A HISTORY OF THE CITY AND DISTRICT OF NORTH VANCOUVER

by

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October 12, 1943

K.M.W.R.
CHAPTER I  INTRODUCTION

Situated on the coast of the mainland of British Columbia, at approximately 49° 20' North Latitude, Burrard Inlet is a fiordal trough some ten miles long and about two miles across at its widest point. It is entered from the Gulf of Georgia through a narrow channel known as the First Narrows or Lions Gate. Some five miles up its course, the Inlet again contracts into a channel known as the Second Narrows. Between these two channels lies a fine harbour. On the south shore stands the City of Vancouver; on the north shore the City and District of North Vancouver. Outside the First Narrows, and extending west to the shores of Howe Sound, stretches the Municipality of West Vancouver.

The north shore of Burrard Inlet is rimmed with mountains, the southern margin of the Coast Range, which, after following the coast line of British Columbia in a general north-west to south-east direction, here turns directly east. The trough which to-day forms the inlet was at one time a channel eroded by the Fraser River en route to the Gulf of Georgia. When an elevation of the land to the north took place, the Fraser abandoned this route in favour of a channel further south.¹

¹ Burwash, E.M.J., Geology of Vancouver and Vicinity, Chicago, University of Chicago Press, 1918, p. 11.
The trough became an inlet whose northern side receded sharply in terraces to marginal peaks of the Coast Range. Here, as elsewhere, the margin is divided into spurs by glaciated valleys, notably the Capilano, Lynn and Seymour, whose general direction in this case is north and south. The westerly spur, flat-topped at 3000 feet, which extends from Howe Sound to the Capilano Valley, is known as Hollyburn Ridge. Far up the west bank of the Capilano, and so prominent that they appear to be guarding that valley, is the group of peaks known as the Lions. Between the Capilano and Seymour valleys the land rises sharply to a plateau at 3800 feet, behind which rise the peaks of Crown, Goat, Dam, Grouse and Timber Mountains. On the west bank of the Seymour, set too far back to be visible from the waterfront, is White Mountain, from which a spur known as Lynn Ridge extends south between the Lynn and Seymour valleys. Seymour Ridge, extending from Seymour Creek to the North Arm, also rises from Burrard Inlet in plateau-like terraces at 3200, 3850, and 4050 feet.

The valleys of the Capilano, Lynn and Seymour rivers were cut during the period when the Cordilleran Ice Sheet covered the area. In the period following the recession of ice the valleys contained fiords which gave place to lakes as uplift

3 ibid., p. 16
progressed. The lakes were later drained by cutting post-glacial canyons through the rock barriers which had retained their waters. Above these canyons the streams are shallow and thickly strewn with boulders, but near the heads of the valleys steeper gradients and deeper cuts appear. In its steeper section the stream-bed generally consists of a series of terrace-like steps whose edges have been notched by very steep-sided canyons, or over which the stream cascades.

Heavy precipitation on the mountain slopes furnished this area with dense stands of Douglas Fir and Red Cedar up to about 3000 feet. Beyond that the forests thin out until the snowline is reached. There is evidence of mineral deposits, but only on a small scale, and of no economic value. The soil, being composed of drift deposits on the hill-sides, is of only limited value for agriculture. The climate of the area is very similar to that of Vancouver, making due allowance for the southern slope.

It was the afternoon of June 13, 1792 that Captain George Vancouver sailed his ships the Discovery and Chatham into Burrard Inlet. Captain Vancouver was carrying out part of the instructions he had received upon leaving England, namely to make a close examination of the coast between 30° and 60° north

5 ibid., p. 56 et. seq.
Passing through the First Narrows, the ships were met by a party of some fifty Indians who paddled out in canoes to meet them. The Indians proved very friendly, presenting the strangers with gifts of fish, and accepting in return gifts of iron which they chose in preference to copper. When the party, which had paused to greet the natives, moved further up the Inlet, they were accompanied by the major part of the canoes, whose occupants twice gathered in conference to discuss the strangers. Gradually the Indians dispersed after promising to return on the morrow with more fish. The party spent the night at the head of the Inlet, leaving early the following morning without seeing anything more of the natives. Vancouver watched the Indians closely for evidence of earlier contact with white men. He finally concluded that these natives had neither seen any other civilized beings, nor had contact with Indians who had traded with white men. In his diary Vancouver drew a very clear word-picture of the inlet, which he decided to call Burrard's Channel after his friend Sir Harry Burrard of the navy.


7. see above.

8. off Port Moody.

9. Sir Harry Burrard Neale. Upon his marriage, Burrard was granted the privilege of assuming his wife's name. Cf. Meany, E.S., Vancouver's Discovery of Puget Sound, London Macmillan Company, 1907, p.188.
The shores of this channel...may be considered, on the southern side, of a moderate height, and though rocky, well covered with trees of a large growth, principally of the pine tribe. On the northern side, the rugged snowy barrier...rose very abruptly, and was only protected from the wash of the sea by a very narrow border of low land.

The Indians whom Vancouver met were members of the Coast Salishan, who, according to Jenness, "inhabited all the coast of the mainland from Bute Inlet to the mouth of the Columbia River." The particular tribe living on Burrard Inlet were the Squamish Indians whose communities were scattered along both sides of the inlet, and up Howe Sound. The fact that Captain Vancouver was met by Indians as soon as he entered the inlet, and the details he gives of the coast from which they had come seems to indicate that these were the Indians from the mouth of the Capilano River. This would be the village of


11 Jenness, The Indians of Canada, Ottawa, King's Printer, 1932, p. 347.

12 Hodge, F.W., Handbook of Indians of Canada, Ottawa, King's Printer, 1913, p. 438.

13 Meany, op. cit., p. 188. Vancouver's entry in his journal reads "...we passed the situation from whence the Indians had first visited us the preceding day, which was a small border of low marshy land on the northern shore, intersected by several creeks of fresh water....Most of their canoes were hauled up into the creeks....None of their habitations could be discovered, whence we concluded that their village was within the forest."
Homulcheson. There was also an Indian village at the mouth of the Seymour, or Chechilkok. To-day these settlements are Indian Reserves Numbers Five and Two respectively.

For fifty years Burrard's Channel remained only a place on Vancouver's map. At the end of that time the establishment of colonies on Vancouver Island and the mainland again focused attention on this part of the coast. Then came the survey-

14 according to Major J.S. Matthews, Vancouver City Archivist, and shown on a map compiled by him and published in the Vancouver Daily Province, Vancouver, B.C., July 24, 1943. A different opinion is held by Captain C.H. Cates, Jr., son of a pioneer tug-boat operator on the Inlet. Captain Cates maintains that these Indians applied the name Homulcheson to the Capilano River, and called their settlement Sla-aam.

15 The above mentioned Captain Cates is the authority for the following information. Captain Cates Sr. settled at Moodyville about 1888, and his sons grew up to know the Indians at Chechilkok intimately. Chechilkok was their name for the river, their village being Kwa-wee-wee. According to Captain Cates, these Indians spoke a different dialect from the Capilano Indians. While the Seymour settlement was a true Indian village their really large village was at Belcarra. They despised the Squamish Indians, although they sometimes intermarried with them. The Indians of the Mission Reserve (Indian Reserve number One) they regard as interlopers who only moved in after the coming of the mills. This was evidently a sore point with the latter who, on one occasion presented a memorial to the government in order to prove that they had always resided here. (B.C. Statutes 1875, Indian Land Question.) Captain Cates has a great deal of respect for the Seymour Indians, whom he describes as a fine type, with very striking features, and very reserved. The late Chief George Slaholt was a well known figure, and his family still live on the Reserve number two. According to Major Matthews the village on the bank of the Seymour was Whawhewhy.
parties of Captain Richards, Walter Moberley, and Lance Corporal George Turner, R.E. Between 1859 and 1861 the Royal

16 In 1856 Captain G.H. Richards was appointed British Commissioner of the San Juan Islands Boundary Commission. In 1857, in command of H.M.S. Plumper, he began a survey of the islands. This done, and the dispute still unsettled, he spent the years from 1857 to 1863 making a detailed survey of Vancouver Island and the mainland of British Columbia. Cf. Parizeau, H.D., Hydrographic Survey of the North West Coast of British North America, from the Earliest Discoveries to the Present Time, British Columbia Historical Association, Fourth Report, Victoria, 1929, p. 17.


Walter Moberley was born in England in 1832, but came to Canada as a child, and was educated in Barrie, Ontario. He studied engineering, and in 1859 was appointed superintendent of public works in British Columbia. In 1862-1863 he was engaged in the construction of the Yale-Cariboo wagon road, and in 1864-66 he was assistant surveyor-general of British Columbia. He spent the next four years in the United States engaged in exploration and railway-building, and in 1871 returned to Canada to take charge of the Rocky Mountain and British Columbia surveys for the Canadian Pacific Railway. He was then employed as an engineer in Manitoba, but finally returned to Vancouver, where he died in 1915. -- of Wallace, W.S., Dictionary of Canadian Biography, Macmillan Company, Toronto, 1926, p. 283.

18 Howay, F.W., The Work of the Royal Engineers in British Columbia, 1858-1863, King's Printer, Victoria, B.C., 1910, p. 9. Turner surveyed the original lots on which part of the City of Vancouver now stands, and made a complete traverse of the south shore-line from Hastings Townsite to False Creek. Photostat copies of his diagrams, in possession of the Vancouver Public Library, show naval reserves on the north side of First Narrows, and also opposite Stanley Park.
Engineers, stationed at New Westminster, built first a trail and then a twelve-foot road from that town to Burrard Inlet. This move was prompted by the fact that there was some interest being shown in the Inlet, and also that a naval reserve had been established there in 1860. It appears that there was some possibility of naval headquarters being moved from Esquimalt to Burrard Inlet, and it is easy to imagine the furor that would result on the Island. The idea was effectually exploded by the caustic letter of a correspondent to the Times of June 25, 1860, who wrote:

If all that is required for a naval station be so much water for so many ships to float and anchor in, and so many acres of land for docks in a wilderness, these essentials are obtainable in Burrard Inlet....So that if Burrard Inlet were made the naval station, it would involve this anomaly -- that while the headquarters were over there, the ships would always be stationed here. The naval station must be at Esquimalt.

19 The Royal Engineers were sent to British Columbia by Sir Edward Bulwer Lytton, the Secretary of State for the Colonies. In response to a request from Governor James Douglas for military protection for the Gold Colony, Lytton sent out Colonel Moody with five officers and one hundred and fifty men. The first parties arrived in 1858 and the main body in 1859. Making their headquarters at New Westminster, they remained in the colony building roads, and maintaining order until they were disbanded in 1863. cf. Sage, W.N., Sir James Douglas and British Columbia, University of Toronto Press, 1930, p. 232; and also Howay, F.W., The Work of the Royal Engineers in British Columbia, 1858-1863, Kings Printer, Victoria, 1910.


Burrard Inlet had no interested parties to support its claim, and the naval station remained at Esquimalt. Within the next ten years, however, the Inlet was to become well known as the site of a thriving lumber mill which shipped its products to all parts of the globe.
CHAPTER II MOODYVILLE

For nearly seventy years after Captain Vancouver's visit, Burrard Inlet had lain undisturbed by the white man. Dr. Walkem relates a story told him by a Squamish Indian of how, during the gold rush of 1858, many miners mistook the entrance of the Inlet for the mouth of the Fraser, and several of them were killed in subsequent conflict with the Indians. About the same time a settler, Alexander McLean, is reported to have visited Burrard Inlet in search of ranch land. Finding the terrain unsuited to his purpose he moved on to Pitt Meadows, where he became a pioneer.

The establishment of naval and military reserves on Burrard Inlet, including areas on both shores of the Inlet at First Narrows and at the entrance to Port Moody, together with the road built by the Royal Engineers from New Westminster to Burrard Inlet, served to focus attention on the Inlet. Of the forests clothing its shores Howay writes, "Burrard Inlet at that time was a veritable lumberman's paradise. It had one of the finest stands of easily accessible timber in the colony." It was not until 1862 however, that the first attempt was made


2 Howay, F.W., Early Shipping in Burrard Inlet, B.C. Historical Quarterly, Victoria, January 1937, vol. 1, p. 3.
to utilize this wealth. In November of that year Thomas Wilson Graham and George Scrimgeour of New Westminster secured a pre-emption of 150 acres. Described as "situated on the Northward side of Burrard Inlet about four miles above First Narrows" this land was later surveyed as DL 272, containing 218 acres, and formed part of the area soon to be known as Moodyville. Although pre-emption records show that Graham and Scrimgeour held only 150 acres in their own name Howay speaks of them securing a pre-emption of 480 acres. This, and subsequent facts, would seem to indicate that they had a working agreement with one Philip Hicks, their New Westminster agent, who on January 19, 1863, secured a pre-emption of 160 acres adjoining on the west. When later surveyed as Lot 273, this land was shown to contain 194 acres. In 1869 S.P. Moody claimed to have acquired the 320 acres pre-empted by Graham and Scrimgeour on November 25, 1862.

3 Graham and Scrimgeour were contractors and builders in New Westminster.


5 Howay, loc. cit.

6 Laing, loc. cit.

7 Correspondence S.P. Moody, F 1159 Archives of British Columbia, Victoria, B.C.
In reply to a question from the Colonial Secretary, Colonel R.C. Moody, Chief Commissioner of Lands and Works, wrote as follows:

the petitioners for certain privileges on Burrard Inlet have at length communicated with me. ...They have not yet commenced actually running the mill, but it certainly is a bona fide business and I trust will be a great benefit to the whole community while a source of profit to themselves.

It also opens out a new district of country and in every way is deserving of encouragement at the hands of the government.

In the interview I had with the parties, I discouraged any hope of obtaining a free grant of land, and as I could not recommend such indulgence, that application has been withdrawn. All they express themselves as now desiring is free permission to take from off unoccupied Crown lands for fourteen years such timber as may suit their purpose. The district is densely wooded, the operation amounts to partial clearings and employment of labour on wages. These two circumstances will have the effect of causing such partial clearings to be settled upon and cultivated by the very parties whose labor will now be paid for by the mill....Through this process as a commencement, we may look for a settlement of the district, and without some such commencement, it may be many years before there would be sufficient inducement for anyone to occupy the land in that neighbourhood.

Graham and Company immediately began construction of the "Pioneer Mills"--the first industrial plant on Burrard Inlet. Everything except the saws and a few blacksmithing jobs were made on the ground. Water-power to operate the mill was

8 B.C. Lands and Works Department, Letters to the Colonial Secretary's Office, April 2, 1861 - August 22, 1863, Archives of British Columbia.
obtained from Lynn Creek, two and a quarter miles to the east. The water was carried from the creek to the mill by an open ditch and a square flume and stored in a reservoir on the hillside. This "water-system" was in use as long as the mill was operated, the water being used for all purposes. By the end of June, 1863, the mill was ready for operation. Howay says of it:

It had two centre-discharge water-wheels, driven by a water head of estimated fifty H.P., two circular saws, a twenty-two-inch planing machine and other auxiliary equipment. Its capacity was 40,000 feet in twenty-four hours. The logs were cut on the pre-emptions adjoining and hauled by oxen to the mill.

The mill-owners confined themselves to local trade, finding their markets in New Westminster, Nanaimo and Victoria, and trusting to the superior quality of Burrard Inlet timber to overcome the handicap of distance and enable them to compete with mills on the spot. To publicize the opening of the mill, Philip Hicks, their agent, organized an excursion aboard Captain William Moore's steamer, the "Flying Dutchman", when

9 Howay, loc. cit.

10 Captain William Moore was born in Germany in 1822, and went to sea at an early age. In 1845 he came to New Orleans, but soon made his way to the Pacific coast, where he prospected for gold in the Queen Charlotte Islands, Peru and California. When news of the Fraser River gold finds reached California in 1858, Moore immediately embarked with his family and possessions for Victoria. Instead of mining, however, he built and operated vessels to carry supplies up the river to the miners. He soon earned the nickname of "Flying Dutchman", which name he in turn applied to a vessel he built in 1861. In the next twenty years Moore made and lost a fortune. A colorful personality, he was known the whole length of the coast. With the
that vessel went to fetch the first cargo from the Pioneer Mills.

Graham and Scrimgeour soon found, however, that they were unable to compete with the more centrally situated mills at New Westminster. Added to this was the fact that by this time the boom accompanying the Gold Rush to the Fraser had subsided, and during the latter part of 1863 there appears to have been a general depression in the lumber trade. The partners, who had borrowed heavily in the first place, were now being hard pressed by their creditors. Two of these in particular, apparently realising the value of the mill, pressed their claims with such persistence that they drew upon themselves the wrath of Judge Begbie. Accordingly, in December, after five months of operation, the Pioneer Mills were advertised for sale by public auction, together with about one million feet of logs. On the day of the auction John Oscar Smith, a New Westminster grocer, outbid Sewell Prescott Moody and purchased the mill coming of the Klondyke gold rush his luck turned, and he amassed sufficient wealth to permit him to retire to Victoria where he lived until his death in 1909. cf. Hacking, Norman, Early Marine History of British Columbia, University of British Columbia Library, manuscript, 1954, p. 101.

Sewell Prescott Moody and his brother came to Victoria from the state of Maine in 1859. They quickly became associated with the lumber business, and it was thus that "Sue" Moody became interested in the mill on Burrard Inlet, which after 1865 was spoken of locally as "Moody's Mill." Moody resided at the mill until his death aboard the ill-fated S.S. Pacific in 1875. He was known and respected in lumber and shipping circles all down the Pacific Coast.
Smith changed the name to Burrard Inlet Mills, and at first made Victoria his principal market. The summer of 1864 proved so successful for him that in August he entered the foreign export trade. While this venture was not a success, it did constitute the first attempt to export Burrard Inlet lumber. In attempting to expand his trade Smith became heavily involved in debt, and in December 1864 the mortgagers foreclosed. The property, the water-power mill and 480 acres of timber were advertised for sale on January 19, 1865, and were now purchased by Sewell Prescott Moody for the sum of $6,900.14

Burrard Inlet was now to come into its own. The mill was operated by the firm of S.P. Moody & Co., with "Sue" Moody active as manager. In 1866 Messrs. Dietz and Nelson joined the

12 Howay, op. cit., p. 3.
13 British Colonist, August 27, 1864, p. 3.
14 ibid., January 23, 1865, p. 3.
15 William Dietz, commonly called Dutch Bill, was one of the best known figures of the Cariboo. It was he who, in 1861, struck gold in Williams Creek, thus precipitating a rush into the mountains of the Cariboo. Later he went into the packing business, one of the most lucrative employments. As late as 1866 he is listed among the principal owners of mule teams serving the Cariboo. The Moodyville business was one of many ventures. Like so many other miners, Dietz lost his money as easily as he made it, and when he died in 1877, in Victoria, he was miserably poor. cf. Howay, F.W. and Scholefield, E.O.S., British Columbia from the Earliest Times to the Present, Vancouver, S.J. Clarke Publishing Company, 1914, vol. 2, pp. 77 - 79 and 98.
firm, which was henceforth known as Moody, Dietz and Nelson. On assuming control of the plant, Moody renamed it the Burrard Inlet Lumber Mills, and started by cutting for the local trade. Some idea of the quality of the timber cut may be gained from the fact that in June 1865 Moody sent to New Westminster a number of sticks 70' x 20" x 20" without a knot in them, to be used in the construction of the bell-tower of Holy Trinity Church. Realising the outstanding quality of his product,

16 Hugh Nelson was born in 1830, the son of Robert Nelson of County Antrim, Ireland. In 1858 Nelson left his native country for British Columbia. Unlike most immigrants of the time, Nelson came, not to make his fortune, but to settle. Accordingly he rejected the gold fields and became engaged in commercial enterprises. Among these was an express service from Victoria to Yale, which he operated in partnership with George Dietz. In 1866 he moved to Moodyville, where he built his permanent home near the top of Knob Hill.

Nelson early became interested in politics, but did not come to the fore until 1868 when he became an ardent supporter of Confederation and represented Burrard Inlet at the Yale Conference. In 1871 he was elected by acclamation to represent the New Westminster District in the last Legislative Council of the Colony, and in 1872 he was re-elected as a member of the first Legislative Assembly of British Columbia and also represented British Columbia in the House of Commons at Ottawa. This seat he held until 1879 when he was elevated to the Senate. In 1882 he withdrew from business, and five years later, while still resident at Moodyville, he became Lieutenant-Governor of British Columbia. His term of office came to an end in 1882, and he died in 1883. — Kerr, J.B., Biographical Dictionary of Well-Known British Columbians, Vancouver 1889, p. 265.

17 The first Church on this site was built under the guidance of the Reverend John Sheepshanks, the first rector, at a cost of $4200, and was consecrated on December 2, 1860. In September 1865 this church was destroyed by fire. A second church this time of stone, was built on the same site and consecrated in 1867. Thirty-one years later this church also was destroyed by fire, making the present edifice the third on the site. It was for the first church that the bell-tower in question was built, to house a chime of bells presented by Baroness Burdett-Coutts. — Sillitoe, Violet E., Early Days in British Columbia, Vancouver, 1922, p. 7.
Moody also decided to enter the world markets. His first foreign cargo, bound for Sydney, Australia, was loaded in May 1865, and by the end of that year a second ship was loaded for Adelaide and two more for Mexico. In 1866 Moody loaded five ships for foreign ports, and seven the year following. All this was not accomplished without difficulty. During 1866-67 the mill steadily increased its loading facilities to compete with those of other ports. As there was no port of entry on Burrard Inlet boats loading at Moody's were forced to register at New Westminster. San Francisco shipping men advanced a theory that navigation on Burrard Inlet was dangerous. In 1866 Moody himself visited that city to dispel this erroneous idea, returning with an order for 1,400,000 feet of lumber and the news that he had chartered two vessels to load it.

Planning to extend this long-coveted plant, Moody appealed in June 1865 to the Colonial Secretary for a grant to be made to us of about one thousand acres of land adjoining the pre-emption claims belonging to the Burrard Inlet Mills Co. Our object in asking for this grant is that we being largely engaged in the timber business and the timber on the pre-emption claims held by us being nearly all cut we are desirous of obtaining the above mentioned land for the purpose of obtaining the timber now standing on it and as land is not now open to pre-emption we wish to obtain either a lease or be allowed to purchase the above

18 Howay, op. cit, p. 3.
19 ibid.
As will be noticed, Moody implied that the timber on the original grant was nearly all used. One is tempted to wonder, however, to what extent he was influenced by an application recently filed by Captain Stamp, who was planning construction of a mill on the south shore. Certainly, the lease was not granted until it had been proved that it would not conflict in any way with concessions made to Stamp. Before the lease for this thousand acres had actually been drawn up Moody had increased his request to five thousand acres on the same terms as those granted to Stamp. Moody's memorial to Governor Seymour on this occasion makes interesting reading:

Your memorialists own the first and only saw-mill on Burrard Inlet, where after a delay of two years, and at considerable expense, we have succeeded in establishing a good foreign export trade in lumber and spars...your memorialists respectfully represent to Your Excellency that the lumber on the land originally pre-empted and on which the saw-mill is erected, will be exhausted for all practical purposes, in two months from this date.  

Your memorialists therefore humbly request that Your Excellency would be pleased to grant us the timber on Five thousand acres of Land on


21 ibid.

22 A note pencilled in the margin at this place reads: The mill man told Roger Stamp's foreman that they had enough already for years.
similar terms to the grant made to Captain Stamp. ...beg to state that the land on which this heavy timber grows is unfitted for agricultural purposes, it is therefore impossible for your memorialists to interfere in any way with the rights of actual or intending settlers.

This request was granted, with the exception of one thousand acres at First Narrows, of which one portion was Indian Reserve and the rest withheld as fit for grazing cattle. The area granted was later reduced to 2,636 acres. The lease was made tenable for twenty-one years, at an annual rental of one per cent per acre.

The quality of Burrard Inlet lumber was now sufficiently well known to attract competition to the Inlet. Stamp's mill began to cut lumber in 1867, and by 1868 Burrard Inlet boasted three potential towns, Moody's on the north shore, Brighton and Stamp's (or Gasstown) on the south shore, to say nothing of half-a-dozen logging camps. Altogether, some three hundred men found employment on the Inlet at this time. Despite competition, Moody's mills were for twenty years the chief exporting centre of British Columbia. In 1868, due to the pressure

23 F. 67 #2. loc. cit.

24 The settlement of Granville was known locally as Gasstown so called after Jack Deighton, loquacious and philanthropic proprietor of Deighton's Hotel. This famous hostelry stood at the present intersection of Carrall and Water Streets --cf. Walkem, W.W., Stories of Early British Columbia, Vancouver, News-Advertiser, 1914, p. 87 - 94.
of expanding business, Moody built a second mill some three hundred yards west of the original mill. Here he installed a large steam mill and the latest machinery available at the time. The new building, two hundred feet long, housed saws, a planing-machine, a lathe-splitting machine and a lathe. Moody now claimed that he could produce one hundred thousand feet of lumber per day. Finally he connected the wharves of the two mills, giving ample dock facilities for a dozen vessels.

Moodyville, the most progressive of the three small settlements on the Inlet, (Moodyville, Hastings and Gasstown), now developed into a village of small houses and a few shops. As at the other settlements, the village was a mere clearing in the forest. It housed some two hundred persons all directly or indirectly connected with the mill. Beside the men who were employed in the mill itself, there were longshoremen and stevedores to load the vessels which called at the mill. Still other men were hired to go into the forest and cut the lumber and spars, which were then dragged by oxen to the water's edge. Here they were collected by steam tugs and towed to the mill. Vessels coming in to load employed stevedores, under whose direction the crews stowed their cargoes. Lumber was loaded from the wharf, while spars were taken from the water by a crab winch or steam engine.

In his book "Western Shores", James H. Hamilton, (Captain Kettle), quotes a letter written by a sea-captain to his owners in London, 1869. The writer, Captain Looe of the ship "Chelsea", gives his owners a very detailed, and favourable, account of Moody's, where, as he says, vessels lying alongside the wharf are "undisturbed by either the tides or the weather." Stevedores could be employed at the mill for five dollars a day; tonnage dues were 2d. a ton. Pilotage could be obtained at either Victoria or English Bay. Steam vessels could be obtained to tow a vessel from Victoria to the mills and back for three or four hundred dollars. There were no wharfage dues to pay. Fish was abundant, while provisions could be obtained from Victoria.

