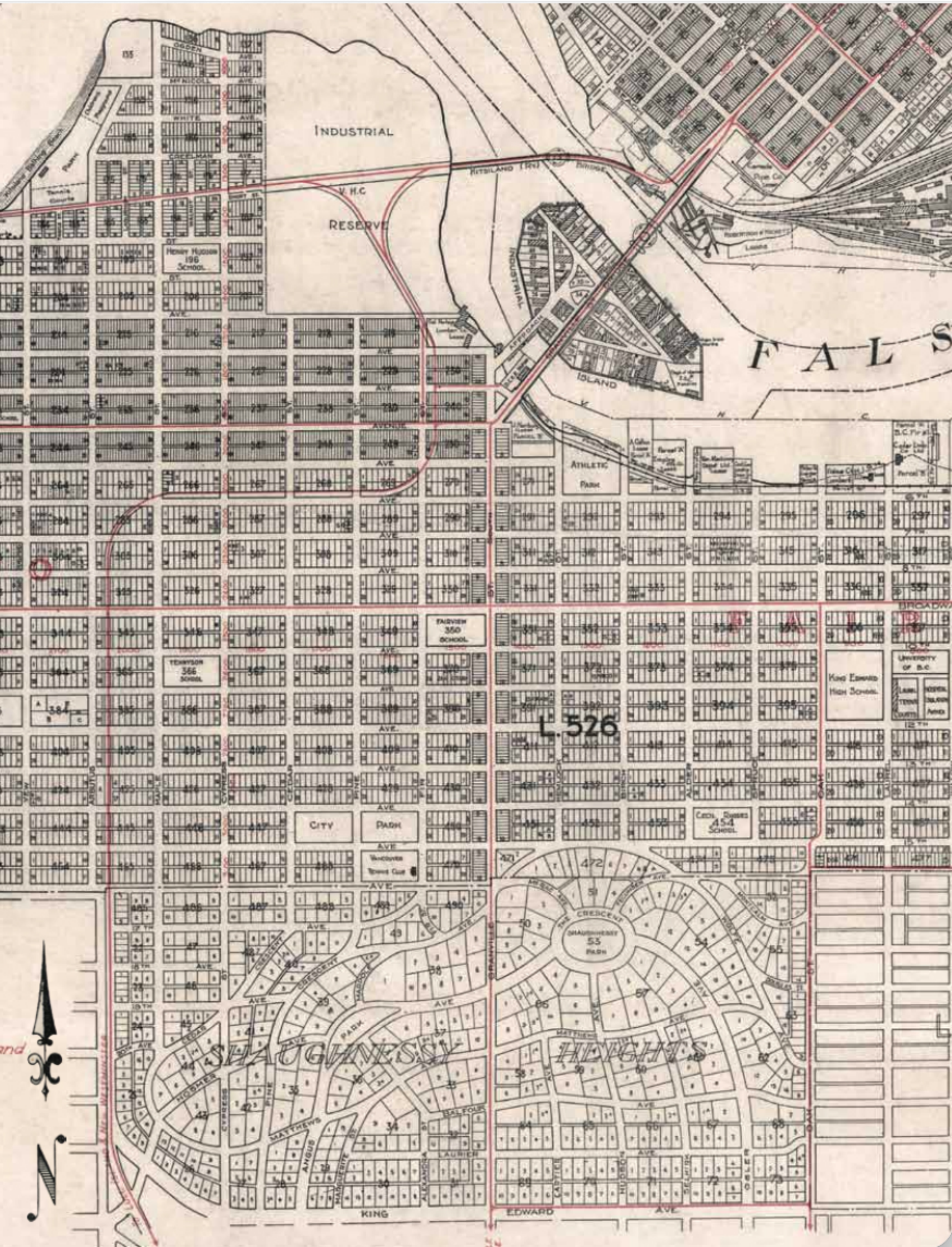
Right

In 1929 the municipalities of Point Grey and South Vancouver amalgamated with the City of Vancouver. This map, produced a few years after amalgamation, shows the approximate boundaries between the three municipalities.

Opposite

A 1923 map showing the development of Shaughnessy Heights, the Industrial (the former Kitsilano First Nations) Reserve, and the new man-made Granville Island.





INDUSTRIAL

RESERVE

FALS

L. 526



HAUGHNESSY

HAUGHNESSY

KING

EDWARD

AVE



1

3

5

West 41st Avenue

King Edward Avenue

Oak Street



Shaughnessy

1 Vancouver International Airport 2 Shaughnessy Golf Course 3 Kerrisdale
4 Glen Brae House 5 Rosemary 6 Shaughnessy Park 6 Highcroft



Shaughnessy

1 Vancouver International Airport 2 Shaughnessy Golf Course 3 Kerrisdale
4 Glen Brae House 5 Rosemary 6 Shaughnessy Park 7 Highcroft



GOLD FEVER. A fully-loaded pack train of mules stands in front of the George E. Trorey jewellery store and the Johnston & Kerfoot Klondike outfitters store in the 100 block of Cordova Street, 1898.

The 1898 Klondike Gold Rush

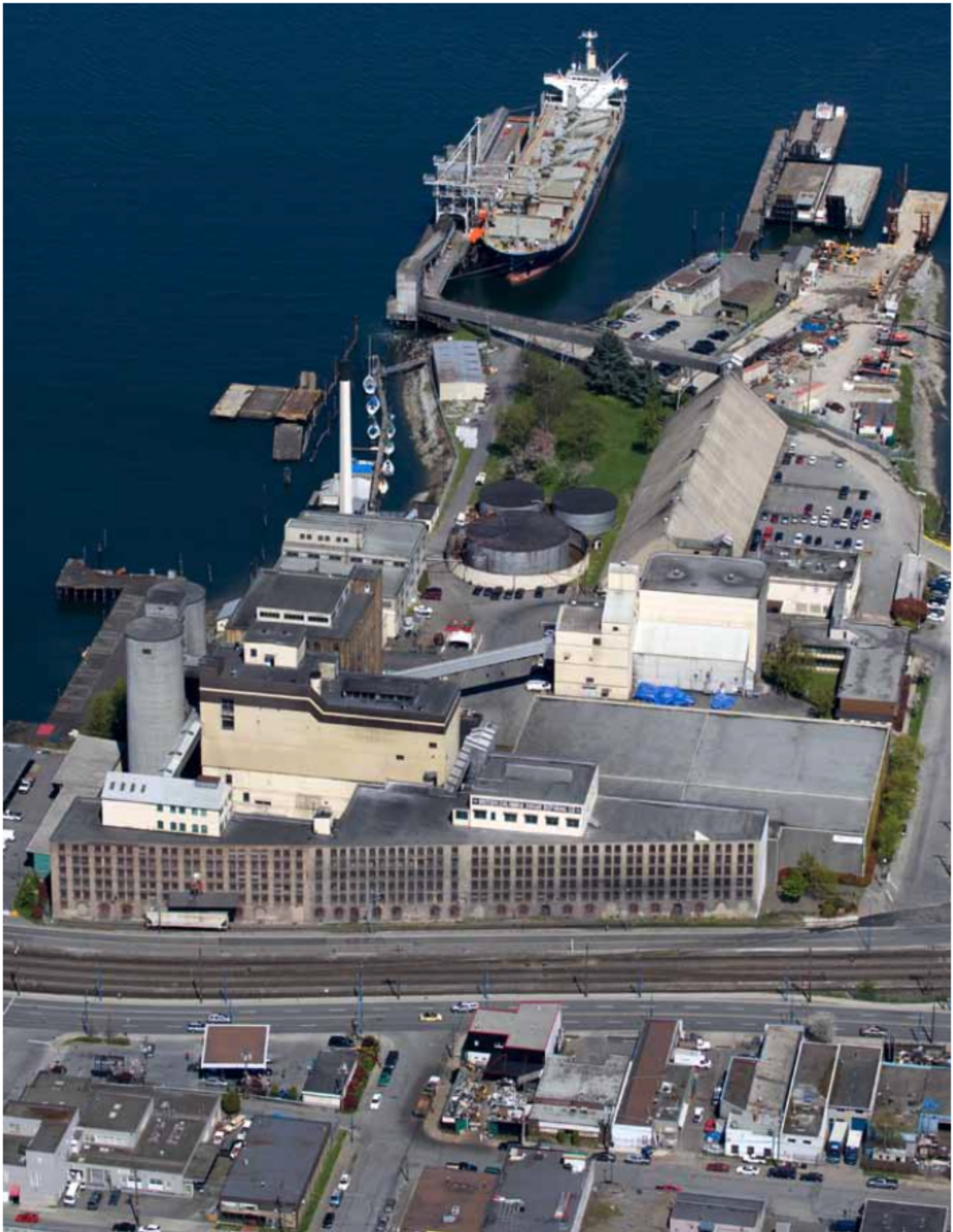
BETWEEN THE FALL OF 1897 and the spring of 1898, tens of thousands of people caught gold fever and began preparations to head to the Klondike goldfields on steamers leaving from San Francisco, Seattle and Vancouver. Many Vancouver stores made fortunes selling goods to Klondike gold dreamers who bought the required year's supply of food and equipment before departing on their adventurous trip on a steamer for the far north. Pericles Pantages borrowed money from mistress Kate Rockwell, afterwards known as "Klondike Kate," and started a music theatre in Dawson. Upon leaving the north, Pantages opened two theatres in Vancouver that mushroomed into a chain of 70 vaudeville theatres across North America. He abandoned Kate, and according to her, never repaid the loan.



The BC Sugar refinery, whose architect was probably B. T. Rogers, was called the worst building in Vancouver by the *Vancouver Sun* newspaper in 1975 because of the “sheer force of its industrial revolution ugliness,” even though it was a welcome landmark to travellers on the CPR as it signified journey’s end.

Rogers Sugar

FOR WESTBOUND PASSENGERS on the trans-continental train it may have been a welcome sight as a signal that the journey’s end was near, but the BC Sugar Refinery, located between the rail tracks and the waterfront, by some was considered the ugliest building in Vancouver. Construction of the brick complex began on July 8, 1892, and on November 12 that year the first shipment of raw sugar, 250 tons, arrived from the Philippines.



The sugar refinery was the brain child of Benjamin Tingley Rogers, a 24-year-old American who grew up in the business. His father owned a sugar refinery in New Orleans, and the young Rogers worked there until his father was killed by a brick thrown by a striking worker in 1883 and the factory was sold. Rogers then worked for a New York refinery, where over the course of four years he learned every technical aspect of refining sugar. In 1889 he went to Montreal on a technical mission, and it was here that he heard about Vancouver and the newly completed railway across the continent. Through his New York connections he managed to be introduced to William C. Van Horne, the president of the Canadian Pacific Railway.

Van Horne must have been impressed with Rogers's ideas, because over the next two weeks there were several meetings that included Richard B. Angus, General Manager of the Bank of Montreal and one of the founders of the Canadian Pacific Railway, that resulted in concrete plans and \$80,000 in seed money for the enterprise. Rogers travelled on to Vancouver (presumably as a guest of the CPR) and on 24 January 1890 checked into the Hotel Vancouver. Three days later he produced a letter on the hotel's stationery, which read as follows:

To His Worship the Mayor and Aldermen of the City of
Vancouver

Gentlemen:

On behalf of myself and associates I beg to lay before you a proposition to establish a sugar refinery in the City of Vancouver on the following conditions.

1st The refinery is to be known as the Columbia Sugar Refining Company Limited of Vancouver, B.C. and shall be erected and in operation within eight months of the signing of this agreement.

2nd The said refinery shall be constructed of brick in the most substantial manner and be provided with all the necessary improved machinery for supplying the market with the grades of refined sugar and shall have a capacity of not less than 100 pounds of sugar per day.

3rd As a guarantee of good faith that the above conditions will be carried out, the company agrees to give a bond in the sum of \$10,000.

The establishment of the aforesaid refinery shall however be subject to the following provisions.

1st Provided that the City of Vancouver shall vote a bonus [gift] to the company of \$40,000.



2nd That all the property of the proposed Columbia Sugar Refining Co. shall be exempt from taxation for a period of fifteen years.

