

A HISTORY OF WEST VANCOUVER

by

PHYLLIS SARAH WALDEN

A Thesis Submitted in Partial Fulfillment of

The Requirements for the Degree of

MASTER OF ARTS

In the Department

of

History

The University of British Columbia

October, 1947

LE3 B7
1947 A8
W16 H5
Cop. 1

A HISTORY OF WEST VANCOUVER

by

PHYLLIS SARAH WALDEN

A Thesis Submitted in Partial Fulfillment of

The Requirements for the Degree of

MASTER OF ARTS

In the Department

of

History

*Accepted
October 6 1947*

The University of British Columbia

October, 1947

THE HISTORY OF WEST VANCOUVER

The Municipality of West Vancouver on February 27, 1912 was created by an Act of the Legislative Assembly of the Province of British Columbia. This community is situated on the north shore of Burrard Inlet at approximately 49° 20' north latitude directly west of the First Narrows between the Capilano River and Howe Sound. The significance of the history of West Vancouver lies in its unique association with the industrial development of the Greater Vancouver area. The location of this community destined it to become a fine residential suburb of the metropolis of Vancouver. The city of Vancouver grew in all directions from its original site until it covered forty-five square miles. The intermingling of industrial and residential areas due to the lack of adequate town planning resulted in the decrease in land values. As a remedy for this situation there was an exodus of the inhabitants from the city center towards the outlying areas where plenty of land was available. This widening process where the fringes of settlement keep expanding is not the most efficient solution for the development of Vancouver. The decentralization of the population to newer areas unspoiled by industry has resulted in the development of many suburbs. West Vancouver is one of these "satellite" communities of Vancouver City which has become specialized as a residential district.

Industrial development in West Vancouver has been prevented by the rugged topography. The geology of this

area reveals no important mineral wealth, the timber has been logged off and the fisheries have moved further north. These factors have limited the growth of the population in this community, they had also conditioned its brief industrial development and later converted this area into a residential suburb of Vancouver. In 1926 when it became evident that industry would not be attracted to West Vancouver a Town Planning Act was adopted to make this municipality a residential area. The only advantage of this community was its close proximity to the City of Vancouver. The growth of West Vancouver was slow until British financiers invested their capital in this municipality. The British Pacific Properties project commenced in October, 1932 when A. R. Guinness purchased four thousand acres of land on the lower levels of Hollyburn Ridge between the Capilano River and Whytecliff.

The key to the development of West Vancouver is its transportation system which is necessary for the movement of the working population between their homes and their places of occupation. Over a period of forty years few other British Columbian municipalities have had such a variety of transit services. These transportation facilities are essential in maintaining a balanced distribution of the population and preventing a pronounced congestion in the older settled parts of the community and an underdevelopment of the outlying areas. The opening of the Lions Gate Bridge in 1938 was the most outstanding event in the history of West Vancouver as the

former means of transportation were not adequate to encourage people to live at such a distance from their places of employment. The local autonomy of the municipality began to decline after the opening of the Lions Gate Bridge as West Vancouver commenced to merge with the greater metropolitan area.

The development of the public utilities in West Vancouver has been governed by two factors, the rugged topography of the municipality and its close proximity to Vancouver City. The problem of supplying many scattered sections of this district has resulted in an increase in the cost of public utilities to the entire area. The rugged topography of the municipality has necessitated the development of three separate water systems. The large outcropping of granite in the western section of the municipality has prevented the installation of a complete sewerage system. West Vancouver has become a residential community of superior homes and the lack of industrial development within the municipality has forced the taxes to be levied on the land. In the case of West Vancouver this method of taxation has not resulted in an unbalanced budget but it has made it essential for the public works programme to be operated in a slow and careful manner so that the financial status of the community will not be impaired. Before the incorporation of West Vancouver the early residents each supplied their own utilities but after 1912 the municipality controlled the public utilities

and the previous individual enterprises were consolidated. By 1947 the tendency for amalgamation with the Greater Vancouver Public Utilities Commission was evident as future population increases can be served more adequately by this method.

West Vancouver must offer its citizens the same advantages as those enjoyed by the population of Greater Vancouver, otherwise, the residential development will be detrimentally affected. The social organizations in West Vancouver were started as independent groups and in the early days they were similar to those of other British Columbian municipalities. The unique feature of the West Vancouver organizations however lay in the fact that as transportation facilities improved they began to hold joint meetings with those of the metropolitan center. In 1947 West Vancouver's social organizations were not separate entities but were affiliated with those of Greater Vancouver. This has increased their efficiency and they are able to offer the residents social benefits similar to those enjoyed by the population of the City of Vancouver. The importance of West Vancouver lies in the fact that it is the residential hinterland of the metropolis of Vancouver. Many of its problems in overcoming topographical difficulties, building roads and supplying public utilities were similar to those of other British Columbian Municipalities, but the solutions reached by this community differed because this area has never been self-

sufficient. Its growth has been governed by its close association with the industrial development of the Greater Vancouver area. Other British Columbian Municipalities are self supporting and have grown as a result of internal stimulus but West Vancouver is a residential community which exists because of outside influences. Another unusual feature of this municipality is that it only needs a small commercial area due to the fact that most business is conducted in Vancouver City. No other community in British Columbia is so completely dependent upon its interrelation with a vast industrial area. The growth of West Vancouver is dependent on the expansion of Vancouver center and the two areas can be directly correlated. The population of West Vancouver in 1931 was 1.5% the total population of Greater Vancouver and by 1941 this had increased to 2%. It is anticipated that West Vancouver's ratio in common with other municipalities will increase as the population of the city center decreases. Thus based upon the estimated population of Greater Vancouver in 1971 as 650,000 West Vancouver's population will be 25,000 although many circumstances may disrupt this even tenor of growth. West Vancouver is a satellite community of Vancouver City and in the future it will continue to develop as an area of single homes. Under the supervision of a town plan the community will develop into one of the most beautiful residential suburbs of Greater Vancouver.

THE HISTORY OF WEST VANCOUVER

	<u>Page</u>
<u>Chapter I</u> Introduction	1
<u>Chapter II</u> The Early Exploration in the Vicinity of West Vancouver	9
<u>Chapter III</u> Early Settlement in West Vancouver	18
<u>Chapter IV</u> The Growth of West Vancouver from 1912-1947	37
<u>Chapter V</u> The History of West Vancouver's Transportation Systems	60
The nature of the transportation problem	
The history of the ferries	
The Pacific Great Eastern Railway	
The development of roads	
The Lions Gate Bridge	
The history of buses	
The future of West Vancouver's Transit system	
<u>Chapter VI</u> Public Utilities in West Vancouver	86
Water	
Sanitation	
Postal Service	
Fire protection	
Police protection	
Telephone	
Electricity	
The future development of public utilities in West Vancouver	
<u>Chapter VII</u> Social Organizations in West Vancouver	108
Schools	
Clubs and Associations	
Churches	
Public Health and Social Services	
<u>Chapter VIII</u> Conclusion	122

AppendicesPage

A	Early Residents of Caulfeild	I28
B	Report of G. H. Dawson and T. H. Calland March 20, 1894	I29
C	Vancouver (West) Incorporation, Chapter 60, an Act to Incorporate West Vancouver Municipality, February 27, 1912.	I33
D	Municipal Statistics 1911-1947	I49
E	Reeves of West Vancouver 1912-1947	I53
F	West Vancouver Parks 1947	I47
G	Municipal Officers 1912-1947	I54
H	Bibliography	I78

Maps on West Vancouver

A	An enlargement of Burrard Inlet section of a chart of the coast of North West America by Captain George Vancouver, R.N., 1798	12
B	Map of Burrard Peninsula showing early roads and trails, 1859	17
C	Index plan of Provincial Government Lands to be sold by auction at Vancouver, B. C., November 20, 1906	31
D	Map showing West Vancouver's four ward, 1912	38
E	The British Pacific Properties, 1947	51
F	The Population density in West Vancouver, 1945	56
G	West Vancouver Municipal transportation routes, 1946	77
H	Pacific Stage Bus routes in West Vancouver, 1947	78
I	West Vancouver Water Systems, 1947	90

- | | | |
|---|--|-----|
| J | Population Density by 1971 | I26 |
| K | Location Map showing the relation of West Vancouver to Vancouver City 1947 | I27 |

Fold Maps

- | | |
|---|---|
| L | Topography (Vancouver North 92 ^G ₆) 1934 |
| M | Municipality of West Vancouver 1938 - msg. 4/10/78 JWS. |

THE HISTORY OF WEST VANCOUVER

CHAPTER I

West Vancouver was created by an Act of the Legislative Assembly of the Province of British Columbia on February 27, 1912. This community is situated on the north shore of Burrard Inlet at approximately 49° 20' north latitude, just outside the First Narrows, between the Capilano River and Howe Sound. Before 1912, the Municipality of West Vancouver had been Wards One and Two, and was usually referred to as the West Capilano District of the Municipality of North Vancouver, with which it was first incorporated in 1891. In the terms of the West Vancouver Incorporation Act of 1912:

all that tract of land bounded as follows:
commencing at a point where the east boundary of Lot 875 intersects the north boundary of the present Municipality of North Vancouver; thence west along the said north boundary to a point in Howe Sound on the line of the said north boundary produced distant one thousand feet west from the easterly shore of said Howe Sound; thence southerly parallel to and following the meanderings of the said north shore of Burrard Inlet to a point of intersection one thousand feet distant south from the south-west corner of Lot 264, and in line with the west boundary of said Lot 264 produced; thence north-easterly and 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 westerly along the said boundary of Lot 764 to the south-west corner 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 south-east 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 the said Lot 875 to point of commencement; and the limits of the present Municipality of North Vancouver shall be reduced by the exclusion from its present limits of so much of said tract of land as is included in the present Municipality of North Vancouver.¹

The significance of the history of West Vancouver lies in its unique association with the industrial development of the Greater Vancouver area. The location of this community destined it to become a fine residential suburb of the metropolis of Vancouver. The city of Vancouver grew from its original commercial section at False Creek and spread in all directions for forty-five square miles, but due to the lack of adequate town planning the industrial and residential areas intermingled, resulting in a decrease in land values. As a remedy for this situation there was an exodus of the inhabitants from the center of the city towards the city limits where plenty of land was available. This widening process where the fringes of settlement kept expanding was not the most efficient solution for the development of Vancouver. The city center became burdened with areas which

1. West Vancouver Incorporation Act, 1912, 2 Geo. 5 Ch. 60, Statutes of British Columbia, 1913, Victoria, Kings Printer, 1913.

had lost their former status and value. This decentralization of the population to the new areas unspoiled by industry resulted in the development of many suburbs and outlying municipalities. West Vancouver is one of these "satellite" communities of Vancouver City which has become specialized as a residential district because of its geographical limitations.

West Vancouver is the only other area, except Shaughnessy Heights, in Greater Vancouver to be unspoiled by industrialism. It was not the early intent of these settlers in West Vancouver to bar industries but the fact that the topography was unsuitable for their development. West Vancouver has been restricted to a residential community of superior homes and therefore, has had to face the problems of the high cost of road development, public utilities, and essential municipal services. The sparse population and the lack of industrial development within the municipality have forced the taxes to be levied on the land. In the case of this municipality this has not resulted in an unbalanced budget, but has caused the public works programme to be operated in a slow and careful manner.

West Vancouver remained for many years a small residential area but the opening of the Lions Gate Bridge in 1938 marked one of the most decisive steps in the development of this community. Until the transportation problem

was solved this municipality could not realize its full potentialities. The large British Pacific Properties project set a high standard for the residential development of West Vancouver. This municipality became a new residential area for Vancouver with traffic arteries leading to the city, and yet it remained unspoiled by the industrialism and suffered less from blight and deterioration than other suburbs of Vancouver. West Vancouver's role in the future will be as a residential area which is dependent on the industrialization of Greater Vancouver.

The topography and geology have molded the destiny of this municipality for it is hemmed in by the mountains and the sea, thus this district has length but not width. The mountains on the North Shore of Burrard Inlet form part of the southern margin of the Coast Range. The most important mountain peaks rising between Howe Sound and the Capilano Valley are Black Mountain, Mount Strahan, the Lions and Mount Brunswick. The flat-topped ridge which has an extension of 3,000 feet is known as Hollyburn Ridge.² West Vancouver is surrounded by mountains which limit the number of transportation routes and cause an unproductive and sparsely settled area. West Vancouver covers thirty-two

2. Burwash, Edward, Moore, Jackson, The Geology of Vancouver and Vicinity, Chicago, University of Chicago Press, 1918, 15. The summits succeed each other along its crest from south to north in the following order: Black Mountain, 4,200; Mount Strahan, 5,000 feet; the Lions, 5,800 feet and Mount Brunswick, 5,900 feet.

square miles, but all this land is not available for a town site. It is unlikely that the lands above the 2000 foot contour line will be developed, this reduces the available area to somewhat less than twenty square miles. The most inhabited section of the municipality is in the flattest portion of land between the Capilano River, Seventeenth Street, Hollyburn Ridge and Burrard Inlet. The remainder of the population is distributed into several restricted areas, such as West Bay, Caulfeild, Cypress, Horseshoe Bay, Fishermans Cove, Dundarave and Sherman. All of these are isolated from each other by rugged ridges of gray granite. The area which lies within West Vancouver presents a mountainous aspect, and it is the nature of this rugged topography which has determined the location of the settlements in this district, and has made it inadequate as an industrial site.

The Capilano River forms a natural boundary between West Vancouver and the District of North Vancouver. This river is one of the main water supplies for the City of Vancouver. The West Vancouver's irregular topography required many separate water systems in order to obtain sufficient pressure for the early settlements. The most important creeks which served as sources of supply in this area were; Brothers Creek, Cypress Creek and Nelson Creek. In addition to the above named creeks and streams there are many others which run all summer, thus West Vancouver is drained and irrigated by

numerous mountain streams.

