

A Fascination with Royalty



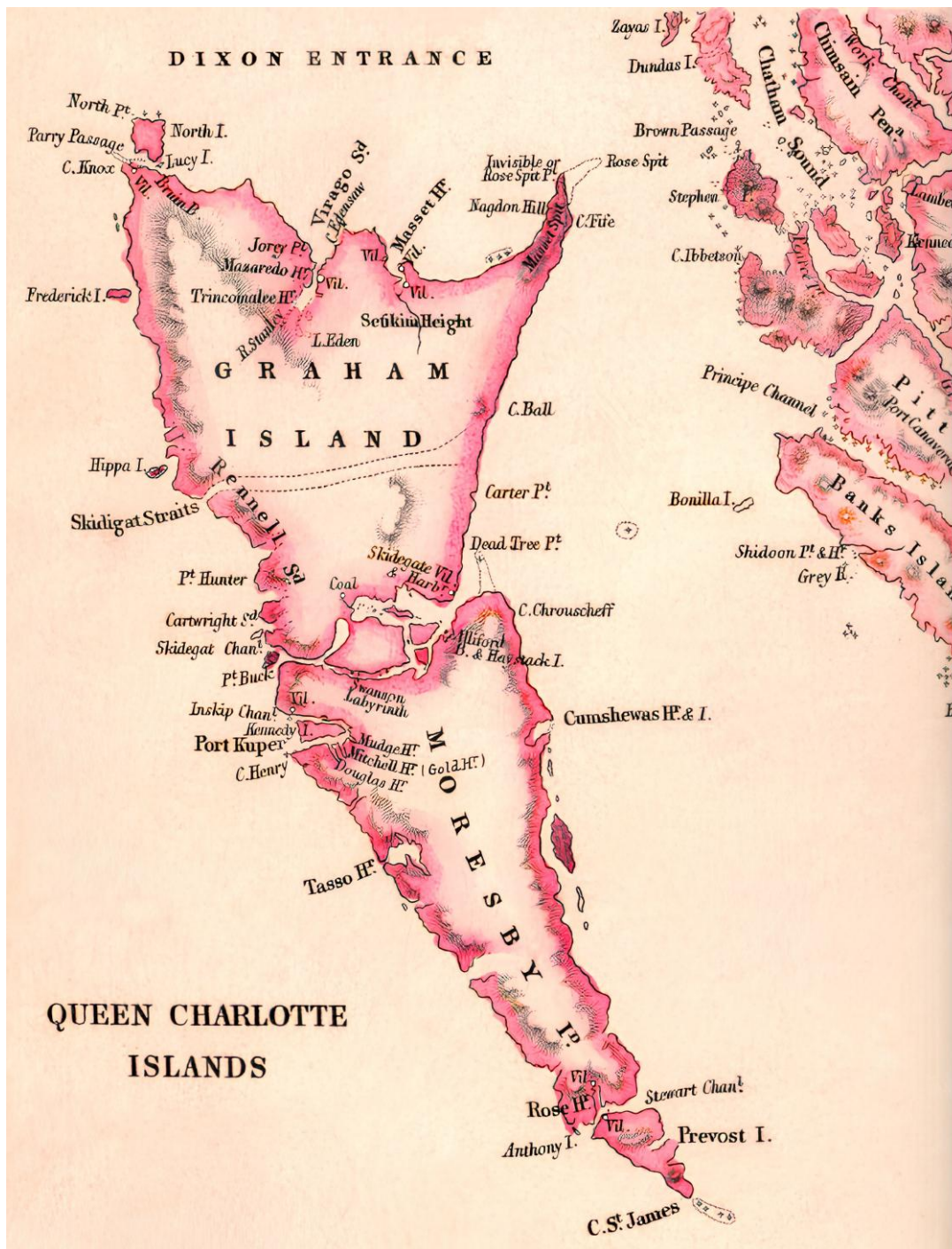
OIL PAINTING BY FRANZ XAVIER WINTERHALTER, ROYAL COLLECTION: QUEEN VICTORIA WOA 3154

Queen Victoria (1819-1901)

Queen Victoria's reign began in 1837 and ended with her death in 1901.

British Columbia's capital, Victoria, was named in her honour.

She was also responsible for the naming of New Westminster, known as the Royal City.



was able to carry a milk pail in the crook of his arm.

Several American ships visited the Queen Charlotte Islands during this period. The first, the *Georgiana*, was wrecked on the east coast of the Charlottes and her crew taken captive by the Haida braves before the ship was set ablaze by the First Nations. The crew's freedom was paid by the next American ship to pull into Mitchell Harbour. This safe haven was named in honour of Mitchell, the captain of the *Una* and later the *Recovery*.

In the fall of 1851 ten American ships visited the Queen Charlotte Islands in search of gold but hostilities with the Haida curtailed any actual mining. Most of these ships had professional miners who had participated in the 1849 California gold rush. One of these vessels, the *Susan Sturgis*, captained by Matthew Rooney, befriended Chief Edenshaw, who, with his own braves, agreed to join the ship's crew and act as guide and interpreter. When the ship pulled into Masset Inlet to trade, she was mass boarded by Masset Haida who fought with Chief Edenshaw and his men. The Americans on the ship were taken captive with the result that Chief Trader Work had to travel to the Queen Charlottes to negotiate a release of the *Susan Sturgis'* crew.