3rd That in the event of the water works systems being acquired by the city, water in any quantity desired by the company shall be furnished them free of charge for a period of ten years, at the expiration of which period the city shall bid themselves to furnish water for a second period of ten years at a charge of not more than ten cents per thousand gallons.

Respectfully yours,

B. T. Rogers

The letter may have been drafted beforehand by Rogers's associates in Montreal since it contained several demands that were probably the result of those meetings held at Van Horne's office. Rogers himself was well versed in the sugar industry, knew the practical side of the refinery, and knew the importance of water for the production. In any event, the City of Vancouver was eager for new

The initial plans for Rogers's facility were believed to have been designed by Rogers himself. The land for the site, donated by the city, was strategically situated on Burrard Inlet just east of the Hastings Sawmill with access to both shipping and rail. The water required for the plant was flumed from nearby Trout Lake.



2nd That all the property of the proposed Columbia Sugar Refining Co. shall be exempt from taxation for a period of fifteen years.

3rd That in the event of the water works systems being acquired by the city, water in any quantity desired by the company shall be furnished them free of charge for a period of ten years, at the expiration of which period the city shall bid themselves to furnish water for a second period of ten years at a charge of not more than ten cents per thousand gallons.

Respectfully yours,

B. T. Rogers

The letter may have been drafted beforehand by Rogers's associates in Montreal since it contained several demands that were probably the result of those meetings held at Van Horne's office. Rogers himself was well versed in the sugar industry, knew the practical side of the refinery, and knew the importance of water for the production. In any event, the City of Vancouver was eager for new

The initial plans for Rogers's facility were believed to have been designed by Rogers himself. The land for the site, donated by the city, was strategically situated on Burrard Inlet just east of the Hastings Sawmill with access to both shipping and rail. The water required for the plant was flumed from nearby Trout Lake.





Rogers's first home, built on the southeast corner of Denman and Davie Streets in 1900 and 1901, was called "Gabriola" because the rock for its construction was quarried from Garbiola Island.

Opposite

Benjamin Tingley Rogers neatly attired in his Commodore of the Vancouver Yacht Club uniform in 1912.

business, and the venture was hugely attractive to a lot of people, including Vancouver Mayor David Oppenheimer. Oppenheimer's company sold the land on which Rogers would locate his refinery to the city for \$30,000, and the city granted it to Rogers's company. This was the first industry in Metropolitan Vancouver not related to the region's own natural resources like timber, fish and furs.

The construction of the refinery began in July 1891, and the plant was ready to operate in less than six months. As there were no experienced sugar workers in Vancouver, a workforce had to be trained to produce the sugar. The technical set-up of the refinery was largely directed by Rogers himself, with some support from the New York company he had worked for earlier. By early 1892 the first sugar was ready, and on January 20th the *Vancouver News-Advertiser* wrote:

The Sugar Refinery of this City turned out its first sample of refined sugar yesterday and the Company may well be satisfied with the result. The sample that is a high-grade yellow is clean, with well-marked grain, bright and full flavored, and very much superior to specimens of the same grade from refineries in Eastern Canada. The manager, Mr. Rogers, and all connected



Carl M. ...



Rogers's first home, built on the southeast corner of Denman and Davie Streets in 1900 and 1901, was called "Gabriola" because the rock for its construction was quarried from Garbiola Island.

business, and the venture was hugely attractive to a lot of people, including Vancouver Mayor David Oppenheimer. Oppenheimer's company sold the land on which Rogers would locate his refinery to the city for \$30,000, and the city granted it to Rogers's company. This was the first industry in Metropolitan Vancouver not related to the region's own natural resources like timber, fish and furs.

The construction of the refinery began in July 1891, and the plant was ready to operate in less than six months. As there were no experienced sugar workers in Vancouver, a workforce had to be trained to produce the sugar. The technical set-up of the refinery was largely directed by Rogers himself, with some support from the New York company he had worked for earlier. By early 1892 the first sugar was ready, and on January 20th the *Vancouver News-Advertiser* wrote:

The Sugar Refinery of this City turned out its first sample of refined sugar yesterday and the Company may well be satisfied with the result. The sample that is a high-grade yellow is clean, with well-marked grain, bright and full flavored, and very much superior to specimens of the same grade from refineries in Eastern Canada. The manager, Mr. Rogers, and all connected

Opposite
Benjamin Tingley Rogers neatly attired in his Commodore of the Vancouver Yacht Club uniform in 1912.





SHANNON IN ALL ITS SPLENDOR, 1930. Named after dairy farmer William Shannon, the most prestigious estate in Vancouver was built on a ten-acre parcel of land just to the south of the CPR's Shaughnessy development for Benjamin T. Rogers. The 'Sugar King' contracted the the architrcutre firm of Somerville and Putnam to build the large Beaux Arts style house, coach house, and garage. Rogers died in 1918 before the project was completed and his wife was overwhelmed by the scale of the home. Mrs. Rogers and her children lived in the home for several years but in 1935 sold it to Austin C. Taylor, the pwner of the Bralorne Gold Mine and later the chairman of the British Columbia Security Commission during the Second World War.

with the refinery are highly delighted with the first fruits of their labor. Today they will begin manufacturing regularly at the rate of 150 barrels per day of all grades. The first sample of granulated sugar will be manufactured today. About 75 men are employed at present on the works.

The BC sugar wholesale price that week was 7 cents a pound for granulated and 6 3/8 cents for yellow. A barrel contained about 300 pounds of sugar.

In order to ensure their investment, Van Horne installed John M. Browning, the CPR's Vancouver land commissioner who also served as Vancouver City Council's finance chairman, as the company's first president. It deserves to be mentioned that Vancouver's councillors did not consider Browning's dual role as both a grantor and a recipient of the city's resources a conflict of interest. Forrest Angus, a brother to Richard B. Angus who lived in the posh part of Victoria, became the vice president. Angus held this position from 1890 to 1892 and subsequently was president until 1897, when Rogers was elected president. Within a year he was also the largest shareholder of BC Sugar.

The two things that brought Rogers to Vancouver were his ambition to run his own show and his realization that Vancouver—at the



western end of the new trans-continental railway—was just across the Pacific from the Philippines and the source of most of North America's sugar at the time. For the most part Rogers's calculation proved right, with the exception of the loss of two full shiploads of raw sugar in 1893—the ships just vanished during passage from the Philippines and never reached their destination. But apart from this one bad year the company flourished.

On 12 April 1916 Rogers wrote to Sir Edmund Osler, an Ontario politician, director of the Canadian Pacific Railway and shareholder of BC Sugar:

On March 31st the refinery completed the 25th year of operations.... During the period there has been disbursed in dividends a total of \$3,099,375.... At the same time assets have increased from \$250,000 to nearly \$7,500,000.

Capacity of the plant [has been increased] from 30,000 pounds to 900,000 pounds per day—or thirty times. Our plant is today the best equipped in Canada and is not excelled by any other refinery in the world.

These results have been accomplished without my asking shareholders for one cent beyond the original subscription. I think therefore I am entitled to be proud of what I have been able to do....

Rogers married Mary Isabella Angus, whose father James Angus was the brother to R. B. Angus. The wedding took place at the bride's home in Victoria before a small group of friends on 1 June 1892, and the marriage produced seven children between 1893 and 1915.

By 1900 Rogers was prosperous enough to contract the building of the city's grandest home with rock quarried from Gabriola Island. The Rogers family moved into their "Gabriola" on 23 July 1901. Not content with his grand West End mansion, the "Sugar King" began planning to build an even more elegant home in South Vancouver called Shannon between 1912 and 1915. The name came from William Shannon and family, who arrived in 1887 and whose farmland was gradually surrounded by the city.



SHANNON IN ALL ITS SPLENDOR, 1930. Named after dairy farmer William Shannon, the most prestigious estate in Vancouver was built on a ten-acre parcel of land just to the south of the CPR's Shaughnessy development for Benjamin T. Rogers. The 'Sugar King' contracted the the architecture firm of Somerville and Putnam to build the large Beaux Arts style house, coach house, and garage. Rogers died in 1918 before the project was completed and his wife was overwhelmed by the scale of the home. Mrs. Rogers and her children lived in the home for several years but in 1935 sold it to Austin C. Taylor, the pwner of the Bralorne Gold Mine and later the chairman of the British Columbia Security Commission during the Second World War.

with the refinery are highly delighted with the first fruits of their labor. Today they will begin manufacturing regularly at the rate of 150 barrels per day of all grades. The first sample of granulated sugar will be manufactured today. About 75 men are employed at present on the works.

The BC sugar wholesale price that week was 7 cents a pound for granulated and 6 3/8 cents for yellow. A barrel contained about 300 pounds of sugar.

In order to ensure their investment, Van Horne installed John M. Browning, the CPR's Vancouver land commissioner who also served as Vancouver City Council's finance chairman, as the company's first president. It deserves to be mentioned that Vancouver's councillors did not consider Browning's dual role as both a grantor and a recipient of the city's resources a conflict of interest. Forrest Angus, a brother to Richard B. Angus who lived in the posh part of Victoria, became the vice president. Angus held this position from 1890 to 1892 and subsequently was president until 1897, when Rogers was elected president. Within a year he was also the largest shareholder of BC Sugar.

The two things that brought Rogers to Vancouver were his ambition to run his own show and his realization that Vancouver—at the

western end of the new trans-continental railway—was just across the Pacific from the Philippines and the source of most of North America's sugar at the time. For the most part Rogers's calculation proved right, with the exception of the loss of two full shiploads of raw sugar in 1893—the ships just vanished during passage from the Philippines and never reached their destination. But apart from this one bad year the company flourished.

On 12 April 1916 Rogers wrote to Sir Edmund Osler, an Ontario politician, director of the Canadian Pacific Railway and shareholder of BC Sugar:

On March 31st the refinery completed the 25th year of operations.... During the period there has been disbursed in dividends a total of \$3,099,375.... At the same time assets have increased from \$250,000 to nearly \$7,500,000.

Capacity of the plant [has been increased] from 30,000 pounds to 900,000 pounds per day—or thirty times. Our plant is today the best equipped in Canada and is not excelled by any other refinery in the world.

These results have been accomplished without my asking shareholders for one cent beyond the original subscription. I think therefore I am entitled to be proud of what I have been able to do....

Rogers married Mary Isabella Angus, whose father James Angus was the brother to R. B. Angus. The wedding took place at the bride's home in Victoria before a small group of friends on 1 June 1892, and the marriage produced seven children between 1893 and 1915.

By 1900 Rogers was prosperous enough to contract the building of the city's grandest home with rock quarried from Gabriola Island. The Rogers family moved into their "Gabriola" on 23 July 1901. Not content with his grand West End mansion, the "Sugar King" began planning to build an even more elegant home in South Vancouver called Shannon between 1912 and 1915. The name came from William Shannon and family, who arrived in 1887 and whose farmland was gradually surrounded by the city.



A very well preserved cast iron and wood 19th century sugar cutter.

In Victorian times sugar used to come in cones that were two feet tall tapering from 9 inches at the bottom to 4 inches at the top. Sugar cutters were used for breaking it up in "lumps" or pieces. A person then used a mortar and pestle to crush the lumps into fine grains for use in the kitchen. Sugar cutters are considered very collectible.

B. T. Rogers originally considered selling BC Sugar once the company became a going concern but later changed his mind after falling in love with the province's beauty. In 1904 he ordered a custom-built steam-powered 50-foot yacht, named the *Mow Ping*, from Hong Kong and joined the Royal Vancouver Yacht Club. In 1912 he purchased the more conspicuous 168-foot yacht *Aquilo*; the same year he became the commodore of the yacht club. With the outbreak of the First World War, the *Aquilo* patrolled the west coast looking for German submarines.

Early in 1905 B. T. Rogers decided to become a producer as well as a refiner of sugar by purchasing an ailing sugar cane plantation and mill in Fiji and founding the Vancouver-Fiji Sugar Company. Rogers's main objective of going into the sugar growing business was an attempt to beat out Hong Kong "coolie-refined" sugar. One of Rogers's ads read: "If you would rather buy sugar refined in Hong Kong by cheap coolie labor than sugar refined in British Columbia by well-paid white labor, then there is no further argument, but if you wish to build up your city and its prosperity, you will surely act differently and you will not allow any dealer to sell you sugar other than that which is refined right here in Vancouver." The sugar businessman was appealing to the city's loyalties to hometown workers, who, according to a stipulation contained in the original deal with the city, did not include Asians.