Once again, in 1869-70, Moody applied for timber leases, being granted some 11,410 acres at various localities on the North Shore, but failing to obtain a grant of one thousand acres at Point Atkinson. The entry of British Columbia into Confederation in 1871, and the prospect of a railway to the coast, caused Moody some anxiety during the next five years.

26 Hamilton, James H., (Captain Kettle), Western Shores, Vancouver, Progress Publishing Company, Ltd., 1933, passim.

27 The English Bay Pilot House was just east of Caulfeild Cove on the north shore of English Bay.

28 Hamilton, loc. cit.
In May 1873 he wrote at some length to the Honorable Robert Beaven, Chief Commissioner of Lands and Works in an effort to secure the grant of a promised fifteen thousand acres before the Federal Government or the proposed railway could prevent it. His efforts led to a lease of ten thousand acres in 1875.

Meanwhile, at four o'clock on the morning of December 22, 1873, the steam mill was destroyed by fire, and damage done to the extent of five or ten thousand dollars, not covered by insurance. However, the water-power mill was saved.

Robert Beaven, Chief Commissioner of Lands and Works, was born in England, the son of the Reverend James Beaven, and educated in Ontario. He came to British Columbia in 1858 at the height of the gold rush, and spent several years mining in the Cariboo. Eventually he settled in business in Victoria. He came into prominence in 1868 as a leader of the movement for the entry of British Columbia into Confederation, and was the first Secretary of the Confederate League. From 1871 to 1894 he represented Victoria in the Legislative Assembly of British Columbia. During this time he served as Chief Commissioner of Lands and Works from 1872 to 1876, and as Minister of Finance and Agriculture from 1878 to 1882. From 1882 to 1885 he was premier of the province. When his government was defeated in 1885 Beaven became leader of the Conservative opposition, a post which he retained until 1894. He was also three times mayor of Victoria, in 1892, 1893, and 1897. In 1898 he tried once more to form a government, but without success. He died in Victoria, September 19, 1920. - Wallace, Dictionary of Canadian Biography, Toronto, Macmillan, 1926, p. 23.

Correspondence of the Office of the Attorney-General, F. 67 3a, Archives of British Columbia, Victoria.

Victoria Daily Standard, December 23, 1873.
to continue in operation, and Moody at once set about rebuild­
ing the steam mill. It so happened that he had recently ac­quired the machinery out of H.M.S. Sparrow-hawk but had not yet put it to its proposed use. This machinery was promptly installed in the rebuilt steam mill where it is thought to have been in operation until the mill was closed down.

In November 1875 fate again struck a cruel blow at Moody­ville, when Moody lost his life on the ill-fated "Pacific " en route to California. In 1866 Moody had been joined by two former stage-coach operators, George Dietz and Hugh Nelson. As Dietz had predeceased Moody it remained for Nelson to succeed

32. H.M.S. Sparrowhawk plied these waters for many years in the service of Governors Seymour and Musgrave. cf. Howay and Scholefield, op. cit*, pp. 288, 328. When no longer fit for this use, she was sold by auction at New West­minster and purchased for $20,000 by a Portland firm. As they intended to adapt her for sailing purposes they had no use for her machinery. Moody, Dietz and Nelson bought this to use in a tug they intended to build. cf. Mainland Guardian, New Westminster, November 30, 1872.

33. The S.S. Pacific, less than 900 tons, carried passengers and freight between Victoria and San Francisco. On November 4, 1875, she left Victoria, bearing more than her full complement of passengers. During the night, while off Cape Flattery, she ran into an American sail­ing ship, the Orpheus, and sank in ten minutes, leaving only two survivors, Moody, who was on board, was among those drowned. Some time later, on the shores of Beacon Hill, Victoria, there was found a piece of wreckage bearing the pencilled inscription "S.P. Moody. All Lost " The handwriting was identified by Moody's friends.

Higgins, D.W., Mystic Spring, Toronto 1904 pp. 318 - 333. passim.
the latter as manager of the firm. While retaining this position, Nelson reorganized the business as the Moodyville Sawmill Company. The new firm included Hugh Nelson, Andrew Welch, of Welch, Rithet and Company, Victoria; James Burns, manager of the Bank of North America, Victoria, M.W. Tyrwhitt Drake, lawyer, Pete McQuade and Captain John Irving. Nelson retired from the firm upon his appointment to the Senate, 1882, and was succeeded as manager by Benjamin Springer, during whose time the firm maintained a wharf and yard on Water Street, Vancouver. Springer resigned in 1890 and J.H. Ramsdell became manager. In 1895 he in turn was succeeded by J.G. Woods, the

34 Robert Patterson Rithet was born in Scotland in 1844. Upon completion of his education he spent three years with a shipping and commission firm in Liverpool, after which he turned to the Canadian West, reaching Victoria, B.C. in 1862. He re-entered the shipping and commission business and in 1870 founded the firm of Welch, Rithet and Company. The senior partner of the firm was Andrew Welch of Welch and Company, San Francisco. When Welch died in 1888 Rithet bought out his interests and took over the San Francisco business. At the same time the Victoria business was incorporated under the style of R.P. Rithet and Company, of which Rithet was president. --British Columbia, Biographies, Vancouver, S.J. Clarke, 1914, Vol. 4, p. 1134.

35 Captain John Irving was the son of William Irving, one of the pioneers of steam navigation in British Columbia. Upon his father's death John Irving took over the Irving steamers and a thriving Fraser River trade. In 1883 Irving's Pioneer Line was combined with the Hudson's Bay Company steamers to form the Canadian Pacific Navigation Company, which was purchased by the Canadian Pacific Railway in 1901 -- cf. Hacking, op. cit., p. 73.
MOODYVILLE SAWMILL
from
Dakin's Fire Insurance Map
November 1899

--Courtesy City Archives, Vancouver, B.C.
last incumbent of the position. The mill was sold in 1891 to a party of English capitalists and the following year a new company was incorporated, the Moodyville Land and Sawmill Company, with a capital of £160,000. The economic depression of the next ten years brought about the closure of the mill in 1901.

As Moodyville was the first community on Burrard Inlet it seems fitting that for over twenty years it should have remained the leading centre of the Inlet. Probably the advent of the railway in 1885 was the chief reason for the centre of interest shifting to the newer settlements on the south shore.

No sooner was "Sue" Moody's mill a going concern than community life began to develop around it. As early as June, 1865, a service of worship was conducted by the Reverend Ebenezer Robson, who gathered together fifteen men for his congregation. Thereafter Moody's was served regularly, although it was seven years before a similar service took place on the south shore. The first marriage recorded on Burrard Inlet was that of Miss Ada Young to Mr. Peter Plant, performed by the Reverend Edward White at Moody's on July 18, 1868.

In 1869 a telegraph line was laid from New Westminster to

36 Vancouver Daily Province, June 20, 1940.
Brighton on the south shore of the Second Narrows, and in April of the same year Moody arranged with the Western Union Telegraph Company to lay a cable to Moody's at his expense. When installed, the telegraph was open for public use. The original toll rate was twenty-five cents, but in 1871 this was raised to fifty cents.

In January of the same year (1869) the Mount Hermon Lodge, the first Masonic Lodge on the Inlet, was organized at Moody's. The officers installed were all directly or indirectly connected with the mill. Three days later a group of men met and established the New London Mechanics' Institute, each pledging himself "to subscribe the sum of five dollars each for the purpose of raising a fund to erect a suitable building at Moody's Mills for a reading room and library and for furnishing the same with Books and Papers." Among the forty-six signatures attached to this pledge were those of S.P. Moody and George Dietz. The firm supplied the building which was formally opened as a public reading room by the Reverend Arthur Browning, who chose for the subject of his address "Woman." It was provided in the Constitution of the Institute that the room should be "at the disposal of preachers of the

37 Howay, op. cit., p. 101 et seq.

38 Minute Book of the Mechanics' Institute, Vancouver Public Library. Mechanics' Institutes were a form of literary society very popular at this time in Eastern Canada and the United States.
gospel of all denominations for holding Divine Service free of charge. A few months after its inception the Institute changed its name to the Hastings Mechanics' Institute, and as such it functioned with varying degrees of financial stability for several years.

Since Moodyville was isolated geographically, it was possible to exclude from the community some of the less desirable features of western life. "Sue" Moody knew the effect of liquor on sailors and lumbermen, and for ten years he succeeded in keeping the north side of the Inlet free from the evils of the saloon, a fact fully appreciated by the sea-captains who came to load at Moodyville. As might be expected under these circumstances, smuggling seems to have been rife on the Inlet. As early as 1865 Moody appealed to Governor Seymour for the appointment of a Preventive Officer to combat this traffic. The request was not granted, and the British Columbian records later:

An American sloop ran into Burrard Inlet on Monday last when the hands disposed of a quantity of spirits to the lumbermen. The

39 Minute Book of the Mechanic' Institute, Vancouver Public Library.

40 out of compliment to Read Admiral Hastings, who was stationed on Burrard Inlet 1866-1869 -- "a good friend of this country." -- Howay, loc. cit.

41 Hamilton, op. cit., p. 184.

42 Correspondence of S.P. Moody, F 1159, Archives of British Columbia, Victoria.
liquor was brought from Puget Sound and smuggled in. As no revenue or other public officer is stationed at the Inlet steps could not be taken to arrest the smugglers.

Moody continued to enforce his wishes, but was obliged to yield in 1874 when Harry Hogan established the Terminus Hotel and gave Moodyville its first saloon.

From such beginnings Moodyville grew into a thriving locality. A visitor to the mill from New Westminster in 1876 was so impressed by what he saw here that he wrote a vivid description of the mill in his local paper. "From what we had previously heard of the Burrard Inlet mills," he wrote, "we were prepared to see a large and well-conducted establishment, but the magnitude of the works, and the order and system by which the whole were governed, far exceeded our highest expectation." At some length and with great detail he described the buildings, machinery and products of the plant.

The mill itself is a mammoth building upwards of 300 feet in length, 270 feet of which is roofed over and covered for the greater part with corrugated iron. The interior represents a complete net-work of shafts, bands, and wheels, by which the machinery is kept in motion, the whole being driven by a powerful steam engine, which formerly belonged to H.M.S. Sparrowhawk. About thirty saws were in operation, and the way they

43 British Columbian, New Westminster, February 26, 1869.
44 probably the Hogan after whom Hogan' Alley, Vancouver is named.
45 That Moody's wishes were still respected in part is shown by the Minute Book of the Mechanics' Institute, where an entry of April 1878 refers to the "bringing in of liquor and handing it around...against the wishes of the proprietors of the mill."
converted immense logs of wood into lumber of various lengths and thicknesses was something marvellous. Over 100 men are employed immediately about the mill, and not less than 300 persons find employment in one way or another in connection with this establishment. In connection with the mill is an extensive machine-shop, where repairs of the machinery are effected expeditiously and cheaply. The daily average output of lumber is about 60,000 feet and the aggregate amount cut and shipped from the 1st of January to the 5th of April inclusive was 4,116,481 feet.

The credit he gave to the late S.P. Moody, whom he described as "the master spirit of this great concern." The remainder of the writer's outing, which consisted of a visit to Hastings Mill, evidently came as an anti-climax, since he devoted but very little space to a description of it.

In February 1882 electricity was installed at Moodyville, an event so momentous that the Mayor and Council of Victoria arranged a special trip to see the lights. Arriving at Moodyville just after midnight, they repaired to the residence of Senator Nelson, who turned out of his warm bed and ordered the lights to be put into operation for their benefit. The demonstration was only partly successful, because the man who was operating the machine was doing so for the first time. However, such a severe storm had sprung up by this time, that the party was delayed for twenty-four hours. This enabled them to obtain more information on the subject. The engineer, Randall, assured the party that "by paying proper attention to the placing

46 "A Ramble on the Mainland", Daily British Colonist, Victoria, April 18, 1876.
of the carbons and the maintenance of uniform speed with the generator a steady light can be given equal to 20,000 c.p."

He went on to explain that

the cost of carbons is $1.50 for 10 hours with all ten lights burning. The machine is worked by water power equal to 10 h.p. The upper carbons burn eight hours and the lower ones sixteen hours and are so arranged in duplicate that the lamps only require trimming every sixteen hours or so.

Fully supplied with details of cost and operation, the party returned to tell Victoria of the wonders they had seen at Moodyville.47

During the next ten years Moodyville became known as the most extensive mill north of Puget Sound. Speaking of the lumber cut at this time, Dr. Walkem says

in those days no logs were taken, or even looked at, which contained a knot to mar the beauty of the flooring into which much of it was cut. The trees cut down were generally those which had not a branch below 60 ft. - 70 ft. from the ground. ...sticks have been turned out from the mill 30x30 and 120 feet long.48

The mill's chief markets were in Australia, South America, China and Japan; its shipping facilities such that the largest vessels could load directly from the mill. Speaking of the mill in 1884, the Daily British Colonist says

The annual cut of this mill is about 18,000,000 feet. The capacity is 100,000 feet per day....

47 "Light Cast in Dark Places," British Colonist, Victoria, February 17, 1882, p. 3.

There are about 100 men employed at the mill, whose monthly wages will range from $50 to 125 (sic) according to position held. A similar number are employed in the logging camps to whom good wages are paid. The timber limits are now becoming scarce, and logs have to be towed from a distance, to the mills in booms. In time the company expect that the ground already culled will have to be gone over again and the best of the standing timber cut.

Plant and production were increased to meet increasing demands, until by 1891 the mill alone was employing some 120 men, and had a capacity of 120,000 feet per day. In addition about thirty men were employed as longshoremen and a further one hundred men at the numerous logging camps. The plant, which had now become an extensive establishment, was adjudged to be one of the very best steam plants in existence for saw-mill purposes. It had twelve boilers, arranged in four distinct sets of three each, connected only by the main steam pipes leading to the engines. Each set of boilers had a smoke-stack four feet in diameter and fifty-two feet high. The furnace burned sawdust which was supplied by self-feeding machinery, thus making it possible for one fire-man to operate the whole plant. In the sawmill were double and single circular saws of sixty inch diameter, a gang bolter and lathe mill and a single picket mill. The planing mill, which was attached to the sawmill, had two machines of note, a J.H. Small's single surfacer.


50 The smoke and dust from these smoke-stacks were such a nuisance that the original school-house had to be abandoned, and a new one built further from the mill.
and matcher that would turn out seven thousand feet of 1 x 6 daily, and a S.A. Wood's double surfacer and matcher. This latter machine, which was built especially for the mill, had a daily capacity of ten thousand 1 x 6. In addition it would plane double surface 8 x 24 and plane on four sides 6 x 18.

There were also, in connection with the mill, a machine-shop, carpenter shop and blacksmith shop. This latter was in charge of Mr. P.A. Allen, who joined the company in 1872 and remained with it for thirty years. Extensive wharves had accommodation for seven ships at a time. Behind the wharves the foreshore was covered to a depth of three feet with sawdust and refuse, amid which the general store, hotel and sheds stood on piles. Along the shore, each side of the mill, were the booming grounds whose usual stock of logs averaged twelve million feet. Mountain streams poured quantities of snow water into the Inlet at this point, and the receding tides left the logs dry, with the result that toredos did less damage at these booming grounds than at others on the Inlet.

Moodyville itself was a pretty townsite, clustered around the mill, and surrounded by virgin forest. The community, whose population rose as high as four hundred, boasted a store,

51 While he was employed at Moodyville, Patrick A. Allen invested in property on the North Shore at a very low figure. His holdings increased steadily in value, and Allen was able to accumulate a sufficient fortune to enable him to retire and spend his old age in comfort, an honoured pioneer of North Vancouver.
hotel and company boarding house. Private residences centred around an elevation known as "Knob Hill." At the top of the hill stood the "Big House", the residence of the manager. On the hill also were the school-house and the homes of the other white families. At the foot of the hill lived such Indians as did not stay on the nearby reserve. Near the bottom of the hill were the "rookeries" of the Chinese, and the so-called streets, Canary Row, Maiden Lane, and Kanaka Row. These were the parts where the bachelors and beach-combers lived. When a man married he moved into a house up the hill. The only road was a plank road running along the top, a continuation of the present First Street. East of Knob Hill it turned down to the mill and along the beach. Mails reached the post office twice a day from Vancouver, and two steam ferries made the settlement their headquarters. In the little church services were held regularly, while a reading room and library of six hundred volumes catered to the cultural needs of the community. A couple of miles west of the mill stood the Indian mission, the single spire of its church showing clearly against the

52 During the winter of 1880-1881 Bishop Sillitoe, accompanied by his wife, conducted services regularly at Moodyville. They rode over from New Westminster on Saturday afternoon, with their luggage on their saddles behind them, and returned home on Monday morning. Later the charge was taken over by the Reverend George Ditchman, incumbent of Burrard Inlet and the North Arm. — Sillitoe, Violet E., Early Days in British Columbia, Vancouver, Evans and Hastings, 1923, p. 33.
dark forest background. From the steps of this little church, almost at the water's edge, Father Fouquet and his Indian congregation watched the fire that consumed Vancouver in 1886. The only other signs of life were the homes of settlers scattered sparsely from Point Atkinson to Seymour Creek.

Of the residents of Moodyville, special mention should be made of two ladies. Mrs. Murray Thain, whose husband was a longshoreman, appears to have been very active in social and community life. On one occasion she took charge of the school, which would otherwise have been closed for several months through lack of a teacher. Mrs. Susan Patterson, wife of John Peabody Patterson, logger, was noted throughout the length and breadth of the Inlet for her care of the sick. At a time when there was no resident doctor on the Inlet, she ministered with equal skill to Indians and whites. At the time of the fire, 1886, many Vancouver residents apparently found refuge at Moodyville.

Communication with the south shore of the Inlet, and the stage to New Westminster, was essential to the life of Moodyville. The very first ferry service between Brighton and Moody's was a row-boat operated by "Navvy Jack", otherwise 《

53 According to Major Matthews of the Vancouver City Archives, John Thomas was a Welshman well known on the Inlet. It was several years later that he acquired a stretch of water front in the present vicinity of Hollyburn, which is still known as Navvy Jack's point. He apparently sold gravel from this property, since Navvy Jack gravel is a common item of trade to-day.
John Thomas. "Navvy Jack" operated his ferry between 1866 and 1867, in which year Captain James van Bramer brought the "Sea Foam" from the Fraser River and established her on the run. Meeting the stage from the Royal City, the "Sea Foam" would cross the Inlet carrying mails and passengers for Moody's. Returning to the south shore she would call at Stamp's Mill and reach Brighton again in time to connect with the coach for New Westminster. This meant in effect that anyone wishing to make the four mile journey from Hastings Mill to Stamp's Mill by ferry must first cross the Inlet to Moodyville, a sufficient indication of the importance of that village. When the "Sea Foam" left the service, about 1873, her place was taken by the "Chinaman", so called because she had been brought from China on the deck of a lumber vessel.

By 1888 Moodyville had its own ferry service. The steamer "Eliza", property of the Moodyville Steam Ferry Company, Limited, advertised a regular schedule, making five round trips to Vancouver daily, and one to Hastings. It is interesting to note that following the building of the railway the mid-morning boat from Vancouver was scheduled for 11:30 "or on the arrival of the train." The "Eliza" carried mails and passengers,

55 loc. cit.
charging twenty-five cents per trip. At this time the ferry-boat "Nellie Taylor" also ran between Vancouver and Moodyville, and was available as well for hire. In addition the Canadian Pacific Steamship Company ran daily steamers (Monday excepted) between Victoria, Vancouver, and Moodyville.56

To sum up, when Vancouver was still an infant town newly linked to the east by a railway, Moodyville was the chief settlement on Burrard Inlet. West of the mill and its thriving community stood the white cottages and simple church of the Indian Mission. Scattered along the north shore of the Inlet were the homesteads of a few pioneer settlers. Moodyville, however, had reached its prime. The railway brought to Vancouver a wave of rapid settlement and expansion which spread even across the Inlet. Moodyville subsided quietly into the background, completely over-shadowed by the metropolis to the south and the thriving community which was springing up on its own outskirts.

56 Vancouver City Directory, 1888, R.T. Williams, Victoria, passim.
CHAPTER III PRE-EMPTIONS

As shown in the last chapter, it was the timber which first attracted interest to the shores of Burrard Inlet, and a desire to exploit this wealth led to the earliest pre-emptions here.

Graham and Scrimgeour were the first to pre-empt land on the north side of the Inlet. On November 26, 1862, they filed a claim for 150 acres "situated on the northward side of Burrard Inlet about four miles above First Narrows." Here they built the Pioneer Mills. Moody and Nelson, who later acquired this property, obtained the Crown Grant for the land which was then surveyed as Lot 272, containing 218 acres. In January 1863, Philip Hicks pre-empted 160 acres "adjoining Graham and Scrimgeour's." Hicks acted as agent for the Pioneer Mills, and it is most likely that Graham and Scrimgeour had the use

1. For location of lots see map, Appendix p.x.

According to a Land Proclamation issued by Governor James Douglas in 1861, the upset price of country land was set at 4s. 2d. per acre. Single men who were British subjects were permitted to occupy 150 acres of land. This was later changed by proclamation to 160 acres. A married man whose wife was in the colony might claim 200 acres, and for each child under 18 and resident in the colony, an additional 10 acres. A pre-emptor was required to record his claim and pay for his land upon occupying it. At the end of two years occupation, if he had put up improvements to the value of 10s. per acre, he was granted a Certificate of Improvement. If he continued to occupy and improve the land, he received a Crown Grant.
of the land. There is no trace of a Certificate of Improvement available, which might indicate that Hicks did not develop his claim within the required time. In 1874, when Moody and Nelson applied for the Crown Grant for this land also, it was surveyed as Lot 273, containing 194 acres.

Just one year later, January 1864, Ira N. Sackett filed a claim for the same ground, which he described in these words:

The Indian Lodge is distant from my house about one mile. On the east it is joined by the land of the sawmill but not immediately as there is no corner post set by them. On the claim is at present one dwelling house and a large barn.  

This description quite obviously refers to Lot 273, already claimed once by Hicks. On the same date, a claim was filed by Colley Lewis for a parcel of land "commencing from the corner-post of Ira Sackett's on the east, running on the water-line 35 chains and 45.7 chains leading to the Interior. On the west the claim is joined at some distance of about twenty chains to the Indian Lodge." There can be little doubt that this was Lot 274. The Indians at the Lodge took exception to Lewis' claim, and sent their chief, Snatt, to complain to Judge Brew at New Westminster. Brew reportedly told Snatt to "take away the post and at the same time to notify Lewis that he had ordered him to do so." This is presumably the reason why Lewis' claim was rejected.

2. British Columbia Sessional Papers, 1875, Indian Land Question, Papers Relating to.
3. ibid.
claim was allowed to lapse. In 1867 the land was claimed again by Alexander Merryfield, who, like his predecessor, failed to obtain the title. The following year Josiah Charles Hughes, of Moody's, pre-empted fifty acres which he described as lying between the land formerly taken up by Hicks and that then held by Merryfield. In all probability this was really the eastern portion of Lot 274. In 1874, when Moody and Nelson were rounding out their holdings, they obtained the Crown Grants for both these lots. This gave them approximately two miles of shore frontage, extending from Lynn Creek to the foot of Lonsdale Avenue, and covering an area of 656 acres.

Meanwhile there had been an attempt at bona fide settlement east of Lynn Creek. In January 1863, Frederick Howson had filed a claim for 160 acres extending east of Graham and Scrimgeour's claim for 32 chains, and running north for 50 chains parallel to their line. Howson allowed his claim to lapse, but gave his name to the creek between him and Graham, which was known for some years as "Fred's Creek." The land was pre-empted again in 1865, by Thomas A. Strong, but he also let his claim lapse. In 1867 a claim for this same land was filed by John Linn. Sapper Linn was a member of the party of Royal Engineers who came out to the colony in 1859, aboard the "Thames City". During the voyage his wife, who accompanied him, gave birth to a son and heir. The "Emigrant Soldiers' Gazette and Cape Horn Chronicle," a paper issued by the party
to pass the time, duly recorded the event. When the party was recalled in 1863, some of its members remained in the colony. Among these was John Linn, who was entitled to a gratuity for long service. Four years later, Linn pre-empted Howson's claim on Burrard Inlet. It would appear that at this time he failed to improve the land and the claim lapsed. In February, 1871, he again applied for this land, this time as a military grant, and settled there. His sons grew up to work in the Moodyville Mill, and Linn himself gave his name, with a slight change of spelling, to the creek which formed the western boundary of his land, now known as Lot 204.

Preceding Linn by several years, Hugh Burr, in 1865, had made application to purchase Lot 193, a parcel of land containing 169 acres east of Seymour Creek. For some reason this land was surveyed and put up for auction, while the surrounding land was open for pre-emption. Burr was an Irishman who had come to Victoria in 1860. For a short time he had charge of the Hudson's Bay Company's store at Fort Alexandria, after which he

4. Howay, F.W., Work of the Royal Engineers in B.C., Victoria, King's Printer, 1910, p.3.

5. Correspondence Colonel R.C. Moody, 1859, Archives of British Columbia, Victoria, F. 1158.

6. Nelson, Denys, Place Names of the Lower Fraser Valley, manuscript, vol. I. The change in spelling is probably due to local ignorance or disregard for accuracy.
returned to New Westminster, where he taught school for two years. One or two judicious real estate ventures brought him a neat little profit. Teaching conditions being far from satisfactory, Burr decided to turn to farming and purchased the land east of Seymour Creek. The neighbouring parcel of land, Lot 611, was pre-empted the following year by W.E. Cormack "for the purpose of erecting a building thereon for carrying on the fisheries". Cormack had probably come from New Westminster to fish in Burrard Inlet. The land apparently reverted to the Crown, and was pre-empted again in 1867 by Joseph Burr, Jr., who obtained a Crown Grant in 1888. Hugh Burr pre-empted the next lot, Lot 469, in 1870, and obtained full possession in 1889. Thus the Burr family acquired all the shore-line between Seymour Creek and Indian Reserve #3. Burr established the first dairy-farm on the Inlet, and supplied Moodyville with milk, which he delivered by row-boat. The mill provided a ready market for his produce, while ships that came for lumber always welcomed a supply of fresh fruit and vegetables.