The action of glaciers formed many narrow and steep-walled, deep fiords, which have given a prominent characteristic to the West Vancouver coast line. From Burrard Inlet in the south to Howe Sound in the west, the Municipality of West Vancouver has a coastline of sixteen miles. This long coastline, which provides many sheltered harbours for small boats and also many holiday sites, has the detrimental effect of encouraging a scattered population resulting in the high expense of providing public utilities. Westward from Hollyburn, are a number of small coves and gravel or sandy beaches protected by rocky headlands, which become more numerous and rugged along the west coast of the inlet and northward up Howe Sound. The most important bays and coves which encouraged early settlers are Horseshoe Bay, Fisherman's Cover and West Bay. The entrance to Burrard Inlet is called Lion's Gate or the First Narrows³ which is a channel about 1,200 feet wide between the north shore and the mainland.

Geologically, West Vancouver may be described as part of the great mass of granitoid rock from which the

3. The entrance to Burrard Inlet was first named in the old British admiralty charts "Lion's Gate", this narrow entrance lies between Prospect Point in Stanley Park and the Mouth of the Capilano River in West Vancouver.

Coast Range was carved. In some places the granite mass gives way to soft sandstone and shale and here and there volcanic outcroppings appear. The oldest geological formation in this region is a small area in Caulfeild near Point Atkinson on the northern side of the entrance of Burrard Inlet which consists of banded schistose rock. The large outcroppings of granitoid rock have had the detrimental effect of making it difficult to install water mains and impossible to lay sewer pipes in the western section of the municipality therefore it is unlikely that this section of the district will ever become densely populated.

The heavy precipitation in West Vancouver mountain area is of economic importance as a source of water supply and electrical power for the cities of the lower mainland. This area was once famous for the size and magnificence of Douglas fir and Red Cedar stands. Today cedars and western hemlocks flourish in the excessively moist areas and reach far up the mountains but the best timber has been logged off and only inferior stands remain. The flora of West Vancouver is unusually varied in the mountain slopes. The forest and flora of West Vancouver form a beautiful residential setting.

This region is the transitional zone where southern and northern flora and fauna overlap. One hundred and fifty years ago the region was famous for the presence of

otter, mink, martin and beaver which played an historical role by attracting numerous fur traders and causing quicker exploration of the country. Today, however, these animals are rarely seen in West Vancouver. The most important fish in the waters of this region is salmon.

Today West Vancouver has no industries because of the rugged topography, geology reveals no important mineral wealth, the timber has been logged off and the fisheries have moved further north. Therefore, the most important feature of West Vancouver is its close proximity to the industrial centers of Greater Vancouver.

CHAPTER II

THE EARLY EXPLORATION IN THE VICINITY OF WEST VANCOUVER

The Spanish had carried on explorations on the northwest Pacific Coast intermittently since 1774. Although there are many accounts of apocryphal voyages to the Straits of Juan de Fuca, it was not until 1789 when Martinez seized the "North West America",¹ and appointed José Maria Narvaez to command her, that a definite report was made on the Straits of Juan de Fuca. He stated that he had seen the straits whose entrance was located in 48° 30' latitude and 19° 28' longitude west of San Bas and that they were approximately twenty-one miles wide. No detailed account by Narvaez himself of the short expedition has yet been located, but he made some type of chart as this was used during the following expedition of the "Quimper" and "Eliza" in 1790.² From the "Eliza's" map, Narvaez's route passed the vicinity of West Vancouver, the Rio de la Aguada and west of Howe Sound. Burrard Inlet appears on the map without any name, but the north point at the entrance, now called "Atkinson" was named "Bodega" as it appears on the "Eliza's" map.³ The land to the south of the

1. Denton V. L. The Far West Coast, Toronto, J. M. Dent & Sons Ltd., 1924, 176. This was the first British ship built in the North Pacific in 1788. It was constructed under Mear's direction and was seized by the Spanish when he left for the Orient.
2. Wagner, Henry R., Spanish Explorations in the Strait of Juan de Fuca, Santa Ana, Fine Arts Press, 1933, 5.
3. Wagner, Henry R., ibid:

Inlet was believed to be islands which Narvaez named "Langara". There is also an indication on the chart that there were Indian settlements at Point Atkinson and Point Grey. Howe Sound was investigated and called "Bocas de Carmelo", Bowen Island and the small one to the west of it being named "Apodoca". Narvaez proceeded further north and reached a point almost opposite the south point of Hardy Island after this he retraced his journey.

On January 28, 1790, Bodega gave the "Eliza" its orders ~~to fortify Nootka~~ ~~secretly~~ ~~to fortify Nootka~~ and also take up the problem of discovery. Although there were no instructions to investigate the Straits of Juan de Fuca, this was accomplished. The following years marked a great deal of activity on the northwest coast and among the vessels which entered the straits were the "Sutil" and "Mexicana" commanded by Don Dionisio Galiano and Don Cayelono Valdez. The Spaniards had an idea that Admiralty Inlet connected with the Pacific in the neighborhood of the Columbia River. This resulted in their spending considerable time investigating Burrard Inlet, which was then called Brazo de Floridablanca, for it was thought that ~~there were~~ two outlets, one by way of this inlet and the other into Bellingham Bay and through the channel between Lummi Island and the mainland towards the north.

On June 12, 1792, Galiano sighted two English ships which had entered the Straits of Juan de Fuca. These

had been sent out by the British Parliament on May 15, 1790 when King George III informed them of a fresh quarrel with Spain, and for a time it seemed as if nothing could prevent the outbreak of hostilities between the two countries.⁴

Britain made arrangements to send out an officer who would:

receive back in form the territory on which the Spaniards had seized, and at the same time to make an accurate survey of the coast northwards from the 30th degree north latitude.⁵

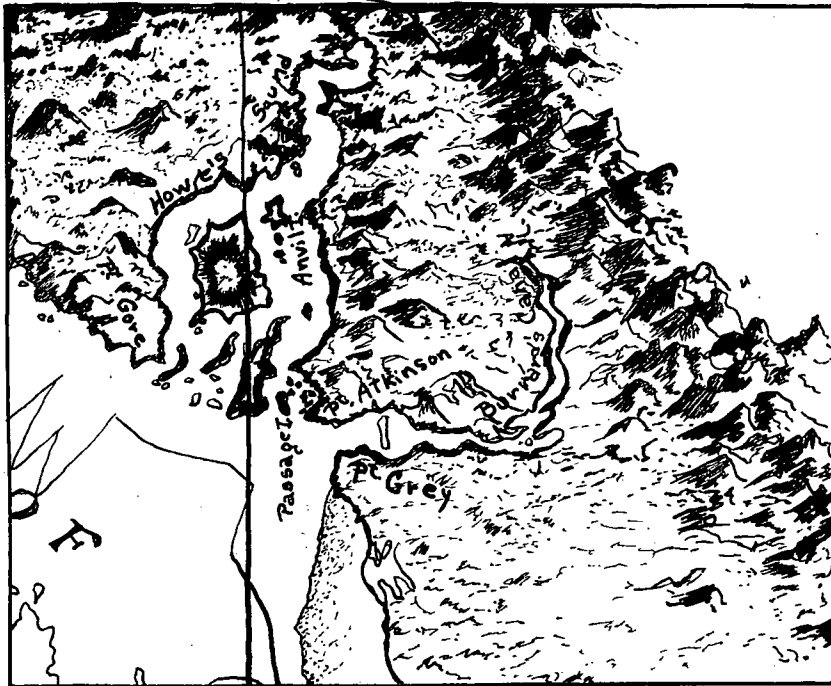
Captain George Vancouver⁶ was chosen for this duty and with his ship, the "Discovery", accompanied by an armed tender,

4. Anderson, G. H., Vancouver and his Great Voyage: the story of a Norfolk Sailor, Captain George Vancouver, R.N., 1757-1798, King's Lynn, Thew and Sons, 1927, Chapter IV. John Mears paid Chief Maquilla and Calcium eight or ten sheets of Copper for Friendly Cove in Nootka Sound which he thus took in the name of the British Government. He later departed for China and left behind him two of his ships which on returning to Nootka he found in the hands of the Spanish.
5. Anderson, G. H., ibid.
6. The Encyclopedia Britannica "Vancouver, George" Chicago, Encyclopedia Britannica, Vol. 22, 970, 1945. Vancouver, George, an English navigator born about 1758, died in 1798. He entered the navy as midshipman in 1771; accompanied Captain Cook on his second and third voyages of exploration (1772-74 and 1776-79); was made first lieutenant in 1780, and served in the West Indies until 1789. In 1790 he was put in command of a small squadron sent to take over Nootka from the Spaniards, and was also charged to ascertain if there was a northwest passage. He sailed on the Discovery in 1791, spent some time at the Cape of Good Hope, and afterwards at Australia and New Zealand, the coasts of which he surveyed. He then went north and received formal surrender of Nootka, and spent the three summers of 1792-94 in surveying the coast as far north as Cook's Inlet. On his return voyage he visited the chief Spanish settlements on the west coast of South America, and reached England in 1795, where a narrative of his voyage was published in 1798.

the "Chatham", he sailed to fulfill his mission. It was on Wednesday, June 13, 1792 that Vancouver landed on Point Roberts, which he discovered was the southern point of a very extensive sound. About seven leagues from Point Roberts was another promontory which he named Point Grey, in honour of his friend, Captain Grey.⁷ Proceeding beyond this point, Captain Vancouver entered Burrard Inlet⁸ where he met the Indians who dwelt near the mouth of the Capilano River. He did not see the native village as it was probably hidden in the forest. In Captain Vancouver's Journal he describes the coastline of West Vancouver:

By seven o'clock we had reached the N.W.
point of the channel, which forms also the
south point of the main branch of the sound;
this also, after a particular friend, I called

7. Meany, Edmond, S., Vancouver's Discovery of Puget Sound, New York, Macmillan Company, 1907, 185. Captain Grey; Probably one of the earliest companions of Vancouver who dropped from public view before attaining distinction.
8. Godwin, George, Vancouver, A Life, 1757-1798, London, Philips Allan, 1930, 213., Sir Harry Burrard, in whose honour Vancouver names Burrard's Channel, was born 1765 entered the navy 1778. He was present at the reduction of Charleston in April, 1780, thereafter serving on the "Chatham" and "Perseverance" as acting lieutenant. As lieutenant he served in the "Expedition", the "Southampton" and the "Victory", Lord Hoods flag ship. He came into prominence during the great mutiny at Nore, where his crew refused to mutiny and was attacked by the mutineers. Later Neale commanded the Royal Yacht; in 1804 he was at the Admiralty; the next year he commanded a squadron and captured the French ships, "Maringo" and "Bellepoule". Rear-admiral in 1810, Vice Admiral 1814, Admiral 1830. Died 15th, February, 1840.



An enlargement of Burrard Inlet section of a
chart of the coast of North West America by
by Captain George Vancouver, R.N., 1798.

Point Atkinson,⁹ situated north from point of the entrance into the sound bore by compass west, at the distance of about three miles; and nearly in the center between these two points is a low rocky island producing some trees, to which the name Passage Island was given.¹⁰

He later proceeded on his journey from Point Atkinson to Howe Sound,¹¹ where his ships skirted the base of the snowy

9. Meany, Edmond S., Vancouver's Discovery of Puget Sound, 1901 Point Atkinson; There was one member of the expedition who bore this name. He was Edmond Atkinson, master's mate of the "Chatham". When mustered in he gave his age as twenty-two years and his birth place as Carlisle. There is no likelihood that Vancouver had reference to him when he named this point "after a particular friend". Point Atkinson, on the northern entrance to Burrard Inlet, has a lighthouse and is altogether a prominent feature. It is a pity that the man thus honoured cannot be identified.

10. Meany, Edmond S., ibid, 192.

11. Dictionary of National Biography, "Howe, Richard", London, Smith, Elder and Co., Vol. 28, 92. It was Richard Howe whom Vancouver honored by the name given to the sound lying west and north of Burrard Inlet. He was born in London on March 8, 1726, and died on August 5, 1799. At 14 he sailed as a midshipman on board the "Severn", in which he sailed with Anson for the Pacific, and passed through the usual gradations of the service under that Admiral until 1745, when he obtained the command of the Baltimore sloop-of-war, in which he took part in the siege of Fort William during the last Jacobite rebellion. In 1756 he served in the Channel fleet; in 1758 reduced Cherbourg. In 1759 he defeated a French squadron under Conflans, and for two years (1763-65) occupied a seat in the Board of Admiralty. In 1776, as Commander-in-chief in North America, he acted against the American forces and against D'Estaing, who commanded a superior French fleet. He sailed to the relief of Gibraltar in 1782 and was successful in spite of the combined fleets of France and Spain, and was rewarded with a British peerage. On the outbreak of war with France in 1793 he took command of the British Fleet and on June 1, 1794 obtained a decisive victory off Ushant for which he received the thanks of Parliament.

mountains whose wooded slopes rose abruptly from the sea to the clouds.

Captain Vancouver's men in these days of June, 1792 with pains-taking endeavour in open boats, were able to produce an accurate account of the coastline of this region. On the return journey from Howe Sound, near Point Grey, Vancouver met the Spanish Vessels, "Sutil" and "Mexicana". An exchange of hospitality followed the meeting of the navigators of the two nations. Vancouver was totally ignorant of the Spanish explorations in the Straits and when Galiano showed him the map made by the "Eliza" the year before, he remarked that he: experienced no small degree of mortification in finding the external shores of the gulf had been visited and already examined a few miles beyond where my researches during the excursion had extended; making land I had been in doubt about an island; continuing nearly in the same direction, about 4 leagues further than had been seen by us; and by the Spaniard named "Favida."¹²

Vancouver realized on more careful examination of the Spanish Charts that while the general outline of the Straits of Juan de Fuca and the Gulf of Georgia were properly delineated, yet the Spaniards had made little attempt to examine the many inlets and sounds which he had explored. Thus, Vancouver was

12. Vancouver, George, A Voyage of Discovery to the North Pacific Ocean and Round the World, London, R. Robinson 1798, 312. Meany E. S., Vancouver's Discovery of Puget Sound, 206 Texada Island. Vancouver here mistook the word in writing down that the Spaniards had called this little island "Favida" Eliza's chart of 1791, as reproduced in H. H. Bancroft's work XXVII, 245, showed the island with the name Isla de Texada..

able to discover Hood Channel, Admiralty Inlet, ~~name~~ of which had appeared on the Spanish chart.¹³ Vancouver retained the Spanish names in general for places which he did not personally examine, and here and there on his charts are names given by the "Quimper" and "Eliza" charts; copies of which he had received from Galiano.