However, to say that workers in the BC Sugar Refinery were "well paid" may have been an overstatement. Rogers, who was able and energetic, ran his company autocratically and was fiercely anti-union. In 1917 the refinery's 206 male and 36 female works went on strike, demanding a pay increase and better working conditions, especially for the women, who had to do their job—sewing up the sugar bags—standing on their feet for 10 hours every day. Probably mindful of his father's death, Rogers never went near the factory himself during the strike but sent his agents and spies, with whom he was in contact via radio from his yacht *Aquilo*. The bitter confrontation, during which management tried to keep the factory going with scab labour, lasted 92 days, and in the end Rogers agreed only to minimal concessions.

Rogers died suddenly on 17 June 1918 at the age of 52 from a cerebral haemorrhage before the family fully moved into their new home, Shannon. His widow and seven children lived there through the 1920s, but in 1936 she sold out to Austin C. Taylor.



Carnegie Library

INDUSTRIALIST AND PHILANTHROPIST Andrew Carnegie funded the construction of over 2,500 public libraries around the world. In 1901 the City of Vancouver approached Carnegie, at the time the second richest man in history after John D. Rockefeller, about donating money for a spacious library. He agreed to donate \$50,000 with the understanding that the city would offer support at the rate of \$5,000 a year. The new library was located immediately north of the original Vancouver City Hall and on the southwest corner of Westminster (Main) and Hastings Streets. Its site had earlier been the home of the City Auction Mart.

According to legend, school friends Carnegie and James Houston ran away together from their homes in Dunfermline (the ancient capital of Scotland) in the early 1850s. Andrew had been born poor, while Houston's parents were wealthy ship manufacturers, owning the White Star Shipping Line. Carnegie, upon his arrival in America, apprenticed to a Pennsylvania blacksmith and eventually built up a steel-works that brought him wealth and fortune. Houston, credited with making the first gold discoveries

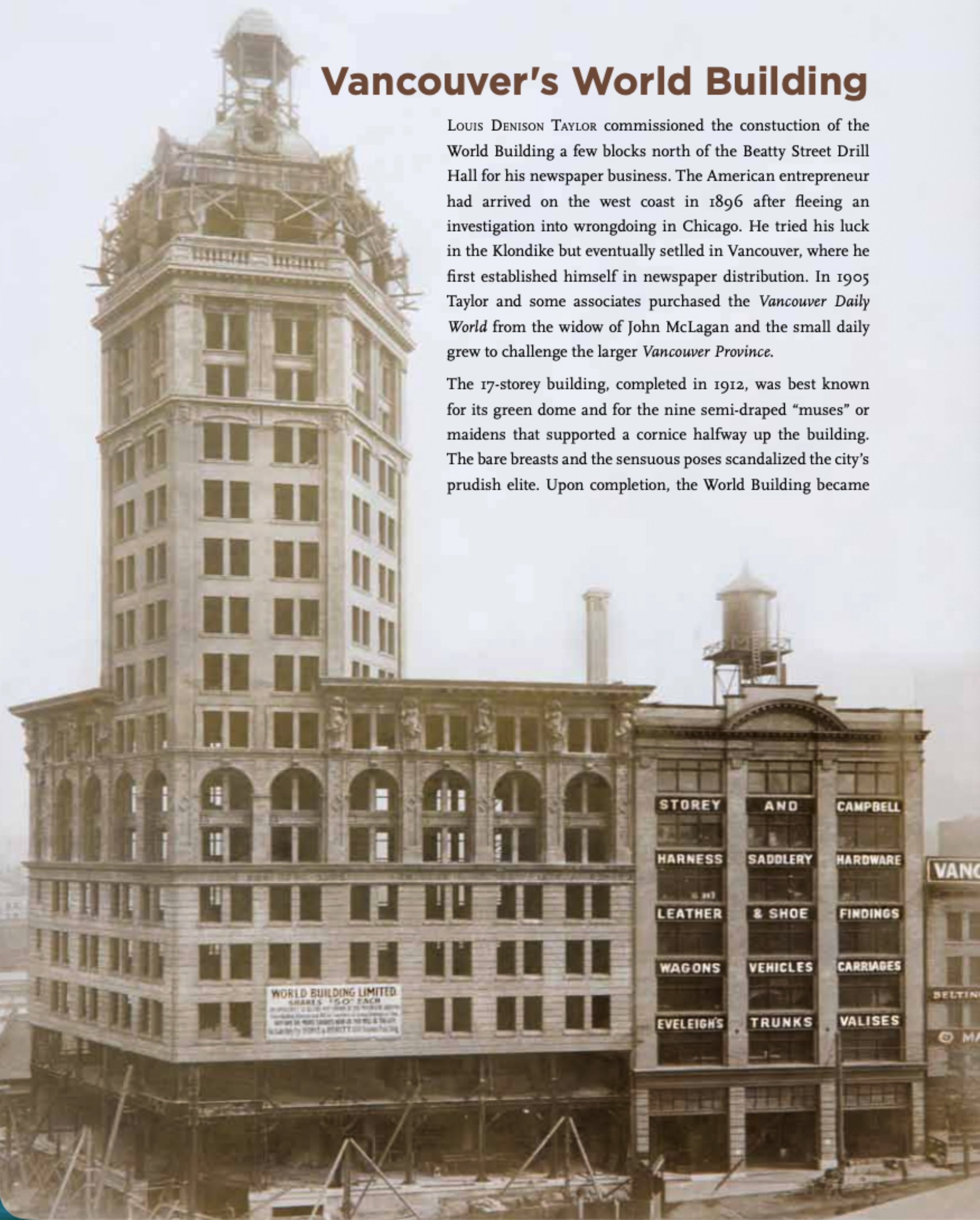
on the Fraser River that resulted in the sudden influx of miners into the vast area later to become the Province of British Columbia, had married a First Nations woman and died relatively poor. His son learned in 1935 that the British Government was seeking out relatives of Lady Houston. Bruce A. McKelvie, a noted BC historian and reporter with the *Vancouver Sun*, wrote letters on the son's behalf, and word came back that his grandmother had left an estate of \$30,000,000 and that the hypocritical old gal, shortly before her death, had offered to outfit the British Royal Navy with a "Houston" fleet of ships that was to carry the Houston name. The government turned her offer down. Lady Houston's will did not include any inheritance for illegitimate children, and the son never received so much as a dime from the estate.

By a strange twist of fate Carnegie's life went from "rags to riches," while his rich school chum Houston lived out the remaining years of his life on his Fort Langley farm that included the Derby townsite, the proposed colonial capital of the mainland of the province.

Vancouver's World Building

LOUIS DENISON TAYLOR commissioned the construction of the World Building a few blocks north of the Beatty Street Drill Hall for his newspaper business. The American entrepreneur had arrived on the west coast in 1896 after fleeing an investigation into wrongdoing in Chicago. He tried his luck in the Klondike but eventually settled in Vancouver, where he first established himself in newspaper distribution. In 1905 Taylor and some associates purchased the *Vancouver Daily World* from the widow of John McLagan and the small daily grew to challenge the larger *Vancouver Province*.

The 17-storey building, completed in 1912, was best known for its green dome and for the nine semi-draped "muses" or maidens that supported a cornice halfway up the building. The bare breasts and the sensuous poses scandalized the city's prudish elite. Upon completion, the World Building became





the tallest building in the British Empire. A previous record holder had been the Dominion Building located a few blocks away.

The newspaper man's editorials paved the way for his entry into politics, and he was elected Mayor of Vancouver 1910–11, 1915, 1925–28 and from 1931 to 1934. Taylor fought for women's rights, an eight-hour working day and Vancouver's first airport.

In 1924 Taylor got into financial difficulties and sold the building to Bekins, a Seattle moving company, and their huge neon sign went up on the roof of Vancouver's tallest building. The *Vancouver Sun* newspaper purchased the building in 1937, and it was renamed the Sun Tower.

Taylor had a "live and let live attitude" that, when he became older, didn't sit well with many of the self-righteous anti-everything factions in the city. This caused him to lose his last attempt at retaining the mayor's spot to lawyer Gerald Grattan McGeer. The lawyer-politician accused "LD" at age 77 of being both outdated and corrupt.

Taylor contested subsequent elections but without any success. A few days after the eighty-year old politician lost his last election, a group of well-wishers led by prominent lawyer Angelo Branca, later a BC Supreme Court judge, created a trust account in Taylor's name. The "pension" lasted the rest of L.D.'s life.

Above

A 1923 photograph from the World Building looking west although labelled north.

- 1 Vancouver Block
- 2 Second Hotel Vancouver
- 3 Hudson's Bay Company
- 4 Holy Rosary Cathedral
- 5 Vancouver Central School

Opposite

Commissioned by Taylor, the owner of the *Vancouver World* newspaper and later the longest serving Mayor of Vancouver, the Sun Tower was the tallest building in the British Empire when completed in 1912. Originally called the World Building, it surpassed the Dominion Building in height.



The Beatty Street Drill Hall

The 6th Regiment, of the Duke of Connaught's Own Rifles, parade for their annual inspection in 1909. The parade was held on the Cambie Street Grounds immediately west of the Beatty Street Drill Hall in downtown Vancouver. The view is east across Cambie Street.

From the Plaque at Beatty Street Drill Hall

VANCOUVER'S FIRST SOLDIERS occupied the former Imperial Opera House located near the corner of Beatty and Pender Streets to train and use as their headquarters. As the regiment numbers increased, they soon outgrew the old wooden building. After much resistance the Federal Government finally approved the purchase of land and the construction of Vancouver's first drill hall. Construction started late in 1899 and was completed in 1901. Lieutenant-Colonel Thomas Owen Townley was the Vancouver Battalion's first commanding officer in 1896 and was also registrar of land titles in Vancouver. His influence had much to do with the approval of the drill hall construction and its prominent location. Townley became Vancouver's eighth mayor in 1901.

The drill hall was designed by David Ewart and was opened on 30 September 1901 by the Duke and Duchess of Cornwall and York (later King George V and Queen Elizabeth). The building has two prominent castle-like turrets complete with battlements; World War II era tanks and two original 64-pounder guns used by the

regiment now adorn the exterior. The Beatty Street Drill Hall has long been a Vancouver landmark and is listed as a class-A heritage building. The walls are three and a half feet thick; the building rests on huge granite blocks. Limestone from Gabriola Island was used for the parapet, and it features a rusticated stone trim. The drill hall includes a large parade square, offices, a museum and classrooms. It formerly contained a firing range and bowling alley. Originally the Cambie Street Grounds, now a parking lot, across the street was also used as part of the regiment's training facilities.

Boer War veterans march north down Granville Street on 30 September 1901. The soldiers are in Vancouver for the official opening by the Duke and Duchess of Cornwall and York (later King George V and Queen Elizabeth) of the Beatty Street Drill Hall and for the presentation of medals for their South African service to the British Empire. Their tents have been set up in CPR Park, part of the second Hotel Vancouver complex. The view is taken to the northeast from one of the balconies near the top of the hotel.

Route to be taken by the Royal party

ON ARRIVAL

From CPR depot to corner Granville and Hastings

Hastings to Main

Along Main to Pender

Along Granville to Georgia to Courthouse

AFTER CEREMONY AT COURTHOUSE

Proceeds to Aberdeen School from Court House, along Howe via Georgia; and Howe to Smithe, and along Smithe to Burrard

DRIVE AROUND PARK

Aberdeen School, Burrard to Nelson, Nelson to Bidwell, Bidwell to Beach Avenue to park, leaving by Georgia Street entrance and thence via Georgia back to hotel.

VICTORIA COLONIST, 30 SEPTEMBER 1901



The Empire Tour

From The Vancouver Sun, 30 September 1901

VANCOUVER TODAY gives the Duke and Duchess of Cornwall and York a western welcome. Having circumnavigated the globe and reached the Terminal City, the royal party may be said to have virtually concluded its remarkable programme. After the visit to Victoria tomorrow it will be on what may be called the "home run."