It was during this period that the crew of one of the American ships cut down several of the massive trees growing on the Queen Charlotte Islands to be used as spars on their sailing ships. Governor Douglas, convinced that the Americans might be planning to annex the islands to the United States, appealed to the British Government to bring the islands under the British flag and early in 1853 he was appointed Lieutenant Governor of the Queen Charlotte Islands. His only real power was for the issuing of licences to search for gold. Later that same year, Douglas issued a proclamation of the British crown's ownership of the precious metals on the Queen Charlotte Islands requiring that all miners pay a monthly fee to mine.

Early in 1859 Governor Douglas dispatched a schooner to the Queen Charlotte Islands with a party of 27 professional gold hunters. The miners spent several months exploring the islands and carefully examined

the spot where the large quantities of gold had been taken out. William Downie, after whom Downieville in California and Downieville in the Cariboo were named, wrote in his book 'Hunting for Gold': "The general nature of the gold was trap and hornblend, and, at the head of Douglas Inlet, we found granite, as well as slate, talcose rock and coal, but not gold; and I concluded, that the large amount of this metal, which had been found previously in those parts with so little difficulty, existed merely in what the miners call an off-shoot or blow-out, which can only be explained as one of those freaks of nature, so often found in mining country." The men did not have the necessary tools to do any serious quartz-mining operations yet they did manage to bring back about half a ton of specimens. The first gold was obtained from a little harbor of the west coast of Moresby Island. It came to be known afterwards as Gold Harbor.

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OPPOSITE

A portion of a map of the Provinces of British Columbia & Vancouver Island with portions of the United States and Hudson's Bay Company Territories compiled from original documents by John Arrowsmith, 1864.

UNIVERSITY OF BRITISH COLUMBIA RARE BOOKS AND SPECIAL COLLECTIONS
WAPSC-2010-1056-43-QUEEN CHARLOTTE ISLANDS



FOREWORD

There are strange things done 'neath the midnight sun...
By the men who mail for gold...

So begins the iconic Robert Service poem, "The Creation of Sam McGee." They are words that might have been written by Don Waite for this comprehensive look at the passionate pursuit and harvest of gold in British Columbia and Yukon over the past one and a half centuries,

This is a story that takes you from the very early gold hunters and their followers through gold rushes, both real and imagined. In these pages you will find golden "bonanzas" that brought some men riches beyond the dreams and others to their utter despair.

The story begins in 1851 in Haida Gwaii (then called the Queen Charlotte Islands), from where you make your way to Rock Creek. You hear of the irrepressible Billy Barker, who struck it rich in 1861. Quickly won and almost as quickly lost, Billy Barker's golden treasure was consumed by bad loans and equally bad investments. Barker's legacy can be experienced today in the splendidly restored and accessible village that bears his name, Barkerville, where visitors can experience the authentic lure of gold.

You will meet the celebrated "Cariboo" Cameron and learn of the vital building of the Cariboo Wagon Road. You will experience the rival of the Overlanders, then head north again to join in the struggle of the Chilcot Trail with the original discoverers of gold in Yukon, Dawson City, at the confluence of the Klondike and Yukon Rivers, was an instant town that saw vast fortunes won and lost. The romance of the Trail of '98 endures more than a century later, as visitors to Dawson marvel at the Northern Lights of the Midnight Sun. You can still walk with the ghosts in the Yukon Order of Pioneers (Y.O.O.P.) cemetery. Larger-than-life characters come alive in the pages devoted to "Swiftwater Bill" Gates and adventurer "Klondike Joe" Boyle, who was rumored to be Queen Maria of Romania's confidant.



IONA CAMPAGNOLO, OC, OBC
Lieutenant Governor of British Columbia from
2001 to 2007 and Honorary Patron to Barkerville

Sam Steele was a prototype officer of the North-West Mounted Police who personified the contrast between the law as practised in Yukon and in nearby Skagway, Alaska. And you will learn about two contrasting Klondike Kates: one was a shrewd, opportunistic dance-hall star, while the other was an early feminist named Kate Ryan.

Most of the gold ever found is today snug and safe in gold bars behind vaulted walls. If it could speak, the gold would tell the stories of those whose search for the precious metal unfolds in these pages.

- Iona Campagnolo, Comox, BC, February 2015

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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 Yalostown.

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.

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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.



Prints Available 18x24" up to 4x6' at
photographic quality
By donation to 'Waite Bipolar Society'



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.

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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. Odlum
- 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 rooftop 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.



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 Winton 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.



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.



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.



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.

The Duke of Connaught's Visit

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 tip-toe 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 Marshal 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 1915. The Duke of Connaught Lodge No. 64 in North Vancouver was named to commemorate his 1912 visit to Vancouver.

16754 P.O. Bryant



BUCKINGHAM PALACE

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 in 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 1905 during the Second Battle of Ypres near Ypres, Belgium. Germany gave notice of his capture on 13 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 Beesborough Armoury.



camp 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 Expeditionary 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 25th (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 Battery 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 1930s 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 Cornwall'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 Cornwall'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.