The waterfront west of the mill was also being taken up at this time. In 1869, William Bridges occupied, and a few months


later pre-empted, the quarter-section afterwards surveyed as Lot 271. During the interval John Deighton, sought title to 20 acres of this land, bounded on the west by the Indian village, and having a frontage of 10 chains. Deighton's claim revived dissatisfaction among the Indians, who again sought government protection. It appears as stated above, that the Squamish tribe had entered the Inlet about 1860, and selected a camp-site on the fore-shore. Many of them soon found work at the mill, and so the camp developed into a permanent village. Perhaps because of their own slim claim to the land, the Indians were resentful of white men settling nearby, and made several attempts to have the land surveyed and gazetted as a reserve. Despite the recommendation of government officials, this was not done, and the Indians had no legal claim to the land on which their village was built. In 1868 they built a church in the village, and it was the next year that Deighton proposed to build a house, as they said, "in the midst of our village beside our church." Chief Snatt immediately appealed to the office of the Chief Commissioner of Land and Works, and Deighton was obliged to stop building. Snatt asked again that this land be set aside as a Reserve. He told a touching story, claiming that the Squamish had camped at the site for many years.

10. See above, Chapter I, p. 6, fn.
before the white man came to the Inlet. While admitting that they had not resided permanently on the land, but following the custom of their people, had come and gone, he claimed that they had always left some behind to occupy the place. At this time, he said, their village consisted of fifty families and sixteen single men. He asked for them 200 acres with forty chain of frontage. This frontage, Snatt said, extended twenty chain each side of the church. Probably with special reference to Deighton's claim, Snatt maintained that the twenty chains of frontage on the mill side was absolutely essential, since the corresponding stretch on the west side was largely mud flats, and unapproachable at low tide. It was on the east side, he said, that they wished to build their homes. As a result of Snatt's appeal this reserve was laid out by the authority of the governor on the spot. On November 25, 1869, the land was gazetted as Indian Reserve #1, containing 35 acres. In the same notice an area of 111 acres west of Lot 469 was set aside as Reserve #3. Both Reserves are still in existence.

Meanwhile, William Bridges' claim remained. It would appear that before Bridges a man named Trim had staked this claim, probably in 1864, and had planted apple trees there. Apparently he did not apply for pre-emption rights, and so Bridges was able


to file his claim. There is no trace of a Certificate of Improvement, but Bridges did not allow the claim to lapse. He died, however, before obtaining a Crown Grant, the latter being issued in 1883 to James Charles Prevost, Administrator of Estate. The property passed into the hands of one Thomas Turner, and the claim became known locally as "Tom Turner's Farm", which name it retained for many years. It was said that Turner inherited the land from an uncle, whose will was found in a trunk long after his death. This fact links up well with the record showing the Crown Grant issued to the Administrator of Estate, and it may be presumed that Bridges was the uncle in question. The farm, west of the Ferry Wharf at the present foot of Lonsdale Avenue, was a pleasure place sloping gently down to the water. On the beach stood a cottage of boards, with cedar-shake roof, a barn and garden. For residents of Vancouver the grassy slope, and shady orchard made a popular picnic spot. Turner vied with Burr of Seymour Creek in supplying Moodyville and Hastings Mill with farm produce.

While Bridges and Deighton were acquiring Lot 271, William Ross, in March of the same year, filed a claim for a quarter-section just inside the First Narrows. Having a frontage of some 42 chain, this land was sandwiched between an Indian Reserve on the west, and a timber lease held by Moody and Nelson on the east. Ross' schemes apparently failed to materialize, for in November of the same year Samuel Charles Howse, a carpenter, applied for the same land as a Military Grant. His ap-
lication was favourably received, and early in 1871 he obtained both a Military Grant and a Crown Grant for Lot 264. Between Howse and Indian Reserve #1 two more Military Grants were issued in February 1872. William Edwards and Philip Jackman, both formerly with the Royal Engineers, were granted 150 acres each, Lots 265 and 266 respectively. Edwards was entitled to a long-service gratuity. Jackman had previously located west of Seymour Creek, on the site of Indian Reserve #2.

During the next fifteen years, the waterfront outside the First Narrows was taken up, largely by men who had some connection with Moodyville. J. C. Hughes, who pre-empted Lot 237, immediately west of the Capilano Indian Reserve, was the first president of the Mechanics' Institute. Later he entered politics, and in 1875 was elected to the Legislative Assembly as the Member for New Westminster District, which included Burrard Inlet. James Blake, who pre-empted Lot 775 in 1872, later transferred his claim to John Thomas, operator of the first ferry service to Moodyville. Thomas quarried a type of gravel which came to be called after him, while to this day part of the fore-shore here is known as Navvy Jack's Point. In January

13. See above, Chapter 2, p. 27.
14. ibid, p. 35.
1886, Lots 554, 555, and 556 were pre-empted respectively by J. R. Chapman and James McCormack, loggers, and A. N. C. King, clerk, all of Moodyville. On the same date claims were also filed by Stanley James and Walter Erwin. James, who pre-empted Lot 558, was employed as a clerk at Moodyville, while Erwin was the keeper of the lighthouse at Point Atkinson. His claim was Lot 582. Lot 557 was claimed the following year by Patrick A. Allen, blacksmith of Moodyville. Born in Ireland, Allen was thrown on his own resources at an early age, and came to America. He gradually worked his way west to San Francisco. In 1872 he came north to Moodyville, where he found employment as a blacksmith, a position which he held for thirty years. During this time he invested in property with sufficient success to enable him to spend his declining years in comfort.

16. Unless otherwise indicated, the writer is indebted for the material of this chapter to Laing, F.W., Colonial Farm Settlers on the Mainland of British Columbia, 1858-1871, Archives of British Columbia, manuscript, p. 22-29.
CHAPTER IV MUNICIPAL DEVELOPMENT

The original pre-emptors of North Shore home-steads as well as the Moodyville Sawmill Company, gradually allowed their property to pass into the hands of individual speculators. With the incorporation of the City of Vancouver in 1886, and the arrival of the first transcontinental train in 1887, these men felt that the time was at hand to realize on their investments. While the total number of property-holders is not known, there were at least forty-three living in the vicinity of Vancouver who took an active part in the proceedings of the next few months. On December 29, 1890, a meeting of North Shore property-holders was held in the office of Rounsfell & Company, Vancouver. Twenty-eight men were present at this meeting, and twenty-six at a subsequent meeting. The chairman, stating the reason why the meeting was called, pointed out "the great advantage it would be to the property owners" of the North Shore if a municipality were formed there. All present declared themselves in favour of such a step, and a committee was appointed "to see what could be done in the matter". At a second meeting, January 3, 1891, the question was raised as to whether Moodyville should be included in the new municipality, and it

1. Minute Book of North Vancouver Municipality Meetings, 1890-1891. In possession of the Municipality.
2. ibid.
3. ibid.
4. ibid.
was agreed to write to R. P. Rithet, in Victoria for his consent. Rithet's reply, when received, being to the effect that he did not wish DL 272 and 273 to be included in the new municipality, it was resolved to exclude these lots as requested. In order to defray the cost of incorporation proceedings, a number of the property owners guaranteed the preliminary expenses on the understanding that they were to be repaid out of the first taxes when the municipality was formed. One of the guarantors, A. E. McCartney, being a surveyor, was instructed to draw out a map of the new municipality.

A formal petition signed by those pre-emptors, property-owners and residents who favoured a municipality was presented to the Provincial Government, and on August 10, 1891, letters patent approving the incorporation were issued in the name of the Honourable Hugh Nelson, formerly of Moodyville, and now Lieutenant-Governor of the province. This document defined the boundaries of the municipality and provided for the establishment of municipal government. It decreed that:

all that piece of land commencing at a post marked GFB situated on the Westerly shore of

5. See above - Chapter 2, p. 24
6. Minute Book
7. See above - Chapter 2, p. 16
the North Arm of Burrard Inlet, being the north-east corner of lot numbered 872 in the District of New-Westminster; thence west along the north boundary of said lot numbered 872 to the north-west corner thereof; thence in a westerly direction to the north-east corner of lot numbered 956; thence west along the northern boundary of said lot numbered 956 to the north-east corner of lot numbered 985 situated on Seymour Creek; thence west along the northern boundary of said lot; thence in a westerly direction to the north-east corner of lot numbered 875; thence west along the northern boundaries of lots numbered 875 and 874 and a line produced to the intersection of the coastline on Howe Sound; thence southerly along the coast-line to Point Atkinson; thence east along the coast-line and the north shore of Burrard Inlet to a post in the south-west corner of lot numbered 273; thence north along the west boundary of said lot to the north-west corner; thence east along the north boundary of said lot numbered 273 and lot numbered 272 to the north-east corner of said lot numbered 272; thence south along the east boundary thence easterly along the shore line to Roche Point; thence northerly along the west shore of the North Arm of Burrard Inlet aforesaid to the point of Commencement and containing 100 square miles more or less should be organized as "The Corporation of the District of North Vancouver." The Letters Patent went on to instruct that the Council shall consist of four Councillors and a Reeve, and the whole number present at each meeting shall be not less than three. Nomination shall take place and the poll, (if any), shall be held at the residence of Mr. Thomas Turner, situate on Lot 271, Group 1, New Westminster District.

Nomination for the first election of Councillors shall be on the 22nd, day of August 1891, at 12 noon.

..The first meeting of the council shall be held on the first Saturday after the day of election at the residence of the said Mr. Thomas Turner at 12 noon. 9

8. Apparently should be 957.

9. The original is in the possession of the Municipality of the District of North Vancouver.
An election was held accordingly, on August 29, 1891, on the premises better known locally as "Tom Turner's Farm," J. P. Phibbs was elected Reeve, and Thomas Turner one of the councillors. At the statutory meeting held according to instructions, the Reeve and Council were sworn in, after which the meeting adjourned, to reconvene on September 12, at the Reeve's milk ranch on Seymour Creek.

At this time the whole municipality was virgin timber land, and the first task of the newly-elected council was to open up trunk roads through its vast territory. Accordingly, a by-law was passed on February 15, 1892, to enable the council to negotiate a loan of $40,000 on debentures for 50 years at 8%. J. C. Keith underwrote the loan at par, and in return the road was named after him. Messrs Williams Bros. and Dawson were employed as engineers and instructed to lay out a road from Howe Sound to the North Arm of Burrard Inlet. However, a decade of financial depression intervened, and it was not until March 1902

10. See above, chapter 3, p. 45.
12. ibid
13. James Cooper Keith, born in Scotland in 1852 of a well known family of financiers, came to Victoria in 1876 to take a position in the Bank of British Columbia. He married the daughter of Roderick Finlayson, official of the Hudson's Bay Company and second commander of Fort Victoria. In 1902 he was manager of the Vancouver branch of the Bank of British Columbia.
14. Vancouver Daily Province, April 4, 1941, Old Timers, an address by Rodger Burnes.
that three contracts were let one for the Seymour and Lillooet Roads, one for Keith Road from the Capilano River to the North Arm, and one for the bridges, and that section of Keith Road which extends from Capilano River to Eagle Harbour. The carrying out of these works involved a further loan of $20,000 in debentures at 7% interest. These two loans, being raised at a high rate of interest, made necessary a special tax rate, thus imposing a heavy burden upon the young municipality. It was therefore a cruel blow which fate dealt the District when fall freshets carried away the Capilano and Seymour Bridges soon after they were completed.

Furthermore, the financial standing of the district was so poor, and its assessed value so small, that it was found impossible to raise a further loan with which to rebuild the bridges or carry out other improvements. In consequence, development was at a standstill for several years. Disappointed, landowners allowed their property to go to sale rather than pay the taxes assessed. In an attempt to retain public confidence, between 1895 and 1899 the Municipality bought in large areas of

15. Keith Road crossed a number of mountain streams and three rivers, the Seymour, Lynn and Capilano, which at times became raging torrents, washing out their bridges on several occasions.

16. In 1905 this was 13 mills, on land value only.

17. Express, August 25, 1905.

18. A Municipality is permitted to borrow up to 20% of its assessed value. See Revised Statutes of British Columbia 1936, Vol. 2, p.2938

land at tax sale, thus rendering its financial position still
less stable. Practically all the landowners of this time were
speculators resident elsewhere. In 1897, it was found that
there was only one person qualified, as a resident owner for
councillor. The District drifted along for seven months with­
out a council, pending the passage of a special amendment of
the Municipal Elections Act for its relief. Such a state of
affairs still further discouraged the ratepayers, and the period
of stagnation continued until 1902. In the first decade of its
life, the total assessed value of the land in the Municipality
declined by nearly $300,000.

One of the early obstacles to settlement was undoubtedly
the lack of any direct means of communication with Vancouver.
Moodyville had a regular ferry service, but the only means of
communication between Vancouver and North Vancouver was via row­
boat or canoe. In the spring of 1894 a ratepayers meeting was
held, at which a committee was set up to make inquiries about
a steamer suitable for ferry purposes, and about terms of pur­
chase. A number of small craft were investigated without success
and finally the committee entered into negotiations with the
Union Steamship Company, whereby the latter agreed to run the

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20. As required by the Municipal Clauses Act, 1896, 59 Vict.,
ch. 37.
22. See Table B, Appendix, p. 11. 61 Vict., ch. 68.
23. See above, Chapter 2, p. 36.
S. S. Senator from Moodyville to North Vancouver and Vancouver. Among the terms proposed was an agreement to run trips timed to enable residents of North Vancouver to reach Vancouver at 7.45 a.m. and 9.15 a.m., and to leave Vancouver at 5.15 p.m. weekdays.

Close on the heels of the incorporation of the District of North Vancouver had come the large real estate companies, who divided among themselves those lots that now form the town-site of North Vancouver City, or contiguous parts of the District. Foremost among these was the North Vancouver Land and Improvement Company. Incorporated in August 1891 with stock worth $500,000, its principal shares were held by J. Mahon in England. Mahon sent his brother Edward out to become president of the company and also an active member of Mahon, McFarland and Mahon, who sold much of the Company's land. Other noted shareholders were J. Balfour Ker and James Cooper Keith. Keith, who had long been a lover of the North Shore, had been one of the prime instigators of the movement for incorporation of the municipality, and subsequently was active in obtaining the ferry service mentioned above. The North-Vancouver Land and Improvement Company acquired possession of Lots 271, 544, 545, 546, 547, 548, 549, and 550, and opened some of them for early settlement. Lonsdale Estate, whose chief shareholders

24. Heywood-Lonsdale and James Pemberton Fell were Englishmen, members of the same family. Fell, who is still living in Vancouver, came to Canada as manager of the Lonsdale Estate.
were Heywood-Lonsdale and J. P. Fell, obtained Lots 264, 265, 266, and 553, but did not open their land to settlers until 1903. A. St. George Hammersley bought up D. L. 274, which also was closed to settlement for some years. Would-be settlers of land closest to Vancouver were therefore obliged to buy from the North Vancouver Land and Improvement Company, which they did. In 1896 the great part of the Company's lands were surveyed for settlement, and in 1897 the first home-makers arrived. That year and the next at least five families moved in. Unable to obtain land near the water-front, they took up acreage in D. L. 549, in the present vicinity of 15th Street east of Lonsdale Avenue. That Avenue in those days was a logging road that followed an irregular course somewhat west of its present location. All supplies had to be carried up this road. The men commuted daily on the Senator to their places of business in Vancouver, each carrying a half-gallon can which he brought home at night full of milk. At home there were trees to fell and land to clear preparatory to planting a garden. Building material could be obtained from Moodyville, or from Vancouver, as also could groceries. Mountain streams, later supplemented by wells, supplied all water for domestic purposes, Fish were abundant in the streams, while meat and game could be taken off

25. Hammersley was a member of the firm of Drake Jackson and Company, Barristers, Vancouver, and was for a number of years Solicitor for the City of Vancouver.
the land. Settlers continued to come, and by 1901 the British Columbia Directory speaks of North Vancouver as "a suburban townsite on the north side of Burrard Inlet, opposite Vancouver city," and the census for the same year records a population of 365 persons. The same Directory reveals the existence at that time in North Vancouver of an Anglican Church, a Roman Catholic Mission, and two canneries. The following year saw the establishment of a local grocery, and the well-known Hotel North Vancouver, which immediately became a community centre.

The tide was now definitely turning for the municipality. A land boom, which had set in during 1900, was accelerated by the movements of the Vancouver, Westminster and Yukon Railway,

30. Great Northern Cannery, and Whiteside and Bickman Cannery, Eagle Harbour.
31. Ideal Grocery, J.A. McMillan, who also was postmaster for 10 years.
32. Larsen was also proprietor of the Hotel Norden on Cordova Street. He advertised the Hotel North Vancouver as follows:

Newest and Best Summer Resort.
Rates $2.00 per day.
Special rates for Families and Regular Boarders.
Rigs and saddle horsesto visit Capilano Canyon.
Excellent Ferry Service with Vancouver City.
whose charter provided for a line along the north shore of Bur-
33 
rard Inlet. Every available parcel of land was sold and re-
sold, subdivided and re-subdivided. In 1903 the Lonsdale Es-
tate and District Lot 274 were opened up for settlement. The
34 
same year, T. S. Nye, returning from the Boer War, selected
Lot 2026 as the grant due to him for military service and
the Council opened up Lonsdale Avenue to the boundary of his
land. Settlers moved into the municipality. At every meeting
the Council received requests from persons wanting roads open-
ed up to the homes they proposed to build. The school, which
35 
was opened in 1902, was in need of a second teacher the follow-
ing year. The existing ferry service proved inadequate, and
in 1903 the North Vancouver Ferry and Power Company was formed
36 
to operate a suitable service. Caught on the crest of the boom,
the Council themselves resolved that "in view of the present
activity in lumber and the supposed value of timber on various
parcels of land held by the Corporation, and in consideration
of the value of the lands themselves... a surveyor and timber
cruiser be employed to value municipal holdings and advertise-
ments put in the papers of Vancouver, Victoria and Seattle.

33. see below, Chapter 7, p. 101.

34. Son of A.D. Nye who bought an acre of land from the North
Vancouver Land and Improvement Company in 1898, and broth-
er of A.J. Nye and C.H. Nye who pre-empted in Lynn Valley

35. See below, Chapter 9, p. 143.

36. See below, Chapter 6, p. 96.
Taeoma and San Francisco that the Council has lands with timber for sale," The assessment of the municipality began to rise, and with it the borrowing power. In September 1903, the Council received a petition signed by more than half the landowners, asking for a by-law to authorize the raising, by way of debentures, of a loan of $100,000.00 to repurchase previous debentures and consolidate the debt. This move enabled the Council to rebuild the Capilano and Seymour Bridges which had been destroyed ten years before, and to finance plans for the erection of a Municipal Hall. Ever since the inauguration of the municipality, the Municipal Office had been located in the Inns of Court Building, Richards Street, Vancouver. Council meetings had also been held there, with the exception of the Statutory meeting each year, which had recently been held in the Hotel North Vancouver. It was now proposed to secure lots and provide a building locally of a nature to permit additions. The minimum cost of the first instalment was to be $1000. As a donation to the new building, the council members agreed to waive their indemnities for the current year, which amounted to $300. per month. From several proposed sites, one was finally

38. ibid, September 3, 1903.
39. See above, p. 52.
40. Minutes of Council Meeting, January 17, 1903.
selected at the north east corner of First Street and Lonsdale Avenue. The owner, A. St. George Hammersley, agreed to sell three lots for $500. Plans were obtained, and tenders called for. Work continued through the summer and the new Municipal Hall was ready for use before the end of the year.

There followed a period of rapid expansion. Lonsdale Avenue and Esplanade became a business centre, boasting a dozen firms offering for sale goods and groceries, hardware, drugs, drygoods and real estate. In November 1905 the first bank, a branch of the Bank of North America, opened its doors. Prior to that year the Western Corporation was established. This firm not only dealt in real estate, but also built a sawmill, cleared land and erected buildings. Included among the latter were the first business block in North Vancouver, and also a number of the bigger residences. Other businesses followed rapidly, including Wallace Shipyards, and two hotels, one on Second Street and one at Capilano. All goods entered the town via the ferries. Lacking a telephone system the wharfinger devised a system of calls with a horn to warn consignees when their goods had arrived. Two toots were for McMillan's store, three for Larsen's.

41. The complete cost of the building and land cannot be determined. Records show that the Architect received $500 for the plans, and the builders $3998.47 at various dates. There would also be costs of clearing the land, and probably other sums as well. In 1912, under arbitration proceedings, the City of North Vancouver sold the Hall to the Federal Government, for a post Office, for $93,650.00.

42. See below, chapter 8, p 116.
hotel, a long and two short ones for the Express, and two long
toats for the butcher shop. It was in 1905 also that George
Bartley gave the town its first local newspaper, the Express,
later to be known as the North Shore Press. In 1906 Vancouver
city decided to stop holding official Dominion Day celebrations.
At the instigation of the Express the North Shore came forward
and staged its initial First of July festivities. These festiv­
ities, which became an annual event until interrupted by the
First World War, attracted huge crowds from across the Inlet to
the grounds and beach in front of Larsen's Hotel. The pro­
gramme, which included races, broncho-busting and canoe races
against Indian teams, came to a climax in the afternoon with
the ascension of a huge smoke-filled balloon, bearing with it
a trapeze artist who finally parachuted to safety. Put up from
the grounds of the Hotel, the balloon would drift several miles
before coming down, probably in the forests behind the town.
There was a reward of ten dollars for the finder, and this was
often claimed by some lad several days later. When dark fell,

44. *ibid.* Bartley describes the plant: A Washington hand
press was the first printing press used to print the
Express....until the circulation grew too large. Then
a Wharfdale cylinder press was purchased from the Van­
couver News-Advertiser and took its place....

The Express was the first institution on the
North Shore to own its own electric lighting system. It
already had a Pelton waterwheel to furnish power for its
job printing press. A dynamo was procured with a capac­
ity of ten lights, and it was joined by belting to the
hydraulic powerwheel and worked very well. On Saturday
nights and holidays the office front was illuminated by
electric light and made a good advertisement. In a year
or two the B. C. Electric extended its system to North
Vancouver when the Express took power and light from the
company.
the crowds would gather on the green slope behind the beach to view an elaborate pyrotechnic display off the shore. Throughout the whole day, Larsen's Hotel with its wide verandahs and green lawns, formed a community centre.

These boom days were busy days for the Municipal Council also. The opening up of estates for settlement, and the rapid growth of population necessitated the building of many roads and sidewalks. The townsite was still studded with giant stumps. Lonsdale Avenue, slowly taking shape, was not yet a street. In April 1905 plans were laid for a roadway thirty feet wide north from the wharf, to be planked or macadamized for the first few blocks. In August of the same year tenders were called for Lynn Valley Road. To meet these costs a loan of $25,000 was raised at 5%.

As early as 1903 the question of water service was con-

45. In 1905 the Express estimated the population at about 1500 residents. (August 25, 1905)

46. The assessment roll for 1905 was:

| Total Land Valuation | 1,090,571 |
| Improvements         | 142,815   |
|                      | 1,233,386 |

47. Minutes of Municipal Council, April 19, 1905.

48. loc. cit, August 2, 1905.

49. ibid.

50. loc. cit., November 16, 1903.
sidered. Since it proved impracticable to obtain water from the city main it was decided to install a system drawing from Lynn Creek, which showed a sufficient supply for a large population. A loan of $50,000 was raised for the purpose, and G. Betts engaged as engineer to survey and construct the line. At the same time the reeve was instructed to have a well dug to provide a temporary supply for residents in the vicinity of the lower part of Lonsdale Avenue. Almost at once, householders were circularized for applications for water-service. Early in 1905 contracts were let for distributor pipes and hydrants. In May 1905, Betts reported that the water works were almost complete. The main from intake to waterfront measured 5½ miles, and the distribution system extended nearly seven miles. Pressure at source was reduced by two reducing valves along the line, so that at no point did it exceed 125 pounds. Fifteen hydrants were put down at first, and more added later. Over one hundred connections had been made at the time of Betts report, while others were waiting to be made. For these connections half-inch galvanized pipe was used, while for the laterals along the various streets wire-wound wooden pipes were

51. In 1889 the Vancouver Water Works Company installed a system to supply Vancouver City from the Capilano River. This area has, in consequence, never been within the jurisdiction of the Municipality of North Vancouver. Vancouver City would have been willing to negotiate an agreement to supply water to the Municipality, but it was thought that water from the city mains would not rise to the higher levels. Op. cit. November 16 and December 3, 1903.

52. loc. cit. July 9, 1904.

53. loc. cit. May 3, 1905.
required. It was not until July 1906 that the dam at the intake was completed, by which time the residents of the "townsite" were asking the Council for a by-law to authorize a loan of $25,000 for the extension of the system. It remained now for the Council to obtain control of such land as was necessary to protect the watershed. This was accomplished by purchase at nominal figures from the Provincial Government or from private owners of such lots bordering the Creek as the Council did not already own.

In keeping with the demand for a water system was the question of obtaining light, tram and telephone service for the Municipality. The possibility of obtaining power from Seymour Creek or the Capilano had long been obvious. It was in 1892 that a joint stock company, the North Vancouver Electric Company was incorporated "for the purpose of constructing operating and maintaining electrical works and establishing an electrical supply system in the vicinity of Burrard Inlet," for the benefit of Vancouver with water taken from the Seymour or the

54. Express, August 25, 1905.
56. ibid, August 20, 1906.
57. Parts of Lots 1429 and 1431 at tax sale; Lot 1016 from the owner at $2 per acre. The dam was on this lot; Lots 1363 and 1413 at $5 per acre from the Commissioner of Land and Works. The Intake was in Lot 1363. -- Minutes of Municipal Council, passim.
Capilano. This company was empowered to supply electricity but not to construct a railway or tramway. When they failed to operate within three years, as their charter demanded, they were granted an extension of a further three years. In 1896, however, the company was purchased by the Consolidated Railway Company, whose powers were the same. As it happened, the project failed to materialize. As soon as North Vancouver Municipal affairs began to improve, the question was raised there, and in 1903 the Council decided to advertise in the Vancouver Daily World and in New York, for a firm to operate an electric light system on a twenty year lease. They were immediately offered the opportunity to purchase an electric light plant for $1500, but this was not what the Council wanted. Finally the Council entered into negotiations, and eventually into agreement with the British Columbia Electric Railway Company to supply the Municipality with lighting, power and tramway service for fifty years. The franchise was subject to revision from time


60. Minutes of Municipal Council May 15, 1903.

61. ibid. June 2, 1903.