The Heir Apparent has now visited most of the colonies over which he will reign as George V. No other prince in the direct line, no matter what the empire, has ever made so vast a tour without leaving the borders of the lands over which the flag of his country is entitled to wave. One may go further and say that never before in the history of the world has a ruler, actual or potential, received the homage of a territory so great in its extent.

It must not be forgotten that His Royal Highness has not been to every part of the Empire. There are portions that will have to be left unvisited such as Hong Kong in the Far East and huge portions of the continent of Africa.

The trip that has been made from the Atlantic, the water route of the nineteenth century to the Pacific, the ocean of the twentieth century was an impossibility a few decades back. Today it is a far easier and much pleasanter journey than the ride from London to Bath was in the days of the last George.

When it is remembered that 16 years ago there was no such place as the City of Vancouver the people of the west may feel proud of the reception that is today accorded to the Duke and Duchess. The city is decorated in the colours of empire—red white and blue—and the Duke of Cornwall is given ample proof that this young city of the west is not among the least in proving that it delights to show its loyalty to the reigning family. Far removed though Vancouver is from the seat of the empire yet its citizens feel that they are as true sons of Britain as they among whom royalty dwells. The metropolis of the Canadian coast of one of the Seven Seas shouts with all its might, "God save the Duke and Duchess of York."



Above

The British Columbia Regiment, Canadian Artillery, wore the Wolseley helmet in the 1890s.

Opposite

Lieutenant-Colonel Thomas Owen Townley, circa 1898.

He was the Commanding Officer of the 2nd Battalion, British Columbia Regiment, Canadian Artillery, with Wolseley helmet and swagger stick. Lieutenant-Colonel Townley served on the Vancouver City council in the late 1890s and served as Vancouver's 8th mayor in 1901.



The Duke of Connaught's Visit

The Ghost Soldier of the Beatty Street Drill Hall

by Diana Morency

Administrative Assistant,
Beatty Street Drill Hall

When I first began working at the British Columbia Regiment, I had a sense of being watched or observed. Not knowing the history of the place, I had wandered around the building, taking in my surroundings. One day I looked up towards the inside windows and saw a movement near the exit sign. It was as if a hand moved across the sign blurring it.

Another time I was sent down to the Quarter Master section and by mistake took a wrong turn and ended up in the Junior Ranks area. I felt a strong sense that someone was watching me, and that sent shivers throughout my entire body. I know that he is not an evil presence, and I suspect he just wants to make sure that I was okay being in the regiment that he values so much.

Later I was told about his ashes and did my own research on him and came to discover that one of his requests was that he be buried at sea. I feel his wishes should be honoured, so his restless spirit can be at ease, and if he chooses to visit then he can do so with a sense of peace.

From The Vancouver Sun, 18 September 1912

WITH A GUARD OF HONOUR of the Duke of Connaught's Own Rifles standing at the salute and with the regimental band playing the National Anthem, the royal train rolled in at the Canadian Pacific depot at 3 o'clock this afternoon, and His Royal Highness and the Duchess and the Princess Patricia and the members of the vice-regal suite, were accorded a hearty welcome to the Terminal City by Mayor Findlay and the civic reception committee and representative of the Dominion and provincial governments and military forces.

Although work on several of the arches was being actively proceeded with late this morning, the nail had been driven; the last piece of bunting adjusted and everything was in readiness for the people of Vancouver to greet their royal highnesses when the train arrived. For two hours the citizens in tens of thousands had been thronging the streets, admiring the splendid decorations and taking up their places along the line of route.

From early morn Vancouver has been on the tiptoe of expectation over the vice-regal visit. Like all hospitable hosts—anxious that nothing should be left undone—the city has been actively engaged in preparations for the guests and work on the decorations was being rushed to the very moment of their arrival.

There is no desire to make comparisons—for everyone knows that all along the “royal progress” every town has done splendidly—but Vancouver as decked today without a doubt compares favourably with any other city in Canada, as regards decorations.

Taking their places in the carriages waiting near the platform, the royal guests escorted by the detachment of the British Columbia Mounted Horse under the command of Colonel Flick, proceeded on their tour of the city. The winding roadway from the railway station to the corner of Granville and Cordova Streets, was one densely packed mass of surging humanity, each wait of which was eager to catch the first glimpse of the vice-regal visitors. The police cordons were well preserved, though the mounted and foot constables had a busy time keeping clear the path. The crowds were thickest near the corner of Granville and Hastings Streets. Here nearly ten thousand people had gathered to view the royal procession.

Their royal highnesses were greeted with hearty cheers that almost echoed across the inlet and were in one long-continued surge of sound

along the liner of route as the party passed on the way.

The thousands of flags waved bravely in the breeze, the air seemed vibrant with tense enthusiasm, and the brightly decorated arches and buildings and resplendent uniforms of the militia regiments blended in one kaleidoscopic mass of colour, contrasting effectively with the sombre garb of the civilians in the orthodox frock coat and silk hat, who occupied the carriages.

The gala attire of the streets and buildings and the harbour shipping, the general air of festivity and civic wellbeing, the magnificent buildings handsomely decorated, all combine to present to the distinguished visitors of this afternoon a scene of progress and prosperity probably unsurpassed on the continent.

The decorations are of the amplest and most attractive description. Myriad flags flutter from every vantage point. Work on the decorations has proceeded day and night without intermission for the last week, and it has been a race against time to complete them. Workmen have labored under extreme difficulties, and have accomplished much under the most trying conditions. It's a question whether the Italian arch on Hastings Street will be completed on time.

Arches Are Feature

An arch erected by the Progress Club on Granville Street from a design by Mr. George Henry Little, a reproduction of Holbein's architectural masterpiece at the gateway at St. James' Palace, London, is among the most striking of the decorative effects. This arch represents the architecture of the Tudor period. It is finished off with a fine coating of stone on paint, with mullioned windows of the old-fashioned bulls' eyeglass, expressly made in small sheets.



Prince Arthur, the Duke of Connaught and Strathern, was the third and favourite son of Queen Victoria. He rose to the rank of Field Marshall in his own right as a professional soldier in the British Army. He also served as the Masonic Grand Master of the United Grand Lodge of England from 1901 until 1939. The Duke of Connaught served as the Colonel of the Regiment and then Colonel-in-Chief of the 6th Duke of Connaught's Own Rifles (now the British Columbia Regiment's Duke of Connaught's Own) from 1900 until 1942. He was Governor General of Canada from 1911 until 1916. The Duke of Connaught Lodge No. 64 in North Vancouver was named to commemorate his 1912 visit to Vancouver.



Vancouver City Mounted Police sit at attention in front of an arch that straddled Hamilton Street at Pender Street. The arch was built and donated by the BC Shingle Association to honor the visit by the Duke and Duchess of Connaught.

A huge Douglas fir, bark left on, was sawn into eight logs—each four feet in diameter and 20 feet long—that were stood on end and topped with a flag-bedecked pediment. According to folklore, there was not a nail in the whole of it.

William J. Edgett took this photograph on 20 September 1912 during the visit of the royals. The arch was later dismantled and relocated in Stanley Park at the Indian Village of Whoi-Whoi. By 1947 that arch had deteriorated and as a result was demolished.

From the turret will fly one of the few Royal Standards in the city. The Royal Coat of Arms and that of the Duke of Connaught are emblazoned, as also the emblem of the Progress Club. The whole will be lit up tonight by a scheme of illumination from within. To the energy of Mr. J. T. Stephens, the erection of the Progress Club's arch is largely due. Vines are being trained on the structure and the whole will form a very complete reproduction.

Italian Arch

Another handsome arch is the one erected by the Italians, designed to represent the arch of the Constantine at Rome. This arch is of Roman Corinthian order and is the tallest in the city, 64 feet high. Over the top is inscribed in English and Italian, "Italian Colony, in Honor to His Royal Highness." The arch is solid wood construction, in columns plastered to imitate marble. The plaster caps of the columns were engraved by a local sculpture and are an exact reproduction of the Corinthian caps at Cori, Italy, the only one of the kind known. The Canadian Northern arch adjoining is after

the French style. Perry and Nicholas are the designers of the Italian arch. Other arches are the Japanese arch after the design of those generally erected at the entrance to the temples of Buddha, and the Chinese arch, on Carrall Street, that is a reproduction of the arches generally constructed in China for similar occasions. The Germans have erected on Granville Street an old German design of a city gate, the outline of which is illuminated. A smaller ancient city gate, from a design by Mr. Ormaton, is erected at the corner of Granville and Hastings Streets. Another handsome erection is the Lumbermens' Association arch at Pender and Hamilton Streets. Massive unhewn logs of Douglas fir form the bases. This arch is to be, it is understood, rebuilt in Stanley Park. The gaily dressed harbor ships fly the British emblem from every masthead.

A view east of the Italian arch across Hastings Street at Homer Street with the Dominion Building blocked by the left hand corner of the arch with the Great Northern Railway arch in the background.



The Duke of Connaught's Men

by Colonel (retired) Keith D. Maxwell, OMM, CD

ON 18 SEPTEMBER 1912 the 62-year-old Prince Arthur, the Duke of Connaught, third son of Queen Victoria, visited Vancouver and met with military officers and personnel at the Beatty Street Drill hall for a photograph opportunity. The Duke was Canada's 10th Governor General and served from 1911 until 1916.

Some of the officers in the portrait went on to serve heroically in the First World War and some made the ultimate sacrifice:

Captain H. C. Buller joined the Princess Patricia's Canadian Light Infantry at the outbreak of the First World War and was killed in action commanding that Regiment at Sanctuary Wood on 2 June 1916. He is buried in the PPCLI's first Regimental burial ground just south of Ypres, Belgium, along with approximately 100 other original members of the Regiment.

Major William Frederick Hart-McHarg served in the South Africa War and later commanded the 7th (1st British Columbia) Battalion of the Canadian Expeditionary Force, which is perpetuated by Vancouver's British Columbia Regiment (Duke of Connaught's Own). He was killed in action commanding his battalion during the Second Battle of Ypres, near Saint Julien, Belgium, on 24 April 1915.

Lieutenant William S. Latta commanded the 29th (Vancouver) Battalion from May 1917 until August 1918, when he was seriously wounded in action at Amiens, France. He was awarded the Distinguished Service Order (DSO) three times. There were only sixteen officers in Canada so honoured. His son, Pilot Officer John Blandford Latta, was an ace fighter pilot during the Battle of Britain, who was credited with six kills. He was awarded the Distinguished Flying Cross. Pilot Officer Latta was killed in action on 12 January 1941.

Major T. V. Scudamore served with the first contingent as a company commander in the 7th (1st British Columbia) Battalion of the Canadian Expeditionary Force. He was taken prisoner during the Second Battle of Ypres near Saint Julien, Belgium, on 24 April 1915. He later wrote the history of the 7th (1st BC) Battalion in the First World War. His son, Lieutenant John Scudamore, was killed in action while serving as an officer of the British Columbia Regiment in Belgium in October 1944.



6th Regiment, The Duke of Connaught's Own Rifles allied with the Rifle Brigade (The Prince Consort's Own).

Back row: Lieutenant J. D. Inkster; Lieutenant J. S. Matthews, Vancouver City Archivist 1933–1970; Lieutenant W. J. McManus; Lieutenant T. V. Scudamore; Lieutenant J. M. McMillan; Lieutenant W. S. Latta; Lieutenant J. Moscrop; Lieutenant C. E. King; Lieutenant H. B. Scharschmidt

Middle row: Captain R. H. McGill; Captain P. M. Ferris; Captain R. G. Maxwell; Captain A. Graham; Captain A. Rowan; Lieutenant G. W. Melhuish; Captain C. Milne; Lieutenant A. Turner; Lieutenant W. B. Hunter

Front row: Captain H. C. Buller, Aide-de-camp, The Rifle Brigade; Major H. D. Hulme; Lieutenant Colonel J. Duff Stuart; Field Marshall His Royal Highness The Duke of Connaught, Honorary Colonel; A. D. McRae, Esquire, Honorary Lieutenant Colonel; Major W. Hart-McHarg; Captain Reverend C. C. Owen

The Duke of Connaught's Men

by Colonel (retired) Keith D. Maxwell, OMM, CD

ON 18 SEPTEMBER 1912 the 62-year-old Prince Arthur, the Duke of Connaught, third son of Queen Victoria, visited Vancouver and met with military officers and personnel at the Beatty Street Drill hall for a photograph opportunity. The Duke was Canada's 10th Governor General and served from 1911 until 1916.