The early history of the vicinity of West Vancouver reveals that the first inhabitants of this area were the Indians who dwelt near Howe Sound and Burrard Inlet, north of the Fraser River. They were members of the Coast Salishan tribes who inhabited the coast of the mainland from Bute Inlet to the mouth of the Columbia River.¹⁴ The Indians within the present boundaries of West Vancouver lived in two settlements. The largest settlement, near the mouth of the Capilano River was the headquarters of the supreme chief of the tribe.¹⁵ The other community was at Sandy Cove, conveniently situated near Cypress Creek, and was called Stuckale. There are few explicit references to these communities except in the writing of Captain George Vancouver.

13. Denton V. L. The Far West Coast, Toronto, J. M. Dent & Sons, 1924, 246.
14. Jenness, D., The Indians of Canada, Ottawa, King's Printer 1932, 347.
15. Hodge, Frederick Webb, Handbook of Indians of Canada, Ottawa, King's Printer, 1913, 406.

Later anthropologists revealed that these people had many of the general characteristics of the Salishan tribes.¹⁶

The Indians in the area of West Vancouver played a minor role in the development of the municipality. When the Europeans came to settle, they retired to the Indian Reservation and there remained a social minority. For about fifty years after Captain Vancouver's visit the vicinity of West Vancouver remained undisturbed by any Europeans. Old Indians told younger ones of the great canoes which they had seen in their youth.¹⁷ The tales were passing into tribal folklore when the European vessels returned to this area. It was about 1827 that the Hudson's Bay Company began

16. Jenness, op. cit.; 348. They resemble the other coast tribes in the importance that shellfish played in their diet, but the meat of goats and deer were more common foods than elsewhere along the coast. Their homes were constructed of heavy planks and beams, unlike those of other tribes they had no gables, but long roofs with a gentle pitch that made admirable platforms at dances and feasts. These long shaped dwellings would contain several families, each of which would have their own fire. They were skillful in making baskets and weaving blankets from dog and goat hair mingled with cedar bark. The Salishan tribes, unlike the more northern Haida, Tlingit and Tsimshian tribes, were not so highly civilized; this is reflected in the carving and the painting which was less conventional and less grotesque, although the ceremonial life was still rich and varied. War, slavery and the potlatch were regular institutions of this area. One of the most characteristic customs, especially prevalent along the coast of Washington and British Columbia, was artificial head-flattening. The population was divided into classes, those of the slaves, commoners, and the nobles. The Indians of this particular region separated their social classes less rigidly than the other coast Salish tribes. All these were exogamous with the descent in the male line.

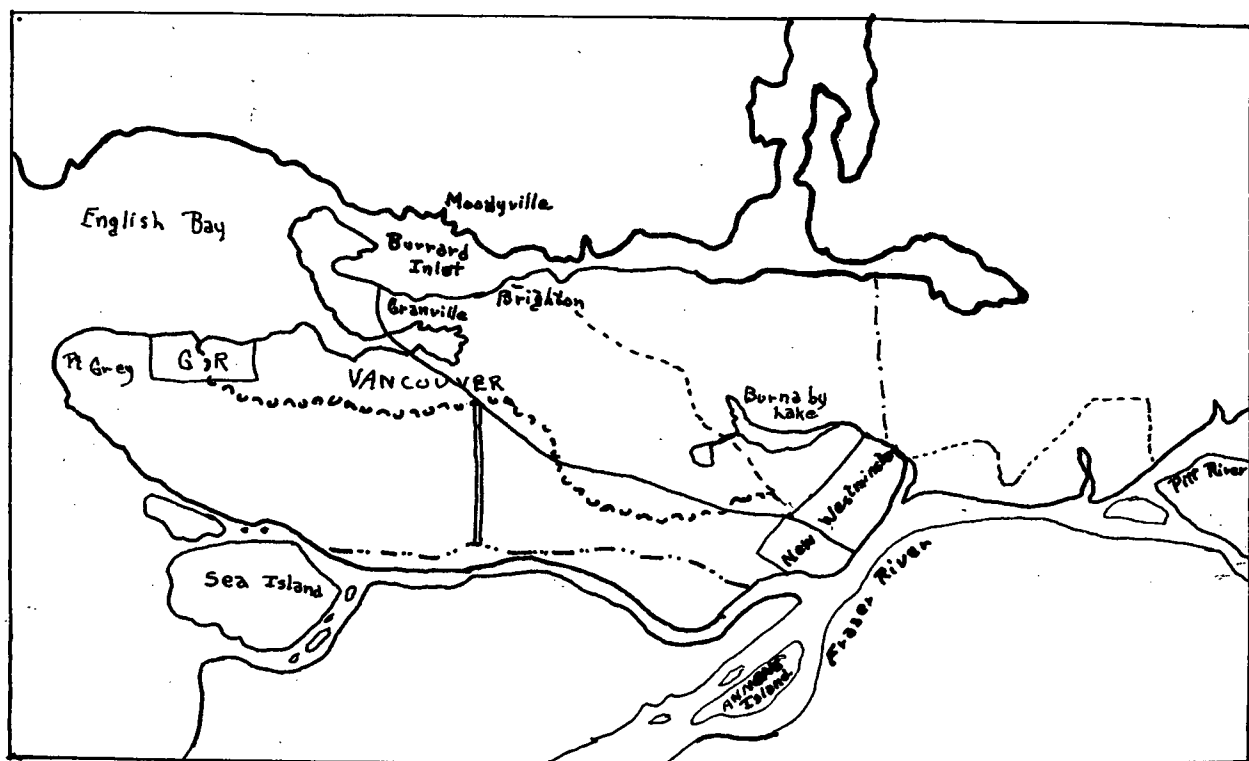
17. Hill-Tout, C., British North America, London, Archibald Constable, 190, 1907, 19.

exercising its rights along the shores of British Columbia. In the years which followed, although the waters of this area were traversed, the vicinity of West Vancouver remained undisturbed because the north-west fur-trade was principally limited to the sea coast between the mouth of the Columbia River latitude 46° and Cook's Inlet, latitude 60° .¹⁸

The principal object of these voyages was to procure the skins of the sea-otter, which were obtained from the Indians by barter, after which the skins were later traded in the Orient for Asiatic products.

18. William Sturgis, The British Columbia Historical Quarterly, "The Northwest Fur Trade", Victoria, Archives of British Columbia, January, 1944, 14.

Map of Burrard Peninsula
showing early roads and trails.



R.E. Trail ~ ~ ~
Mc Roberts Trail
North Arm Road =
Kingsway ~ ~ ~

Douglas Road - - -
North Road - - -
Pit River Road
G.R.-Government Reserve

Draper W.N., "Early Trails and Roads in the Lower Fraser Valley," British Columbia Historical Quarterly, Vol. VII, 1943.

CHAPTER III

EARLY SETTLEMENT IN WEST VANCOUVER

For about fifty years Burrard Inlet and Howe Sound remained little more than place names upon the map. After 1857¹ the British Columbian mainland and Vancouver Island again focused their attention on this vicinity for it had been advocated that the naval headquarters should be moved from Esquimalt to Burrard Inlet. This however, proved impractical but a naval reserve was established on Burrard Inlet.¹ Interest in Burrard Inlet grew and the first land access to it was a trail built by the Royal Engineers in 1859 from New Westminster to Port Moody. This first crude trail in the peninsula between the Fraser River and Burrard Inlet was cut to provide military protection for New Westminster, the mainland capital. The trail was enhanced by 1861 and became known as the "North Road" although at this time there were no Europeans living on the inlet.

The natural wealth of the sea and forest drew attention to this area. Thus, as early as April 1862, G. Tranfield, a fish and game dealer in New Westminster, sent several men to the inlet to fish for cod. The newspaper entitled The British Columbian urged the development of this area, however, permanent settlement came only with the exploitation of the fine stands of easily accessible timber.

1. Papers Relating to the Affairs of British Columbia, Part 3, London, 1860, 78.

The first attempt to utilize the forest wealth of this region was undertaken in the winter of 1862 when T. W. Graham and Company, contractors and builders of New Westminster, secured pre-emptions on 480 acres of timber on the north shore of the inlet at a place later known as Moodyville. At this location in June 1863 the "Pioneer Mills" the first industrial lumber plant on the inlet was constructed. After the Gold Rush had subsided there was less demand for lumber, and this mill did not prove a financial success until it was purchased the next year by S. P. Moody and renamed the "Burrard Inlet Lumber Mills". The mill was successful not only in gaining the local market, but the fine quality of the lumber enabled it to capture the export trade. The development of this mill is of tremendous importance to the growth of settlement in West Vancouver since it attracted many settlers to Burrard Inlet, some of whom took up residence in the vicinity of West Vancouver.

The importance of the inlet was recognized as early as 1865 when a deputy collector of customs was appointed to Burrard Inlet to enable lumber vessels to enter and leave more easily. Trade in lumber expanded and by June 1868 Moody constructed a second mill which he claimed produced 100,000 feet of lumber per day. The wharves of the two mills were connected and gave ample dockage for a dozen or more ships. The three towns which sprang up on this inlet as a result of the lumbering in this area were Moodyville, Brighton and Hastings.

When the Canadian Pacific^{Railway} reached the southern side of the inlet, in 1887, Moodyville ceased to be the leading center, however, it continued to grow rapidly. The timber of West Vancouver was not utilized until 1869, after Moody obtained timber leases along both sides of the Capilano River. By 1891, the Moodyville mills were employing approximately one hundred and twenty men, about thirty long-shore men and over one hundred men in the logging camps. The sawmills used a large amount of the timber on the west side of the Capilano River and today great cedar and fir stumps remain as a monument to the industry of these pioneer loggers. The development of Moodyville greatly influenced the early settlement of West Vancouver since most of the inhabitants of this area were dependent on the lumber mills for their livelihood and their homes were scattered from Moodyville to Point Atkinson.

The site of West Vancouver was officially recognized for the first time in 1858 when S. J. Dawson,² civil engineer,

2. Wallace, W. S. Dictionary of Canadian Biography, "Dawson, Simon James", Toronto, Macmillan, 1926, 104. Dawson, Simon James (1820-1902), Civil Engineer and member of Parliament, was born in 1820 at Redhaven, Banffshire, Scotland. He came to Canada as a young man, and became a civil engineer. In 1857 he was appointed by the Canadian Government to explore the country from Lake Superior westward to the Saskatchewan; and his report (Toronto 1859) was among the first to attract attention to the possibilities of the north west as a home for settlers. In 1868 he was employed to open communications with the Red River, by what was later known as "the Dawson Route"; and in 1870 he superintended the transportation over this route of troops comprising the Red River expedition. His report on the line of route between Lake Superior and the Red River settlement was published as a government document (Ottawa 1868). From 1875 to 1878 he was Conservative member of the Ontario Legislative for Algoma; and from 1878 to 1891, he sat in the Canadian House of Commons for the same constituency. He died at Ottawa, Ontario, on November 20, 1902.

presented his elaborate report to the Dominion Government on the proposal to create a railway and lake service from Montreal, via Edmonton, to Albert City on the Pacific Coast. The Pacific terminus, as it is drawn on Dawson's map, was to be placed where West Vancouver is situated. The Dawson Report was being considered between the years of 1859 and 1860 when Captain George Henry Richards, R. N. was surveying the shores of English Bay and Howe Sound in the "H.M.S. Plumper" for a suitable railway terminus. The rugged topography of West Vancouver resulted in S. J. Dawson's scheme being dropped and a few years later the builders of the Canadian Pacific Railway decided that their railway should reach the coast along the southern shore of Burrard Inlet.

In 1872, James Blake became the first owner of West Vancouver real estate when he pre-empted one hundred and sixty acres on either side of Hollyburn Creek. Five years later, in 1877, Josias Charles Hughes pre-empted³ Ambleside,

3. 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 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.

which consisted of 121 acres between Blake's property and the Capilano Indian Reservation. Neither Blake nor Hughes resided on their property. Later Blake transferred his property to John Thomas, better known as "Navy Jack",⁴ who built a shack beside the creek, took an Indian bride and became the first white resident of West Vancouver. As late as 1887, he was the only man on the north shore west of the First Narrows as previously the Indian village of Stuckale on Cypress Creek had been abandoned.

In 1882, the government cancelled all pre-emption privileges, and all unproved pre-emptions on both the north and south shores of English Bay reverted back to the government because the final route of the railway was unknown. In January, 1886, after the railway's right-of-way had been decided upon, this government order was cancelled and the

4. Vancouver Daily Province "Navy Jack" Nov. 7, 1926. Navy Jack was the first and original pioneer of West Vancouver. His true name is given as John Thomas and he was described as a Welsh ex-man-of-war sailor, and deserter. He married a squaw and had a half-breed family of whom little is known. Navy Jack's place was at Hollyburn wharf and many of the original trees of his orchard are still to be found in Lawson's field. It is interesting to note that sea gravel of excellent quality used to be taken from Hollyburn wharf to Vancouver for concrete work. The term "Navy Jack" is still a technical term for that type of gravel in and around Vancouver. The stretch of waterfront which he acquired, which lies in the present vicinity of Hollyburn, is called Navy Jack's point, since from here he operated a ferry service during the years 1866-1867. Later he went on a prospecting trip to the Cariboo and there he died.

pre-emption privileges were again restored to the north shore. Within a month, sixteen men had pre-empted one hundred and sixty acre lots which included all the valuable land between the First Narrows and Horseshoe Bay.⁵

When British Columbia entered Confederation in 1871 the only settled portions on the shores of Burrard Inlet were Hastings, Brighton and Moodyville. These towns depended on the exploitation of the natural resources of this area and after this had been accomplished it was doubtful whether these towns would have continued to develop. All this was to be changed by the coming of the transcontinental railway for now, backed by a province tremendously rich in natural resources, the possibilities of Burrard Inlet as a world port was about to be recognized. Therefore, the year 1886

5. Daily Province "16 men once owned West Vancouver"
March 25, 1944.

J. C. Hughes	Ambleside
John Thomas	Hollyburn
J. R. Chapman	Weston
J. McCormack	Dundarave
A. N. C. King	Altamont
P. A. Allen	West Bay
Stanley James	Brackenhurst
Murray Thain	Sherman
Walter Erwin	Cypress Park
Pete Larson	Gleneagles
Edward Collett	Kew Beach
Nils Frolander	Point Atkinson
Captain Westerland	Caulfeild
Nelson	Eagle Harbour
McInnis	Horseshoe Bay
McPherson (squatter's rights)	White Cliff Point

proved to be a momentous one for the citizens living on the shores of the inlet. On April 6, 1886, only two months prior to the great fire, the city of Vancouver was incorporated and on July 4, 1886, the first through train from the east pulled into Port Moody. Thus, bringing to fulfillment one of the chief conditions upon which British Columbia entered Confederation. The following year on May 23, the final link of this transcontinental railway was extended to Vancouver. The great significance of this railway terminus to the development of West Vancouver lies in the fact that its residents would in the future be dependent on this Metropolis of Vancouver for their livelihood.