62. Original agreement the property of the Municipal Council.
to time and this has occurred on several occasions. A cable was laid across the Second Narrows, and the lighting system completed by August 15, 1906. The previous year the Municipality had purchased ten lamps of 600 candle power, for street lighting, at a cost of $15 each, and in the spring of 1906 this was supplemented by an order for twenty-five more. These arc lights continued in use until the close of 1926, when they were replaced by nitrogen filled lamps. Meanwhile plans were being worked out for a tram route to serve the scattered Municipality. The first suggestion amounted to a belt line around what is now the city area. This scheme failed to meet with approval as it made very little effort to serve the settlements lying to the east and west. The plan finally adopted consisted of three lines radiating from the ferry wharf, one north, one east and one west. The outer terminus of the eastern line was at 19th Street and Queensbury Avenue, that of the central line Lonsdale Avenue and 21st Street, and that of the western line at the junction of Keith Road and Bewicke Avenue. Later these lines were extended to their present termini. The original five miles of track was stretched to seven miles in 1911 and later to eleven miles. It was during this same period that the British Columbia Telephone Company laid a cable to the North Shore. The

63. Minutes of Municipal Council August 20, 1905
64. op. cit. January 26 and March 26, 1906.
system was installed and connected with Vancouver by May 1, 1906. In order to encourage the company to enter the community, the Council agreed to waive all taxes and license fees until there were two hundred subscribers. Further assistance was also provided by the North Vancouver Land and Improvement Company, who permitted telephone poles to be removed free from Lot 550, which they were then clearing for settlement.

Meanwhile the opinion was being expressed by those owning property in the older and more settled part, that this area would be more prosperous as a city. As many of the residents were interested in land values, they reacted favourably to this suggestion, and also expressed the belief that they paid the larger share of the taxes, and were therefore entitled to a better representation on the Council. The topic was taken up by the Express, which paper claims to have been instrumental in calling a public meeting to discuss the matter. This was done, and a committee set up to bring about incorporation of a city. The committee was headed by Reeve Kealy, who was assisted by thirteen members. To this number nine others were later added. The decision to incorporate was

65. Minutes of Municipal Council, December 20, 1905. There is no record of the time it took the company to obtain the first two hundred subscribers.

66. Vancouver Daily Province, May 21, 1936. The members of the committee were: Wm. Mordem; P.A. Allan; B.J. Cornish; Edmund Bell; Edward Mahon; J.C. Keith; C.E. Hope; W.E. Thompson; A. Dick; A.B. Diplock; G.J. Phillippe; George Bartley; Dr. Carroll; W.L. Keene; J.M. Fromme; C.O. Wickenden; J. Balfour Ker; Peter Larsen; R.K. Houlgate; Peter Westover; A.H. Davidson; and A.D. Nye.
reached in December 1905, and the North Vancouver Incorporation Act passed the Legislature in March 1906. The preamble to the Act stated that as it was inconvenient for the Legislature to consider the petition received from the inhabitants of North Vancouver, and as the inhabitants desired immediate incorporation, the Lieutenant-Governor was granted power to incorporate the city by Letters Patent with regard to general statutory conditions. The Act also specifically stated that the city was to take over $170,000 of the debentures of the present District Municipality, and to ratify existing agreements with the Vancouver Power Company, British Columbia Telephone Company and North Vancouver Ferry and Power Company. Schedule "A" of the Act named the District Lots that were to be included in the City area: Lots 265, 271, 274, 544, 545, 546, 547, 548, 549, 550, 616, at the east half of 552 and the Mission Reserve. Schedule "A" then went on to provide for the division of assets and liabilities, as approved by a public meeting held in North Vancouver on November 24, 1905, and by a subsequent ballot taken on December 15, 1905. The District of North Vancouver was to convey to the City the following: the Municipal Hall,

67. North Vancouver Incorporation Act, 1906, 6 Ed. 7, ch. 60.
68. By the Municipal Clauses Act 1896, areas desiring to be incorporated were required to present a petition for the consideration of the Legislature. This procedure replaced the granting of Letters Patent by the Lieutenant-Governor in ordinary circumstances.
69. British Columbia Electric Railway Company.
70. Indian Reserve #1.
Pound and Stable Buildings, and specified lots adjacent; all rights title and interests in the public parks of Blocks 109a and 110a, and District Lots 548, 549, 274; Street ends or water-frontage acquired or to be acquired for Mackay Road, Bewicke Avenue, Chesterfield Avenue, Lonsdale Avenue, St. Georges Avenue, St. Patrick's Avenue, St. David's Avenue; the S.S. North Vancouver and all wharfs and slips belonging to the District; the Ferry License from the Provincial Government; the whole water system, including the right to use Rice Lake; office furniture in the Municipal Hall, fire and road-making equipment and street lamps and posts; arrears of taxes on city area; the sum of $2091 of the sinking fund, being in proportion to the amount of debt taken over; and the right and title to the cemetery Lot 1620. In return the City was to pay the following liabilities of the District: Local Improvement Loan 1901 $2000; 80% of the Consolidation Loan 1903 of $100,000 - $80,000; Water Works Loan 1904, $50,000 and Street Improvement Loans 1905 totalling $38,000. Schedule "B" of the Act, laid out the

71. See below, Chapter 6, p. 95.

72. Schedule "A" quotes the following evaluation of property as reported by the Ratepayers Committee:

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Office and Hall furniture</td>
<td>$414</td>
</tr>
<tr>
<td>Wharfs and slips</td>
<td>2809</td>
</tr>
<tr>
<td>Municipal Hall and Lots</td>
<td>6013</td>
</tr>
<tr>
<td>Pound Lots and Buildings</td>
<td>493</td>
</tr>
<tr>
<td>S.S. North Vancouver</td>
<td>10,000</td>
</tr>
<tr>
<td>Tax Sale Lands, assessed value</td>
<td>12,392</td>
</tr>
<tr>
<td>Tax Arrears</td>
<td>6,739</td>
</tr>
</tbody>
</table>
exact boundaries of the City area. The North Vancouver Incorporation Act Amendment, 1907, replaced Schedule "B" of the Act of 1906 with a new schedule. This new schedule also divided the remaining District of North Vancouver into two wards, each having two councillors. The wards were to lie west and east of the City area respectively. Where they met in North Lonsdale the boundary was to be a line drawn from the centre of Lonsdale Avenue to the northern boundary of the District. By this same Act, the City was empowered to borrow $245,000 and the District $45,000 by debentures, being proportions of the present debenture debt of the District of North Vancouver. Moreover, the City was ordered to pay additional liabilities of the District as follows: 2/3 of the Corporation Loan of $75,000 being $50,000 and Water Works Loan #2, $25,000. Elections were held for both City and District Councils on June 1, while the actual incorporation of the City dates from July 1, 1907. Reeve Healy was elected as first Mayor of the new City, and the District selected William H. May as Reeve.

The municipalities now sought to adjust themselves to new conditions. The City comprised an area of 2500 acres, whose population was estimated variously at 1500 to 2000 persons. It was already equipped with light, tramway, telephone and ferry.

73. North Vancouver Incorporation Act Amendment Act, 1907, Ed. 7, ch. 30.
74. Express, North Vancouver, May 31, 1907.
service, and owned its own waterworks system. Beside this, the City boasted fifty-three business establishments, one bank, two hotels and a school. Real property was assessed at $2,600,000, with the tax rate set at 16 mills, on land only. Added to all these assets were a fine stretch of waterfront not yet developed, and the certainty in everybody's mind that railways would soon enter the town via a bridge across the Second Narrows. By 1915 the boundaries of the City were extended to include District Lots 272 and 273. This brought the City area to its present figure of 3,131.5 acres.

Meanwhile the District Municipality found itself deprived of a municipal headquarters and of its water supply. On June 10, 1907, the newly elected Council held its first meeting in the Lynn Valley Schoolhouse. It was agreed at this time to hold future meetings in the Reeve's office, in North Vancouver City. The clerk was further instructed to rent a certain building near the ferry as a municipal office, and to furnish the same. While this solved the problem for administrative purposes, the difficulty recurred at the time of Municipal elections, since both nomination centres and polling booths had to

76. Express, loc. cit.
77. See below, Chapter 7, p. 100.
80. Minutes of Municipal Council June 10, 1907.
be within the boundaries of the Municipality. For three years nominations, were received in a Municipal Tent located in North Lonsdale, while the Institute Hall, Lynn Valley Schoolhouse and private dwellings were pressed into service as polling booths. The Council finally felt in a position to build a Municipal Hall, for which they selected a site on Lynn Valley Road. The Hall was completed in July 1911, and formally opened the following month.

The problem of the water supply also demanded prompt attention. The City Council expressed willingness to supply water to the residents of the District living within the existing water district, and a temporary agreement was reached. It was felt desirable, however, that the District should as soon as possible form its own water district for Lynn Valley, Capilano and North Lonsdale, and introduce water systems there.

The District of North Vancouver still extended west to Howe Sound. The region west of Capilano lacked direct communication with North Vancouver. It is true that Keith Road originally extended to Eagle Harbour, but it was neglected and allowed to become overgrown. For a long time there was very little settlement here at all. The Point Atkinson Lighthouse was built about 1878, which led Walter Erwin, Lightkeeper, to pre-empt Lot 558. In 1899 Francis Caulfeild settled at Skunk 81. See chapter 3, p 47.
Cove, where he built a wharf and planned to establish a village. In the early years of the Municipality these two men petitioned the Council repeatedly to have the road kept open to Eagle Harbour. However the Bridges were washed out by floods, and the Council was unable to rebuild them for financial reasons. The only approach, therefore, to Eagle Harbour was by water, and passing boats were signalled by a lantern from Caulfeild's wharf. A man named Andrews had a farm at Horseshoe Bay, and Peter Larson, of North Vancouver, had a

Francis Caulfeild, a Scholarly English gentleman, made a leisurely tour of Canada in 1898. When he reached Vancouver the land boom in North Vancouver had just commenced. Caulfeild rejected repeated offers from real estate agents, but one day he was taken for a water trip by Captain Charles Cates, who put him ashore at Skunk Cove. Charmed by the natural beauty of the place, Caulfeild next year purchased a large acreage from Cypress Falls to Howe Sound. Abandoning his English home, he now spent the greater part of his time at Caulfeilds, where he planned a village in keeping with the surroundings, and wished to reserve the entire water front as a public park for the estate. His only means of communication with Vancouver was by the daily boat from Howe Sound, which he flagged from a rocky point. To accommodate the boat, and in anticipation of a settlement, he built a strong heavy wharf. His wife and daughter joined him and built cottages for family use. By 1909 he had completed his subdivision and was offering sites for summer homes. To supply the Community he built a strong complete water system served by Cypress Falls. The lack of communication with other North Shore settlements presented a problem and Caulfeild was continually petitioning the Municipality for a good road which neither the Municipality of North Vancouver, or later of West Vancouver, was willing to provide. Before his death in 1934, Francis Caulfeild deeded his entire park to the Municipality of West Vancouver. cf. Stone, H. A., A Short History of Caulfeild Village, Vancouver, 1914, passim.
ranch at Gleneagles. District Lot 554 was settled by John 83
Lawson, who wrote to the Council in 1906 asking for a temporary road west of Capilano to enable his family to attend 84
the school in North Vancouver. In the fall of 1906 the parts
now known as Ambleside and Hollyburn were auctioned off by
the Provincial Government. No time was lost in forming a
ratepayers association, whose meetings, incidentally, were
held in Vancouver. By the end of that year the road to Capi-
85
lano was put into repair for horse and buggy traffic. Houses
went up gradually until 1910, when the real estate boom his
West Vancouver, Local subdivisions were put on the market,
and leading Vancouver residents bought up extensive tracts

83. John Lawson was born and educated in Ontario. He
was twenty years with the Canadian Pacific Railway
Before settling in West Vancouver in 1905. In 1909
he started a ferry service between West Vancouver
and Vancouver, and in 1911 he was instrumental in
getting West Vancouver to secede from North Vancouver.
He served the community as Councillor or Reeve until
the outbreak of war in 1914, and was Post Master dur-
ing the same period. In 1929 he was re-appointed to
this position from which he retired in 1940. - Who's
Who in British Columbia 1940 - 1941, Vancouver, 1941,
p. 130.

84. Minutes of Municipal Council September 5, 1906, His
children walked to school.

885. North Shore Press, April 3, 1931. Article on West
Vancouver by Municipal Clerk James Ollason.
for summer homes. As in North Vancouver, the real estate firms felt that greater progress would be made with local administration, and accordingly an appeal was made to the Provincial Government to separate this district and form a new municipality. The outcome was the West Vancouver Incorporation Act which set up the Corporation of the District of West Vancouver. The new District was to include all that land lying west of a line commencing 1000 feet south of the south-west corner of Lot 264,

and in line with the west boundary of said Lot 264 produced; thence northerly along the west boundary of said Lot 264 to the north west corner thereof; thence continuing northerly along the west boundary of Lot 825 to the north west corner thereof, said corner being on the south boundary of Lot 764; thence north along the west boundary of said Lot 764 to the north west corner thereof; thence easterly along the north boundary of Lot 764 to the southeast corner of Lot 763; thence north along the east boundaries of Lots 763, 761, 603 and the east boundary of Lot 605 to the point of intersection with the centre line of the Capilano River; thence following said centre line westerly to the west boundary of Lot 605; thence following the west boundary of Lot 605 to the north west corner of said Lot 605; thence north along the east boundary of said Lot 875 (86) to a point where the east boundary of Lot 875 intersected the north boundary of the present Municipality. The Act further specified that West Vancouver was to assume $156,000 of the general debenture debt of the District of North Vancouver, and amounting to $543,000, as well as the loan made on account of

86. West Vancouver Incorporation Act, 1912, 2 Geo 5 ch 60.
West Capilano District under the West Capilano Improvement Loan Bylaw 1911. West Vancouver was instructed to make annual payments to the District of North Vancouver of Debenture Interest and Sinking Fund Instalments. The District of North Vancouver was required to surrender all claims to the real estate and foreshore in the designated area, and all grants made or to be made by the Federal Government for a wharf at Hollyburn. West Vancouver was also to receive shares in the stock of the Burrard Inlet Tunnel and Bridge Company aggregating at par value $62,500.

From this point the development of the City and District Municipalities followed along normal lines. The real estate boom gave way to the "slump" of 1913, which in turn was relieved by the war years and the false prosperity of the post-war period. During these latter years both municipalities exhibited a sublime faith in the future, and spared no money in local improvements. The stock market crash of 1929, and the consequent world-wide depression was felt in North Vancouver, as in every community. Nevertheless, both councils carried on with only minor attempts at retrenchment. Property owners failed to meet their taxes, and the land began to revert to the municipalities. Coincident with the loss of revenue came the problem of Unemployment Relief. The bank overdraft increased

87. loc. cit.

88. See Tables C and D. Appendix pp. ii and iii.
steadily and the market value of North Vancouver bonds fell. The climax was reached in 1932. In that year City property liable to taxation was assessed as follows:

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Net Lands</td>
<td>$5,214,238.71</td>
</tr>
<tr>
<td>Net Improvements</td>
<td>$5,522,370.00</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$10,736,608.71</strong></td>
</tr>
</tbody>
</table>

The tax rate for the year being 60 mills on the Assessment and 25% of Improvements, the total Tax Levy amounted to $414,366.08. Of this sum, however, $52,903.10 was chargeable to property which had reverted to the City in 1931 and 1932, and $134,447.12 could not be collected. To balance this, the sum of $25,503.14 was collected as percentage additions for late payment, bringing the total collected in taxes for the year up to $250,518.95. Land reversions to which the City held title at the close of 1932 totalled $723,692.45, while Reversions subject to redemption amounted to $103,196.55, at Book Value. Arrears of taxes for the years 1930, 1931 and 1932 totalled $208,718.14 to which must be added as arrears of Water Rates $8,992.82. The outcome of this loss of revenue was inevitable. At the close of the year the General Revenue Statement showed an excess of Expenditure over Revenue amounting to $61,433.40. The B. C. Government made an advance of $2,075.48 for Relief, over and above regular grants, and there was a Bank Overdraft of $62,987.34. The situation would have been worse still, had not the Ferry Account shown an excess of Revenue over Expenditure of
$53,891.12, which was transferred to the City General Account. Even so, the City was unable to honour its obligations and $35,196.83 due in coupon interest on debentures remained unpaid, while the Sinking Fund showed a shortage of $113,767.48 below requirements. City Bonds lost their market value, any trading that was done being at a nominal figure of $45 to $50. At this figure, City of North Vancouver Debentures held as Sinking Fund investments were worth only $398,033.15 and required an appreciation of $72,755.44 to raise them to par.

The situation in the District was even worse. For one thing, the District was not able to benefit by the profits of the Ferry system as the City was. Also, it was not until faced with disaster in 1931 that the District began to tax improvements. That year the tax rate was set at 50 mills on land and 25% of improvements, and the following year it was raised to 65 mills on land and 35% of improvements. In 1932 the District also showed a deficit of $43,445.35 in the Sinking Fund account. As was only to be expected, the creditors stepped in, in both municipalities. Applications were made, and granted, for the appointment of a receiver. In December 1932 a Commissioner

89. For further details See City of North Vancouver Annual Report, 1932.

90. For further details see District of North Vancouver Financial Statements for 1931 and 1932.

was appointed for the District, and in January 1933 his sway was extended over the City also. Although administered by one man, no attempt was made to merge the two municipalities.

In presenting the Auditors Report for the City and District to the Attorney-General at the close of 1933, Commissioner Tisdall wrote:

I was appointed Commissioner of the City of North Vancouver, on account of the default by the City of its bond interest. In addition to this bond interest default, I found the general financial position to be most unsatisfactory.

This condition had arisen from a variety of reasons, amongst them being unsound and inflated assessed values of real estate, continued borrowing and spending money, in many cases for services which were beyond the means of the tax-payer to pay for, covering too large an area with municipal services, the breaking down of a bridge connecting the North Shore with Vancouver City, the World economic condition and resultant absence of work, financing of unemployment, unbalanced budgets and tax delinquency.

Of the financial condition of the City the Commissioner goes on to say:

In addition to a gross bonded indebtedness of $3,284,123.29 with a yearly charge of $167,103.46 for interest and $58,070.87 for sinking fund, and $420,500.00 of Guaranteed Debentures for which the City is liable, with a yearly interest charge of $23,875.00 and for sinking fund $4,208.68; there

92. Second Narrows Bridge

93. City of North Vancouver Annual Report, 1933, p.6. The report for the District is almost identical. The Guaranteed Debentures are North Vancouver Ferry Co. $128,000 and Burrard Inlet Tunnel and Bridge Company $292,500.
was $359,147.76 of floating liabilities owing for municipal services. 94

The situation in the District was similar:

In addition to a gross bonded indebtedness of $2,016,864.00 with the yearly charge of $106,299.94 for interest and $39,710.85 for Sinking Fund, there were $230,712.29 floating liabilities owing for various Municipal services. Salaries and payrolls were in arrears. 95

Municipal services and other expenditures were promptly reduced to a minimum. The payment of coupon interest was suspended, and the full amount of sinking fund levies was no longer levied.

Since that time the world has been redeemed from financial depression by the Second World War. The War has brought industry to North Vancouver. This fact, together with a decade of sound economical administration, has made it possible for North Vancouver to attempt repaying her bond-holders. As soon as this is attempted the ratepayers will be given an opportunity to resume self-government.

95. District of North Vancouver Annual Report 1933, p.5.
CHAPTER V  LYNN VALLEY

Lynn Valley lies on the west bank of Lynn Creek, in a north-easterly direction from the City or North Vancouver. In Moodyville days that section east of the present Lynn Valley Road was a Spar Forest, containing some of the best spars in the world. Moody, Dietz and Nelson acquired a timber grant in the valley, where stumps may still be found bearing the brand M. D. N. They took out spars 70 feet long and thirteen feet in diameter without a knot in them. The first trees were cut with axes and yew wedges, no saws being used. The spars were taken out by mules and ox-teams over a skid-road that followed the general path of Lynn Creek, down to Moodyville, to be fitted into ships. When Moody's men had taken out the spars they considered that the timber stand was finished, and abandoned it about 1875.

Lynn Valley still had immense stands of lumber. About 1895 the Spicer Shingle Company moved in to take out logs and shingle bolts. Spicer built the first flume in Lynn Valley to convey his shingle bolts to Moodyville. He did not build a mill, but hauled the logs out by ox-teams as Moody's men had done. In 1897 Spicer sold out to the Hastings Shingle and Manufacturing Company. This Company was owned by two brothers, James and Robert McNair, who lived at Hastings on the south shore. Hence the name of the Company, which had no connection with the Hastings Sawmill Company. The North Shore had one of the best stands of Red Cedar on the Coast, and the McNairs
planned to cut shingle bolts. A few weeks later they were joined by J. M. Fromme, the first resident and real founder of the present community at Lynn Valley. With Fromme as foreman the firm continued lumbering operations. Two mills were built. The first one, on Mill Road above Dempsey Road, handled heavy lumber and shingle bolts and did planing. The second mill, at the present junction of Lynn Valley Road and Mountain Highway, was just a shingle mill at first, although later a planer was added. Hastings Creek, on whose banks the mill was built, was dammed to form a collection pond for shingle bolts.

To facilitate lumbering operations the company built roads, trails, and flumes. The original flume to Moodyville was pushed further into the woods and branches added, until there were approximately ten miles of flume to serve the company. The main flume to Moodyville, which crossed Lynn Valley Road overhead, was used up to 1911, when the last shingle bolts were taken out. The Hastings Shingle and Manufacturing Company maintained a pond on the waterfront just east of Moody's. Logs were hauled to the pond on horse-drawn sleighs. A puncheon skid-road connected with the plank road leading past the pond to Moodyville. This road, which formed the only link between Lynn Valley and the outside world, followed the general direction but not the exact route of the present Mountain Highway from Lynn Valley to Keith Road. Crossing the Lynn by a trestle bridge, it entered Moodyville from the east. There was just
time for the teams to make two round trips daily. The sleighs used were built in the valley, of local yew. Residents walk this road to Moodyville in order to take the ferry, S. S. Senator, to the south shore. They found it difficult to return the same day. All supplies were taken into the valley by the same road, on the sleighs returning from Moodyville.

At the side of the road, along Hastings Creek from the mill, stood Shake-town, the mill camp. The camp consisted of bunk-houses, a cook-house, and stables for ten horses. The cook had a Chinese assistant, but no other Orientals were employed at the mill. The mill also maintained its own blacksmith, who built the sleighs. The main camp started with twenty men, later increasing to two hundred men, and assisted by thirteen teams of horses.

In 1899 J. M. Fromme homesteaded District Lot 2023, with the permission of the Hastings Shingle Company, who held a timber license on the land and retained the right of its flume through the land. Here he built the first house in Lynn Valley, facing the skid-road. T. A. Allan pre-empted District Lot 2022. Allan subdivided part of his land early, thus opening up the Valley for settlement. In 1903 Fromme also subdivided, selling

2. ibid page 6.
60 blocks to settlers at $25 per acre. All these purchasers were men connected with the mill who wished to make homes for their families near the camp. Other pioneers soon came in and filed claims to pre-emption: Peter Westover, District Lot 2087, J. Hoskins, District Lot 2088; James McIntyre, District Lot 2169; Mr. Arthur, District Lot 2002; J. M. Duval, District Lot 2950; C. H. Nye, District Lot 2008; W. E. Emery, District Lot 2003; Following the Boer War, Military Grants to J. Y. McNaught, District Lot 2004, and A. F. Nye, District Lot 2025, completely filled up the valley. Soon there were some 30 families in the settlement or at the camp. In 1907 Fromme bought up the mill on Hastings Creek. Together with T.A. Allan he founded the Lynn Valley Lumber Company, which supplied all the lumber for the new settlement springing up on Fromme's land. Later he bought out Allan, and the mill became known as Fromme's which name was also applied to the road that ran the length of the valley.

The new settlers brought children in to the valley. When there were twenty children of school age, application was made to the government for a teacher. By voluntary subscription among the residents and employees at the mill the sum of $250

3. Draycott, op. cit. p. 6. - See map on p. ix, Appendix
was raised to provide a schoolhouse. The little school opened on May 20, 1904, with seventeen pupils.

The spiritual needs of the settlement were cared for by visiting pastors. A small log cabin was built on Allan's land, beside the Moodyville road. For one year (1896) services were held here regularly by the Reverend Ebenezer Robson (later Dr. Robson), who was dearly loved by all the loggers. At this time Dr. Robson reached the settlement by the Moodyville Road. Some ten years later, when he was again serving the North Shore, Dr. Robson renewed his interest in Lynn Valley, this time following a trail through the bush from North Vancouver to the Pipe-line Road. In the little log cabin church was an organ, the first on the North Shore, hauled up the road from Moodyville at the instigation of one of the settlers, A. E. Waghorne. The first church to be built in the Valley was St. Clement's Anglican, followed later by the Presbyterian and Methodist churches.

4. Dr. Robson was one of the builders of the Methodist Church in British Columbia. Born and educated at Perth, Ontario, of a strict Presbyterian family, he embraced Methodism and entered the ministry. In 1860 he came as a missionary to British Columbia, where he remained until his death in 1911. His brother John followed him to the coast, and settled at New Westminster, where he established the British Columbian and later became Premier of the Province. From his mission church in New Westminster, Rev. (later Dr.) Robson traveled via the Douglas Road to Burrard Inlet, where he engaged a canoe to take him to the North Shore. In 1887 Dr. Robson was elected to the presidency of the first Methodist Conference in British Columbia. Even after he retired, Dr. Robson was a frequent and welcome visitor to the North Shore. - cf. Hacker, G. C., The Methodist Church in British
Meanwhile, events were leading to the establishment of direct communication between Lynn Valley and North Vancouver. In 1904 the Municipality installed a Water Works System, whose source was Lynn Creek. The pipe-line was laid the length of the valley, running above the surface along the road then known as Fromme road, but which now became the Pipe-line Road. The steady increase in settlement, and the project to move the seat of municipal government from Vancouver to North Vancouver, made desirable some direct means of communication between the two communities. As early as 1903, acting on a suggestion from J. M. Fromme, a pack-trail was surveyed from 15th. Street to the Camp, and a contract let for clearing and levelling the same. In 1906 The British Columbia Electric Railway Company opened a tram service along Queensbury Avenue as far as 19th. Street, and the demand for a road through to Lynn Valley became more insistent. Some years later a Lynn Valley pioneer recounted his share in urging this matter:

There were no roads in Lynn Valley when I settled there, but in the spring of 1906 quite a little movement in that direction began. Men who owned property there couldn't quite see why the municipality should take all the taxes to spend on Lonsdale Avenue. It was figured that approximately $80,000 taxes had been taken out of the Lynn Valley section up to that date from the organization of the municipality, and not even one cent had been spent in improvements there.