Some of the officers in the portrait went on to serve heroically in the First World War and some made the ultimate sacrifice:

Captain H. C. Buller joined the Princess Patricia's Canadian Light Infantry at the outbreak of the First World War and was killed in action commanding that Regiment at Sanctuary Wood on 2 June 1916. He is buried in the PPCLI's first Regimental burial ground just south of Ypres, Belgium, along with approximately 100 other original members of the Regiment.

Major William Frederick Hart-McHarg served in the South Africa War and later commanded the 7th (1st British Columbia) Battalion of the Canadian Expeditionary Force, which is perpetuated by Vancouver's British Columbia Regiment (Duke of Connaught's Own). He was killed in action commanding his battalion during the Second Battle of Ypres, near Saint Julien, Belgium, on 24 April 1915.

Lieutenant William S. Latta commanded the 29th (Vancouver) Battalion from May 1917 until August 1918, when he was seriously wounded in action at Amiens, France. He was awarded the Distinguished Service Order (DSO) three times. There were only sixteen officers in Canada so honoured. His son, Pilot Officer John Blandford Latta, was an ace fighter pilot during the Battle of Britain, who was credited with six kills. He was awarded the Distinguished Flying Cross. Pilot Officer Latta was killed in action on 12 January 1941.

Major T. V. Scudamore served with the first contingent as a company commander in the 7th (1st British Columbia) Battalion of the Canadian Expeditionary Force. He was taken prisoner during the Second Battle of Ypres near Saint Julien, Belgium, on 24 April 1915. He later wrote the history of the 7th (1st BC) Battalion in the First World War. His son, Lieutenant John Scudamore, was killed in action while serving as an officer of the British Columbia Regiment in Belgium in October 1944.



6th Regiment, The Duke of Connaught's Own Rifles allied with the Rifle Brigade (The Prince Consort's Own).

Back row: Lieutenant J. D. Inkster; Lieutenant J. S. Matthews, Vancouver City Archivist 1933–1970; Lieutenant W. J. McManus; Lieutenant T. V. Scudamore; Lieutenant J. M. McMillan; Lieutenant W. S. Latta; Lieutenant J. Moscrop; Lieutenant C. E. King; Lieutenant H. B. Scharschmidt

Middle row: Captain R. H. McGill; Captain P. M. Ferris; Captain R. G. Maxwell; Captain A. Graham; Captain A. Rowan; Lieutenant G. W. Melhuish; Captain C. Milne; Lieutenant A. Turner; Lieutenant W. B. Hunter

Front row: Captain H. C. Buller, Aide-de-camp, The Rifle Brigade; Major H. D. Hulme; Lieutenant Colonel J. Duff Stuart; Field Marshal His Royal Highness The Duke of Connaught, Honorary Colonel; A. D. McRae, Esquire, Honorary Lieutenant Colonel; Major W. Hart-McHarg; Captain Reverend C. C. Owen

Training for the Trenches

by Sergeant Dwayne H. Snow, CD

SEVENTEEN INFANTRY BATTALIONS were raised in British Columbia to serve overseas in the Great War, of which seven are perpetuated by the British Columbia Regiment (Duke of Connaught's Own), the province's senior regiment. More than 15,000 volunteers passed through the ranks of these seven units. Many of the initial volunteers were drawn from the serving members of the Duke of Connaught's Own Rifles and other local regiments, while most of the later recruits were civilians with no military experience. In each battalion a small number of veteran officers and non-commissioned officers provided a cadre around which the new recruits were formed. Three of the regiment's battalions became part of the order of battle of the Canadian Corps while the remainder were broken up as reinforcements. Those forming part of the Canadian Corps included the 7th, 29th and 102nd Battalions.



The 7th Battalion was raised at Camp Valcartier, Quebec, in September 1914 with an initial strength of 1223 officers and men. Lieutenant-Colonel Hart-McHarg was its first commanding officer. More than 6,000 men served in the 7th Battalion, which suffered 1529 killed and 3669 wounded during their 45 months on the Western Front. The 7th Battalion returned to Vancouver on 25 April 1919 with only 12 of its original members. Soldiers of the Battalion earned more than 270 awards for gallantry, including three Victoria Crosses, the highest award for valour in the Empire. Captain Edward Bellew and Private Michael J. O'Rourke and Private Walter Rayfield earned the three VCs.

The 29th (Vancouver) Battalion, known as "Tobin's Tigers," was raised in Vancouver in March 1915 and had an initial strength of 1227 officers and men. Lieutenant-Colonel Henry Tobin, a veteran of the RCMP and the South African War, was its first commanding officer. Arriving at the front in the fall of 1915, it served with distinction in the trenches of the Kemmel Sector in late 1915 until the final 100

6th Field Company Construction Engineers, Camp 2, bivouacked at Grandview Park (Commercial Drive and Charles Streets) on 2 April 1918 in preparation for deployment overseas to France and Belgium.



Training for the Trenches

by Sergeant Dwayne H. Snow, CD

SEVENTEEN INFANTRY BATTALIONS were raised in British Columbia to serve overseas in the Great War, of which seven are perpetuated by the British Columbia Regiment (Duke of Connaught's Own), the province's senior regiment. More than 15,000 volunteers passed through the ranks of these seven units. Many of the initial volunteers were drawn from the serving members of the Duke of Connaught's Own Rifles and other local regiments, while most of the later recruits were civilians with no military experience. In each battalion a small number of veteran officers and non-commissioned officers provided a cadre around which the new recruits were formed. Three of the regiment's battalions became part of the order of battle of the Canadian Corps while the remainder were broken up as reinforcements. Those forming part of the Canadian Corps included the 7th, 29th and 102nd Battalions.

The 7th Battalion was raised at Camp Valcartier, Quebec, in September 1914 with an initial strength of 1223 officers and men. Lieutenant-Colonel Hart-McHarg was its first commanding officer. More than 6,000 men served in the 7th Battalion, which suffered 1529 killed and 3669 wounded during their 45 months on the Western Front. The 7th Battalion returned to Vancouver on 25 April 1919 with only 12 of its original members. Soldiers of the Battalion earned more than 270 awards for gallantry, including three Victoria Crosses, the highest award for valour in the Empire. Captain Edward Bellew and Private Michael J. O'Rourke and Private Walter Rayfield earned the three VCs.

The 29th (Vancouver) Battalion, known as "Tobin's Tigers," was raised in Vancouver in March 1915 and had an initial strength of 1227 officers and men. Lieutenant-Colonel Henry Tobin, a veteran of the RCMP and the South African War, was its first commanding officer. Arriving at the front in the fall of 1915, it served with distinction in the trenches of the Kemmel Sector in late 1915 until the final 100

6th Field Company Construction Engineers, Camp 2, bivouacked at Grandview Park (Commercial Drive and Charles Streets) on 2 April 1918 in preparation for deployment overseas to France and Belgium.





Victoria Cross recipients Private Michael James O'Rourke of the 7th (1st British Columbia) Battalion and Company Sergeant Major Robert Hill Hanna of the 29th (Vancouver) Battalion stand united in front of Buckingham Palace after the Victoria Cross awards ceremony conducted by King George V. Both soldiers won their VCs at the Battle of Hill 70 in August 1917. Note that CSM Hanna is wearing the white hat band of an officer cadet as he had been selected for officer training shortly after the battle.

days campaign that ended the war. Of the 4524 soldiers who served in its ranks during the war 606 were killed and 1715 were wounded. The soldiers of the 29th earned more than 355 decorations for gallantry and Sergeant-Major Robert Hanna was awarded a VC.

The 102nd (North British Columbia) Battalion, raised at Comox in December 1915, had an initial strength of 1005 officers and men. Lieutenant-Colonel John Weightman Warden was its first commanding officer and the Battalion became known as "Warden's Warriors." Warden had

served in the Duke of Connaught's Own Rifles (DCOR) and enlisted in the 7th Battalion. The 102nd Battalion arrived in France on 12 August 1916 and received its "baptism of fire" at the Somme. Of the 3863 officers and men who served in the battalion 676 were killed and 1715 wounded. The soldiers of the battalion earned 287 decorations for gallantry. Lieutenant Graham Lyall was awarded a VC.

With the defeat of the German Empire, two of the regiment's battalions, the 7th and 29th, formed part of the occupation force on the Rhine River and returned to base

The Victoria Cross

There were only 70 Victoria Crosses awarded to Canadians during the First World War, and a further sixteen in the Second World War. The decoration is a simple bronze Maltese Cross with the words "For Valour" inscribed on it with the recipient's rank, name and serial number on the reverse of the bar. It is worn on the right of other service medals. Queen Victoria introduced the medal in 1856 to reward acts of bravery during the Crimean War. According to folklore, the gun-metal from which the medals came were struck from Russian cannons captured during the siege of Sevastopol. Victoria Crosses can now sell for up to a million dollars.

Robert Hill Hanna joined C Company of the 29th Battalion, known as Tobin's Tigers, as a private. He received his VC in 1917 after all his company officers were killed. He reorganized the remaining men to attack and capture a German trench and defend the position against counterattack in August 1917 on Hill 70 near Lens, France.

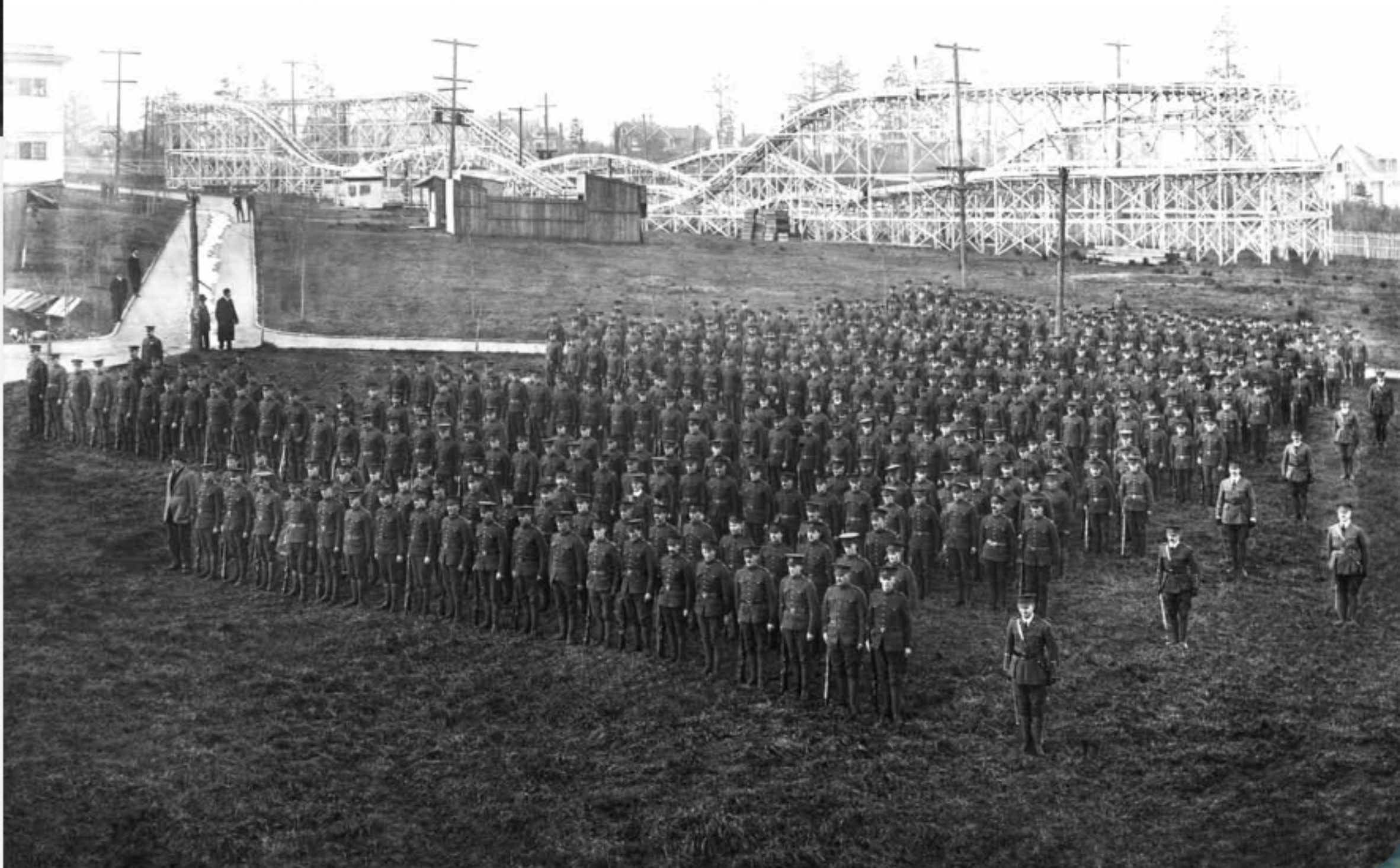
Hastings Park

From the Bessborough Armoury Museum's notes:

The 1920s were a time of improvisation and achievement for the brigade. The first summer camp was held in Hastings Park (present day PNE fairgrounds) in 1921. The government was unwilling to fund a permanent establishment of horses to pull the guns, so the artillerymen rescued some old horses on their way to the slaughterhouse. Fed, encouraged and groomed by the soldiers, the horses pulled the guns to Hastings Park, where, in between rides on the roller-coaster, the artillerymen trained in a manner described as "cheerful and willing, rather than well-informed".