The incorporation of Vancouver city in 1886 and the coming of the transcontinental railway in 1887 resulted in the residents of the North Shore expressing their desire to form a separate municipality. The petition was presented to the Provincial Government, and on August 10, 1891, letters patent were issued approving the incorporation of the North Shore. Thus, in 1891 the area comprising the present municipalities of the North Shore extended from the North Arm of Burrard Inlet to Howe Sound.⁶ This community had a scattered population of three hundred people and West Vancouver became wards one and two of the West Capilano

6. Statutes of British Columbia, North Vancouver Incorporation Act, Victoria, Ch. 1891.

District. The incorporation of North Vancouver was of great importance to the future development of West Vancouver as a conscious effort was expended in order to open up the North Shore for settlement. This desire to attract settlers resulted in the passing of a by-law on February 15, 1892, for road construction, which empowered the council to negotiate a loan of \$40,000 on the debentures for fifty years at interest of 8%.⁷ The loan was underwritten at par by J. C. Keith and in return the road was named after him.⁸

The building of the Keith Road from Deep Cove to Eagle Harbour by the District of North Vancouver in 1892 was one of the largest developmental work undertaken and was probably a reply to the protests that were raised by the residents of North Vancouver when the terminus of the Canadian Pacific Railway became situated on the South Shore

7). The North Shore Express, North Vancouver, B. C. August 25, 1905.

8). British Columbia, Pictorial and Biographical Sixty Years of Progress op. cit. James Cooper Keith, Broker, born in Stricken, Aberdeenshire, Scotland on February 18th, 1852. He was educated by a private tutor and later attended the London International College at Spring Grove, Isleworth, England. He arrived in Victoria on February 29th, 1876. He became the first manager of the Bank Branch of British Columbia in Vancouver and later became the president of the Vancouver Board of Trade and Reeve of North Vancouver. He was the first to make a 600,000 pounds sterling loan to Vancouver to foster real estate interests. He became the President of the East Vancouver Land and Improvement Company, Vancouver Estates Ltd., Howe Sound and Northern Railway and the West Shore and the Northern Land Co., and he was also the Director of the North Vancouver Land and Improvement Co. He died in 1914..

of Burrard Inlet. Messrs. William Brothers and Dawson^{C.S.} were employed as engineers and introduced a plan for a road from Howe Sound to the North Arm of Burrard Inlet. A decade of financial depression delayed this plan until 1902 when the contract was released for the building of Keith Road which was to extend from the Capilano River to Eagle Harbour. There was a second contract which made provision for the construction of the bridges over the Capilano River. While these two loans were being raised at a high rate of interest, it was necessary for other developmental work to come to a standstill for several years. A depression followed, and the early enthusiasm of opening up the North Shore dwindled as disappointed land owners allowed their property to revert to the city.

During this period a few residents took up land in West Vancouver with the intention of supplying farm products to Moodyville, others were employed in the Great Northern Cannery while many were engaged in the Moodyville lumber mills and the remainder settled here because they preferred the solitude and natural beauty of the West Shore. The most significant fact about these settlements in West Vancouver was that even the earliest residents were dependent on other industrial areas for the greater part of their livelihood. The rugged topography of the West Shore tended to encourage fringelike settlements along the shore line since the only

adequate means of transportation was by water. Two Newfoundland fishermen, Captain Alcock and Captain Andrews, settled in the area now known as Fisherman's Cove where they built private wharves for the use of fishing vessels. This area developed slowly, however, for there were numerous coves along the coast affording shelter for small vessels.

Near Gleneagles a farming venture was carried on by Pete Larson, proprietor of the North Vancouver Hotel. The soil in West Vancouver was not particularly fertile and the small areas of cleared land made the possibility of farming for a livelihood impractical in comparison with the fine rich lands of the Lower Fraser Valley. Another early settlement began at Skunk Cove which was the anchorage for Vancouver's early pilot service. This became one of the most interesting settlements due to the untiring efforts of Mr. Caulfeild, a scholarly English gentleman who made a leisurely tour of Canada in 1898. So impressed was he with the beautiful landscape of West Vancouver, that he purchased a large acreage running from Cypress Falls to the rocky shores of Howe Sound where he planned a fine English estate on the waterfront and a typical English village adjoining it. These plans were unique in western Canada since they were based on the natural contours of the land and not on the prevailing system of rectangular subdivisions. This village might have been successful if the problem of transportation

had been solved, for no settlement in West Vancouver has ever been self-sufficient. The slow development of this settlement was due to the fact that it was founded thirteen years before the formation of the municipality of West Vancouver and sixteen years before a connecting highway reached the estate. Thus the lack of essential means of communication with the other industrial settlements on the inlet turned what might have been a profitable venture into an expensive undertaking.

Since Mr. Caulfeild's subdivision was entirely dependent on water transportation, therefore, he had a strong pier constructed for the use of the "Britannia" and other vessels. He had built a cottage for himself, which later became the general store and post office and a house for the pilots on a prominent rocky point overlooking the harbour and the Straits of Georgia. In order to supply the village and estate with water, Mr. Caulfeild was obliged to build his own water system at a point above Cypress Falls, which was completed in 1909. After this date the surveying of the first subdivision commenced and building lots were offered for sale, several of which were sold.⁹² Summer cottages and houses were built but Mr. Caulfeild was unable to establish a regular ferry service to cover the requirements of business

⁹². See Appendix, 128.

men. Caulfeild's village grew very slowly since the old Keith Road, which then connected Howe Sound with North Vancouver, still remained at best a waggon trail, and it was located too high on the hillside to serve the village adequately. Mr. Caulfeild linked this village with his native English homeland by naming the principal road "Piccadilly" and a charming byway "Clovelly Walk". He was the first owner of an estate of considerable size, in the west, if not in the whole of Canada, to plan his property by natural contours.¹⁶

About one mile east of the village of Caulfeild was the Great Northern Cannery adjacent to which was Sandy Cove where a few campers pitched their tents during the summer. There was also a cannery at Eagle Harbour and settlements grew around these fishing plants but the majority of the employees only remained in the vicinity of the canneries during the fishing season.

The history of West Vancouver was influenced by the rapid growth of Vancouver City. Prior to 1897 Vancouver had only three or four lumber mills and a sugar refinery engaged in export trade. The Yukon gold seekers gave Vancouver its first opportunity for distant trade because this city was the terminus of the railway and had adequate shipping facilities. In the period of prosperity which followed Vancouver's rapid expansion the first large increase in

16. Stone, H. A. A Short History of Caulfeild Village. Vancouver, Wrigley Printing Company, 1941, 17.

population took place in the formerly sparsely settled districts of Mount Pleasant, Fairview, Kitsilano and Grandview. The West Shore was too distant from the city center, therefore, it was only slightly effected by this new wave of expansion.

It was this rapid uncontrolled development of Vancouver City which was later to play such an important role in the future development of West Vancouver. By 1905, investors began to take advantage of the opportunities of this Pacific Port, real estate sold more rapidly than at any time since the days immediately following the advent of the Canadian Pacific Railway terminus on Burrard Inlet. During the next year this real estate boom had resulted in a rapid increase in civic expenditure as Vancouver grew with a reckless disregard for financial outlay. Industries became established in what had been exclusively residential districts. Vancouver spread out in all directions becoming a patchwork of office buildings, stores, single homes, factories, warehouses, lumber yards and railway-tracks interspersed with vacant lots. The rapid growth of Vancouver was due to the unlimited wealth of British Columbia's natural resources and investors saw Vancouver as a port of export for the Orient. In 1906, \$ 4,000,000 worth of new buildings were erected in the city and \$132,000 000 worth of business was done by the fifty-two thousand residents of Vancouver. The citizens were too interested in making profits from the sale of real estate to plan for other than their

immediate needs.

By 1900, this activity was reflected in the municipalities of the North Shore when a land boom commenced and a wave of optimism enveloped the district. In 1903 the Capilano Bridge was rebuilt only to be destroyed again by the autumn floods and the period of optimism gradually gave way to one of depression as the financial standing of the North Shore became precarious. The municipality raised one loan but after the destruction of the bridge it was impossible to gain greater financial assistance as it was only able to borrow twenty percent of its assessed value.¹¹ Although the North Shore was not in a sound financial position, it still continued to expand rapidly. The citizens of North Vancouver decided to incorporate the town and in March 1906 this was completed by the British Columbia Legislature.¹²

After this administrative reorganization, Mr. Lawson¹³ began his municipal duties as the first representative

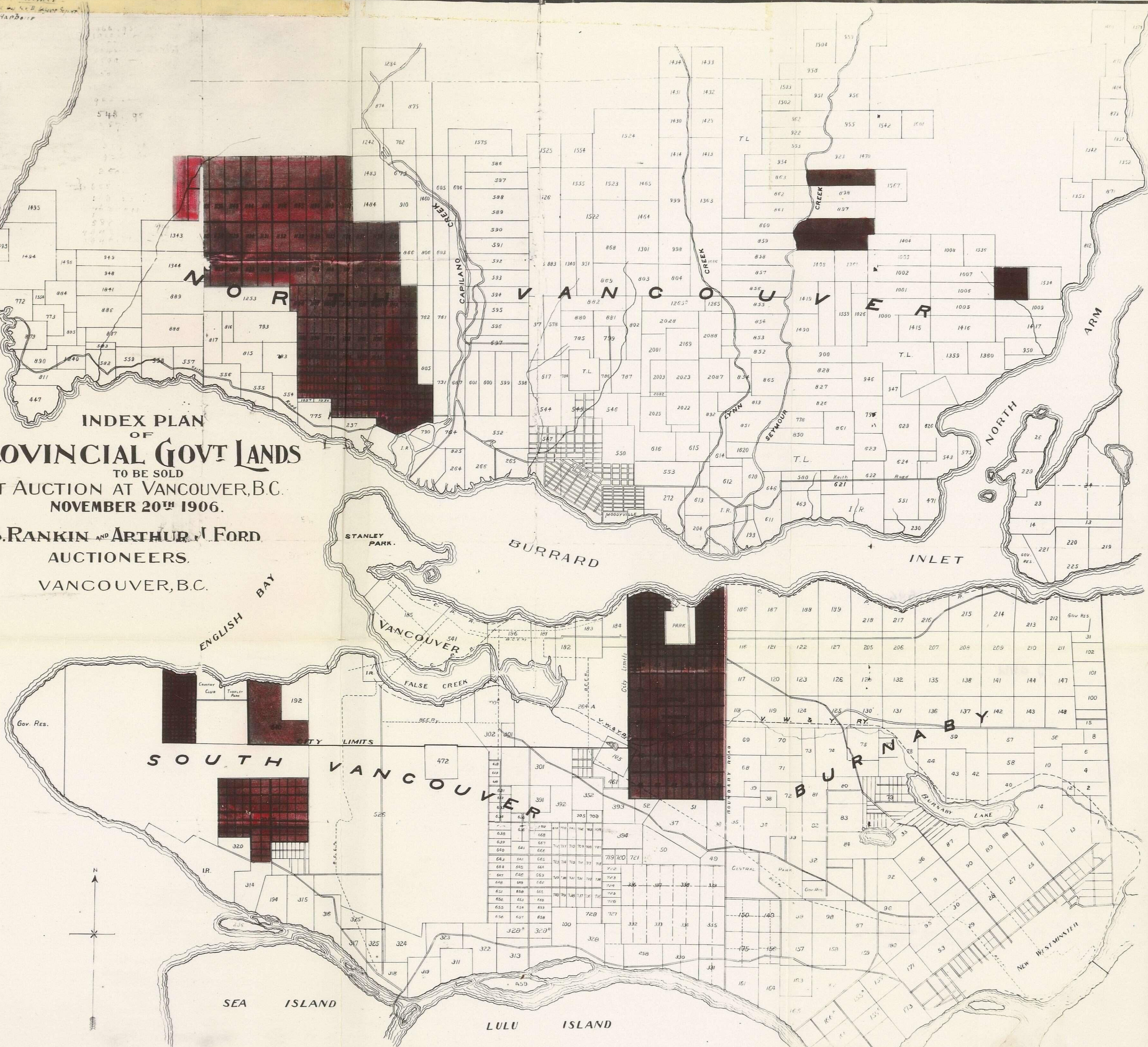
11. Revised Statutes of British Columbia, Volume 2, Victoria King's Printer, 1936, 2938.