4. (cont)
5. See above, Chapter 4. p. 58.

British Columbia; 1859 - 1900, p. 4. manuscript in Library University of British Columbia; also Davis, E. A. Comparative Review of Methodist, Presbyterian and Congregational Churches in British Columbia, Vancouver, J. Lee, 1925, p. 189.

6. ibid, p. 65.
The result of the vigorous kicks we made... was that Reeve A. E. Kealy called a public meeting... to consider the situation. At that time there was opposition from men who are to-day delighted with the results of the improvement they then opposed...

At this meeting I speak of in the spring of 1906, Mr. Duval moved a resolution requesting the district council to introduce a bylaw for the raising of $25,000 for making roads and building bridges in Lynn Valley...

In support of the motion I made a speech which by good chance produced the right psychological condition, turned the day and carried the vote against what had been pretty stiff opposition."

The arguments put forth by the speaker offer not only a good example of psychology, but also a vivid picture of social conditions in the valley. The speaker went on to say:

"I pointed out to them the evils and disadvantages of a community of bachelors. I asked them quite seriously if they did not wish to develop a community of happy homes and a prosperous district. I showed them how impossible it was for any woman to make her way through the inaccessible woods to Lynn Valley. The natural advantages of the district were more offset by the difficulties encountered in trying to make a home there. I pointed out that the day of airships had not yet arrived and at the end of my speech the audience good-humouredly saw the point and unanimously supported the movement, which was made an active issue at the next municipal election." 8

8. Express, May 24, 1912, p. 56.
road, and in later years was referred to in reminiscent tones as the "old plank road". Planks for its construction were supplied by the Hastings Shingle and Manufacturing Company at $5.50 per M. Tenders were called for the work of construction, the one accepted being for $5880. Light and telephone services were extended to the valley before the plank road was replaced by a new road running parallel to it and a few feet to one side. The water pipe now disappeared under ground, and down the length of the new highway, now to be called Lynn Valley Road, werelaid the tracks for the extension of the car-line from its original terminus at 19th Street and Boulevard. The Lynn Valley Street Car line was opened on May 14, 1910, the fare being five cents within the three mile limit, (from the foot of Lonsdale Avenue), and an additional fare beyond that to the terminus.

Lumbering is the only industry that has developed in Lynn Valley. At Rice Lake, between the Lynn and Seymours Rivers, fir logs and shingle bolts were being taken cut in the '90's. A mill was built at the side of the lake and a colony of Jap­anese moved in to operate the mill. Many of these families remained on the site until they were evacuated from the area by Federal order in 1942. The source of supply was very, plent­iful, but the peak year was reached in 1907, when 5000 cords 9. Express, North Vancouver, B. C., May 10, 1910.
went down the flume to the waterfront. The last bolts went
down in 1911, after which the mill was closed down. Shingle
bolts were also cut on Seymour Mountain until 1923. The bolts
were brought down the mountainside by sleigh and flume until
they reached Seymour Creek. Fir, however, was not cut in this
area, since the logs would not navigate the creek successfully.
For some years the Municipality operated a stone quarry on the
southern slope of Dome Mountain, using the product, gray gran­
ite, to surface their roads. To operate the quarry at full
capacity required a crew of seventeen to twenty men. The
quarry was closed down, however, in 1918, owing to a lack of
component parts for the crusher, which could only be obtained

A strong sense of community spirit developed in the early
days of the settlement, due largely to the efforts of J.M.
Fromme and his wife, and aided no doubt by the fact that the
settlement lacked easy communication with the outside world.
At a public meeting held in the "Old School", October 8, 1908,
10 it was resolved that the residents of Lynn Valley should "form
a society for the mutual improvement, mental, physical and mor­
al, of the inhabitants." The society so conceived was register­
ed as the "Lynn Valley Institute". The School Board, which had

11. ibid, p. 8.
recently built a new school, placed the original schoolhouse at the disposal of the Society, and this little frame building became the first Institute Hall. This building was subsequently insured for $200, and its furniture for $100. The Society felt that these quarters were not suitable for a permanent arrangement, and in 1909 selected a lot upon which to build a new hall. The purchase price of the lot, which had a 50 foot frontage, was $150, and this sum was raised within twelve months. It is an interesting side light on land values to note that in 1905 land in Lynn Valley was selling for $10 per acre, while in 1911 the Institute trustees were considering selling the above mentioned lot for $900. This plan, however, failed to materialize.

Meanwhile, in December 1910, a building subscription was opened for the new hall, and the following October the contract was let for $3960. The new building was opened in 1912 with a fitting ceremony, and promptly became the centre of community life, and the scene of whist drives, dances, concerts and theatrical performances. The service this centre performed for

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the community is clearly shown by the scale of charges for its use, ranging all the way from political meetings at $4.00 per meeting to religious gatherings at ten cents. When the School population increased so rapidly that the School Board sought temporary accommodation in the Institute Hall, they were assessed $20 per month for its use. A branch of the Legislative Lending Library was housed in the hall, and very strict rules were drawn up relating to intoxicants, gambling, and unseemly conduct on the premises. In the spring of 1912 A. E. Waghorne started a choral society, and made history in August of the same year when he organized the first Provincial Musical Festival in the Institute Hall. Choirs came from the lower mainland and the Island, and the Festival became an institution in local musical circles.

After the incorporation of the City of North Vancouver in 1907, Lynn Valley became the acknowledged leader of the District Municipality. Of all parts of the Municipality it alone was an organized community with a community spirit. The years 1910 and 1911 saw the extension of electric light and tram service to the valley, while waterworks and telephones followed in 1913 and 1914. A Municipal Hall was built for the District on

13. See above, p. 49.
14. For details about Lynn Valley and the Institute see Draycott, op. cit.
15. See above, Chapter 4, p. 49.
Lynn Valley Road in 1911. In 1912 the community boasted of a new school, four general stores, a bakery, a plumber, a dry-goods shop, real estates offices, a hotel and rumours of a bank. The Second Narrows Bridge, so eagerly anticipated for many years, was expected to bring further developments to the settlement, and enthusiasts envisaged a population of 20,000 by 1916. Although these fantastic dreams were never realized, the population did increase from 200 in 1909 to 1100 in 1914 and 1400 in 1919. Unfortunately Lynn Valley suffered by contact with the "outside world". As communications increased, its personality decreased. New industries did not come into the valley; those few commercial premises which had tried to serve the community now saw their customers carry their trade to the larger firms across the Inlet. Lynn Valley remained an attraction for the pleasure-seekers, but failed to make good the promise of its youth.

17. Loc cit.
18. Draycott, op. cit. p. 32.
CHAPTER VI  FERRIES

Trans-inlet ferry service appears to have commenced with a small row-boat which plied at intervals between Brighton and Moody's. The operator, Navvy Jack, who was a well-known figure on Burrard Inlet, began his ferry service about 1866. About 1868 Captain James Van Bramer brought his steamer "Sea Foam" from service on the Fraser River and established her on the Inlet run. The following year the Sea Foam was badly damaged by fire, but appears to have continued in service until 1873, when she was replaced by the "Chinaman". In the same year another vessel was put into service on the Inlet. This was the "Eleanora", better known locally as the Sudden Jerk or the Hell-a-Roaring. She appears to have been quite a character on the Inlet. It seems that she was produced by the ingenuity of two men, one of whom owned a square-built scow, the other a threshing machine engine. To them it was a simple matter to place the engine on the scow and add a pair of side-wheels connected by chain gearing. It was also quite in character that she should be equipped with wooden rather than metal cogs. Her

1. See above, chapter 2, p.35 and fn.
2. cf. chapter 2, p.36
5. Related by W. M. L. Draycott.
power was limited and when she blew her whistle she was obliged to stop and get up steam again. Since the engine had no reverse gear the boat could only run straight ahead. Landings were somewhat difficult, as she drifted in slowly, and had to be warped into place with a line and pike-pole. Finding the boat too small for the fast-growing passenger service, the owners cut the hull in two, and extended it twelve feet by putting a piece in the middle. Later she passed into the possession of the Moodyville Sawmill Company. It is said that she finally became so old that there was danger of her engine falling through the hull. To meet this contingency, it was the custom to pass a stout chain around the engine, attached to a buoy, so that the engine could be located if it fell through in mid-inlet.

By 1888 the Moodyville Sawmills had their own ferry service, provided by the Moodyville Steam Ferry Company (Limited), with offices at Moodyville. Ferries ran at stated times, the fare being twenty-five cents per trip. The ferryboat Nellie Taylor also ran between Vancouver and Moodyville at this time. In addition, the Canadian Pacific Steam Ship Company ran steamers daily, (except Monday) between Victoria, Vancouver and Moodyville.

7. Related to writer by W.M.L. Draycott.
In 1880 the S. S. Senator was built at Moodyville for Captain Hugh Stalker, of the Moodyville Ferry Company. When in 1889 this Company was consolidated with the Burrard's Inlet Towing Company to form the Union Steamship Company, the Senator continued on the trans-inlet run on a two-hour schedule. Meanwhile, ratepayers of the new Municipality of North Vancouver had realized the need of direct ferry communication between that community and Vancouver. On March 7, 1894, the ratepayers met and set up a committee to make inquiries about a steamer suitable for ferry purposes, with the intention of purchasing it. The committee was further instructed by the meeting to interview the North Vancouver Land and Improvement Company as regards a subsidy towards the establishment of a ferry, and to see that the requisite steps were taken to bring the matter of a subsidy before the Provincial Government. One week later the Committee met to hear reports of members who had been making the requisite inquiries. It was reported that four steamers had been investigated all of which were ultimately rejected. As regards subsidies, the North Vancouver land

11. ibid. The Union Steamship Company of British Columbia Ltd. was incorporated in November 1889, by Henry Darling, son of John Darling of the Union Steamship Company of New Zealand.
and Improvement Company had offered to donate $250 towards the new ferry service, and the Moodyville Sawmill Company had cabled to England for a similar donation. Reports of this and subsequent meetings show that tenders were invited from the Union Steam Ship Company, Evans Coleman and Evans, and the Burrard Inlet Electric Railway and Ferry Company. An agreement was finally reached with the Union Steam Ship Company whereby the Senator Called at North Vancouver en route from Moodyville to Vancouver.

The service, however, proved indifferent, and the people of North Vancouver were not satisfied. In 1900, therefore, the Municipality took over the service itself. In place of the Senator, the S. S. North Vancouver, was built. She was declared to be a great improvement on the Senator, with accommodation more than ample for existing traffic. Indeed, the opinion freely expressed that she would never carry more than 20 or 30 passengers to North Vancouver. Yet two years later it was obvious that a larger boat would soon be a necessity. The limited credit of the Municipality would not permit the building of a second boat, and other means were sought of enlarging

14. Minute Book. The last named is the Burrard Inlet Railway and Ferry Company, incorporated in 1892.
15. Later renamed the North Vancouver Ferry Number 1.
17. A land boom set in during 1900. See above, Chapter 4, p. 56.
the service. In April 1903, A. St. George Hammersley offered to form a company with the object of taking over the ferry service and supplying a second boat. The proposal was submitted to the ratepayers, and endorsed by them. In May the Municipal Council agreed to lease its ferry to Hammersley acting for a company to be incorporated and known as the North Vancouver Ferry and Power Company (Ltd). The company was incorporated as stipulated, with $37,500 subscribed capital. Hammersley arranged to charter a second boat for the season, and moved the south shore landing from the foot of Abbott Street to the foot of Carroll Street, where he leased facilities from the Canadian Pacific Railway. Transfer of the service took place on July 18, 1903, and for a short time the ferry service passed from Municipal ownership. In November Hammersley submitted plans for a new ferry, to be approved by the council. Double-ended in type, it had accommodation for nearly 1000 passengers, as well as for 12 to 14 teams with wagons. Built at the Granville Street Boatyard, and named the St George after Hammersley, this ferry went into service in the middle of 1904.

19. ibid, June 1903.
20. Loc. cit.
22. Wallace's. See below. Chapter 8, p. 27.
When the City of North Vancouver was incorporated in 1907, it assumed full responsibility for the ferry system, which now became known as the North Vancouver City Ferries Ltd. S.S. North Vancouver was now proving quite inadequate for the service, and in 1910 the City passed a by-law authorizing extensive improvements and the building of another boat. At a cost of $35,000 permanent wharfs were erected at the foot of Lonsdale Avenue in North Vancouver, and at the foot of Columbia Avenue in Vancouver. A contract was let to Wallace Shipyards for an up-to-date ferry with a steel hull to cost $93,000. Christened the North Vancouver Ferry Number Three, she was launched in February 1911, and put into service some weeks later. The S. S. North Vancouver and St. George were now renamed the Number One and Number Two respectively. In 1913 a movement grew to restore the ferries to municipal control, and the following year the Council raised a loan of $30,000 with which to purchase the ferries and start a company without liabilities as a department of civic administration. The fleet was further increased by the addition of Ferry Number Four in 1931, at a cost of $53,500 approximately, and in 1941 of Ferry Number

24. Chapter 4, p. 68
25. North Vancouver Ferry By-Law Validation Act 1910, 10 Ed 7. ch 39. The City was obliged to guarantee the principal sum and interest in dibenture bonds up to $128,000.
Five. This last boat, built in Vancouver by the West Coast Salvage and Contracting Company at a total cost of $140,299 has accommodation for 600 passengers and 30 vehicles. In the meantime first the Number One and later the Number Two were taken off the service and sold for other purposes.

From a financial point of view, the ferry system has been one of the best investments North Vancouver City has made. Even at the height of the depression the ferries showed a yearly profit of some $54,000.00 which they paid into the City General Account. Indeed, this is one of the few cases where a municipally owned public utility consistently makes a profit.

27. See above, Chapter 4, p. 77.
CHAPTER VII RAILWAYS AND ROADS

North Vancouver was born during a period of railway construction and speculation, and railway projects have been associated with the North Shore from the very first. Four months before the District of North Vancouver was incorporated, the Burrard Inlet Railway and Ferry Company was formed, to operate "a railway from some point on the north shore of Burrard Inlet near the North Arm or on the west shore of the North Arm of Burrard Inlet...thence westerly to a point on English Bay near Point Atkinson or on Howe Sound". The company's charter empowered it to build branches and operate ferry boats between the railway and Vancouver. Capital was set at $500,000. Of the five directors, at least three, George G. MacKay, John T. Carroll and Adolphus Williams were closely connected with the incorporation of North Vancouver. This probably accounts for the fact that by the terms of the charter the first section of the line to be constructed was to be between the Seymour and Capilano Rivers. In actual fact the project failed to materialize, although at one time two lengths of track were laid near the corner of Chesterfield Avenue and Second Street.


This was done in an effort to maintain the charter, which was finally allowed to lapse during a period of general financial depression.

The year 1892 saw the establishment by Dominion Statute of the Burrard Inlet Tunnel and Bridge Company. Among the Directors was Francis L. Carter Cotton, M.L.A., in whose constituency North Vancouver was located. Their charter gave the Company the right to construct a tunnel under the First Narrows of Burrard Inlet, and a bridge over the Second Narrows, both to be for foot, carriage, street railway and railway purposes. The net effect would have been a belt line railway about Burrard Inlet. However, this scheme also suffered from the ensuing period of financial depression, and the charter was allowed to fall into disuse.

In the meantime the matter of the Second Narrows Bridge had become a burning question in North Vancouver. An amazing

3. Burrard Inlet Tunnel and Bridge Company Act, Statutes of Canada, July 9, 1892.

4. Francis Carter-Cotton was born in England, and did not make his permanent home in Vancouver until 1886. In 1887 he established the News Advertiser, a morning paper of which he acted as editor and manager until he sold it in 1910. For over ten years he sat as a Member of the Legislative Assembly, during which time he held the offices of Minister of Finance and Agriculture, and President of the Council. He was also the first Chancellor or the University of British Columbia, Chairman of the Vancouver Harbour Commission, and President of the Vancouver Board of Trade. cf. British Columbia Biographies, Vancouver, S. J. Clarke, 1914, vol. 4, p. 833.
optimism pervaded the town, whose promoters all appeared to think it the inevitable terminus for all railways reaching the coast. Money was invested and property boosted on this assumption. There was no doubt in men's minds that the Second Narrows Bridge would be built, but only the question of when, and by whom. Their hopes had been further strengthened by the establishment in 1899 of the Vancouver Westminster and Yukon Railway Company, who were also considering the question of the Bridge. Finally growing impatient of delay, the citizens decided to take the matter into their own hands. They had the full support of the Mayor of the City and the Reeve of the District, as well as the two councils. Appeals were made to both provincial and federal governments for financial assistance, but serious difficulties were encountered. The Dominion government had already granted a subsidy of $200,000 to the V., W., & Y. Ry. Co., for the bridge, and would do no more. The Provincial government would not grant money to a private company, and also was unwilling to make any grant unless it was matched by a similar subsidy from the Dominion Government. At this time the unused charter to the Burrard Inlet Tunnel and Bridge Company was recalled, and it was thought that this might provide the solution to the problem. A group of property owners provided the funds with which to purchase the

5. Correctly termed the Vancouver Northern and Yukon Railway. See below.
charter, and appeals to the Dominion government resulted in the charter being fully reinstated. The next step was to make the Burrard Inlet Tunnel and Bridge Company a publicly owned and controlled corporation, a move to which the municipalities adjacent to Burrard Inlet unofficially promised support. The Provincial Government was now approached again, and this time promised a subsidy of $250,000, subject to certain conditions. When the appeal to the Dominion Government was renewed, however, there developed a clash of interests between the Burrard Inlet Tunnel and Bridge Company and the Vancouver, Westminster and Yukon Railway Company, which was already in possession of the subsidy vote. It was obvious that the two companies would have to reach some agreement, but much time elapsed before this was finally accomplished. In the end the Vancouver, Westminster and Yukon Railway Company accepted the shares in Burrard Inlet Tunnel and Bridge Company, and in return surrendered all its claims to the subsidy of $200,000 voted by the Dominion Government. This arrangement also satisfied the conditions laid down by the Provincial government, but further difficulties were now encountered, which led to a postponement of the building of the bridge.

Back at the coast, the City of Vancouver, and the City and District of North Vancouver, each passed a bylaw authorizing the purchase of shares in the capital stock of the company. The Company was re-incorporated by Dominion Statute, 1910.
pany on the part of the municipality, and later these shares were fully subscribed. Of these shares the City of Vancouver subscribed $200,000, the City of North Vancouver $100,000 and the District of North Vancouver $150,000. The total sum represented such a large portion of the estimated cost of the bridge, that it was proposed to commence operations immediately. At this juncture, however, the Dominion government notified the Burrard Inlet Tunnel and Bridge Company that any bridge built over the Second Narrows must have a draw at least 250 feet long. This requirement was found to increase the estimated cost of the bridge by one million dollars. Nothing further could be done until the additional money was found. Further appeal to the Federal Government resulted in an additional subsidy vote of $150,000, a move which was later matched by the Provincial government. Before financial arrangements could be completed the First World War intervened and the bridge had to wait.

During the next ten years the company was granted time extensions at regular intervals. In 1923 another effort was

7. One and a quarter million dollars.
8. In 1912 the Company received a subsidy vote for the railway, which was to extend from Eburne to Seymour Creek; from Seymour Creek to Deep Cove; From Seymour Creek to Horseshoe Bay; from Pender Street to North Vancouver. 2 Geo. V Cap 48. The $150,000 subsidy for the Second Narrows Bridge was passed in 1913.
9. For further details see the Empire Day Prosperity Edition of the Express, North Vancouver, May 24, 1912, pp 29 - 32.
made to build this long-sought bridge. The Dominion government revoted $100,000 of the subsidy voted in 1913, and renewed this vote in 1924. The Cities of Vancouver and North Vancouver, and the Municipalities of North Vancouver and West Vancouver now owned all the stock in the company. It was necessary to keep the cost of the structure moderate, and the engineers were so instructed. They presented plans for a commonly-used type of bascule bridge, the centre span being raised by a counter-weight. The suggestion was that the lift-span would be placed in the centre of the channel where the water was deep and all deep-sea shipping passed. Owing to the depth of the water there, the foundations for the span would have to be very substantial, and it was found that this would increase the cost considerable. In order, therefore, to keep down the price, it was decided to place the lift span at the south end of the bridge, in shallower water. Protests of shipping men were over-ridden, and the bridge opened to traffic in 1925. Despite several near-misses no disasters occurred at first. Then on March 10, 1927, the Eurana, a 10,000-ton freighter collided with the centre span, doing damage that amounted to $77,000. A similar accident occurred to the Norwich City in 1928. This was the opportunity for which opponents of the bridge had been waiting. In 1928 the legality of the bridge, as interfering with navigation, was contested in Admiralty 10. Approximate cost $1,800,000.
Court. The legality was confirmed and the case carried to the Exchequer Court, where in 1929 the status of the bridge was again confirmed. An appeal was then made to the Privy Council, which ruled that the second Act of Incorporation in 1910 did not justify the construction of the bridge. Meanwhile, the bridge remained in the path of navigation. Early in 1930 an American steamer, the Losman, crashed into the southermost fixed span and carried it away. In September of the same year the Pacific Gatherer, a steel log barge, was carried by an eddy under the centre fixed span, where it stuck fast. The deck was caught tight against the underside of the span, making it impossible to move her. As the tide began to rise the barge lifted the span and within an hour had toppled it from its support so that it sank. In view of the Privy Council's adverse decision no attempt was made at the time to repair the bridge. In 1931 an Act was passed by the Dominion government which re-stated the company's powers of construction and granted them authority to rebuild the damaged bridge. The company, however, had not been able to stand the financial strain of the disasters and in February 1932 it passed into the hands of a Receiver. The Receiver in turn was unable to cope with the problems


12. For further details see; Hamilton, James H., (Captain Kettle), Western Shores, Vancouver, Progress Publishing Company, Ltd., 1933, Chap. 14.
of reconstruction, and finally the Montreal Trust Company, trustee under certain mortgages, instituted action against the Company. The properties of the company were ordered sold, and in July 1933 the Second Narrows Bridge was sold to the Vancouver Harbour Commission, which in turn conveyed it to the Crown. Reconstruction of the bridge was commenced immediately, and the bridge was ready for use again in November 1934.

The failure of the Burrard Inlet Tunnel and Bridge Company had a direct bearing upon the bankruptcy of the City and District of North Vancouver. In 1923 and again in 1925 the City and District each guaranteed the bonds of the Bridge Company's First Debenture Issue and Second Debenture Issue, of $630,000 and $70,000 respectively to provide a Sinking Fund for the retirement of the Bridge Company Debentures upon maturity. The Bridge Company was unable to provide the required Sinking Fund in 1932, and the City and District therefore became liable for that sum, a situation which has maintained ever since. In addition, the City holds Bridge Company Shares for $250,000 and the District Shares for $287,500 at par value. Both show them on their Financial Reports at Book Value of $1.00.

13. Statutory History of the Steam and Electric Railways of Canada. Ottawa, Kings Printer, 1937, p.69. This time the lift-span was placed in the centre.


Mention had already been made of the Vancouver, Westminster and Yukon Railway. Correctly known as the Vancouver, Northern and Yukon Railway Company, it was incorporated on February 27, 1899, with powers to build a narrow gauge railway from Vancouver or some other convenient point on the south shore of Burrard Inlet by way of Setmour Creek or the most feasible route to the Squamish Valley, thence via Pemberton Meadows, Lillooet, Quesnelle and Hazelton to the Yukon boundary. The right was also granted to build branch lines east and west from the main line along the north shore of Burrard Inlet to Howe Sound and the west shore of the North Arm. Among the Provincial Directors named by the Act of Incorporation, again we find men who were interested in the early development of North Vancouver. These include John Hendry, formerly of Moodyville, A. E. McCartney, who made the first map of North Vancouver, C. O. Wickenden, the architect who planned the Municipal Hall, and Adolphus Williams, who was also a director of the Burrard Inlet Railway and Ferry Company. Capital

16. See above, page 100.
17. Chapter 4, page 49.
Stock was set at two million dollars. By an amendment to the Act the following year the name of the company was changed to the Vancouver Westminster Northern and Yukon Railway. The first section of the line to be completed ran from New Westminster to Vancouver. By 1902 the Company began to consider the possibility of bridging the Second Narrows and building the North Shore section. It was the movements of this company that first caused the people to turn their thoughts to the possibilities of North Vancouver as a railway terminus and sea-port, a fact which did much to pull the municipality out of its first decade of depression. Plans were filed for a line having right-of-way along the North Vancouver shore-line. The location and general plan of a proposed bridge across the Second Narrows were approved by the Dominion government. Parliament voted the above mention subsidy of $200,000 towards the bridge, and a further grant of $6,400 per mile for the first hundred miles. It was confidently expected that the work would commence immediately, but the years dragged on and nothing was done, finally the company surrendered its claim to the bridge.

21. Vancouver Northern and Yukon Railway Amending Act, 1900 64 Vict. Ch. 55.
22. Chapter 4, page 56.
23. North Vancouver, British Columbia, the Beginning of A Great Port, inner cover and also page 11 et seq. (Written by J. B. Ker, whose name does not appear, and published about 1910)
subsidy to the Burrard Inlet Tunnel and Bridge Company, with results already related. Its charter having lapsed, the company was eventually dissolved by Act of the Provincial Legislature.

Optimism in North Vancouver reached a new high in 1912, when the C. P. R. Developed a plan to bridge the entrance of the North Arm and build a line from Roche point into the City of North Vancouver. Concerning this project the local press says:

It may be recounted that at the beginning of this year the C. P. R. took active steps to secure approval for a right of way from its main line at Port Moody via the north shore of the Inlet and crossing the North Arm at Turtle Point and thence along or near the water front through North Vancouver to a point in West Vancouver almost at Eagle Harbour. This open activity of the C. P. R. has led to its accepting responsibility for certain railroad grading and construction which for the past two years has been carried on in a somewhat secretive fashion on the north shore of the Inlet, opposite Port Moody and Barnet. Previous to its application of this year for approval of its North Vancouver extension, the C. P. R. authorities would at no time admit any connection with the work which was being carried on, although it had been rumoured time and again that at least one industry on the North Shore had a guarantee from the C. P. R. of railway facilities for its output.