The 29th Battalion of the Canadian Expeditionary Forces stand at attention in 1914 at the parade square at Hastings Park with the roller-coaster ride in the background.





Victoria Cross recipients Private Michael James O'Rourke of the 7th (1st British Columbia) Battalion and Company Sergeant Major Robert Hill Hanna of the 29th (Vancouver) Battalion stand united in front of Buckingham Palace after the Victoria Cross awards ceremony conducted by King George V. Both soldiers won their VCs at the Battle of Hill 70 in August 1917. Note that CSM Hanna is wearing the white hat band of an officer cadet as he had been selected for officer training shortly after the battle.

days campaign that ended the war. Of the 4524 soldiers who served in its ranks during the war 606 were killed and 1715 were wounded. The soldiers of the 29th earned more than 355 decorations for gallantry and Sergeant-Major Robert Hanna was awarded a VC.

The 102nd (North British Columbia) Battalion, raised at Comox in December 1915, had an initial strength of 1005 officers and men. Lieutenant-Colonel John Weightman Warden was its first commanding officer and the Battalion became known as "Warden's Warriors." Warden had

served in the Duke of Connaught's Own Rifles (DCOR) and enlisted in the 7th Battalion. The 102nd Battalion arrived in France on 12 August 1916 and received its "baptism of fire" at the Somme. Of the 3863 officers and men who served in the battalion 676 were killed and 1715 wounded. The soldiers of the battalion earned 287 decorations for gallantry. Lieutenant Graham Lyall was awarded a VC.

With the defeat of the German Empire, two of the regiment's battalions, the 7th and 29th, formed part of the occupation force on the Rhine River and returned to base

The Victoria Cross

There were only 70 Victoria Crosses awarded to Canadians during the First World War, and a further sixteen in the Second World War. The decoration is a simple bronze Maltese Cross with the words "For Valour" inscribed on it with the recipient's rank, name and serial number on the reverse of the bar. It is worn on the right of other service medals. Queen Victoria introduced the medal in 1856 to reward acts of bravery during the Crimean War. According to folklore, the gun-metal from which the medals came were struck from Russian cannons captured during the siege of Sevastopol. Victoria Crosses can now sell for up to a million dollars.

Robert Hill Hanna joined C Company of the 29th Battalion, known as Tobin's Tigers, as a private. He received his VC in 1917 after all his company officers were killed. He reorganized the remaining men to attack and capture a German trench and defend the position against counterattack in August 1917 on Hill 70 near Lens, France.

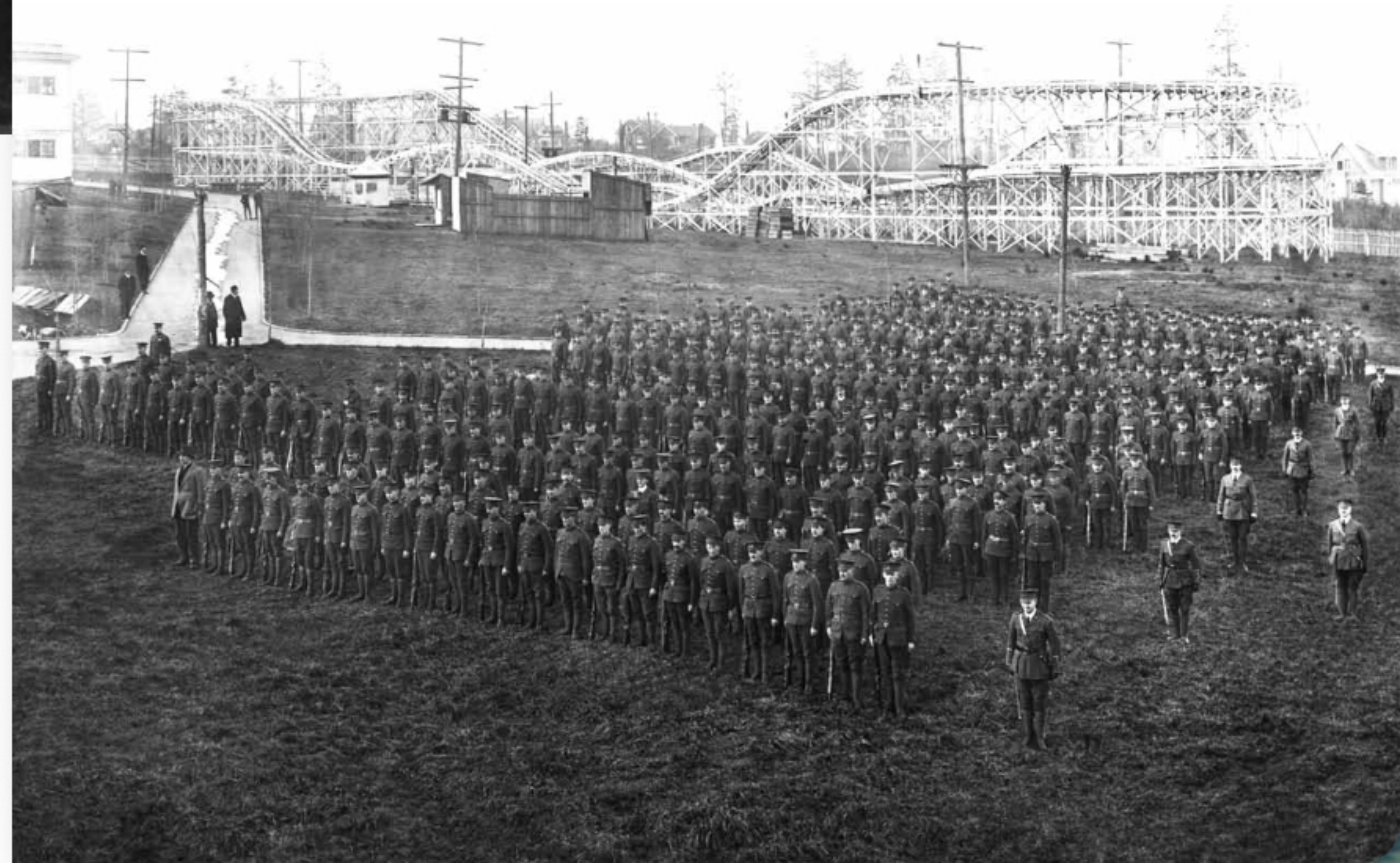
Hastings Park

From the Bessborough Armoury Museum's notes:

The 1920s were a time of improvisation and achievement for the brigade. The first summer camp was held in Hastings Park (present day PNE fairgrounds) in 1921. The government was unwilling to fund a permanent establishment of horses to pull the guns, so the artillerymen rescued some old horses on their way to the slaughterhouse. Fed, encouraged and groomed by the soldiers, the horses pulled the guns to Hastings Park, where, in between rides on the roller-coaster, the artillerymen trained in a manner described as "cheerful and willing, rather than well-informed".



The 29th Battalion of the Canadian Expeditionary Forces stand at attention in 1914 at the parade square at Hastings Park with the roller-coaster ride in the background.



16754 125. Bryant



BUCKINGHAM PALACE

7th Canadian

1918.

The Queen joins me in welcoming you on your release from the miseries & hardships, which you have endured with so much patience & courage.

During these many months of trial, the early rescue of our gallant Officers & Men from the cruelties of their captivity has been uppermost in our thoughts.

We are thankful that this longed for day has arrived, & that back in the old Country you will be able once more to enjoy the happiness of a home & to see good days among those who anxiously look for your return.

George R. I.

Left

This letter, which appears to be in the handwriting of King George V, is actually a printed form letter sent to many of the prisoners of war released shortly after 11 November 1918 in accordance with the terms of the Armistice.

This letter was sent to 16754 Private H.H. Bryant of 3 Company, 7th (1st British Columbia) Battalion of the Canadian Expeditionary Force. He was taken prisoner on 24 April 1915 during the Second Battle of Ypres near Saint Julien, Belgium. Germany gave notice of his capture on 15 May 1915, and he was kept at a prisoner of war camp near Munster, Germany until his release.

Right

This official portrait of King George V hangs proudly on display at the Bessborough Armoury.

camps in early 1919. The battalions returned home in the ensuing months and were demobilized and dismissed with appropriate ceremony and fanfare.

The greatest problem that faced the army after the war was reorganizing and perpetuating 260 reinforcing and 59 fighting battalions of the Canadian Expedition Forces within the "Old Militia" regiments that remained behind in Canada. In British Columbia, National Defence Headquarters decided to create the 1st British Columbia Regiment with six battalions. The DCOR and the 7th Battalion joined to form the First Battalion (7th Battalion CEF) 1st BC Regiment (DCO). The 29th (Vancouver) Battalion formed the 2nd Battalion, 1st British Columbia Regiment, and the 47th Battalion and the Westminster Regiment formed the 3rd Battalion, 1st British Columbia Regiment.

The Beatty Street Drill Hall was a busy place, with the Vancouver Regiment parading Monday and Wednesdays, the Seaforth Highlanders on Tuesday and Thursdays, and the 1st BC Regiment parading on the other days.

In 1927 Lieutenant-Colonel William Wasborough Foster, CMG, DSO, VD, became the new commanding officer of the regiment.

In the 1920s Vancouver's militia regiments had undergone a series of amalgamations, brought on by cuts



in the defence budget. The 1st Battalion was renamed the British Columbia Regiment (Duke of Connaught's Own Rifles) and the 2nd Battalion was redesignated the Vancouver Regiment; the latter was amalgamated with the Irish Fusiliers in 1936. In 2002 the Irish Fusiliers were amalgamated with The British Columbia Regiment (Duke of Connaught's Own).

Throughout the inter-war period the militia in Canada was badly equipped and underfunded—still wearing uniforms and using equipment left over from the First World War."

16754 P.O. Bryant



BUCKINGHAM PALACE

7th Canadian

1918.

The Queen joins me in welcoming you on your release from the miseries & hardships, which you have endured with so much patience & courage.

During these many months of trial, the early rescue of our gallant Officers & Men from the cruelties of their captivity has been uppermost in our thoughts.

We are thankful that this longed for day has arrived, & that back in the old Country you will be able once more to enjoy the happiness of a home & to see good days among those who anxiously look for your return.

George R.I.

Left

This letter, which appears to be in the handwriting of King George V, is actually a printed form letter sent to many of the prisoners of war released shortly after 11 November 1918 in accordance with the terms of the Armistice. This letter was sent to 16754 Private H.H. Bryant of 3 Company, 7th (1st British Columbia) Battalion of the Canadian Expeditionary Force. He was taken prisoner on 24 April 1915 during the Second Battle of Ypres near Saint Julien, Belgium. Germany gave notice of his capture on 15 May 1915, and he was kept at a prisoner of war camp near Munster, Germany until his release.