12. British Columbia Statutes, North Vancouver Incorporation Act, 1906, 6 Ed. 7., Chapter 60.

13. Who's Who in British Columbia 1940-41, Vancouver, S. Maurice Carter, 1940-41, 130. Lawson, John, born 1860 in the County of Peel, Ont.; son of Robert Lawson, educated in Ont.; spent twenty years rail-roading with the Canadian Pacific Railway; 1905 settled in West Vancouver, B. C. and entered the Real Estate business; 1909 started the ferries between Vancouver and West Vancouver, in 1912 gave them over to the municipality; Mr. Lawson was instrumental in getting West Vancouver to secede from North Vancouver; elected to the Municipal Council 1910-11-12 and Reeve, 1913-14; 1910 appointed Post Master of West Vancouver, resigned and joined the 158th Battalion, transferred to the 26th Company, Foresters, and served in France twenty-three months; reappointed Post Master 1929, retired 1940; has been continuously engaged in Real Estate business. Married 1888, Christine McDonald, daughter of William Smith; has two daughters. Past Pres. Gr. War Veteran's Assn.; Vice-Pres. (Past Pres.) West Vancouver Liberal Assn.; Canadian Legion; Mason; Presbyterian Office; 1704 Marine Drive, West Vancouver Residence; 680 17th St., West Vancouver, B. C.

Tony for RD
Gordon RD
Mar RD

J. S. RANKIN AND ARTHUR J. FORD
AUCTIONEERS.
VANCOUVER, B.C.



RED DENOTES LOCATION OF PROPERTIES TO BE SOLD

for the Capilano District on the North Vancouver District Council. The population of West Vancouver grew more rapidly after this date and therefore the number of representatives on the North Vancouver District Council was increased.

In the autumn of 1906 the real estate activity in Vancouver was reflected in the Provincial Government's policy of auctioning off the districts known as Ambleside and Hollyburn in West Vancouver.¹⁴ It was during this period that Marine Drive, an arterial road, was extended, partly cleared and improved by the district of North Vancouver. The care taken at this early date to locate and plan a highway eighty feet wide throughout the first six miles of West Vancouver indicates that the officials of that period were optimistic for the future development of this area.

By 1909 the activity in real estate had grown to the proportions of an unreasonable boom and fabulous prices were asked for property which were not justified by the actual conditions and progress of the community, and during 1911 this speculative buying and building attained its apex. By the summer of 1912, Vancouver's citizens began to realize that they must await the slower advance of trade and commence to meet the expenditures already made. Although the city had gained an extensive export trade, business men found that commercial advancements must depend on world conditions

14. See map; Index Plan of the Provincial Government Lands to be sold at auction at Vancouver, B. C. November 20th 1906. J. S. Rankin and Arthur J. Ford, Auctioneers, Vancouver, B. C.

and by 1913 these were in a depressed state.

Vancouver's period of unplanned expansion did not lead to the rapid settlement of West Vancouver since the topography of this area did not invite industrial development and its distance from the city center made it unsuitable as a residential area. The earliest residential settlements began on the only large area of level land which was located in the easterly portion of West Vancouver just west of the Indian Reservation which lies near the mouth of the Capilano River. During this period lack of transportation facilities prevented any large growth of the population, but many campers took up temporary residence during the summer months. Thus, West Vancouver was kept free from the unplanned expansion of the city and therefore years later this area could be carefully planned to become one of the finest residential districts of Greater Vancouver.

In 1910, West Vancouver experienced a real estate boom when local subdivisions were put on the market and leading Vancouver residents bought up extensive tracts of land for summer homes. During this period, the population of the West Capilano District was growing rapidly, the land values were rising and hopes and expectations were high. The first association of ratepayers in West Vancouver was formed in this year and became known as the West Capilano Improvement Association. During this period, the North Vancouver Municipal Council wished to aid the West Capilano district, but its

financial resources were limited. The generosity of the North Shore Municipality was shown in the granting of funds for building the Dundarave Wharf at the foot of Twenty-fifth Street. This was built at the cost of \$9,000, but unfortunately it could not stand in such an exposed position and proved of little service. There was also an unwritten agreement whereby the taxes collected west of the Capilano River were spent for the improvement of West Vancouver.

The West Capilano District's main reason for desiring to become a separate unit was geographical for in spite of the improvements in transportation after the building of Keith Road, it was still impossible to bind the local units more closely together. Prior to 1910 the population of West Vancouver was small and it benefited by being affiliated with the District of North Vancouver but after this date the rapid increase in population made it possible to consider the advantages of becoming a separate municipality. The history of West Vancouver shows that its residents tried to overcome the difficulties of their environment, and by 1910 these seemed to be most adequately solved by severing its ties with North Vancouver City and District and becoming a local unit. By forming a separate municipality it could deal more efficiently with the immediate problems which faced this section of the North Shore.

The separation of North Vancouver from the West Capilano District seems to have been without bitterness for

even while negotiations were under way, the North Vancouver Council agreed to the West Capilano local improvement by-law which raised \$100,000 for the improvement and construction of Keith Road and Marine Drive in West Vancouver. Thus, the progress of West Vancouver was not unnecessarily retarded while the adjustments leading to this separation were being completed. The community of West Vancouver wished to become a separate municipality because it desired local autonomy which was a typical outcome of existing conditions. In North Vancouver the real estate companies felt that greater progress would be made if the West Vancouver district was placed under a local administrative body. Therefore, an appeal was made to the Provincial Government to separate this district from North Vancouver and provision was made to form a new municipality. The trend of growth shows that the incorporation of North Vancouver City and the District of North Vancouver was advantageous to both and it was hoped that if West Vancouver became a separate administrative unit, the three communities could co-operate on large issues, while each could manage minor administrative details to its own satisfaction.

In the development of West Vancouver, as in the history of almost every community, three stages become evident. In the first period it is necessary to develop the large sparsely populated area as a whole administrative unit. As the population in these areas increases, the widely

scattered districts develop their own community centers and the problem of binding them together, becomes too difficult because of the geographical barriers. During this period the suburbs grow more rapidly and more satisfactorily as distinct municipalities. The third phase of development takes place when the adjacent communities outgrow their bounds and the need for a new period involving amalgamation into a larger administrative unit again becomes evident. These stages in community development have been shown many times in the history of Montreal and Toronto. In the history of Greater Vancouver area many of these stages also become evident, for example, Point Grey, South Vancouver and Hastings Townsite developed as separate units and were later re-amalgamated into Vancouver City.¹⁵ Today in West Vancouver the increasing influence of Vancouver City is evidenced in certain aspects of the West Shore's transportation, public utilities and social organizations where there is a decline in local autonomy and a greater dependence on the city of Vancouver.

15. Hastings Townsite was added to the City of Vancouver in 1911 and Point Grey and South Vancouver in 1929.

CHAPTER IV

THE GROWTH OF WEST VANCOUVER FROM 1912-1947

The conditions which led to the West Vancouver Incorporation Act on February 27, 1912¹, were geographic difficulties, the desire for local autonomy and also the optimism which accompanied the period of the real estate boom in West Vancouver. This act bestowed upon the district the right to have its own municipal government under the general provision of the Municipalities Incorporation Act of British Columbia which was passed in 1891. When the community of West Vancouver had reached this stage, it was able to sever its ties with North Vancouver Municipality^{with} which it had so long been affiliated. The incorporation of West Vancouver allowed this municipality to plan its own future by inaugurating a programme which would best serve the residents of this community.

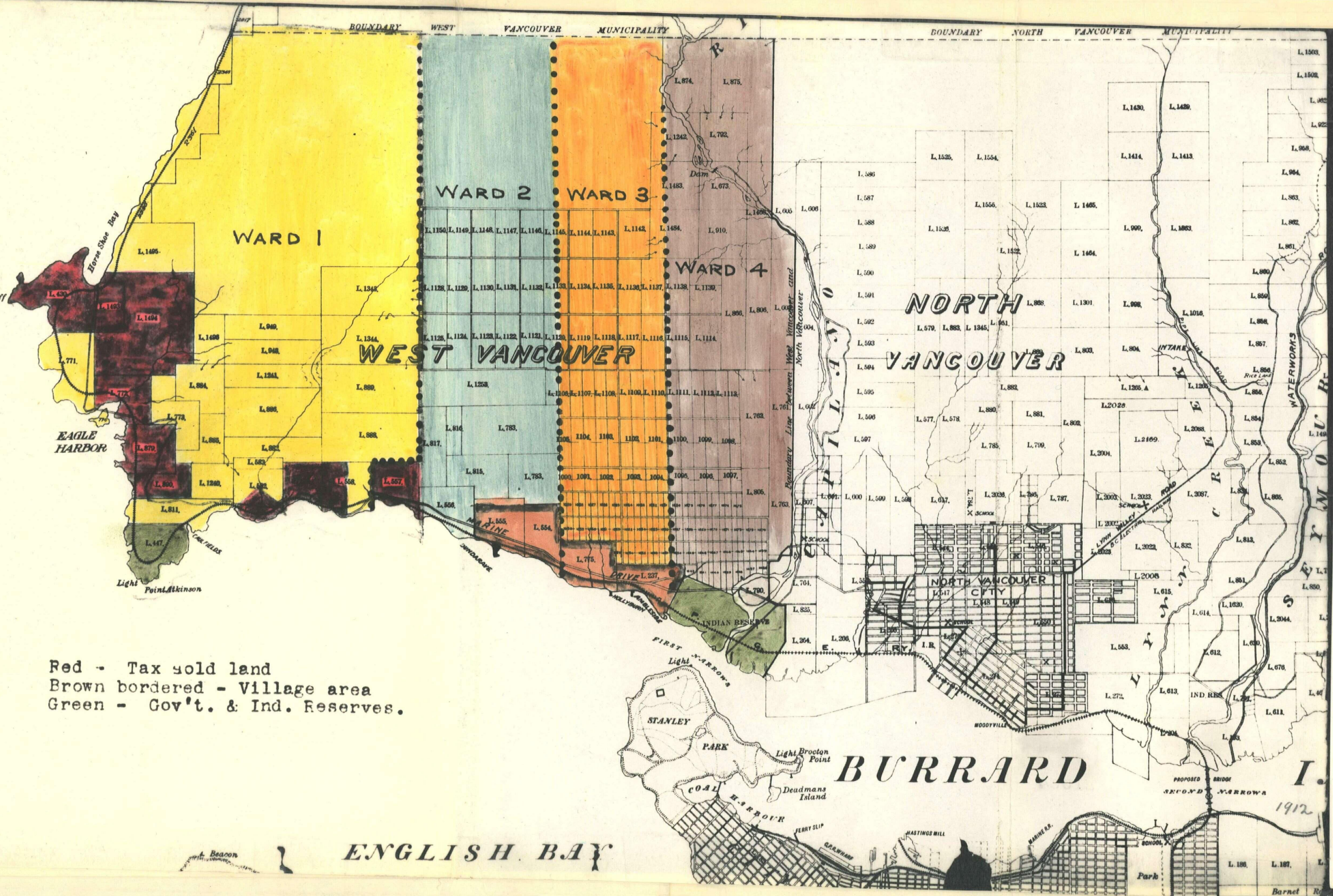
One of the most significant clauses of the West Vancouver Incorporation Act is in section 22 which deals with the division of liabilities between the Municipality of North Vancouver and the now newly created Municipality of West Vancouver. At the time of the separation of North and West Vancouver, the North Shore had a general debenture debt of \$54,3000.00. This debt was now divided by the act so that West Vancouver was to undertake the responsibility for the

1. See Appendix for the complete text of the West Vancouver Incorporation Act, February 27, 1912, '33.

payment of \$156,000.00, while the Municipality of North Vancouver was held responsible for the remainder. In section 22, subsection B, West Vancouver was held responsible for loans under by-laws for local improvements, and thus had to assume the total liability for the West Capilano District Improvement Loan By-law of 1911, while the other local improvement by-laws were assumed by the Municipality of North Vancouver.

In section 28, the assets of North Vancouver and West Vancouver were divided. West Vancouver received all the benefits of real estate within her boundaries and the municipality was granted shares of stock in the Burrard Inlet Tunnel and Bridge Company which were valued at \$62,500.00. The municipality was granted all water records or water licences for the streams within the boundaries of this community, except those of the Capilano River which were subject to the direction of the Water Commissioners of Vancouver City. West Vancouver was given all the public works and improvements within her boundaries. North Vancouver transferred to West Vancouver all the money derived from tax sales of land within the boundaries of West Vancouver and it was also given authority to maintain its own municipal telephone system. The legal position of West

QUEEN CHARLOTTE CHANNEL



Vancouver Municipality was:

All the provisions of the Municipal Act, the Municipal Election Act and the Municipalities Incorporation Act and Amending Act shall apply to both of the said Municipalities, except where the provisions of said Act are repugnant to the provisions of this Act.²

The nominations for the first West Vancouver municipal council were held at the school house on District Lot 775 in West Vancouver and later the first meeting of the council was conducted on April 8, 1912 at 4 p.m. in the same building. In 1912 the council considered the large area of West Vancouver could be governed more successfully if it were subdivided for convenience into four smaller areas called wards³. By September, 1912, the West Vancouver Council began to hold their meetings in the Municipal Hall on 17th Street. It was necessary to appoint a staff of civic officials to aid in carrying on the business of the municipality. The main committees were those of Finance, Board of Works, Fire, Water, Light, Police, Parks, Health, Transportation, License Commissioners and the Board

2. ibid, section 35.

3. Refer to map D: Ward I consisted of that portion of land from Howe Sound to the east boundary of District lot 558. The second ward was the land east of 22nd Street from Ward I. The third ward lay east of 22nd Street to 11th Street, while the fourth ward was from 11th Street to the eastern boundary of the municipality.

of School Trustees. These committees give an indication of the main problems confronting West Vancouver.

After the incorporation of the District of West Vancouver in 1912, there was a fairly uniform increase in the population. Practically every young community has been faced with difficulties if the earlier physical improvements were not in proper accord with the subsequent growth of the population. This is particularly true of a municipality the size and type of West Vancouver. In this case the initial and most serious error was made in the early days of the community when little or no care was exercised in subdivision design in respect to topography, street widths and alignments. Speculation was rife and the promoters of real estate were too impatient in opening up new subdivisions to await the time and meet the expense of careful surveys. The civic authorities were continually pressed for early approval of the proposed subdivision plans and as a result there are many steep grades, especially on the north and south streets and roads. Between 1907 and 1913 a large portion of the land was blocked out in small parcels of acreage by the Provincial Government with road allowances provided at intervals one-fourth of a mile apart. This skeleton road system was laid out on a rectangular design of block planning which was unsuitable for the topography of West Vancouver. In 1916, the Caulfeild subdivision was the only one planned in

accordance with the natural contours of the terrain. By 1918 the municipality decided to obtain the foreshore rights of such areas as Horseshoe Bay, Copper Cove and Fisherman's Cove, making the land a crown reserve for the use of the public. The growth and expansion of real estate in West Vancouver required a vigorous public works programme to provide roads to make many parcels of land accessible.