The plans of the C. P. R. have not yet been entirely completed. Public opinion in North Vancouver has been expressed against full approval of the route as at present outlined, for the reason that it would perhaps affect too much of the harbour front.


Whatever the reason, the C. P. R. did not carry through their plans, and once again the North Shore failed to get its railway.

1912, however, was a year of promise to the North Shore, for in February of that year the Pacific Great Eastern Railway was incorporated, with head office at Victoria. This was to be a standard gauge line extending from Vancouver to the City of North Vancouver, thence following the margin of Howe Sound and the general course of the Squamish River and continuing in a north-easterly direction to Lillooet. From Lillooet the line would follow the Fraser to connect with the Grand Trunk Pacific at or near Fort George, a total distance of 450 miles. A number of privileges not related to North Vancouver were included in the charter. The company was to make its headquarters at North Vancouver, and to begin operations from there. Messrs. Foley, Welch and Stewart, promoters of the company, undertook construction. The Provincial government subsidized the road by guaranteeing the company's bonds to the amount of $32,500 per mile. The agreement with the government stipulated that work should commence not later than July, 1912, at a point within ten miles of Vancouver and somewhere on the North Shore, and that the road should be completed and operation to

27. Express, May 24, 1912, p. 3.
28. ibid., p. 55. The subsidy was later increased to $42,000 per mile.
Fort George within three years. It was also understood that North Vancouver should be considered the southern terminus of the system, although lines might extend to Vancouver and New Westminster and beyond. The Provincial government further stipulated that the Pacific Great Eastern should give running rights into Vancouver over its road to the Grand Trunk Pacific Railway. This last clause was good news to the people of North Vancouver, who reasoned that the distance from Edmonton to Vancouver via Fort George was 225 miles less than the distance from Edmonton to Prince Rupert via Fort George, thus bringing the Panama Canal some 725 miles nearer Edmonton via North Vancouver than via Prince Rupert. From this they argued that the major portion of the westbound freight carried by the Grand Trunk Pacific would come to North Vancouver, and the greater part of the imports for Edmonton and central Canada would also pass through North Vancouver.

Work was commenced according to the agreement at North Vancouver. The company acquired 150 acres of waterfrontage within the First Narrows for terminal purposes, and pushed its line close to the ferry. All this, however, did little good to North Vancouver, since the contractors imported all their men and supplies from elsewhere. This was the first disappointment. The North Shore Division, 13.8 miles in length, was

29. Express, May 24, 1912, p. 17.
30. ibid., p. 56.
31. Daily News Advertiser, Vancouver B.C., October 12, 1913.
opened for service in 1914, and the line was completed to Clinton by 1916. The North Shore Division ran from North Vancouver to Horseshoe Bay, while the interior section of the line started at Squamish. As there was no ferry or other direct link between the two, North Vancouver reaped no benefit whatever from the interior section and the North Shore Division finally developed into a tourist line, serving picnickers and those residents who had settle along the route. The contractors, however, had followed the trend of the times, and run rampant. In the fall of 1917-18 the company suddenly ceased both operation and construction. While this really hit the interior section of the line, repercussions were naturally felt in North Vancouver. Upon investigation by the government it was revealed that the Company had used up the entire proceeds of its bond issue to build less than half the entire mileage. Irresponsible and costly acts had led to the debacle. The government took over the road and operated it. The North Shore line was carefully inspected and put in order, and a new steel bridge built across the Capilano at a cost of $50,000. For some years it was thought that the rapid increase in permanent settlement in West Vancouver would bring a large revenue to the North Shore Division, but this was not the case. When a motor road was opened from North Vancouver to Horseshoe Bay, and the railway had to meet competition from buses, the line began to show a rapidly increasing deficit. In 1928 the section was closed down, the deficit for the past year alone having reached the
North Vancouver, now thoroughly disillusioned on the subject of railways, had given up all hope of rivaling Vancouver as a world port.

The Pacific Great Eastern scheme was in fact merely a modernization of a very early attempt to provide an outlet from Lillooet to Burrard Inlet. Dating from Moodyville days, this route was known as the Lillooet Trail. Settlers around Lillooet and Pemberton Meadows, had for some years advocated the opening up of a good cattle trail from Lillooet to Howe Sound or Burrard Inlet. They really favoured the latter, as offering the better facilities for chartering steamers to convey their stock to the Victoria market. Accordingly, in 1873 the Department of Public Works sent out a survey party which constructed some thirty-two miles of trail south of Seaton and Anderson Lakes, and at the close of the season explored and reported on a route to Burrard Inlet, estimation the distance at 134.5 miles. The work of this season cost the Department $5,180.07. Next year the party resumed its work, but despite all efforts and the expenditure of $10,654.03, it was impossible to open the road to the seaboard that year. In 1875 two parties were sent out, from Lillooet and Burrard Inlet.

32. For a detailed account of the Pacific Great Eastern Railway, see Netta Harvey, "History and Finances of the Pacific Great Eastern Railway" (1935), MS in the University of British Columbia Library.

33. This party spent the first night out at John Linn's Ranch. See Chapter 3.
respectively, and it was hoped that together they would complete the trail. Work done this summer cost the Department $7704.79, but the road remained unopened. The party working in from Burrard Inlet reported the ground very soft in places. Sixteen miles from the Inlet they came upon beaver swamps which would be impassable in wet weather. They also reported a lack of horse feed along the route. A civil engineer who was engaged in 1876 to survey the route confirmed this report, stating that the cattle would have to lay over at the head of Howe Sound and recruit for the remaining forty miles of the journey. That same year the Department made the last attempt to open up the road. The surveyor in charge of the work party reported that in his opinion Howe Sound was the proper terminus for the road, and that proper facilities could be made there for shipping the cattle. The Department accepted these opinions, and ceased work on the road. Local tradition, however, says that half-a-dozen herds of cattle were brought down the Trail to Moodyville whence they were shipped across the Inlet to Hastings. A small portion of lower section of the road is still in use.

At the time the District of North Vancouver was incorporated the provincial government was petitioned to have another

34. For full details of the Lillooet Trail see the reports of the Department of Public Works in the B. C. Statutes for 1873, 1876 and 1877. The last volume summarizes the whole matter.
survey made of the portion of the road which lay between the northern boundary of the Municipality and the Squamish River, with a view to the construction of a first class waggon road at an early date. The petition was apparently rejected. Between 1900 and 1910 some attempt was made to open the road up to mining claims along the Seymour, but when these claims were no longer worked the road was again neglected. To-day a small portion of the lower section is still in use, giving access to a few homes, and to the municipal cemetery in District Lot 1620.

35. Minutes of Ratepayers Meeting, January 20, 1890.
36. See below, p. 138
CHAPTER VIII BUSINESS AND INDUSTRY

Business and industrial development in North Vancouver have centred around three natural features, lumber, land and water-front. The earliest settlers were dependent for building supplies upon the resources of Moodyville, and it was probably easier to obtain supplies from the latter, despite the distance. All such materials had to be ferried or towed to the beaches of North Vancouver, and thence carried to the site where they were to be used. This was the custom for what little building took place during the first ten years of the municipality's life. With the period of development that commenced in 1902, it was inevitable that some enterprise would soon be established to meet the requirements of prospective settlers. Such was the Western Corporation, Ltd., a Vancouver lumber firm, whose managing director, A. B. Diplock settled in North Vancouver in 1900. In 1903 the Company opened a branch in North Vancouver. Although officially classified as lumber dealers, this firm really contributed a great deal to the development of North Vancouver. At different times they contracted with the municipality to clear land and build waggon roads.

They built several of the largest homes in the community, and a number of business blocks, and also dealt in real estate. In 1905 they even added a plumbing store to their establishment.

The main office of the firm was situated immediately east of the ferry dock, where the company maintained a wharf and sheds. Their lumber mill was at 19th. Street east of Queensbury Avenue, where they claimed to have the largest electric sawmill in British Columbia. Four electric motors, of 40, 60, 85, and 185 horse-power respectively, had a daily capacity of 35,000 feet. After 1906 the British Columbia Electric Railway ran right into the mill yard, and the lumber was transported to the wharf on flat-cars. Beside supplying the local and neighboring markets, the company daily filled orders for New Zealand and other foreign ports. As Sutherland Avenue at this time was only opened up as far as 15th. Street, there was no road to the company's logging grounds in District Lot 616 and 615. A series of negotiations with the Municipal Council resulted in that body extending Sutherland Avenue and also accepting a proposition from the Company to open up, grade and

4. Including the first, occupied by McMillans Store and the Express office.


7. Express December 7, 1906.
plank 17th. Street through these two lots to Lynn Valley Road.

When District Lots 616 and 615 were exhausted, in 1908 the mill was moved to 17th. Street and Sutherland Avenue. Here Diplock and H. C. Wright, local manager for the Western Corporation, took over the mill, and operated it variously under their own names and as the Seymour Lumber Company. In 1911 they transferred their operations to a stand of timber on the high altitudes of the mountain immediately north of the city. For this purpose they were obliged to build a road from the mill at 19th. Street a long way up the mountain. A 12 foot plank road, it passed east of the mill, crossed Lynn Valley Road, and ran across District Lot 546 to St. Georges Avenue. Following St. Georges Avenue to its extremity it continued up through District Lots 2026, 799, 881, 882, and into District Lot 869. Three and a half miles long, this road cost $34,000. A portable saw-mill was hauled up the road and put to work at the top. Rough-sawn lumber was hauled down to the mill for finishing and drying. The company estimated that they had a three-year supply of fir and cedar on the mountain. With a payroll of 96 men, the Seymour Lumber Company ranked as one of the fore-most industrial concerns of the North Shore. It was

8. Minutes of Municipal Council, September 7, 1906. The Lynn Valley Road referred to is actually the Mountain Highway. A photograph of this logging operation show the logs being hauled by a horse-drawn waggon with solid wooden wheels.
even suggested that the mountain on which they were working, since it was not yet named should be called Diplock Mountain, but this did not materialize, the mountain generally being referred to locally as Timber Mountain. In May of the following year, fire destroyed the sawmill and shingle mill, which were then valued at $50,000. Another firm attempted to carry on the work on Timber Mountain, but they were burnt out in the severe forest fires of May 1914, when the whole side of the mountain was burned.

There were also lumbering enterprises on the west side of the town. James and Robert McNair, of the Hastings Shingle and Manufacturing Company, Lynn Valley, maintained a shingle bolt pond along the foreshore of District Lot 271. They were cutting shingle bolts west of Lonsdale Avenue before they bought up Spicer's mill in 1895, and continued to do so until about 1902. It is probable that they were the last people to use oxen within the townsite. In 1911 there were at least a dozen lumber and shingle companies operating in the City and District of North Vancouver. The largest single enterprise on

10. ibid, May 14, 1912.
11. Express May, 22, 1914.
13. loc. cit.
14. Told to writer by C. Munro.
the west side was the Capilano Timber Company, which operated between 1917 and 1932. In 1917 this concern purchased 674 feet of foreshore in District Lot 265 and ran a logging railway up the Capilano Valley to bring out the red cedar for which the latter was famous. There were some 8 miles of railway line over which the company operated 2 steam locomotives, 1 flat-car, 12 logging cars, 27 logging trucks, 1 steam shovel and 1 snow plow. When the mills were destroyed by fire in June, 1932, the loss was set at $5,000,000.

The real "raison d'etre" for the Municipality of North Vancouver was real estate. Mention has already been made of the two companies which acquired the townsite lands, North Vancouver Land and Improvement Company and Lonsdale Estate. As soon as these lands were put on the open market they were bought up by settlers and speculators. Other lots further afield were similarly acquired, in many cases by owners resident outside Canada. In addition every settler was a potential speculator, willing at any time to sell out if the price suited him. Between 1892 and 1902 the current depression period prevented development, but from that time up to 1913 real estate

19. Chapter 4, pp 54. 20. ibid, p 53.
booms were the principal attraction in North Vancouver. A Check of the Vancouver Directories for the period shows thirty-six different real estate concerns operating at some time between 1904 and 1912. Many of them were short lived. In several cases the principals merged their interests into bigger concerns. By 1912, the number of real estate firms was less, but the activity just as great. In the first years the area was boosted for its residential and agricultural advantages. The elevation and southern slope were credited with producing a climate less humid than the lands of Burrard Inlet and the Fraser Valley, having more sun in winter and earlier growth in spring. Poultry farming and fruit growing were foured mostly. As early as 1903, one resident is reported to have turned over $600. from his strawberry patch. Soon however the stress shifted from farming to industry. The prospect of a bridge across the Second Narrows and the entry of Railway lines to the town gave real estate firms a stronger talking point. Their optimism knew no bounds. With the coming of railways they visualized a rush of shipping and waterfront development that would raise North Vancouver to at least second place among Canada's Pacific ports. This would bring a still greater

22. Express August 5, 1905.
23. loc. cit.
influx of residents, and in anticipation realtors began to subdivide and clear residential lots in all directions. In 1908 the North Vancouver Land and Improvement Company commenced clearing on the Grand Boulevard, which was to be a feature of the choicest residential area. According to the plans, this was to be a boulevard quadrangle surrounding the centre square mile of the town. Keith Road, which was to form the south side, was already public property. The company now opened up the east side, which extended along Queensbury Avenue from Keith Road to 19th Street. The north and west sides of the quadrangle have never been developed. Known as the Grand Boulevard, the portion along Queensbury Avenue was nearly one mile long and 246 feet wide. Clearing this tract of land was a large undertaking. Dynamite and steam engines were put to work, and the debris built up into piles fifty feet wide at the base and seventy feet high for burning. When completed the area was planted with grass and flowering shrubs, and conveyed to the City of North Vancouver. Prospective residents here were safeguarded by building restrictions which allowed only buildings intended as private residences, and costing not less than $4,000, to be erected on the Boulevard. Expiring at the end of twenty years, these restrictions were renewed in

1928 for a further period of twenty years.

During the next five years speculation soared, as did land values also. Some thirty firms, several of them in Vancouver were boosting property on the North Shore. Some of these were pushing special developments, others were interested mainly in city property. One and all pinned their hopes on the bridge and railways. Prices soared amazingly. Fifty foot lots on the Boulevard were advertised for $2600 each. A block of 160 acres in District Lot 590, some four miles up the Capilano Canyon, was offered for $40,000, while land in District Lot 865, between the Lynn and the Seymour, was expected to bring $800 per acre. Lots in other parts were priced accordingly. Projected development of Roche Point, and hope of a bridge at the Second Narrows, focussed attention on property east of the city. This was regarded by some as the time to open up new subdivisions for residential purposes. Noticable among these projects was Marlbank, a subdivision containing

28. City of North Vancouver Grand Boulevard Restriction Act, 1928, 18 Geo. 5. Ch 57.

29. Twenty-eight of these firms ran large advertisements in the Express Empire Day Prosperity Edition, May 24, 1912.

30. ibid, p. 48.

31. ibid, p. 42.

32. See below, Imperial Car Shipbuilding and Drydock Corporation.
some 300 acres in District Lot 858 and 859, which had been acquired by the Securities Corporation of Canada and the Federal Trust Corporation Ltd. The property, which was intersected by the Lillooet Road, was accessible by auto from a road along Seymour Creek. The suggestion was made that the tram-line would be extended into the subdivision. A somewhat more likely subdivision was that of District Lot 612, known as Bridgeview. Its proximity to Keith Road and the bridge were thought to give it a strategic position, and the British Columbia Electric Railway were expected to extend their line. Other projects of a similar nature were Rosslyn Townsite, in District Lots 551 and 471, plans for which were approved in 1909, and Erindale, in the western part of District Lot 622. These last three subdivisions were all planned on the assumption that there would be major industrial development at the eastern end of Keith Road. However, neither the bridge nor the industries materialized, and the projected developments collapsed.

Waterfront development was handicapped by the lack of railway facilities. The first man to establish a business on

33. Express, May 24, 1912, p. 57.
34. ibid, p. 28.
the North Vancouver waterfront was Captain Charles H. Cates. Cates, a veteran of the New England Clippers, came to Burrard Inlet in the 1880's and took up residence at Moodyville, where he established the first towing company on the Inlet. About the year 1904 he built the first wharf, apart from the ferry dock, in North Vancouver. Here he handled the first ships to discharge cargo in North Vancouver. These cargoes were chiefly mining supplies from California destined for the Klondyke. Shipments of these supplies arriving at Vancouver in the autumn would frequently be unable to reach the Yukon before freeze up. The goods would then be stored over the winter at Cates' wharf, where other ships would load them in the spring and carry them to their destination. Cates' tug and pile driver were in constant demand along the waterfront. By 1907 he had added boat-repairing facilities and a sawmill to his wharf. In 1935 he started building tugs, and built five altogether.

37. North Shore Press, December 5, 1941.

38. Related to the writer by Captain Charles Cates Jr., son of the late C. H. Cates. This story is corroborated by a picture appearing in the North Shore Press, December 5, 1941, which shows the S. S. Lonsdale berthed at Cates wharf in September 1909. This was the first occasion upon which an ocean-going steam-ship had docked on the North Shore.

39. Express June 28, 1907.

40. Related by Captain C. H. Cates.
Cates was followed in 1909 by the McDougall-Jenkins Engineering works, on the east side of Lonsdale. In 1910 this firm made history by building the number three ferry the first steel vessel produced in the Vancouver area. In 1911 there was a change of management in the firm, a rival firm, the albion Iron Works, was absorbed, and the resultant company known as the North Shore Iron Works Ltd. F. Carter-Cotton was president of the new firm, which described itself as Shipbuilders, Boilermakers, Iron and Brass founders and General Engineers. It was now one of the largest industrial concerns on the North Shore, employing on an average 60 workmen, and its payroll amounted to $4,500 per month. The first World War provided a stimulus for such industries. During 1917 and 1918 the North Shore Iron Works completed 76 winches and 35 windlasses for the Imperial Munitions Board, 16 steering gears for Patterson Macdonald Shipbuilding Company of Seattle, 33 winches for J. Coughlan and Sons of Vancouver, and much general work for Wallace Shipyards Ltd., Lyall Shipbuilding Company Ltd. and the Imperial Munitions Board.

41. British Columbia Magazine, Vancouver B. C. February 1911. Wallaces also claim to have built this boat. Probably both firms worked on it.


43. Express May 24, 1912, p. 7.

44. Shipbuilding and Shipbuilders of British Columbia with Allied Industries, Tower Publishing Co., Vancouver, 1918. p. 30
In 1905 the North Vancouver Municipal Council received a communication from a shipbuilder, A. Wallace, outlining plans for a shipyard and marine railway on property he had recently acquired in North Vancouver, and requesting free water and exemption from taxation for ten years. This was the beginning of the largest industrial plant on the North Shore. Alfred Wallace came to Vancouver from his native Devonshire in 1894, and commenced building life-boats in his back-yard. Three years later, in 1897, he built a small ways on False Creek under the Granville Street Bridge where he built flat-bottomed double-ended Fraser River fishing boats. In 1909 the False Creek boatyard burned down and was abandoned, but prior to that Alfred Wallace had bought a site on Esplanade, North Vancouver, and had established there a 220-foot marine ways with a capacity of 1600 tons. That plant, too, was wiped out by fire in 1911, with a total loss set at $2,000,000, but was rebuilt immediately, and further improvements were added in 1913. During these years the mainstay of the business was coastwise vessels repairs, interspersed with various new vessels of both steel and wood. For repair work, Wallace built two

45. Minutes of Municipal Council April 5 and May 3, 1905.


47. Express July 11, 1911.

48. Daily News Advertiser, October 12, 1913.
marine railways, capable of hauling out vessels up to 2,000 tons displacement. Then came the war, and in 1915 Wallaces, like the North Shore Iron Works received contracts to make, not ships, but 18-pound high-explosive shells.

In 1916 a shipping shortage developed, and Wallaces, having finished their shell contract, began work on the auxiliary wooden schooner, the "Mabel Brown". Launched on January 27, 1917, she was the first of a great fleet of schooners to be built on the Pacific Coast. Due to the difficulty in obtaining steel, the Imperial Munitions Board let contracts for a number of wooden ships, constructed from Douglas Fir and reinforced with steel girders. Later in 1916 wallaces received an order for a 3000-ton steel steamer, 315 feet in length, with 1300 horse-power triple expansion engines. When she was launched the following May, she was not only the first ocean-going steel steamer built in Canada, but also the first deep-sea vessel built on the Canadian Pacific Coast. In all, the Imperial Munitions Board placed contracts with Wallaces for six auxiliary schooners of the Mabel Brown class, and three

49. Vancouver Daily World, British Columbia Development Number 1922.

50. Shipbuilding and Shipbuilders, op. cit., p. 59.

51. Hamilton, James H. (Captain Mettle), Western Shores, Vancouver, Progress Publishing Co., Ltd., 1933, p.149 et. seq.

52. Shipping and Shipbuilders, op. cit., p. 8. advertisement.

steel steamers. The Wallace Foundry Company was established to supply the parent plant with the heavy iron and brass cas-
tings required for the triple expansion engines. In the period immediately following the war Wallaces built several ships for the Canadian Government Merchant Marine, as well as for local shipping firms. A new construction record was set in 1921, when the firm built the Princess Louise for the C.P.R. A new joiner shop had to be built to cope with the large a-
mount of joiner work on this passenger vessel.

In the meantime shipbuilding activities had extended west of the Indian Reserve #1. As far back as 1912, the Lonsdale Estate had launched a plan for a million-dollar dock scheme on the fore-shore of District Lot 265, on tidal flats known as the Fell Avenue fill. The war intervened, however, and in 1916 Wallaces acquired the fill with the intention of building three wooden ships there. One year later, the William Layall Shipbuilding Company Limited was formed to build ships for the French government, and they acquired a three-year lease of the yard. Lyalls built twenty-seven

54. Shipbuilding and Shipbuilders, op. cit., p. 59
55. Wallace Shipyard and Drydock Co. Ltd., op. cit.
57. Express, February 16, 1912.
59. ibid, January 24, 1919
60. ibid, June 29, 1917. William Lyall was a mere figurehead for the subsidized company.
wooden ships here. With the cessation of hostilities they were no longer needed, and in 1919 they closed down.

During the War the interests of Wallace Shipyards had become associated with those of the Burrard Drydock Company, and after the War this company crossed to the North Shore and took over and enlarged part of the premises occupied by Wallaces. A 20,000-ton floating drydock was built and opened with much formality by Hon. Dr. J. H. King, federal Minister of Public Works, on August 11, 1925. At that time the dock was capable of handling the vast majority of vessels plying in and out of the Port of Greater Vancouver. With the outbreak of the Second World War large government contracts were awarded the two yards, and further expansion followed.

In the twenty-year interval between the First and Second World Wars, the industrial aspect of the North Shore underwent a great change. In 1914 the main waterfront concerns were shipbuilding establishments, while behind the waterfront were


63. Clarence Wallace, son of Alfred Wallace, left his father's business to serve overseas in 1914. On his return he was appointed secretary-treasurer of the Burrard drydock Company in 1918, and became president in 1929.---Who's Who in British Columbia, 1940-1941, S. Maurice Carter, P. O. Box 805, Vancouver. p.235.

64. North Shore Press Industrial Supplement December 1941, advertisement. It was no doubt due to Clarence Wallace that the drydock was built in North Vancouver rather than Vancouver.
a number of active lumber and shingle mills. In the course of the next twenty years the lumber and shingle mills ceased to operate on Grouse Mountain and in Lynn and Capilano Valleys, but larger lumbering interests developed and important domestic and export trade. These firms all took up waterfront property, as did a varied assortment of other businesses. The net result was that the town saw a rapid development of its waterfront during these years, while the rest of its area became purely commercial and residential. A survey of the waterfront just prior to the outbreak of the Second World War revealed activity along the whole five-mile stretch between the First and Second Narrows. Included in the list are three shipbuilding concerns, five lumber or shingle mills, a dock which loads about 100,000,000 feet of lumber yearly for export, and a booming ground. The lumber mills specialize in B. C. Douglas Fir, and the shingle mills in Red Cedar. All of them carry on an export trade. In addition we find listed a company exporting creosoted railway ties and lumber to the United Kingdom, India, China, and Japan, and a firm making the largest steel re-inforced concrete pipes produced in western Canada. Two oil  

67. Vancouver Creosoting Company.  
68. Pressure Pipe Company.
companies have built their main plants here, and here also are
the headquarters of the first company on the west coast to
cater to the owners of pleasure boats, providing them with facili-
ties for storing their boats and parking their cars. Tucked away among busy commercial enterprises are the headquarters
of the local yacht club, and further along, of the local branch of the Sea Scouts. A recent development is a large fish
 cannery, whose owners operate it in addition to their general
wharfage and logging business. Very close to the site of Sue
Moody's Wharf at Moodyville, now stands the Midland Pacific
Grain Elevator, with a capacity of 1,500,000 bushels of grain.
To serve all these plants the National Harbour Board had ex-
tended its Terminal Railway across the Second Narrows Bridge
and along the waterfront of the North Shore. Passing by tunnel under Lonsdale Avenue, it links up with and operates a
small section of the old P. G. E. line. Thus a part of an old
dream has at last come true.

Contrary to possible expectations, commercial enterprises
did not keep pace with industrial development. Despite a series
of rumours, no large retail firms have yet established branch-

69. Imperial Oil Limited, and Home Oil Distributors.
71. W. F. Gibson and Sons.
are a number of small privately-owned suburban shops near the ferry wharf, and some others are scattered about in the different residential districts. Banking Interests were more enterprising. The Bank of British North America opened a branch at Lonsdale and Esplanade in 1905, and had the field to itself until 1910. In that year two other banks moved in. The Bank of Hamilton erected a building at the corner of Lonsdale Avenue and First Street, and the Royal Bank of Canada purchased the north-west corner of Lonsdale Avenue and Second Street. Next year the Bank of Montreal and the Bank of Commerce also opened branches. A subsequent series of amalgamations in the banking world reduced the number of banks in North Vancouver to three, the Bank of Montreal, the Bank of Commerce and the Royal Bank of Canada.