Right

This official portrait of King George V hangs proudly on display at the Bessborough Armoury.



camps in early 1919. The battalions returned home in the ensuing months and were demobilized and dismissed with appropriate ceremony and fanfare.

The greatest problem that faced the army after the war was reorganizing and perpetuating 260 reinforcing and 59 fighting battalions of the Canadian Expedition Forces within the "Old Militia" regiments that remained behind in Canada. In British Columbia, National Defence Headquarters decided to create the 1st British Columbia Regiment with six battalions. The DCOR and the 7th Battalion joined to form the First Battalion (7th Battalion CEF) 1st BC Regiment (DCO). The 29th (Vancouver) Battalion formed the 2nd Battalion, 1st British Columbia Regiment, and the 47th Battalion and the Westminster Regiment formed the 3rd Battalion, 1st British Columbia Regiment.

The Beatty Street Drill Hall was a busy place, with the Vancouver Regiment parading Monday and Wednesdays, the Seaforth Highlanders on Tuesday and Thursdays, and the 1st BC Regiment parading on the other days.

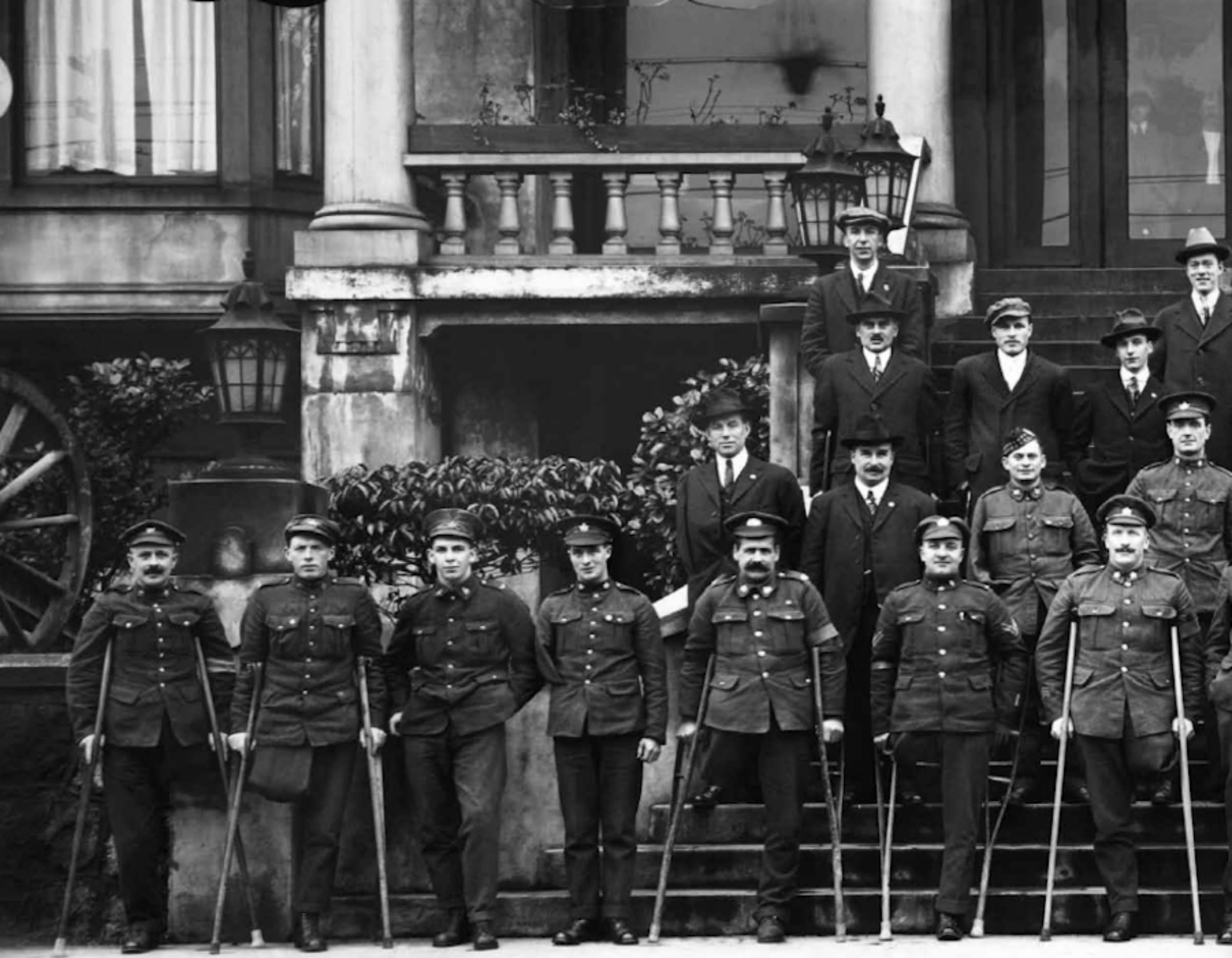
In 1927 Lieutenant-Colonel William Wasborough Foster, CMG, DSO, VD, became the new commanding officer of the regiment.

In the 1920s Vancouver's militia regiments had undergone a series of amalgamations, brought on by cuts

in the defence budget. The 1st Battalion was renamed the British Columbia Regiment (Duke of Connaught's

Own Rifles) and the 2nd Battalion was redesignated the Vancouver Regiment; the latter was amalgamated with the Irish Fusiliers in 1936. In 2002 the Irish Fusiliers were amalgamated with The British Columbia Regiment (Duke of Connaught's Own).

Throughout the inter-war period the militia in Canada was badly equipped and underfunded—still wearing uniforms and using equipment left over from the First World War."



Vancouver's Amputation Club

The club was formed in the early fall of 1918 and included in its membership only men who had lost an arm, a leg, or who had suffered amputation as a result of wounds in the Great War. The headquarters of the organization was at the Returned Soldiers' Club at 1142 West Pender Street, midway between Thurlow and Bute Streets.

But while the wounds of the amputees were visible, many veterans coming back from the war suffered from post-traumatic stress disorder for the rest of their lives from flashbacks and nightmares resulting from

their times in the trenches. They went overseas young and healthy and came back broken and with changed personalities.

The 100-room Elysium Hotel, built by realtors Marriot & Fellows and opened in 1911, competed for business with the CRP's second and third Hotels Vancouver. After the Second World War, the hotel was turned into 46 family suites under the federal government's Home Conversion Plan. It was demolished in the 1970s.



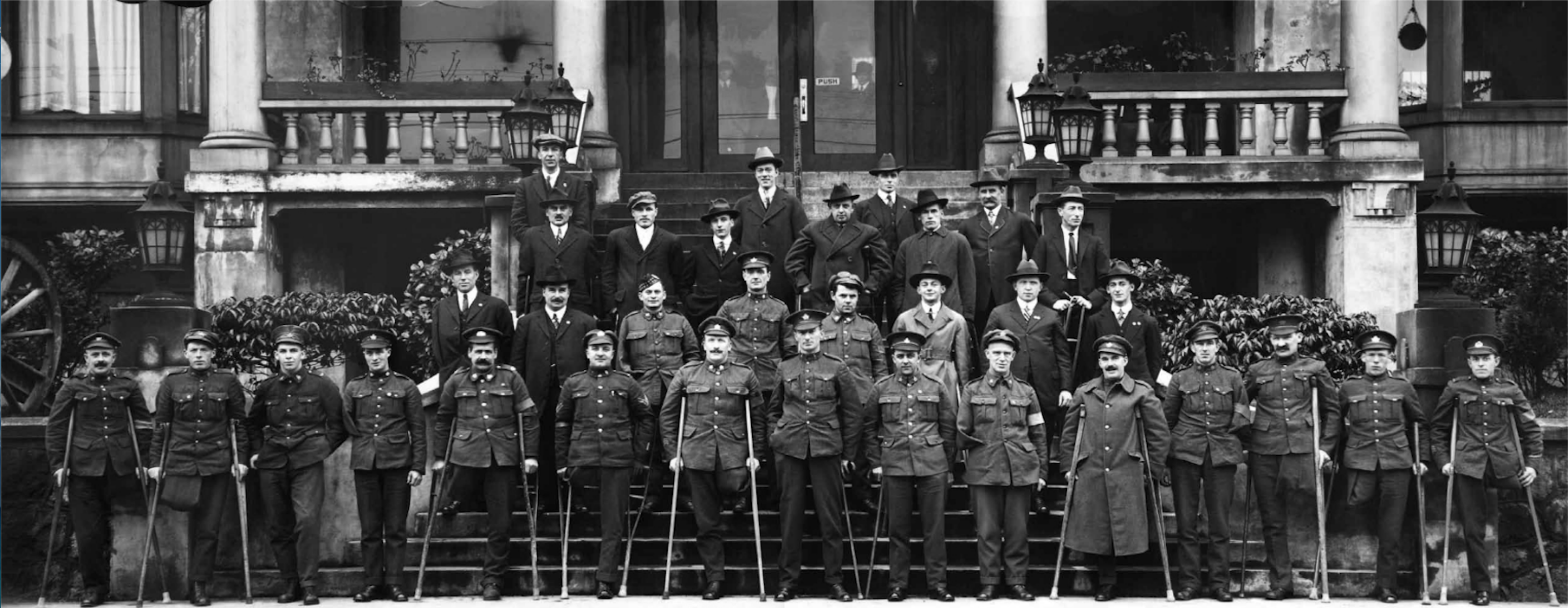
Some members of Vancouver's Amputation Club photographed in front of the Elysium Hotel , 3 November 1918.

Front row: A Stewart, F. Cowan, C. Wilson, M. McGougan, M. Wildman, A. Burnett, W. Armstrong, T. H. Potts, J. R. W. Jones, R. C. Sinclair, S. Ross, J. W. T. Currie, G. S. McArthur, F. McDonald, and F. C. Newcombe.

Second row: J. Logan, J. Alderson, R. C. Verrier, P. J. McCormack, C. McQueen, G. H. Morritt, T. L. Heads, W. Halstead.

Third row: H. Corner, E. R. Morton, C. Etchell, W. B. McConnell, President; D. McKenzie, R. W. Bashford.

Fourth row: H. W. Daw, J. R. Mulford, J. A. Paton and George Humphreys.



Vancouver's Amputation Club

The club was formed in the early fall of 1918 and included in its membership only men who had lost an arm, a leg, or who had suffered amputation as a result of wounds in the Great War. The headquarters of the organization was at the Returned Soldiers' Club at 1142 West Pender Street, midway between Thurlow and Bute Streets.

But while the wounds of the amputees were visible, many veterans coming back from the war suffered from post-traumatic stress disorder for the rest of their lives from flashbacks and nightmares resulting from

their times in the trenches. They went overseas young and healthy and came back broken and with changed personalities.

The 100-room Elysium Hotel, built by realtors Marriot & Fellows and opened in 1911, competed for business with the CRP's second and third Hotels Vancouver. After the Second World War, the hotel was turned into 46 family suites under the federal government's Home Conversion Plan. It was demolished in the 1970s.

Some members of Vancouver's Amputation Club photographed in front of the Elysium Hotel, 3 November 1918.

Front row: A Stewart, F. Cowan, C. Wilson, M. McGougan, M. Wildman, A. Burnett, W. Armstrong, T. H. Potts, J. R. W. Jones, R. C. Sinclair, S. Ross, J. W. T. Currie, G. S. McArthur, F. McDonald, and F. C. Newcombe.

Second row: J. Logan, J. Alderson, R. C. Verrier, P. J. McCormack, C. McQueen, G. H. Morritt, T. L. Heads, W. Halstead.

Third row: H. Corner, E. R. Morton, C. Etchell, W. B. McConnell, President; D. McKenzie, R. W. Bashford.

Fourth row: H. W. Daw, J. R. Mulford, J. A. Paton and George Humphreys.



The unveiling of the "Angel of Victory" took place in Vancouver on 22 April 1922 before a solemn crowd of military and local dignitaries. A white-haired and goateed Mayor Charles E. Tisdall stands on the extreme left-hand side of the podium.