During the First Great War, the real estate business decreased, only to take on added momentum in the 1920's when real estate flourished as district lots were subdivided and sold to many new land owners. It was during this period that the municipal government was able to collect large sums of money from the sale of lands relinquished by their former owners for unpaid taxes.

~~Shortly~~ After the incorporation of West Vancouver until 1925 the council was in favour of encouraging industries to West Vancouver. This policy was probably adopted because there was no industrial development and the tremendous cost of building new roads and supplying public utilities would have to be obtained from taxes on the land. For instance, on December 27, 1915, the council was in favour of encouraging ship building and other industries in the community:

...that this Council strongly favours the encouragement of industries within this Municipality and will be glad to offer such

inducements as it can to facilitate the same, and that a copy of this resolution be sent to the North Vancouver and the Vancouver Board of Trade and to the Manufacturer's Association.⁴

By 1917, the Council wished the Dominion Government to lease the Indian Reserve as a future industrial site, especially for shipbuilding for this location was not only near the water but also close to the Pacific Great Eastern Railway's Right-of-way. West Vancouver failed to attract industries within its boundaries since there were many more desirable locations elsewhere on Burrard Inlet offering more adequate transportation facilities for the employees. The topography of West Vancouver makes it an ideal residential area but unsuitable for industrial development. Lumbering and fishing were the only industries which penetrated West Vancouver because they were dependent on the exploitation of its natural resources.

The early activities of the lumbering industry at Moody's mill have previously been described. Many other private companies logged within West Vancouver along the West Shore of the Capilano River and up the sides of the Hollyburn Ridge. The logging companies which operated in West Vancouver shortly after its incorporation until the 1930's were very small shingle and timber companies which utilized the timber resources within the municipal-

4. Minute Book, West Vancouver, December 27, 1915.

ity.⁵ These logging companies had little effect upon the population of West Vancouver since most of them were only operating for a short period. Often they were employed by private individual holders of district lots who found that by selling the timber on their land they could pay the necessary taxes to the Municipal Council. Other logging companies operated to supply the Greater Vancouver area with shingles or firewood, but none of the companies had a distant export market, since the timber resources within West Vancouver were too limited. Today the eastern section of the municipality has been logged off up to the 2,000 foot level. The timber stands at Cypress Creek and in the western end of the district are too scattered and are mainly composed of inferior cedar, fir and western hemlock, which are of little market value and are therefore unlikely to be exploited. Moreover, the conservation of the municipal water supply and the preservation of the scenic effects are likely to prevent the granting of logging rights on both the municipal and the Crown Lands at the higher levels. Thus, it appears that lumbering is an

5. By 1914, the King and Allen Company were logging north of Eleventh Street and the Vedder River Shingle Company commenced operations in 1916. Shortly afterwards, J. A. Nair and his associates asked for a mill site on the portion of the Indian reserve lying within the municipality. During this period, the Cypress Lumber Company, Limited, was logging Block 23, district lot 816 and district lot 793. The Capilano Timber Company logged D.L. 866 and D.L. 761, McRae and Company logged D.L. 888, and Gillespie Hart and Company logged D.L. 558. The Nasmyth Lumber Company and a small logging firm was operating during this period in the area of Sister's creek.

industry of the past in West Vancouver.

The fish cannery is the only other industry operating in West Vancouver. The oldest industrial plant is the Eagle Harbour Cannery which operated as early as 1897. The other cannery is the Great Northern Cannery at Sherman which was built about 1908 by the Defiance Packing Company. In 1915 it was bought by Mr. Sherman, who operated it for a few years but found it necessary to sell the plant to a Vancouver company. This company found it was only profitable to operate the cannery during the height of the fishing season. By 1930, the municipality decided that its policy would be directed toward becoming a strictly residential district. Therefore, the citizens requested the council to refuse the renewal of the cannery's lease on the waterfront and take all possible steps to have the Great Northern Cannery move its operating equipment further north. In 1947 it was quite likely that if the agitation of the ratepayers continues, the cannery will have to cease its operations.

In 1947 the logging and fishing industries are on the decline in West Vancouver because the natural resources of this area have been practically exhausted. By 1925 it became evident that industry would not be attracted to West Vancouver, therefore, the municipality was forced to become a residential area of Greater Vancouver as the only advantage this community could offer was its close proximity to Vancouver City. Thus West Vancouver's entire development

was linked with the expansion of the industrial centers of North Vancouver and Vancouver city.

Since the only future for this area seemed to be as a residential community, therefore, the council adopted a pre-arranged town plan for making West Vancouver one of the finest residential areas of Greater Vancouver. This plan does not necessitate a large public outlay but it does insure normal civic expenditures that will yield maximum returns and public improvements which will not become obsolete in a comparatively short period of time. The town plan enables it to proceed with a sure knowledge that its projects will be carried out in an orderly manner and in accordance with an over-all plan and its public works will have a desirable co-ordination. Under the guidance of a town planning commission, studies and recommendations are made concerning many of the possibilities of the community, particularly those which deal with physical improvements such as streets, parks, schools, and zoning. These proposed future civic improvements are related to the probable number of the population and its distribution within the municipality.

On March 12, 1924, the West Vancouver Council favoured a Town Planning Act being passed at the 1925 session of the Provincial Legislature of British Columbia. This would make it possible for a municipal council to adopt such an act if they desired to instigate town planning. On January 27, 1926, Councillor Leyland asked the municipal

solicitor to draft a by-law for the creation of the West Vancouver Town Planning Commission. The by-law was passed and it was moved by the council that:

... a notice be published in the North Shore press that anyone erecting a building in the municipality without a building permit will be prosecuted.⁶

An opportunity was lost in the early development of the municipality since, with a little more foresight, the steep grades could have been avoided and a more desirable community planned. It is now too late to rectify many of the past errors of judgment, but recommendations are being made whenever possible for the improvement of some of the existing conditions. Through the efforts of the Town Planning Commission, zoning by-laws banned the erection of temporary homes and the long line of shacks along the waterfront was gradually replaced by permanent residences. During the past few years, much has been done to curb the growth of unsightly summer camps and the application of subdivision regulations and zoning has greatly improved some of the old conditions. The unsatisfactory conditions caused by the summer campers have long since been corrected and the damage to residential property from the inroads of commercialism have been repressed. There are still many summer homes in West Vancouver, particularly around

6. Minute Book, West Vancouver, March 15, 1926.

Whytecliff, but in the residential districts there are now only permanent modern homes. Under the direction of the Town Planning Commission, not only were the last vestiges of the shacks removed, but to ensure sustained property values a by-law was passed prohibiting the establishment of any manufacturing plants except in the industrial areas surrounding the northern bridge head. Even here, any plant so established must be carefully planned, for no unsightly building will be allowed. Thus, this town planning and zoning scheme which has been inaugurated promises an orderly development of the municipality. Strict building inspection and reasonable restrictions result in the maintenance of maximum building and property values, and insure against the adverse effects on real estate, due to undesirable construction.

By 1930 the Town Planning Commission enforced the following restrictions that nothing less than fifty foot lots would be sold in the eastern section of the municipality, in the western section the lots must be seventy-five feet in width and all houses to stand thirty feet back from the front of the property line. The following year, the Town Planning Commission had completed a survey of the parks and beaches and formulated a plan for their gradual development to take place over a period of years as financial circumstances permitted. By July, 1938 many people were taking advantage of the Dominion Housing Act; thus many new homes were erected

under the new town planning regulations. The lack of industries means that practically all municipal revenue must come from property taxes, but there are minimum taxes on improvements and for this reason the building of new houses has increased. West Vancouver is rapidly becoming a community of single homes, with few industries and a small amount of commercial development. No new industries have intruded into this community since the early days of the fish canneries and the logging companies. The main shopping district is about four and one half miles north west of the Lions Gate Bridge in Hollyburn and the other commercial zones are along Marine Drive. There are only enough zones to serve the needs of local shoppers since the majority of business is conducted in Vancouver City.

Zoning is closely allied with the task of making West Vancouver a residential district of the Greater Vancouver area. This phase of town planning is an extremely important constituent of a comprehensive community plan. The zoning regulations indicate the location, the character and extent of all the major public service and facilities, including principal streets, bus lines, parks, schools and other public buildings. The citizens of West Vancouver are becoming conscious of their responsibility in carrying out the pre-conceived scheme for making their community a fine residential area. They realize that a town plan is fundamental in providing better living conditions, maintaining property

values and insuring an efficient, economical and desirable future for the community.

The British Pacific Properties project just west of the Capilano River offers an excellent example of the way in which the municipality could have been developed had more foresight been applied in the early days. In this British project the roads and lots were designed to follow the natural contours of the land and were governed by an over-all plan. This tremendous undertaking assured West Vancouver's future as a fine residential area of single homes. The development of the British Pacific Properties was an important factor in the opening of the Lions Gate Bridge for the same British interests which financed this real estate project solved West Vancouver's greatest handicap by providing an adequate transportation route to the city of Vancouver. The construction of the bridge which brought West Vancouver within fifteen minutes from the center of Vancouver City was ~~constructed~~^{built} with the immediate purpose of selling lots in the British Pacific Properties.

The first investment of British capital in the British Pacific Properties area was made by an Englishman named Harvey Haddon. He owned property in what is today the Capilano Golf and Country Club. In 1926 he sold his land to P. Burns who wished to build a movie studio on this site but the plan did not materialize and the land reverted back to the municipality for taxes. During the 1930's many British capitalists were interested in financing projects in the Dominions. In this way they were able to avoid high taxation in Great Britain, and the fear that if a Labour Government came into power their fixed

income would not be allowed to rise above \$25,000 per year. They also believed that if there was a European war their capital would be safer invested in the Dominions and there seemed little risk of a war affecting such a remote area as West Vancouver. British financial circles already knew of the Haddon Estates and when A. J. Taylor the chief promoter of the British Pacific Properties project approached the British capitalist ^{AR} Guinness with an air photograph of West Vancouver the latter was favourably impressed. ^{AR} Guinness became interested in financing a huge residential suburb on the fringe of the most rapidly expanding sea-port on the Pacific Coast. The British financiers were interested in this project and willing to make a large investment which would not yield any profits for a period of ten years, and little return for twenty years. The British capital invested in this area will in the future give larger returns and in the meantime these capitalists have escaped crushing taxation in England and war devastation to real estate.

In 1931 the British Pacific Properties purchased four thousand acres of land on the lower levels of Hollyburn Ridge between the Capilano River and Whytecliff. Under the British Pacific Properties agreement of October 10, 1931, the company was to spend approximately \$400,000 on laying and opening up new highways on natural contour lines. This British syndicate desired to create an exclusive area of

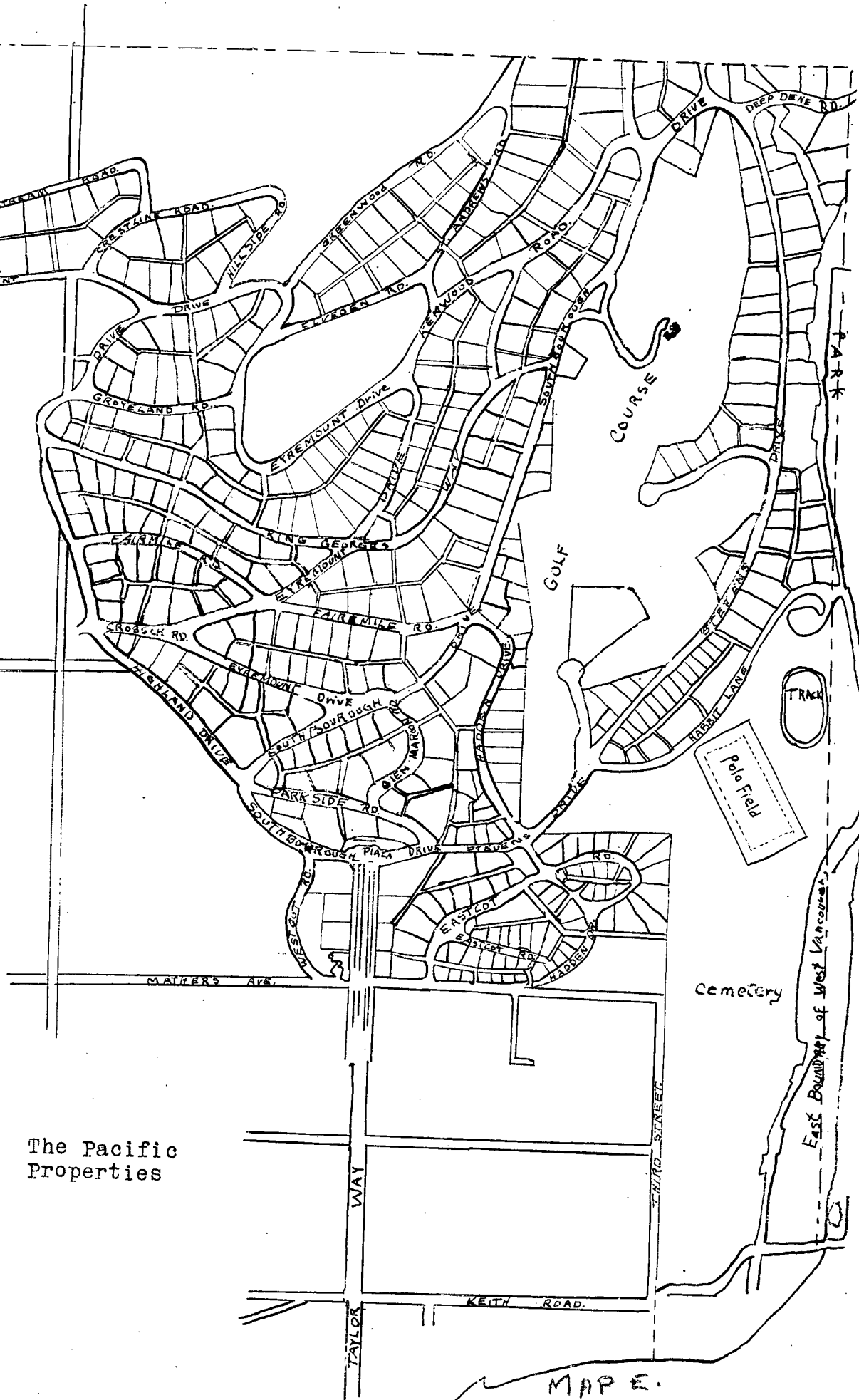
scenic estates with a large golf course,⁷ club-house, and polo field. The designing of roadways was in the form of crescents; thus surveying took the greatest possible advantage of the natural contours of the land.