Concurrently with these developments interest was centred around Roche Point and the townsite of Roslyn on the North Arm. In 1910 the Imperial Car Shipbuilding and Drydock Corporation laid plans for a drydock and shipyard at Roche Point. These were to be used in connection with a large plant consisting of

72. Express, November 10, 1905.
73. ibid, January 21, 1910.
74. ibid, April 1, 1910.
75. ibid, February 6, 1911.
76. ibid, February 9, 1911.
77. See above, p. [24
78. Express July 8, 1910.
iron and steel works, reduction plant and smelter, at which it was proposed to manufacture railway cars and ships from British Columbia iron. North Vancouver was to become another Pittsburg. An eventual expenditure of $25,000,000 was contemplated, and it was expected that the plant would employ 5,000 men. A large saw-mill was erected, and a subsidy obtained from the Dominion Government for the drydock. Then the Company sold the drydock, with all the privileges and concessions obtained, to a British company. There was some delay before legislation was introduced into the Dominion House to change the working of the act and transfer the subsidy to the new company. Before that obstacle had been overcome, the depression period caused the collapse of the whole scheme. In due course the saw-mill was sold to the Vancouver Lumber Company, who cut cedar for shingles.

There was further excitement on the North Arm in 1912, when it was announced that the Chicago, Milwaukee and St. Paul Railway had secured terminal grounds at Roche Point. In cooperation with the Union Pacific this company had recently taken over a small line in the state of Washington by which the companies hoped to obtain entrance into British Columbia. Like the Canadian Pacific Railway, the Chicago Milwaukee and

79. British Columbia does not mine iron ore!
81. ibid. p. 49.
82. q.v., ch. 7.
St. Paul planned to build around the head of the Inlet, cross the North Arm, and land at the site of the proposed terminal. Wharves, docks, freight warehouses and grain elevators were to be erected here, and the plan included the institution of a ferry service across the Inlet to Vancouver. As it transpired, this was just another abortive scheme.

It was not until 1916 that a really successful businessman came to Roslyn. In that year Robert Dollar purchased a seventy-five acre site in the south half of District Lot 471. Dollar, whose name was a by-word in the California shipping world, had made Vancouver his home port when he founded the Canadian Robert Dollar Company Limited in 1912. Before long he obtained great stands of timber from the British Columbia government, and selected the site on the North Arm for a large sawmill and dock. The name of the locality was changed to Dollarton, and a community sprang up about the mill. At this time the only means of reaching Dollartown was by water, the Harbour Navigation Company provided connections with Vancouver. The mill had been operating more than a year before the road was opened up from North Vancouver. For some twenty-five years the Dollar fleet operated out of Burrard Inlet, carrying British Columbia lumber and shingles to all parts of the world.

83. Express, op.cit., p. 17
84. Peter B. Kyne, the novelist, is said to have selected Robert Dollar as the prototype for his famous character "Cappy Ricks".
Robert Dollar died, and the business passed to his three sons, two of these also died, and the Dollar fleets disappeared from the shipping world. In January 1943 the Canadian Robert Dollar Company Limited mills and timber limits were purchased by other interests, and a romantic name had passed from the list of North Shore industries.

A typical British Columbia town, North Vancouver had even had its "gold rush", along the Seymour River. It is said that in 1878 a party of Frenchmen found gold nuggets in the Seymour while about the same time some coloured men reported finding small nuggets of fine gold, the largest being worth "six bits". Other optimistic persons actually staked claims along the river, giving them such traditional names as "Golden Slipper" and "El Dorado". In 1914 four Chinese built a flume and worked a

85. Robert Dollar was born in 1844 at Falkirk, Scotland. He came to Canada at the age of 14, and soon became a lumberjack. At 28 he was getting out lumber on his own for the foreign trade. In 1882, at the age of 38 he moved to Michigan, and six years later pushed west to California. In 1901 Dollar began to operate ships on foreign trade, and the following year he made his first trip to China. This led him to establish the tremendous Chinese river trade, for which his ships became famous. Dollar built up a world-circling shipping organization, whose Vancouver branch rivalled the Canadian Pacific in trans-pacific importance. He died at the peak of his success, but his business rapidly disintegrated after his death.—Vancouver Daily Province, February 6, 1943.

86. Vancouver Daily Province, April 4, 1926.

87. Related by W. M. L. Draycott. Mr. Draycott has himself panned for gold in the Lynn and got colour.
riffle box below the canyon. The amount of their findings is not on record, but the remains of their flume and riffle box could be seen some years later. Below Keith Road, the remnants of a deep shaft and a windlass belonging to the same period remained as late as 1926. Placer gold has been found south of the city intake. In 1912 workmen boring a new tunnel under the Capilano River for the Vancouver Water Board, discovered a gold-bearing reef. Samples showed gold and silver at $4.00 a ton, and a claim was staked and registered. None of these attempts however has yet produced a gold mine in North Vancouver.

The only places where a serious attempt has been made at mining are up the Lynn and Seymour. On the west side of Lynn Ridge an outcropping of batholith has revealed the presence of a variety of ores, especially of zinc, lead and copper. About the year 1900 prospectors began developing claims on Seymour Creek, reaching the location by waggon road from North Vancouver. On Lynn Creek in the same years they reported finding promising prospects of gold, copper and zinc. Sample surfaces

88. Vancouver Daily Province, April 4, 1926.
89. Express September 3, 1912.
90. See above, Chapter 1, p2.
92. General Review of Mining in British Columbia, Bulletin #11, 1903. The road referred to was the Lillooet Trail.
of zinc blende from these prospects were assayed up to 50% zinc. In 1908 a determined effort was made to have the Lillooet Trail opened to several claims up the Seymour beyond the District boundary. In the same year a Dr. Swayne applied to the Municipal Council for a waggon road to his mining property on Lynn Creek. The Council estimated that the road would cost $5000, but expressed willingness to build it with Provincial aid. Dr. Swayne also wanted a tramway from the waterfront to his mine, and approached the British Electric Railway on the subject. About the same time B. A. Weldon obtained from the Council a grant of $100 toward the opening up of the Lillooet trail to his property, while the Tyee Copper Company proposed to build their own road. In all these cases it eventually became evident that the ore was not sufficiently valuable to warrant continuous operations, and the mines closed down.

95. Minutes of Municipal Council, May 1, 1908, November 20, 1908
96. ibid, June 5, and July 22, 1908.
97. ibid, November 20, 1903.
98 ibid, August, 20, 1909.
The story of education in North Vancouver has its roots in Crown Colony days, for it was in 1869 that the government was first approached for a grant towards a school at Moody's. At that time there were four schools on the mainland, New Westminster, Douglas, Sapperton and Yale. Apparently in 1867 Governor Seymour had made the Board of School Trustees of New Westminster responsible for all the schools of the lower mainland. The Governor had also promised a general scheme of education for the colony, and the establishment of new schools in 1868 was delayed in anticipation of this scheme. However, the need became pressing at Moody's, and in July, 1869, Henry Holbrook, president of the New Westminster municipal council, which was also the school board, wrote to the Colonial Secretary for a grant of $500 for a proposed new school at Burrard Inlet. In his letter Holbrook stated that the average number of children likely to attend this school was unknown, but most, if not all, of them would be able to pay the tuition fee which the Local Board had set at $1.50. It was proposed to offer


2. ibid., p. 97. The scheme mentioned was embodied in the Public Schools Act, 1872.
the teachers the amount of the government grant and the tuition fees and to reserve the voluntary subscriptions for incidental expenses and repairs. Out of their salaries the teachers would be required to provide the necessary fuel. In reply Holbrook was told that the government would only grant $400 towards the school on Burrard Inlet, and that said school would be under the charge of the New Westminster Municipal Council. It was not however until the following January that the Burrard Inlet School District was gazetted, embracing both the north and south sides of the Inlet. The school was opened at Moody's in the August following, under a by-law approved by the Governor. Visiting the school the same month, the inspector found thirteen pupils enrolled. He remarked that they seemed very backward, but attributed this to the fact that the school had only been in operation a short while. The school-room, which belonged to Moody, Deitz and Nelson, was small and poorly equipped. Apparently the local board had made no attempt to supplement the government grant, and the inspector recommended its withdrawal in consequence. This seems to have

3. Correspondence of Henry Holbrook, F 778 b6 Archives of British Columbia.
4. ibid., July 29, 1869.
5. British Colonist, August 7, 1870.
6. MacLaurin, op. cit., p.120.
7. ibid., p. 128.
been done, since the Burrard school was not on the list of those receiving grants the following year. Miss Laura A. Haynes, the first teacher, remained until 1872, and upon resigning was succeeded by Mrs. Murray Thain, wife of a Moodyville longshoreman, at $500 per annum. The location of the school was not very satisfactory, and in 1873 the inspector reported as follows:

This school has been labouring under serious difficulty for the past year. In addition to want of room, the continual smoke from the burning of sawmill refuse just under the door and windows of the school-room has necessitated dismissal at noon almost every day, for several months. Not withstanding these drawbacks, the school has made progress and is well and efficiently conducted by Mrs. Thain. A new school-house is in course of erection, out of the way of the smoke and din of the mills, and will soon be ready for operation.

In 1874 the school boundaries were re-arranged, and a new school established at Granville to serve the south side of the Inlet. The Burrard Inlet school was the larger of the two, reporting an enrolment of 39 as compared with 21 at Granville. In both cases the school population was very migratory, shifting from one community to another, or moving away entirely.

8. See above, chapter 2. P 335.
12. Ibid, 1875.
In 1876 Burrard Inlet pupils were again reported to be backward in their studies, although quiet and orderly. There appears to have been a shortage of teachers at this time, for it was not until sometime during this year that one was found to relieve Mrs. Thain. The school population was growing, having reached the record figure of 41 on one occasion. During the year 1875-76 the new school-house was completed, and fitted up with proper desks and equipment. Progress was still not satisfactory, and in 1877 the trustees secured "the services of a first class lady teacher of great experience in tuition, who will no doubt soon place the school on an efficient footing." She did not remain long, and her successors do not seem to have succeeded in raising the standard of the pupils. In 1883 the name of the school was changed to Moodyville.

Moodyville School continued to serve the mill town, and for more than ten years was the only school on the North Shore available to the families of settlers in North Vancouver. In January 1902 the Municipal Council of North Vancouver forwarded to the Superintendent of Education a list of children of school age within the community, and urged the need of a school.

14. ibid, 1877.
15. ibid, 1878-1883.
In September a reply was received to the effect that the Superintendent of Education and the Inspector of Schools had visited North Vancouver and agreed to recommend a school district there. The school was opened shortly after, and visited in February 1903 by the inspector. There were 25 pupils enrolled, three of whom were under six years. Lynn Valley School was opened in May of the year following, with 18 pupils, three being under six years. That same year the enrolment in North Vancouver increased to 44, but the inspector noted a certain laxity in the conduct and management of the school. In 1905 the enrolment at Lynn Valley was reduced to thirteen, and the tone and discipline were much improved. With 45 pupils enrolled, North Vancouver was making fair progress, but of Moodyville, where there were now 24 registered, the inspector reported: "The most irreponsive class of pupils I ever met is the senior grade of this school."

The North Vancouver school had not been in operation six

19. See above, Chapter 5. p 9
21. ibid.
22. ibid, 1905.
23 months before the need was felt for a second teacher, but it was not until the summer of 1905 that the second division was opened. A male principal was engaged at $60 per month, and a lady assistant at $50, while the ladies at Moodyville and Lynn Valley received $50 and $45, respectively. A total of 94 pupils were enrolled in the three schools. Settlement in North Vancouver expanded so rapidly that for the year 1906-1907 the North Vancouver school reported an enrolment of 75 pupils in the first division and 102 in the second division. The numbers at Moodyville and Lynn Valley remained fairly stable. The incorporation of the City of North Vancouver in 1907 left the Lynn Valley school the only school in the District. This probably accounts for a sudden increase in enrolment there to 34. Meanwhile, in the City, the North Vancouver School was renamed the Central School. Two new rooms were added to the building, and two more divisions opened. Even so, the four divisions reported enrolments of 49, 71, 83, 83.

23. Minutes of Municipal Council, February 3, 1903 and April 5, 1905.
25. ibid, 1907.
26. See above, chapter 4.
27. The original two-roomed building was erected by the government at a cost of $2000. Trustees estimates for 1907 included $4500 for the addition—School Report for 1904, and Council Minutes February 4, 1907.
and 82 respectively. The principal, J. B. Bennett, received $100 per month, the lady assistant for the second division $60, and the other two ladies each $50 per month. In the District the original school house at Lynn Valley was felt to be inadequate, and it was agreed to purchase a new lot, more centrally located, and erect a new building. A lot was purchased from J. M. Fromme for $150, but clearing cost $500. The new building, still only one room, was opened in 1908.

Schools were also needed in the Northern and western parts of the District. J. C. Keith offered to give a site near the corner of Capilano and Keith Roads, to serve the Capilano community. In the North Lonsdale area the Council purchased two acres in District Lot 784 for $1250 as a site for the North Star School. Capilano School was opened in 1908, but tenders for North Star School were not called for until 1909. At the

28. The late J. B. Bennett, who remained in the North Vancouver School System until he retired in 1937, was a prominent member of the Community and very active in the British Columbia Teachers' Federation.

29. School Report 1908. The principal's salary was increased to $125 the following year.

30. See above, chapter 5, p58

31. ibid.


33. ibid, September 30, 1907.

34. ibid, May 1, 1908.


Central School two more divisions were added in 1908 and still another in 1909. The situation was obviously getting out of control. Central School had more than 300 pupils, and a new building was imperative. After serious thought the School Board decided to build two new schools in other parts of the town. For the convenience of residents in the northern section of the town a frame school of eight rooms was built on Lonsdale Avenue between 21st. and 22nd. Streets. Four rooms were completed first and were opened in April 1911. The High School, which had also been established this year, and temporarily housed in a business block, was now housed in the new Lonsdale School. The High School started with 17 pupils and grew rapidly. A new school was also under construction in District Lot 550, on the east side of the town. To relieve the situation a temporary two-room school was erected in 1910, on the corner of the four-acre site which was to have a $12,000 building. The temporary school was known as the East End School. When it opened in October 1910 it took the pupils of Moodyville School, which then closed down after

40. Express April 4, 1911.
42. loc. cit.
nearly thirty-five years. Work on the permanent school did not commence until July 1911. The building was formally opened by the Minister of Education, the Honorable Henry Esson Young, on April 8, 1912. This relieved the congestion in Central School, which by now had reached 15 divisions, and had been obliged to use temporary quarters. J. B. Bennett was transferred as principal to the new school, known as Ridgeway School, which absorbed the make-shift East End School. Further progress was marked that autumn, with the opening of a Manual Training Centre at Ridgeway School. It was several years before a corresponding Home Economics centre was opened for the girls.

The school population of the District had also increased, but it was spread over a much greater area. On the North Star site a four-room building was erected, although only one room was opened at first. Lynn Valley had added a second division in 1910, but the enrolment increased so rapidly that the School Board decided to start construction on a new building. A four-roomed frame building, it was opened in January 1912 and filled at once. Further expansion followed more slowly.

43. Express July 18, 1911.
44. Express April 9, 1912.
45. Express August 27, 1912.
47. ibid, 1911.
48. ibid, 1912.
In 1914 the District School Board opened Deith Lynn School in District Lot 553, near Deith Road, with the object of relieving Lynn Valley School, but by 1919 it was necessary to put a four-roomed addition on the latter school. Capilano School was replaced by a larger building erected on a four-acre site purchased from J. P. Fell at $3750 per acre, and in 1917 a one roomed school was opened at Roche Point. In the City, the old Central School was replaced in 1915 by a modern sixteen-room building on a site in the south-west corner of District Lot 548. To complete the picture, the City erected an up-to-date High School in 1924, and introduced the Junior High Schools into the system in 1937. The District has never maintained its own High School, but sends its students to the City High School on a pro rata basis. There are no Junior High Schools in the District system to date. The purchase of school sites and erection of buildings necessitated heavy borrowing in both City and District. Included in the present bonded indebtedness of the City are bonds for School purposes totalling $561,430 and involving an annual interest payment of $28,453.75. In the District the total stands at $134,280, and

52. ibid, June 29, 1917.
53. ibid, August 23, 1915.
the yearly interest $4,527.00. Of this total loans worth $52,030.00 have matured, but not been paid. These facts have contributed to the financial instability of both City and District.

The Indians were the first people to build a church on the North Shore, or for that matter, on Burrard Inlet. It appears that they had come into contact with the Roman Catholic missionaries of the Oblats de Marie Immaculee who were active among the Indians of the Pacific Coast. Converts were made, and by 1866 the question of a church had been raised. There was some delay due to the fact that the land which the Indians claimed had not at that time been set aside as a reserve, and the Indians did not want to lose their claim to their church. This matter was finally cleared up, and by 1869 a large frame building with a single spire stood on the waterfront of number 1. Indian Reserve. The first Christian church on Burrard Inlet, St. Paul's Church served the Indians from the south shore, as well as those at Lynn Creek, Seymour Creek and Squamish. In 1909 the church was enlarged, the second spire added, and the

56. See above, Chapter 4. p 76 et seq.
57. British Columbia Statutes, 1875, Indian Land Question, Papers Relating to, correspondence of February 15, 1866.
58. ibid, correspondence of August 16, 1869.
59. Vancouver Daily Province May 21, 1936, article by J. Rodger Burnes.
name became the Church of St. Peter and St. Paul. An Indian Boarding School was established in 1906 under the charge of the Sisters of the Infant Jesus.

A couple of miles to the east, a community had developed at Moodyville. At this time mission work among white people was centred at New Westminster. Here in 1860 the first Methodist Church in British Columbia was dedicated on April 8, 1860. From this as his headquarters the Reverend Ebenezer Robson, on June 19, 1865, crossed Burrard Inlet to Moodyville, and there conducted the first religious service for white people ever held on the Inlet. Fifteen men formed the congregation for the service, which, tradition says, was held out of doors on a grassy spot. From that time on, regular preaching was maintained at Moodyville. Services were held variously in the cook-house, the schoolhouse, and the hall of the Mechanics Institute, but the Methodists did not build a church at Moody-

60. Henderson's City of Vancouver Directory, 1907, vol. XIV. p. 851 et seq.


62. See above, chapter 5, p. 64 fn.


65. Stott, op. cit., p. 10
66. See above Chapter 2, p. 27
ville. Article 10 of the Bylaws and Constitution of the Mechanics Institute, founded in 1869, provides for the room to be at the disposal of preachers of the Gospel of all denominations, for holding Divine Service, free of charge. This was evidently done, for at a meeting of the Institute in April 1880, a proposal was made to discontinue this practice, and equip a certain local building instead. The opinions expressed, as recorded in the minutes of the meeting, are both interesting and enlightening:

...Should any Roman Catholic Chaplain settle here members would be deprived of the reading room every Sunday....

...The Reading Room is not a proper place for worshipping God, a concert on Saturday eve (sic) and Divine Service on the Sunday morn­ ing is scarcely in keeping...

...the influence of all the members should be used to build a church...

...ministers have no interest in the matter...

The proposal was finally withdrawn, so presumable to room continued to be used.

The Church of England also made New Westminster its head­quarters for the mainland, and built a church there in 1860.

67. Minute Book of the Mechanics' Institute, property of the Vancouver Public Library.
68. ibid.
The fact of Moody supplying certain lumber for the reconstruction of the church in 1865 seems to indicate that an early contact was made with the settlement at Moodyville, but it was not until 1876 that regular services were inaugurated here.

In 1880 Bishop Sillitoe visited the Inlet soon after his arrival in the newly formed diocese of New Westminster. His wife tells us:

Our first acquaintance with Burrard Inlet was a few days after our arrival, when we drove over by stage from New Westminster to lunch with Captain Rayner in the cook-house of the Hastings Mill, crossing the Inlet during the afternoon to visit the Moodyville Mill and to see some of the people.

During the winter of 1880-1881 the Bishop took the service every fortnight, in the morning at the Hastings Mill School House, in the evening at Moodyville, or vice versa,—riding over from New Westminster on the Saturday afternoon, carrying our luggage on the saddles behind us, returning again on Monday.

70. See above Chapter 2.

71. British Colonist, April 27, 1876, p. 3.

72. Acton Windeyer Sillitoe (1841-1894) first Anglican Bishop of New Westminster (1879-94), was born in Australia in 1841, and educated at Pembroke College, Cambridge (B.A., 1862). He was ordained a priest of the Church of England in 1870; in 1879 he was consecrated bishop of the new diocese of New Westminster, British Columbia. He reached New Westminster in 1880 and he administered the diocese until his death, at New Westminster, on June 9, 1894. He was a D. C. L. of the University Trinity College, Toronto.—Wallace, Dictionary of Canadian Biography, Macmillan Co., Toronto, 1925.

73. Sillitoe, op. cit., p. 33.
When St. James Church was built in 1881, between the settlements of Granville and Hastings, Moodyville became part of that parish, and was served from there. There is some evidence that the Presbyterians also visited Moodyville from New-Westminster, but no permanent work was established.

The Municipality of North Vancouver was incorporated in 1891, but, due possible to the decade of inactivity that followed immediately, it was not until 1899 that any attempt was made to organize religious services in North Vancouver. The first services were conducted by the Church of England, in a shack built of shakes and situated on Lonsdale Avenue and Thirteenth Street. The following year they put up a small frame building on Thirteenth Street West, which was dedicated on

74. St. James' Church was erected early in 1881, on a site half-way between Hastings and Granville. This was the first Anglican Church built in Vancouver. Services were held regularly. In 1884 the Reverend H. G. Fiennes-Clinton became rector, remaining in charge of the parish until his death in 1912. When fire destroyed Vancouver on Whitsunday 1886, Father Clinton was one of the first to give the alarm. His little church was entirely destroyed, but plans were quickly drawn up for a new and larger church, a new site was obtained, further from the water and the new church was completed by the end of the year. That building was replaced in 1886 by the present Church of St. James, which stands on the same site, and is dedicated to the memory of Father Clinton. Cf., Violet E. Sillitoe, Early Days in British Columbia. p.33.

75. Stott, op. cit. p. 12.

76. See above, chapter 4, p.57.
October 28, 1900 to St. John the Evangelist. The Rector lived in Vancouver. Nearly three years later the Presbyterian Church established a mission field consisting of Lake Beautiful, Cedar Cove, North Vancouver and Lynn Valley. With a student in charge, services were held in Dorman's shack, the same which had previously served the Anglican community. On Saturday, May 2, 1903 the premises were inspected by a party headed by the Superintendent of Missions for the Presbyterian Church of Canada, who announced themselves "pleased with the Accommodation". The shack is described by the Reverend William Stott as being 15 feet square. The seats were boards laid on logs cut the proper height, giving the shack a seating capacity of 25. At service the following day there were 23 present, and the collection amounted to $3.25. In 1904, when the student in charge was succeeded by a minister, immediate steps were taken to build a church. In January three lots were secured on Lower Keith Road, and "St. Andrew's" was selected as the name of the new church. In August a congregational meeting was held at which it was decided that the church

77. Stott, op. cit, p. 12.
79. Now Lake Buntzen.
81. loc. cit.
was to cost $700 and to seat 100 persons. Work proceeded so speedily, that the new building was opened in November 1904. In the interim services were held in a nearby hall, and in the schoolhouse. At the end of 1904 the Reverend J. D. Gillam, M. A. was appointed pastor of St. Andrew's and also of Grandview and Cedar Cove. The following spring these latter were separated, and St. Andrew's stood alone. Mr. Gillam was called to St. Andrew's and became the first settled minister of any denomination in North Vancouver. The Church grew and prospered. Mission work was carried on at Moodyville until 1909, and missions were also opened up at Lynn Valley and Capilano. Reports for 1906 show 125 people attending the former mission, and 80 the latter. In 1910 Knox Church congregation was organized at Lynn Valley, and services were commenced in North Lonsdale. Like most other things, the church was affected by the prosperity of the real estate boom, and in 1912 the present edifice was erected. The lots for the new church were donated by a member of the congregation, while a building

83. Loc. cit., Stott lists the names of those present. The pulpit used that day was made of 2 by 4's with a base and a board across the top, and was preserved until recently by one of the members of the congregation.

84. Stott, op. cit. p. 15.

85. ibid p. 20. This is St. Stephen's Presbyterian Church.

86. See above, chapter 8, p. 120.
contract was let for $19,044. A pipe organ and other equipment brought the total expenditure to $34,808.72, some $28 less than the building fund. Two of the original lots were sold for $7400 and the old church itself sold for $5500. This came back on the hands of the congregation and was re-sold for $3500.

The Methodist congregation was later in organizing. Dr. Robson had never lost his interest in the North Shore. Although now retired he still conducted services in the new town. Mention has already been made of his work in Lynn Valley. He also held services at Moodyville and North Vancouver. In the latter community he had a rotation system, by which services were held in the homes of three different families. When the Municipality built the Municipal Hall in 1904, Dr. Robson applied for permission to hold his services there. This was refused and he was offered the use of the school-house instead. Despite all this, no definite organization of a congregation took place, and it was agreed between Methodist and Presbyterian authorities that the North Shore should temporarily be regarded as the territory of the latter. This was the situation until 1907. In May of that year a congregation was

88. See above, chapter 5, p. 54.
89. Stott, op. cit., p. 12.
90. Minutes of Municipal Council, October 5, 1904.
organized, meeting in a local hall until October, when the first Methodist Church was opened. The congregation increased so rapidly that a larger building was soon needed, and in January 1910 the second church was opened, on another site. The Methodist Church, which seemed to be labouring under financial difficulties, suffered badly from the slump in business that followed the outbreak of war. St. Andrew's also became financially embarrassed. In consequence, both congregations began to consider union, a movement which had been in progress throughout Canada since 1902. Votes were taken in both congregations and were overwhelmingly in favour of this move, and the union was consummated on January 1, 1926. It was agreed to retain both the edifice and the name of St. Andrew's Church, which now became St. Andrew's United Church.

The Anglican community also had made progress. It was soon realized that the mother church of St. John could not serve the whole North Shore, and other parishes were organized as settlement increased. The first such parish was St. Clements, Lynn Valley. Two others were organized in 1910, St. Agnes'
to serve the City and District east of Lonsdale Avenue, and
97 St. Thomas's to serve the North Lonsdale. St. John's continued to serve the west side of the town, and no Anglican church has ever been established at Capilano. The Baptists entered the town in 1907, meeting in a local hall until their church was completed. This little building rapidly outgrew them and in 1911 they built a new one further up the hill. The Roman Catholics also built a church above the Indian Reserve for the benefit of the residents.