Angel of Victory

A heritage monument, this bronze sculpture depicts an angel carrying a dead soldier and commemorates those brave men who lost their lives in the Great War of 1914 – 1918. This is one of three identical statues commissioned by the Canadian Pacific Railway in 1921 to honour their workers who answered the call of "King and country" and made the ultimate sacrifice. Montreal sculptor Coeur de Lion McCarthy created the statue. Two other identical sculptures are in Winnipeg and Montreal. The angel at the CPR Waterfront Station originally held a full wreath in her upraised hand. After the Second World War, the dates of that war were also added to the plaque.



The Worthington Brothers

by Colonel (retired) Keith D. Maxwell, OMM, CD

LIEUTENANT COLONEL DONALD G. WORTHINGTON and his brother, Major John R. Worthington, rest side by side in Bretteville-sur-Laize Commonwealth War Graves Cemetery near the village of Cintheaux in Normandy. Their graves are the first two on the right after entering the cemetery through the main entrance. The brothers were killed nine days apart during intense fighting south of Caen and in the Falaise Gap.

Don and Jack Worthington were the only two sons of Dr. and Mrs. George Worthington of Vancouver. Dr. Worthington was a physician and an alderman on the Vancouver City Council and a prominent citizen in the community. Don and Jack were born in 1913 and 1915 respectively, and both went to high school at the University School in Victoria. Both attended UBC, and both were pharmacists looking forward to a bright future in the family's pharmacy business.

Don Worthington was drawn to the military life at a young age, joining the BCR (DCOR) in 1934; he served as the Regiment's adjutant from 1936 to 1938. He then commanded a rifle company and a Vital Point Guard upon mobilization in 1939. When the BCR (DCOR) was not selected to form part of the first Canadian contingent proceeding overseas, Don was assigned as a General Staff Officer with Military District II Headquarters in Vancouver to help deal with the flurry of activities underway to mobilize the Canadian army.

Jack Worthington joined the Regiment at the outbreak of the Second World War, and was commissioned as a Second Lieutenant in September 1939 on the strength of his Canadian Officer Training Corps training at school and university. He undertook training with the Regiment in Vancouver as the unit awaited assignment to the fighting order of battle.

In June 1940 the BCR (DCOR) were assigned to the 4th Canadian Infantry Division; Don returned to the Regiment in his former post as adjutant, and Jack continued his position as a platoon commander when the Regiment moved to Nanaimo for individual and sub-unit training. During Christmas leave in 1940, Jack married Lena Jane McBride from Orangeville, Ontario.



Lieutenant Colonel D. G. Worthington was killed by friendly fire during the Battle of Normandy on 9 August 1944. Mount Worthington, located at the western end of Kananaskis River Valley and the beautiful Three Isle Lake Valley in the Canadian Rockies, is named in his honour.

Death on One Kitsilano Block

by Edna McGillvray

from a rock plaque at Cornwall Avenue and Trafalgar Street

I have lived in my home for eighty-seven years. This is how death affected one Kitsilano block, from 1st Avenue to 2nd Avenue on Trafalgar Street.

We lost the following boys in World War II: Billy Vandervoort, Bobby Mathers, Gordon Mantle (our paper boy) and the two Worthington brothers, Don and Jack. Don was in command at Falaise in France, and his brother served under him. Their father was Dr. Worthington who owned the Cut Rate Drug Stores. He had a community centre for cards and teas built at 4th and Trafalgar in their memory. It is long gone now.

This Sherman tank, now a static display in front of the Drill Hall on Beatty Street, is similar to those used by the British Columbia Regiment (DCO) in the Northwest Europe campaign of 1944–1945. The Regiment fought in Sherman tanks from Normandy to Germany, and lost over 120 tanks to enemy fire. This Sherman has the same markings and name as the tank Lieutenant-Colonel Worthington took into battle on the 8th and 9th of August 1944.



Both brothers served with the Regiment throughout its training in Canada, first as an infantry battalion, then as an armoured regiment upon conversion of the unit to armour in early 1942. During their training period in the Niagara area, Don was promoted to Major and assigned command of a rifle company and, later, an armoured squadron. With less experience, Jack retained command at the platoon and troop level.

Don went overseas with the Regiment's advance party, while Jack remained with the main party. They trained extensively, both with the Regiment and at various schools and on a variety of courses. Shortly after his arrival in the United Kingdom, Don was assigned to the British Royal Armoured Corps School to attend the Tactical Course; the course report noted that Major Worthington would "make a first class Squadron Leader." This was neither the first nor last time that his exceptional abilities were noted.

In 1943 Don deployed to North Africa where he was attached to the 2nd Lothian and Borders Horse Yeomanry, an armoured regiment assigned to British First Army. He served as a Squadron Commander and Second-in-Command of the Regiment and saw extensive action in the offensive in Tunisia to clear the German Army from North Africa.

Don rejoined his Regiment and his brother in April 1943. His experience, noted leadership qualities and exceptional abilities were noticed in high places. He attended the Canadian Military Headquarters Senior Officers' School from May to July 1943 and was appointed as Second-in-Command of the Regiment while on course.

In June of that year, Jack was promoted to Captain and the following month was assigned as the Regimental Signals Officer, a position he retained until the following August.

On 27 August 1943 Major Don Worthington was promoted to Lieutenant Colonel to command the Regiment; he was responsible for preparing the Regiment for the Northwest Europe campaign. He was a dynamic, popular and demanding Commanding Officer who got the most out of his officers and men. He drove them hard and treated them with respect. As a part of the preparation for combat and in recognition of his abilities, Lieutenant Colonel Worthington was

earmarked to replace his Brigade Commander in the event that Brigadier Booth became a casualty.

Colonel Worthington led his Regiment, as part of Worthington Force, into combat on 9 August 1944 during Operation Totalize. The Regiment's first combat engagement in the war was devastating, with more than half of the soldiers in the fighting echelon lost as casualties, along with three quarters of the Regiment's tanks. Colonel Worthington led his troops from the front throughout the battle and provided an inspiring example through his bravery and leadership. He was mentioned in despatches in "recognition of his gallantry and distinguished service" that day. He died from a shrapnel wound late that afternoon.

Jack Worthington was promoted the day after his brother was killed and assigned command of a squadron, where his first task was to help lead the reconstruction of the Regiment after its heavy losses. On 14 August 1944, Major Worthington led his squadron in Operation Tractable and follow-on offensive operations. In the next four days the Regiment advanced fifteen kilometres to the southeast of Falaise to cut off the retreating Germans. In the confusion of that advance, Jack's tank was mistaken for a German vehicle and strafed by a Royal Air Force Typhoon attack fighter. He was mortally wounded by the friendly fire and died minutes after being turned over to a Polish medical evacuation unit.

In 1946 Jane and Dr. Worthington wrote letters to Canadian Army Headquarters asking that the brothers be interred together. Their request was granted. The story of Don and Jack Worthington is one of inspiration and tragedy; they provided remarkable leadership to the British Columbia Regiment at war. May they Rest in Peace. Dr. and Mrs. Worthington are buried in the Masonic cemetery on North Road in Burnaby.



Wreaths adorn the Cenotaph at Victory Square in downtown Vancouver following the Remembrance Day ceremony in 2009. The words inscribed on the Cenotaph, *Their Name Liveth Forever More*, were written by Rudyard Kipling for use by the War Graves Commission after the First World War. The phrase is carved into the Stone of Remembrance at all Commission war graves cemeteries with more than 1000 graves. Kipling was active with the Commission from its outset after his son Jack, an 18-year old myopic Second Lieutenant with the Irish Guards, went missing and was presumed killed during the Battle of Loos in September 1915.

Death on One Kitsilano Block

by Edna McGillvray

from a rock plaque at Cornwall Avenue and Trafalgar Street

I have lived in my home for eighty-seven years. This is how death affected one Kitsilano block, from 1st Avenue to 2nd Avenue on Trafalgar Street.

We lost the following boys in World War II: Billy Vandervoort, Bobby Mathers, Gordon Mantle (our paper boy) and the two Worthington brothers, Don and Jack. Don was in command at Falaise in France, and his brother served under him. Their father was Dr. Worthington who owned the Cut Rate Drug Stores. He had a community centre for cards and teas built at 4th and Trafalgar in their memory. It is long gone now.

This Sherman tank, now a static display in front of the Drill Hall on Beatty Street, is similar to those used by the British Columbia Regiment (DCO) in the Northwest Europe campaign of 1944–1945. The Regiment fought in Sherman tanks from Normandy to Germany, and lost over 120 tanks to enemy fire. This Sherman has the same markings and name as the tank Lieutenant-Colonel Worthington took into battle on the 8th and 9th of August 1944.



Both brothers served with the Regiment throughout its training in Canada, first as an infantry battalion, then as an armoured regiment upon conversion of the unit to armour in early 1942. During their training period in the Niagara area, Don was promoted to Major and assigned command of a rifle company and, later, an armoured squadron. With less experience, Jack retained command at the platoon and troop level.

Don went overseas with the Regiment's advance party, while Jack remained with the main party. They trained extensively, both with the Regiment and at various schools and on a variety of courses. Shortly after his arrival in the United Kingdom, Don was assigned to the British Royal Armoured Corps School to attend the Tactical Course; the course report noted that Major Worthington would "make a first class Squadron Leader." This was neither the first nor last time that his exceptional abilities were noted.

In 1943 Don deployed to North Africa where he was attached to the 2nd Lothian and Borders Horse Yeomanry, an armoured regiment assigned to British First Army. He served as a Squadron Commander and Second-in-Command of the Regiment and saw extensive action in the offensive in Tunisia to clear the German Army from North Africa.

Don rejoined his Regiment and his brother in April 1943. His experience, noted leadership qualities and exceptional abilities were noticed in high places. He attended the Canadian Military Headquarters Senior Officers' School from May to July 1943 and was appointed as Second-in-Command of the Regiment while on course.

In June of that year, Jack was promoted to Captain and the following month was assigned as the Regimental Signals Officer, a position he retained until the following August.

On 27 August 1943 Major Don Worthington was promoted to Lieutenant Colonel to command the Regiment; he was responsible for preparing the Regiment for the Northwest Europe campaign. He was a dynamic, popular and demanding Commanding Officer who got the most out of his officers and men. He drove them hard and treated them with respect. As a part of the preparation for combat and in recognition of his abilities, Lieutenant Colonel Worthington was

earmarked to replace his Brigade Commander in the event that Brigadier Booth became a casualty.

Colonel Worthington led his Regiment, as part of Worthington Force, into combat on 9 August 1944 during Operation Totalize. The Regiment's first combat engagement in the war was devastating, with more than half of the soldiers in the fighting echelon lost as casualties, along with three quarters of the Regiment's tanks. Colonel Worthington led his troops from the front throughout the battle and provided an inspiring example through his bravery and leadership. He was mentioned in despatches in "recognition of his gallantry and distinguished service" that day. He died from a shrapnel wound late that afternoon.

Jack Worthington was promoted the day after his brother was killed and assigned command of a squadron, where his first task was to help lead the reconstruction of the Regiment after its heavy losses. On 14 August 1944, Major Worthington led his squadron in Operation Tractable and follow-on offensive operations. In the next four days the Regiment advanced fifteen kilometres to the southeast of Falaise to cut off the retreating Germans. In the confusion of that advance, Jack's tank was mistaken for a German vehicle and strafed by a Royal Air Force Typhoon attack fighter. He was mortally wounded by the friendly fire and died minutes after being turned over to a Polish medical evacuation unit.

In 1946 Jane and Dr. Worthington wrote letters to Canadian Army Headquarters asking that the brothers be interred together. Their request was granted. The story of Don and Jack Worthington is one of inspiration and tragedy; they provided remarkable leadership to the British Columbia Regiment at war. May they Rest in Peace. Dr. and Mrs. Worthington are buried in the Masonic cemetery on North Road in Burnaby.



Wreaths adorn the Cenotaph at Victory Square in downtown Vancouver following the Remembrance Day ceremony in 2009. The words inscribed on the Cenotaph, *Their Name Liveth Forever More*, were written by Rudyard Kipling for use by the War Graves Commission after the First World War. The phrase is carved into the Stone of Remembrance at all Commission war graves cemeteries with more than 1000 graves. Kipling was active with the Commission from its outset after his son Jack, an 18-year old myopic Second Lieutenant with the Irish Guards, went missing and was presumed killed during the Battle of Loos in September 1915.