On September 14, 1932, Messrs. Stockton and Anderson, the representatives of the British Properties, Limited, informed the council they were willing to buy out private interests on the proposed site of the Pacific Properties in order that their town planning project may be put into effect.⁸ The Council agreed to aid them in obtaining the necessary lands and the company stated that it would commence operations during the month of October, 1932.⁹ The project was started inconspicuously in that month, under the direction of the General Construction Company, Limited, of Vancouver. A square white marker was placed at the limit of the company's development line on the side of the mountain. The building of the Pacific Properties commenced during the

7. The club-house of the Capilano Golf and Country Club stands on a plateau overlooking five fairways. It is a two-storey, rough half-timbered building of frame construction with re-inforced concrete and native stone balconies and terraces. The golf course comprises one hundred and sixty-five acres of rolling land, at an elevation of three hundred to six hundred and fifty feet above sea level. The length of the eighteen hole golf course is 6,800 yards.

8. Minute Book, West Vancouver, September 14, 1932.

9. ibid., October 19, 1932.



The Pacific
Properties

MAP E.

years of the depression, and the West Vancouver Council wished the company to employ as much local labour as possible.¹⁰ During the first two years of operations, about one hundred and fifty men were steadily employed. By February 18, 1935, the Municipal Council of West Vancouver urged the Pacific Properties Company to speed the construction programme in order to relêve local unemployment. Thus during the depression this gigantic undertaking resulted in West Vancouver having fewer persons unemployed than any other British Columbian municipality.

Taylor Way is the broad entrance leading to the roadway on the upper levels which overlook a panorama of natural beauty. Due to the contour of the land, the lots have been designed in such a way as to take full advantage of the views by placing each building site sufficiently above the one below. Adjoining lots are laid out in slightly different shapes and sizes,¹¹ thus avoiding uniformity and monotony, and the lots range from a little less than one acre to seven acres. As the British Pacific Properties have put in

10. Minute Book, West Vancouver, October 3, 1932. The terms of the contract drawn up by the company and the municipality stated that the Pacific Properties would pay a minimum wage of forty cents an hour for general labour. The council expected the work on the upper levels in the Pacific Properties to employ local labour and in order to insure this the unemployed residents of West Vancouver were supplied with identification cards to be used when they made application for employment on the Pacific Properties' project.

11. Refer to the map on the Pacific Properties.

all necessary improvements and utilities, the residents of this area are assessed on the same basis as the residents of the municipal district. The Municipality of West Vancouver is in a sound financial position, therefore, it is able to meet its obligations and maintain all the services necessary on a system of single land tax, which means no tax on improvements. The tax in West Vancouver is only 61 mills on the land.¹² Power and telephone lines have been installed at the same rates as those which apply in the municipal district. The water rates are also the same, since the mains bring the water to the boundary of each individual lot. Police and fire protection are provided by the municipality and the board of under-writers have accepted the Pacific Properties on the same terms as other West Vancouver property.

The West Vancouver Council realized the tremendous asset the British Pacific Properties were to the whole development of ^{the} municipality as a fine residential area and for this reason the large developmental work was assessed at the very low rate of \$175,000. This low assessment assured the residents of the Pacific Properties against heavy taxation, thus it encouraged this project to develop more rapidly and satisfactorily than if it had

12. Refer to appendix for a complete survey of the number of mills on the land from 1912 - 1947.

been assessed at a higher rate.¹³

The development of the British Pacific Properties and the construction of the Lions Gate Bridge are the two greatest undertakings that have assured West Vancouver's future as a fine residential area. The large financial undertaking in planning an ideal residential area on the West Shore insures the continual high standard of buildings. The bridge made it possible for this community to become a specialized residential suburb which is a part of the Greater Vancouver area. Therefore the British Pacific Properties and the construction of the Lions Gate Bridge gave West Vancouver a new beginning for it proved a governing factor in overcoming past mistakes and assured the future residential development of this area.

13. Minute Book, West Vancouver.
and May 27, 1946. The British Pacific Properties' representative, Mr. Willoughby, outlined the work done by his company and showed how during the depression years and the wartime controls had prevented his company from disposing of its property. He also showed that because of the above mentioned conditions the British Pacific Properties had been over-assessed. Therefore, the West Vancouver Council granted a decrease in the British Pacific Properties' fixed assessment of \$160,000. The company promised that in return it would donate and dedicate a portion of its lands which may eventually be required by the municipality for the proposed upper levels highway, and this company also promised to contribute the sum of \$2,000 towards the survey of such a highway. The British Pacific Properties, Company, stated that they would continue to maintain and operate roads and services which they had maintained in the past.

The Municipality of West Vancouver possesses more natural parks than any other section of Greater Vancouver. Many of these have been donated by public spirited citizens such as W. J. Irwin, John F. Mahon, and F. W. Caulfeild. There are various types of parks in the municipality such as the ornamental Memorial Park, neighbourhood Parks and playing fields such as Irwin, Ambleside and West Bay and also large scenic parks such as Nelsons Canyon, Cypress Falls and Point Atkinson Park. The natural beauty of West Vancouver and its proximity to Vancouver city will in future enable this community to provide recreational facilities for ^{the} Greater Vancouver area but at present owing to the lack of available finances their development has been retarded. The parks in this district assure desirable living conditions by providing spaces in districts which would otherwise be a continuous development of homes and other buildings. The parks tend to improve and stabilize property values and at present are one of the leading assets of the municipality which will increase in value as time proceeds.¹⁴

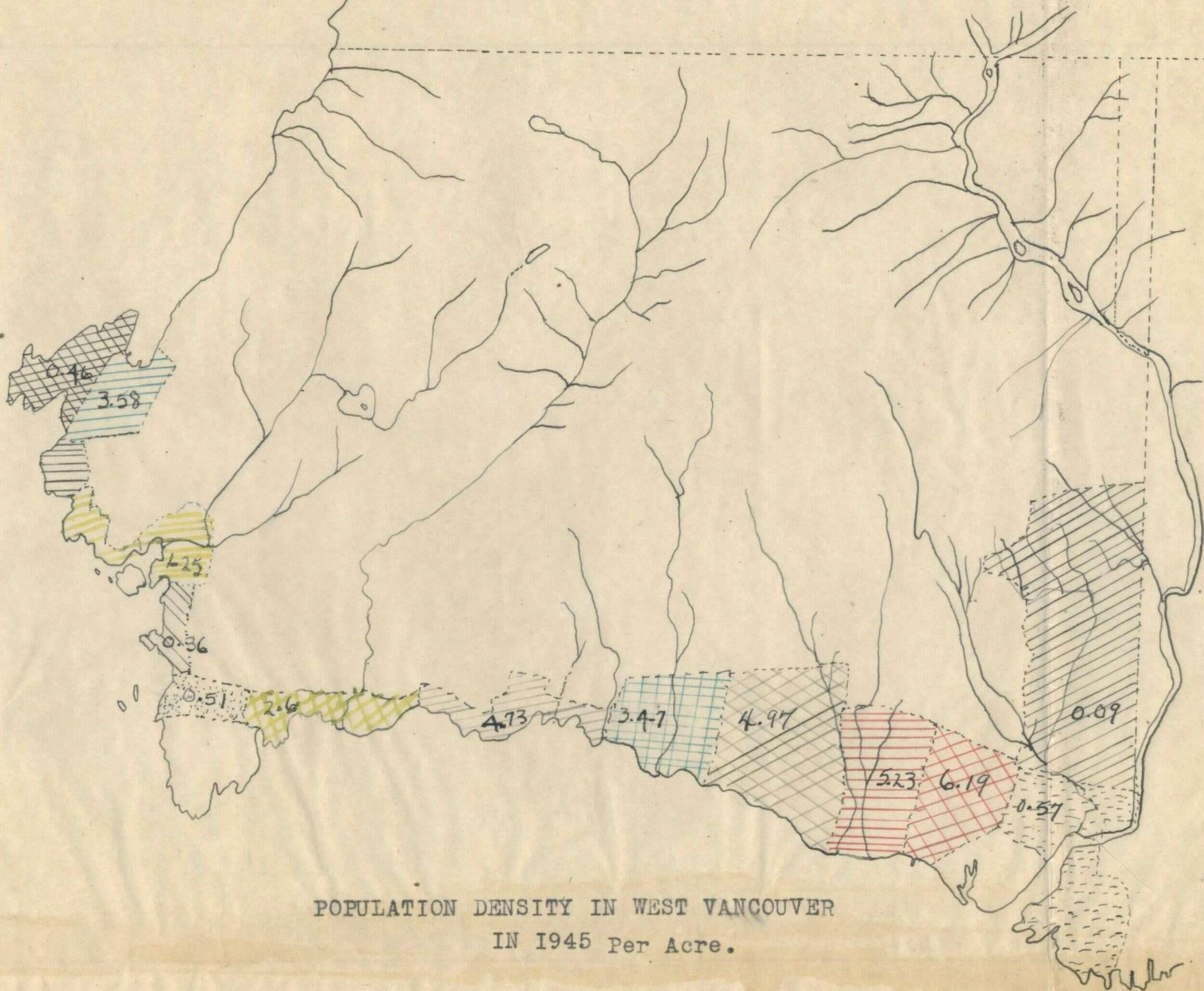
West Vancouver will continue to be predominately a community of single family homes. Through zoning it would be possible to maintain the proper density of population in the various parts of the community and regulate the sites of the individual homes. Zoning favours the increase of property

14. See appendix for a complete survey of West Vancouver Parklands.¹⁴⁷.

values but more important it stabilizes values, the primary consideration is the community as a whole and not the individual. The main purpose of zoning in West Vancouver is for the protection of the residential areas as a large portion of the community income tax is spent providing services and facilities. If zoning is adequately carried out there will be ample room for the increase in population as open spaces and large lot development are essential in creating an ideal community. If future improvements go forward and sections of the municipality are provided with adequate streets, mass transportation, parks, schools, and public utilities, there will be an incentive towards the construction of homes around these facilities thus securing sound urban development.

Sound civic management must recognize the needs of the inhabitants and also their financial ability to meet past obligations and to assume new debts. The extent of these necessities depend upon the municipalities' general growth, the cultural interests and the social relationships of its people. These factors are dependent on the economic welfare of the entire community. The ability of a district to finance its programme is measured in the final analysis, by the aggregate income of its citizens. Thus, the magnificent site of West Vancouver lends itself to the development of an outstanding residential area within close proximity to the city of Vancouver.

The West Vancouver town planning commission has



POPULATION DENSITY IN WEST VANCOUVER
IN 1945 Per Acre.

MAP F

made a survey of the growth of West Vancouver property development.¹⁵ This discloses that although the total area of West Vancouver is thirty-two square miles or 20,480 acres a great deal of this is composed of forest or watershed area. The inhabited area of West Vancouver includes about 5,390 acres¹⁶ although in the next twenty-five years it is anticipated that 9,800 acres will be developed. In the earlier subdivisions, thirty-three foot lots were permitted 122 feet deep, these however were confined to eleven blocks between Eleventh Street, Fifteenth Street, Marine Drive and Esquimalt Avenue. A considerable area surrounding these blocks have fifty foot lots which width is now required as a minimum frontage in this district although many of the newer

15. Bartholomew, Harland and Associates, A Preliminary Report upon Zoning in West Vancouver, Saint Louis Missouri, West Vancouver Town Planning Commission, September, 1946.

<u>Type of Development</u>	<u>Total area Occupied by Buildings</u>	<u>% of total</u>
single family dwellings	996.	95.50
two family dwellings	17.7	1.69
multiple dwellings	2.7	.26
commercial	16.6	.60
industrial	6.2	.60
public and semi-public	<u>3.5</u>	<u>.35</u>
	1,042.7	100.00

16. ibid, 27. The approximate boundary of the inhabited area commences at the subdivision of the Capilano Estates and the land to the south of Union Avenue to 22nd street, south of the Pacific Great Eastern Railway to Oxley Street, to District lot 558, including the subdivision of District lot 1240, between the Pacific Great Eastern Railway and along Horseshoe Bay.

subdivisions in the western section of the municipality have seventy-five and eighty foot frontage sections.

The predominant characteristic of West Vancouver is that 95.5 percent of the area has been developed as single family homes. The largest percentage of family dwellings is located in the older sections of the municipality between Tenth Street and Thirty-first Street. The duplex houses and the two or three apartments which have been erected in the older sections of the municipality are not favoured, for the multiple dwellings have no place in a municipality that is predominately developed for single homes. The absentee ownership, the water supply, and the sewerage disposal make this form of dwelling unpopular in the municipality.

In West Vancouver the ratio of single family homes is very high, while the commercial and industrial land is exceptionally small for they occupy about only 10.5% of the total land area. The location of the commercial and industrial lands are in general satisfactory and do not have a depreciating effect upon the residential development.

The area of 451 acres or 4.60 percent of the municipality is occupied by public or semi-public buildings including schools, churches and the municipal hall while 792 acres or 8.08 percent is in parkland. The streets and the lanes occupy 1,138 acres or 11.62 percent or less than one

half the total area which is subdivided. There will probably be a gradual increase in the amount of lands used for these purposes as new areas are opened for settlement. The land pattern in West Vancouver will require high zoning standards to protect the existing residential values and to direct future growth so that the residential development of West Vancouver will not be impaired.