97. This church was later renamed St. Martin's.
98. Henderson's City of Vancouver Directory, 1908, vol. XV
100. Henderson's Greater Vancouver Directory 1913, vol. XX
CHAPTER X CONCLUSION

The Second World War has raised North Vancouver to a place among the foremost industrial centres in Canada, by making demands upon her shipyards. To meet government needs the existing facilities of the Burrard Drydock Company and the North Vancouver Ship Repairs were enlarged and expanded. Contracts for corvettes, mine-sweepers and cargo vessels resulted in a ship-building programme unprecedented in the history of any British Columbia community. Subsidiary industries were created either by conversion of existing establishments or by new installations. During the early months of 1940 the number of men employed in the North Vancouver shipyards was estimated at 800. By the end of 1942 that number had risen to 12,000, \(^1\) with a corresponding increase in office staffs. On one occasion the Burrard Drydock Company alone announced new contracts aggregating $10,000,000.\(^2\)

As a direct result of this huge construction programme and the consequent increase in employment, all facilities in North Vancouver were strained to the utmost. Especially was this true of the housing situation. Once again the North Shore experienced a real estate boom, albeit one greatly hampered by the difficulty of obtaining building supplies. Unlike the


previous boom, property was now in demand for immediate use rather than for speculation. The greater number of shipyard employees sought homes on the North Shore. Many had brought their families from other provinces, or from interior towns in British Columbia, and had no home in Greater Vancouver. Those who came from the outlying suburbs of Vancouver found the return trip long and tiresome. The lack of hotels, rooming houses and apartment blocks on the North Shore was keenly felt. To meet the needs of the defense workers the Dominion government instituted a housing project in North Vancouver. In all, 750 houses, two staff houses and two administration buildings have been erected, all within walking distance of the yards. While in itself a temporary measure, the project has contributed to the permanent development of the North Shore by clearing and stump ing unused land, and installing sewers. The population of North Vancouver has increased by approximately one-third, bringing a rush of trade to all local business establishments. School facilities have also been overtaxed, and a ten-

3. Built by the Wartime Housing Limited, an organization set up by the Dominion Government to relieve housing shortages for defense workers throughout Canada. The houses in North Vancouver have been built in three groups, on the east side in District Lots 273 and 274, on the west side in District Lots 271, and west of the Mission Reserve in District Lots 265 and 266, thus extending into the District of North Vancouver.

4. North Shore Press Commercial and Industrial Annual, September 1942. Census figures for 1931 set the City's population at 8510, and the District's at 4788. Population figures for 1942, as estimated by officials at the City Hall, are City 10,000 and District 6200.
roomed school, also a government project, is now being built at a cost of $70,000.

One interesting cause for speculation is the future of Indian Reserve #1. How much longer will the Indians be allowed to keep 35 acres of land with 1800 feet of waterfront in the centre of the industrial area? As early as 1905 the Municipal Council was complaining of this fact. In 1913 the Dominion Government was nearly persuaded to vest the waterfront of the Reserve in the newly-founded Harbour Commission. The North Shore Press raised the question again in 1942, using the pretext that this property should be used for Wartime Houses. It will be interesting to see how much longer this "anachronism" will remain.

In the 50 years since it was incorporated as a District Municipality, North Vancouver has experienced many of the "growing pains" typical of a western town. As a lumbering centre its magnificent stands of Red Cedar and Douglas Fir were ruthlessly exploited. It fell an easy prey to the real estate boom which swept through the West between 1902 and 1913, and was equally susceptible to the "railway fever" of the same period.

7. Daily News Advertiser, October 12, 1913.
After an abortive attempt at industrial development, the town has become the centre of a major war-time industry. It is to be hoped that industry has come to stay, and that North Vancouver will never again subside to the status of a residential area whose sole purpose is to accommodate the workers of Vancouver.

On the administrative side also the town has experienced changes. With youthful lack of foresight the town accepted the real estate boom days as a permanent condition. In an outburst of civic pride, valiantly supported by real estate interests, municipal services were expanded and municipal debts contracted. The town has had to pay dearly for the poor judgment and mistaken policies of its early citizens. When a world-wide financial crisis developed, and the municipality was faced with the problem of aiding destitute citizens, the already overburdened treasury was unable to stand the strain. Like a number of other western towns, North Vancouver lost its civic rights and was obliged to submit to commissioner government. It is difficult to evaluate this form of government, since the fortunes of the town are closely knit with those of the rest of Canada. It is however a matter of record that municipal affairs were beginning to respond to a policy of economy and impartial administration before the outbreak of the present war.
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TABLE A

Sale of Municipal Lands for Taxes in arrears for the years 1892, 1893, 1894, 1895, on the 28th. day of October, 1895 at 11 A.M. in the office of the Municipality of North Vancouver.

<table>
<thead>
<tr>
<th>LOT</th>
<th>BLOCK</th>
<th>ARREARS</th>
<th>COSTS</th>
<th>COMMISSION</th>
<th>TOTAL</th>
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<td>237</td>
<td></td>
<td>$520.35</td>
<td>$2.50</td>
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<td>827</td>
<td>b</td>
<td>10.70</td>
<td>2.50</td>
<td>1.10</td>
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<td>827</td>
<td>Undivided half of</td>
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<td>624</td>
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<tr>
<td>773</td>
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<td>57.95</td>
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<td>6.95</td>
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<td>73.70</td>
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TABLE B

Total assessments of the Municipality of North Vancouver for the years 1892 - 1902 inclusive.

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<th>Year</th>
<th>Assessment</th>
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<tbody>
<tr>
<td>1892</td>
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<tr>
<td>1893</td>
<td>1,187,825.00</td>
</tr>
<tr>
<td>1894</td>
<td>1,193,332.00</td>
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<td>853,355.00</td>
</tr>
<tr>
<td>1902</td>
<td>802,089.00</td>
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TABLE C

District of North Vancouver

**Tax Collections**

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<thead>
<tr>
<th>Year</th>
<th>Net Land</th>
<th>Net Improvements</th>
<th>Mills</th>
<th>Taxed on</th>
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</thead>
<tbody>
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<td>1927</td>
<td>5,410,849</td>
<td>3,899,955</td>
<td>42</td>
<td></td>
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<td>1928</td>
<td>5,488,361</td>
<td>4,850,285</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>1929</td>
<td>5,410,639</td>
<td>5,064,790</td>
<td>47</td>
<td></td>
</tr>
<tr>
<td>1930</td>
<td>5,276,863</td>
<td>5,682,305</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>1931</td>
<td>5,020,418</td>
<td>3,553,345</td>
<td>50</td>
<td>25%</td>
</tr>
<tr>
<td>1932</td>
<td>4,121,412</td>
<td>3,058,315</td>
<td>65</td>
<td>35%</td>
</tr>
</tbody>
</table>

---

**Tax Levy**

<table>
<thead>
<tr>
<th>Year</th>
<th>Without Penalties</th>
<th>Percentage Collected</th>
<th>Including Penalties</th>
<th>Percentage Collected</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
<td>$244,895.86</td>
<td>70%</td>
<td>$256,078.36</td>
<td>67.45%</td>
</tr>
<tr>
<td>1928</td>
<td>266,732.00</td>
<td>67.16%</td>
<td>283,131.36</td>
<td>64.32%</td>
</tr>
<tr>
<td>1929</td>
<td>262,196.24</td>
<td>62.43%</td>
<td>278,633.27</td>
<td>58.37%</td>
</tr>
<tr>
<td>1930</td>
<td>270,299.47</td>
<td>58.5%</td>
<td>286,942.46</td>
<td>55.73%</td>
</tr>
<tr>
<td>1931</td>
<td>300,987.62</td>
<td>56.45%</td>
<td>318,920.05</td>
<td>53.73%</td>
</tr>
<tr>
<td>1932</td>
<td>341,698.38</td>
<td>48.92%</td>
<td>365,720.03</td>
<td>45.96%</td>
</tr>
</tbody>
</table>

---

**Tax Sales**

<table>
<thead>
<tr>
<th>Year</th>
<th>1927</th>
<th>1928</th>
<th>1929</th>
<th>1930</th>
<th>1931</th>
<th>1932</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number of Lots Sold</td>
<td>706</td>
<td>849</td>
<td>1352</td>
<td>2313</td>
<td>2412</td>
<td>1720</td>
</tr>
<tr>
<td>To Private Owners</td>
<td>13</td>
<td>17</td>
<td>35</td>
<td>16</td>
<td>23</td>
<td>8</td>
</tr>
<tr>
<td>To District</td>
<td>693</td>
<td>832</td>
<td>1317</td>
<td>2297</td>
<td>2389</td>
<td>1712</td>
</tr>
</tbody>
</table>

x. Compiled from records of the District of North Vancouver for the years given.
<table>
<thead>
<tr>
<th>Year</th>
<th>Outstanding Jan 1, 1932</th>
<th>Written in for collection vs improvements</th>
<th>Transferred to Tax Sale Roll 1932</th>
<th>Written off vs City Lots and Transfers</th>
<th>Charged to Property which fell to City at 1931 Tax Sale</th>
<th>Received in Cash</th>
<th>Balances as at Dec. 31st 1932</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
<td>$ 607.23</td>
<td>$219.70</td>
<td></td>
<td></td>
<td>$387.53</td>
<td></td>
<td>879.31</td>
</tr>
<tr>
<td>1928</td>
<td>1,288.13</td>
<td></td>
<td></td>
<td></td>
<td>801.02</td>
<td></td>
<td>2,099.15</td>
</tr>
<tr>
<td>1929</td>
<td>3,791.49</td>
<td></td>
<td></td>
<td></td>
<td>661.23</td>
<td></td>
<td>2,159.37</td>
</tr>
<tr>
<td>1930</td>
<td>52,127.62</td>
<td>66.38</td>
<td>$28,010.75</td>
<td>864.30</td>
<td>661.23</td>
<td></td>
<td>8,019.22</td>
</tr>
<tr>
<td>1931</td>
<td>109,668.33</td>
<td>18.46</td>
<td>12,270.12</td>
<td>188.50</td>
<td>14,328.28</td>
<td></td>
<td>62,820.52</td>
</tr>
<tr>
<td><strong>Tax Levy 1932</strong></td>
<td><strong>$167,461.00</strong></td>
<td><strong>22.56</strong></td>
<td><strong>26,455.09</strong></td>
<td><strong>21,279.91</strong></td>
<td><strong>249,669.37</strong></td>
<td><strong>74,271.02</strong></td>
<td><strong>116,961.71</strong></td>
</tr>
<tr>
<td><strong>Percentage Additions</strong></td>
<td><strong>$581,827.08</strong></td>
<td><strong>22.56</strong></td>
<td><strong>86,802.34</strong></td>
<td><strong>21,279.91</strong></td>
<td><strong>279,948.13</strong></td>
<td><strong>191,232.73</strong></td>
<td><strong>17,435.41</strong></td>
</tr>
<tr>
<td><strong>$605,330.22</strong></td>
<td><strong>22.56</strong></td>
<td><strong>88,784.99</strong></td>
<td><strong>21,279.91</strong></td>
<td><strong>24,456.41</strong></td>
<td><strong>280,797.71</strong></td>
<td><strong>208,718.14</strong></td>
<td><strong>17,435.41</strong></td>
</tr>
</tbody>
</table>
### TABLE E

**REEVES of the DISTRICT OF NORTH VANCOUVER**

<table>
<thead>
<tr>
<th>Year</th>
<th>Reeve</th>
</tr>
</thead>
<tbody>
<tr>
<td>1891-1892</td>
<td>C.J.P. Phibbs</td>
</tr>
<tr>
<td>1893-1894</td>
<td>J.C. Keith</td>
</tr>
<tr>
<td>1895-1896</td>
<td>Dr. J.T. Carroll</td>
</tr>
<tr>
<td>1897-1900</td>
<td>J.G. Woodrow</td>
</tr>
<tr>
<td>1901-1902</td>
<td>C.O. Wickenden</td>
</tr>
<tr>
<td>1903</td>
<td>W.H. May</td>
</tr>
<tr>
<td>1904</td>
<td>J.C. Gill</td>
</tr>
<tr>
<td>1905</td>
<td>J.C. Gill and</td>
</tr>
<tr>
<td></td>
<td>A.E. Kealy</td>
</tr>
<tr>
<td>1906-1907</td>
<td>A.E. Kealy</td>
</tr>
<tr>
<td></td>
<td><strong>Incorporation of City</strong></td>
</tr>
<tr>
<td>1907-1908</td>
<td>W.H. May</td>
</tr>
<tr>
<td>1909-1911</td>
<td>J.Y. McNaught</td>
</tr>
<tr>
<td>1912-1914</td>
<td>W.H. May</td>
</tr>
<tr>
<td>1915-1921</td>
<td>E.H. Bridgeman</td>
</tr>
<tr>
<td>1922</td>
<td>J.Y. McNaught</td>
</tr>
<tr>
<td>1923</td>
<td>J.Loutet</td>
</tr>
<tr>
<td></td>
<td><strong>MAYORS of the CITY OF NORTH VANCOUVER</strong></td>
</tr>
<tr>
<td>1907-1908</td>
<td>A.E. Kealy</td>
</tr>
<tr>
<td>1909-1910</td>
<td>W.H. May</td>
</tr>
<tr>
<td>1911-1912</td>
<td>W. McNelish</td>
</tr>
<tr>
<td>1913</td>
<td>Geo. S. Hanes</td>
</tr>
<tr>
<td>1914</td>
<td>W.J. Irwin</td>
</tr>
<tr>
<td>1915-1916</td>
<td>Geo. S. Hanes</td>
</tr>
<tr>
<td></td>
<td><strong>COMMISSIONERS of CITY and DISTRICT</strong></td>
</tr>
<tr>
<td></td>
<td>Date Appointed</td>
</tr>
</tbody>
</table>

**COMMISSIONERS of CITY and DISTRICT**

<table>
<thead>
<tr>
<th>Date</th>
<th>Commissioner</th>
</tr>
</thead>
<tbody>
<tr>
<td>December 15, 1932</td>
<td>Commissioner C.E. Tisdall - District only</td>
</tr>
<tr>
<td>January 25, 1933</td>
<td>Commissioner C.E. Tisdall - City also</td>
</tr>
<tr>
<td>June 30, 1934</td>
<td>Commissioner J.V. Fisher - City and District</td>
</tr>
<tr>
<td>September 4, 1934</td>
<td>A/C commissioner D.G. Tate</td>
</tr>
<tr>
<td>May 16, 1936</td>
<td>Commissioner G.W. Vance</td>
</tr>
</tbody>
</table>
## TABLE F

### GENERAL INFORMATION

**CITY of NORTH VANCOUVER**

Area: 3,131.5 Acres.

Population:

<table>
<thead>
<tr>
<th>Type</th>
<th>1901/1911</th>
<th>1921/1931</th>
<th>1941/1944</th>
</tr>
</thead>
<tbody>
<tr>
<td>City and District</td>
<td>365/8,196</td>
<td>7,652</td>
<td>8,444</td>
</tr>
<tr>
<td>City only</td>
<td></td>
<td>8,510</td>
<td>8,844</td>
</tr>
</tbody>
</table>

Approximate mileage of Roads, etc. as at December 31, 1942:

<table>
<thead>
<tr>
<th>Description</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads - Total Cleared</td>
<td>73.47</td>
</tr>
<tr>
<td>Graded of above</td>
<td>69.14</td>
</tr>
<tr>
<td>Hard Surface Pavements</td>
<td>27.00</td>
</tr>
<tr>
<td>Sidewalks - Wood or Gravel</td>
<td>60.57</td>
</tr>
<tr>
<td>Concrete</td>
<td>18.25</td>
</tr>
<tr>
<td>Water Mains Laid</td>
<td>57.49</td>
</tr>
<tr>
<td>Hydrants in use</td>
<td>292</td>
</tr>
<tr>
<td>Water services connected</td>
<td>3,383</td>
</tr>
</tbody>
</table>

Country of Birth of Residents, according to Census Report for 1931:

<table>
<thead>
<tr>
<th>Origin</th>
<th>Males</th>
<th>Females</th>
</tr>
</thead>
<tbody>
<tr>
<td>Canadian born</td>
<td>2228</td>
<td>2266</td>
</tr>
<tr>
<td>British born</td>
<td>1624</td>
<td>1599</td>
</tr>
<tr>
<td>Foreign born</td>
<td>416</td>
<td>377</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Origin</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>English</td>
<td>3949</td>
</tr>
<tr>
<td>Irish</td>
<td>903</td>
</tr>
<tr>
<td>Scotch</td>
<td>2366</td>
</tr>
<tr>
<td>Scandinavian</td>
<td>395</td>
</tr>
<tr>
<td>Italian</td>
<td>217</td>
</tr>
<tr>
<td>German</td>
<td>117</td>
</tr>
</tbody>
</table>

a. All figures from the Census of Canada for the current year, except those for 1941, which are from the City of North Vancouver Annual Report, p. 5.

b. City of North Vancouver Annual Report, p. 5.

c. Census of Canada, 1931.
### TABLE G

**GENERAL INFORMATION**

**DISTRICT of NORTH VANCOUVER**

Area; 38,400 acres.

Population:

- **District of North Vancouver**, 1901 - 365
- **City and District**, 1911 - 8196
- **District only**, 1921 - 2950, 1931 - 4788

Country of Birth of Residents; according to the Census of 1931:

- **Canadian born**
  - males 1267
  - females 1129
- **British born**
  - males 965
  - females 887
- **Foreign born**
  - males 326
  - females 214

Racial Origin of residents, according to the Census of 1931:

<table>
<thead>
<tr>
<th>Racial Origin</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>English</td>
<td>2627</td>
</tr>
<tr>
<td>Irish</td>
<td>528</td>
</tr>
<tr>
<td>Scotch</td>
<td>844</td>
</tr>
<tr>
<td>Scandinavian</td>
<td>209</td>
</tr>
<tr>
<td>Chinese and Japanese</td>
<td>126</td>
</tr>
<tr>
<td>French</td>
<td>87</td>
</tr>
<tr>
<td>German</td>
<td>76</td>
</tr>
</tbody>
</table>

x. All figures taken from Census for Canada for year given.
<table>
<thead>
<tr>
<th>Year</th>
<th>Gross</th>
<th>Exempt</th>
<th>Net</th>
<th>Gross</th>
<th>Exempt</th>
<th>Net</th>
<th>Tax Rate in Mils</th>
<th>Improvements Taxed on</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
<td>$11,140,911.00</td>
<td>$2,970,478.00</td>
<td>$8,170,433.00</td>
<td>$7,763,265.00</td>
<td>$641,922.00</td>
<td>$7,121,343.00</td>
<td>38</td>
<td></td>
</tr>
<tr>
<td>1928</td>
<td>$11,140,676.00</td>
<td>$3,000,308.00</td>
<td>$8,160,378.00</td>
<td>$8,068,727.00</td>
<td>$641,947.00</td>
<td>$7,426,780.00</td>
<td>42</td>
<td></td>
</tr>
<tr>
<td>1929</td>
<td>$11,137,266.00</td>
<td>$3,189,878.00</td>
<td>$8,947,388.00</td>
<td>$8,819,612.00</td>
<td>$323,797.00</td>
<td>$7,495,815.00</td>
<td>42</td>
<td></td>
</tr>
<tr>
<td>1930</td>
<td>$10,757,767.00</td>
<td>$3,300,354.00</td>
<td>$7,457,413.00</td>
<td>$8,870,366.00</td>
<td>$769,915.00</td>
<td>$6,080,551.00</td>
<td>41</td>
<td></td>
</tr>
<tr>
<td>1931</td>
<td>$10,665,656.00</td>
<td>$3,177,775.00</td>
<td>$7,487,881.00</td>
<td>$6,297,695.00</td>
<td>$733,640.00</td>
<td>$5,594,055.00</td>
<td>52</td>
<td></td>
</tr>
<tr>
<td>1932</td>
<td>$8,974,753.20</td>
<td>$3,760,519.49</td>
<td>$5,214,233.72</td>
<td>$6,289,520.00</td>
<td>$727,150.00</td>
<td>$5,522,370.00</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>1933</td>
<td>$8,490,062.00</td>
<td>$3,677,272.00</td>
<td>$5,212,790.00</td>
<td>$5,252,515.00</td>
<td>$638,350.00</td>
<td>$4,613,665.00</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>1934</td>
<td>$7,215,275.00</td>
<td>$3,364,506.00</td>
<td>$4,850,779.00</td>
<td>$4,916,880.00</td>
<td>$657,390.00</td>
<td>$4,259,490.00</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>1935</td>
<td>$6,752,115.00</td>
<td>$3,517,660.00</td>
<td>$4,234,455.00</td>
<td>$4,627,155.00</td>
<td>$647,215.00</td>
<td>$3,979,940.00</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>1936</td>
<td>$6,473,325.00</td>
<td>$3,680,446.00</td>
<td>$4,792,879.00</td>
<td>$4,407,515.00</td>
<td>$650,140.00</td>
<td>$3,797,375.00</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>1937</td>
<td>$6,306,217.00</td>
<td>$3,230,007.00</td>
<td>$4,076,210.00</td>
<td>$4,298,740.00</td>
<td>$678,640.00</td>
<td>$3,620,100.00</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>1938</td>
<td>$6,051,543.00</td>
<td>$3,865,533.00</td>
<td>$4,185,970.00</td>
<td>$4,169,700.00</td>
<td>$663,500.00</td>
<td>$3,506,200.00</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>1939</td>
<td>$6,077,135.00</td>
<td>$3,879,600.00</td>
<td>$4,197,535.00</td>
<td>$4,173,050.00</td>
<td>$657,650.00</td>
<td>$3,515,400.00</td>
<td>54</td>
<td></td>
</tr>
<tr>
<td>1940</td>
<td>$6,132,285.00</td>
<td>$3,981,600.00</td>
<td>$4,150,680.00</td>
<td>$4,203,000.00</td>
<td>$654,425.00</td>
<td>$3,548,575.00</td>
<td>52</td>
<td></td>
</tr>
<tr>
<td>1941</td>
<td>$6,134,976.00</td>
<td>$3,952,600.00</td>
<td>$4,182,376.00</td>
<td>$4,303,400.00</td>
<td>$636,175.00</td>
<td>$3,667,225.00</td>
<td>52</td>
<td></td>
</tr>
<tr>
<td>1942</td>
<td>$6,134,976.00</td>
<td>$3,791,600.00</td>
<td>$5,259,200.00</td>
<td>$5,239,200.00</td>
<td>$1,081,650.00</td>
<td>$4,227,550.00</td>
<td>52</td>
<td></td>
</tr>
</tbody>
</table>

*Compiled from Municipal Financial Reports for the years given.*
TABLE I

DISTRICT OF NORTH VANCOUVER ASSESSMENT

<table>
<thead>
<tr>
<th>Year</th>
<th>Land Gross</th>
<th>Land Exempt</th>
<th>Land Net</th>
<th>Improvements Gross</th>
<th>Improvements Exempt</th>
<th>Improvements Net</th>
<th>Tax Rates in Mills</th>
<th>Improvements Taxed on</th>
</tr>
</thead>
<tbody>
<tr>
<td>1927</td>
<td>8,349,798.00</td>
<td>2,938,949.00</td>
<td>5,410,849.00</td>
<td>4,126,905.00</td>
<td>2,268,950.00</td>
<td>3,899,955.00</td>
<td>42</td>
<td>25%</td>
</tr>
<tr>
<td>1928</td>
<td>8,320,117.00</td>
<td>2,911,756.00</td>
<td>5,408,361.00</td>
<td>5,097,485.00</td>
<td>2,447,200.00</td>
<td>4,650,285.00</td>
<td>47</td>
<td>35%</td>
</tr>
<tr>
<td>1929</td>
<td>8,367,553.00</td>
<td>2,996,914.00</td>
<td>5,370,639.00</td>
<td>5,306,440.00</td>
<td>2,414,650.00</td>
<td>4,894,790.00</td>
<td>47</td>
<td>35%</td>
</tr>
<tr>
<td>1930</td>
<td>8,375,931.00</td>
<td>2,928,968.00</td>
<td>5,446,963.00</td>
<td>5,762,695.00</td>
<td>2,671,350.00</td>
<td>5,434,050.00</td>
<td>50</td>
<td>35%</td>
</tr>
<tr>
<td>1931</td>
<td>6,927,286.00</td>
<td>2,806,816.00</td>
<td>4,120,470.00</td>
<td>4,368,295.00</td>
<td>1,012,950.00</td>
<td>3,355,345.00</td>
<td>50</td>
<td>35%</td>
</tr>
<tr>
<td>1932</td>
<td>7,064,218.00</td>
<td>2,942,806.00</td>
<td>4,121,412.00</td>
<td>4,189,440.00</td>
<td>1,131,125.00</td>
<td>3,058,315.00</td>
<td>65</td>
<td>35%</td>
</tr>
<tr>
<td>1933</td>
<td>6,952,730.00</td>
<td>3,172,801.00</td>
<td>3,579,929.00</td>
<td>3,558,640.00</td>
<td>874,720.00</td>
<td>2,683,920.00</td>
<td>63</td>
<td>35%</td>
</tr>
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<td>6,800,162.00</td>
<td>3,399,132.00</td>
<td>3,401,030.00</td>
<td>3,126,900.00</td>
<td>561,955.00</td>
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<td>6,564,334.00</td>
<td>3,537,322.00</td>
<td>3,027,112.00</td>
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<td>551,040.00</td>
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<td>2,616,197.00</td>
<td>3,019,500.00</td>
<td>615,625.00</td>
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<td>4,171,002.00</td>
<td>1,960,341.00</td>
<td>2,969,905.00</td>
<td>606,060.00</td>
<td>2,372,845.00</td>
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<td>4,282,472.00</td>
<td>1,880,185.00</td>
<td>2,988,465.00</td>
<td>623,490.00</td>
<td>2,384,795.00</td>
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<td>6,134,343.00</td>
<td>4,283,776.00</td>
<td>1,880,576.00</td>
<td>3,041,100.00</td>
<td>594,010.00</td>
<td>2,447,090.00</td>
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<td>1941</td>
<td>6,130,711.00</td>
<td>4,371,111.00</td>
<td>1,759,600.00</td>
<td>2,888,690.00</td>
<td>387,535.00</td>
<td>2,501,155.00</td>
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<td>6,121,785.00</td>
<td>4,328,039.00</td>
<td>1,793,746.00</td>
<td>2,964,365.00</td>
<td>369,690.00</td>
<td>2,594,657.00</td>
<td>58</td>
<td>50%</td>
</tr>
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* Compiled from Municipal Financial Reports for years given