CHAPTER V

The History of West Vancouver's Transportation Systems

The Nature of the Transportation Problem

The transportation system is the key to the development of West Vancouver for the significance of this community lies in its unique association with the industrial development of the Greater Vancouver area. In West Vancouver transportation facilities are necessary for the movement of the working population between their homes and their places of occupation which are usually beyond the confines of the community. Few other British Columbian municipalities have had such a variety of transit services over a period of years. These transportation facilities are essential in maintaining a balanced distribution of the population otherwise there would be a pronounced congestion near the older settled parts of the community and an underdevelopment of potential residential properties in the outlying areas.

THE HISTORY OF THE FERRIES

In the early days the lack of adequate transportation services to West Vancouver retarded its growth. The poor roads and the absence of a railroad made it natural that the initial transportation services to Vancouver should be by water. A few chartered vessels plied Burrard Inlet to

provide a link between Vancouver and the North Shore.¹ It was not until 1890 that a regular ferry service was inaugurated between North Vancouver and the south side of Burrard Inlet. The early inhabitants of West Vancouver travelled along the old Keith Road to the North Vancouver ferry.

The land boom in 1907 to 1914 created a need for a local ferry system to make the land accessible and hence more valuable. The Dominion Government in 1908 undertook to build Hollyburn pier at the foot of 17th Street and on November 6, 1909 the West Vancouver Transportation Company inaugurated a local ferry service between Hollyburn and Vancouver.² The company not only provided transportation facilities of great convenience to the residents of West Vancouver, but also assumed the financial responsibility of a transportation system which for some time after its inauguration could not even pay its operating expenses. The promoters of the ferry company did not expect it to be a paying proposition

1. Howay, F. W. "Early Shipping on Burrard Inlet" British Columbia Historical Quarterly, Vol. 1., 1937, 101.
2. North Shore Express, April 4, 1910. John Lawson and his brother-in-law, W. C. Thompson, became partners with Robert MacPherson and John Sinclair in the West Vancouver Transportation Company. The promoters of the ferry company operated an hourly schedule between Hollyburn and Vancouver. The first vessel used was the "West Vancouver No. 1" which commenced its crossings on November 8, 1909, and continued service throughout the winter with only slight financial loss and no serious interruptions in schedule. Thus, it was proved feasible to operate the ferries throughout the year.

for the losses entailed in its operation were to be offset by the increased value of their real estate in West Vancouver.

By 1911 the ferries were operating between the Vancouver Wharf, English Bay, Hollyburn, the Great Northern Cannery and Caulfeild.³ This early ferry schedule encouraged settlement in the areas where the ferry boats called frequently. It was during this period that Hollyburn, the flatest portion of land in West Vancouver, was settled as it was the shortest distance from Vancouver City. The ferries were directly responsible for the growth of the business area around Fourteenth Street, Seventeenth Street, Twenty-fifth Street and for the rapid population growth in the Dundarave area. This early influence of the ferries is still in evidence for the districts first served by them are still most densely populated. The owners of large real estate in West Vancouver decided to relinquish their claim to the ferry company because the largest portion of their lands had been sold. The West Vancouver Transportation Company suffered from a financial liability of \$11,500 when the municipality was incorporated. The real estate owners of the ferries desired to be relieved of its responsibility and were able to persuade the newly incorporated municipality to purchase the West Vancouver's Transportation Company's equipment and their existing lease.

3. West Vancouver News, "Ye Ferry Timetable of Ye Olden Days", July 22, 1929.

West Vancouver is unique in the number of its municipally owned ventures. This was the result of the founders of the various enterprises, such as the municipal ferries, municipal buses and water works failing to gain sufficient revenue from their investments. Since these were essential utilities it became necessary for the municipal council to assume the responsibility. This meant in the first years of municipal ownership it was possible to spread the losses over the whole municipality. No large West Vancouver Company has proved successful and therefore business leadership must come from the council or from Vancouver organizations. The failure of West Vancouver's privately owned companies lies in the fact that West Vancouver is a satellite community and since it lacks industries the residents are dependent on Vancouver City for their employment.

The incorporation of West Vancouver took place on February 28, 1912 and at the first municipal meeting on Wednesday April 8, the council purchased the West Vancouver Transportation Company.⁴ When the municipality took over the ferries it was placed in a unique position for it owned, operated and controlled its own transportation system. This

4. Minute Book, West Vancouver, April 8, 1912. The municipality paid \$6,500.00 to the West Vancouver Ferry Company for the "Sea Foam", the "West Vancouver No. 1" and one scow together with all the company's other equipment and the existing lease. When the ferries were turned over to the municipality as a functioning concern the deficit assumed by the first partner was \$11,500.

public ownership had the advantage of keeping the fares rigidly down to an operating margin as the deficits were assumed by the whole community. Thus the Municipal Council of West Vancouver provided reasonable transportation facilities and encouraged the settlement of persons employed beyond the confines of the municipality.

During this period three wharves were constructed to serve the residents in the areas of Ambleside, Hollyburn and Dundarave. The Hollyburn wharf was in the most preferable deep water location and it would have been most serviceable if Ottawa had not ignored the West Vancouver Council's plea of \$15,000 for its repairs. The exposed position and shallow location of Dundarave wharf delayed the ferry service, therefore it was decided in the interests of private real estate to use the wharf at Ambleside. The key to ^{the} development of West Vancouver was the transportation facilities therefore wharfs often proved a means of gaining voting support for the various political parties. The ferries had the effect on the distribution of population and the most densely populated areas became Ambleside and Hollyburn because they were within easiest reach of Vancouver.

Until 1916 the municipality operated the ferries as a joint stock company. The reeve and councillors were the directors and the ratepayers its shareholders. The sale of ferry stock to acquire new vessels or to meet annual deficits was voted upon as money by-laws. After 1916 the

increasing number of ferries made it more convenient to make the transportation system a municipal service department.

By 1917 the competition of the Pacific Great Eastern Railway threatened the existence of the ferry service due to the fact that homes were built along its right-of-way and the railway offered the residents a speedier mode of transportation to the city of Vancouver. The situation by August 30, 1918, had become so serious that the municipality reached an agreement with the Pacific Great Eastern in case the municipality should be forced to discontinue ferry transportation. The Pacific Great Eastern Railway refused the request to release the municipality from its Municipal Transportation indebtedness and since the sale of the ferries would realize only \$30,000.00 it was decided to continue the ferry service. By 1924 the rapid influx of population resulted in the ferry service operating at a profit and five years later the ferries had become one of West Vancouver's leading assets.

A regular and efficient ferry service encouraged the growth of population for the majority of the inhabitants were employed in Vancouver. After 1931 a nation wide depression adversely affected the ferries and by 1933 the council reduced the wages of the municipal employees, the number of ferry crews, and the number of ferries operating. When the effects of the depression began to lessen after 1936, a new ferry, the "Hollyburn", was placed on the route. The

West Vancouver Transportation System by 1938 consisted of three modern Diesel engine ferries, capable of carrying passengers to the city at the rate of one thousand per hour, and seven municipal buses were used in connection with the ferries. The number of passengers carried on the buses and ferries reached a total of over one and one-half million people per annum. The ferries were therefore the most satisfactory mode of transportation and the regular service encouraged many settlers to take up residence on the West Shore.

The development of the West Vancouver ferries was seriously affected by the opening of the Lions Gate Bridge when they had to meet the competition of buses and automobiles. Although the council decided to maintain the ferries, they found profits declined rapidly after opening of the Lions Gate Bridge which provided more adequate modes of transportation to Vancouver City.

THE PACIFIC GREAT EASTERN RAILWAY IN WEST VANCOUVER

The Pacific Great Eastern Railway provided another mode of transportation which greatly influenced settlement in West Vancouver. The significance of this railway lay in the fact that it created a different distribution of population in the municipality. Previously most of the inhabitants had settled within a reasonable distance of the ferries, around such centres as Dundarave, Ambleside or Hollyburn. The Pacific Great Eastern Railway encouraged a string-like growth of population along its right-of-way and this tendency, while it opened up

new areas for development, made the problems of providing public utilities and other services more difficult. A reasonable and regular railway service made it possible for the settlement of many people employed outside the community.

On June 10, 1912, the Pacific Great Eastern Railway Company wished to build its railway along the foreshore of the Municipality of West Vancouver but in 1913 the people of this area desired that the Pacific Great Eastern should proceed along the center portion of Bellevue Avenue so the "Bellevue Avenue Railway By-law 1913"⁵ was passed.

The actual construction of this part of the railway line in West Vancouver commenced in July, 1913 and was completed in 1914. By 1915 the railway was proving a very popular means of transportation and two years later the ferries felt the strain of railway competition⁶ so severely that the municipality was forced to reach an agreement in case the deficits on the ferries continued.⁷ This agreement was not put into effect as the ferry service continued to operate.

5. The Bellevue Avenue Railway By-law, 1913 stated that: Under the provisions of Section 157 of the Railway Act, the municipality consented to the railway occupying for railway purposes a strip of land sixty feet wide along the centre of Bellevue Avenue, thus reducing the width of the highway to twenty feet within the municipality limits.

6. Minute Book, West Vancouver, April 10, 1917.

7. ibid., October 22, 1921.

By December 1926, West Vancouver requested the Provincial Government to grant the Pacific Great Eastern Railway a loan to enable it to meet its financial obligations and also to complete its line to Prince George. An investigation by the government revealed that the company had used up the entire proceeds of its bond issue to build less than half the entire mileage. Irresponsible acts had led to the debacle, and therefore, the government took over the operation of the railroad. The North Shore line was carefully inspected and put in order and a new steel bridge was constructed across the Capilano River. For many years it was thought that the rapid increase in permanent settlement in West Vancouver would bring a large revenue to the North Shore railway division, however, this was not the case. The railway began to show increasing deficits because the opening and paving of new roads permitted competition from buses and automobiles which was the most effective mode of transportation. The railway ceased to operate in 1929 as the residents of the new subdivisions were far from the railway line could be served more efficiently by buses and automobiles. In the year 1929 the Provincial Government had a new bridge constructed over the Capilano River which was built probably as a means for compensating the community for the cancellation of the Pacific Great Eastern's operating lease.

In 1931 when the government proposed to complete the railway line from Squamish to Whytecliff, Reeve Leyland

stressed the undesirability of the Pacific Great Eastern being permitted to pass through West Vancouver because it would prove detrimental to the residential development of this municipality. The council considered it advisable that the right-of-way should be transferred to the Corporation of West Vancouver to be used as a highway or for other municipal purposes. The Pacific Great Eastern's right-of-way occupies one hundred and twenty-four acres or 1.27 percent of the residential area of West Vancouver. Although the railway tracks have been removed the company has never relinquished its claim to the right-of-way, therefore no permanent use can be made of this area. At present it is used to give temporary access to the dwellings on Marine Drive west of West Bay and a portion through Ambleside Park is used as part of the Playing field. On February 4, 1946, the Council moved "that a strong protest be lodged with the Minister of Railways regarding any contemplated reopening of the Pacific Great Eastern Railway through West Vancouver."⁸ It seems unlikely that this railway will commence operations within this municipality in the near future.

THE DEVELOPMENT OF ROADS IN WEST VANCOUVER

West Vancouver's large area of thirty-six square miles contains some rugged and mountainous terrain. Thus

8. ibid, February 4, 1946.

road development first took place on the more level land at the easterly end of the municipality and in a fringe along the sea-shore. Unfortunately in the early days little attention was paid to subdivision design. Not only were the street widths and alignments inconsistent, but also the topography of the municipality was ignored. Many of the earliest roads did not provide for the later growth of population. Speculation was rife, road promoters were too impatient in opening new subdivisions for settlement, and municipal authorities being pressed for time overlooked many steep grades especially on the north and south roads.

Prior to the incorporation of West Vancouver, Keith Road, Marine Drive, and a few other streets were the only routes suitable for horse drawn vehicles.⁹ Keith Road extended from the eastern boundary of West Vancouver to Eagle Harbour but it was frequently blocked by fallen trees and washed-out bridges. The Provincial Government had opened up two miles of Mathers Avenue in order to assist in the selling of five acre parcels of land. The Municipality of North Vancouver cleared and surveyed such streets as 11th Street, 15th Street, 22nd Street, 23rd Street and 24th Street. West Vancouver after incorporation in 1912

9. West Vancouver Incorporation Act, 1912, section 22. West Vancouver had to assume \$156,000 of the joint bonded indebtedness to North Vancouver which was intended to approximate the value of the physical assets which North Vancouver had endowed upon it prior to the separation of the two municipalities.

faced the gigantic task of building a modern community from a heavily timbered and rocky terrain. Every Municipal Council since 1912, has displayed a willingness to develop more and better roads as far as their revenues permitted.

During the years which followed the incorporation of West Vancouver the largest project undertaken was the grading and gravelling of Marine Drive and the heavy rock cutting at Caulfeild. The grants from the Provincial Government made it possible to surface Marine Drive from the Capilano Bridge to 25th Street and by 1916 this work was continued as far as Whytecliff. In 1929 Marine Drive was made a first class highway and placed under the jurisdiction of the Provincial Government. Marine Drive is the arterial highway which has had the greatest influence on the distribution of population and has always received more attention from the council than other roads in the municipality. After Marine Drive was opened there was a spectacular increase in population such as that in Horseshoe Bay where the rapid increase was 76% percent of its former population.

The most important minor roads and streets lie mainly in the area between Marine Drive, Mathers Avenue and from 10th Street to 29th Street, and are in the most densely populated section of the municipality. West Vancouver also constructed the Keith Road Bridge which opened up a second link between the two municipalities and encouraged further residential development along Keith Road. To protect the

surface of third and fourth class roads from destruction by heavy traffic a by-law was passed in 1920 limiting loads to 6,000 lbs. This was not only a protective measure but it also discouraged heavy traffic from using roads which were constructed for the purpose of serving a residential community. Ten years later, during the depression Reeve Leyland urged a vigorous policy of opening up new roads, especially in the western part of the municipality along the Pacific Great Eastern's right-of-way. It was recommended the roads in Whytecliff, Horseshoe Bay and between Royal Avenue and Keith Road should be re-located and properly graded.

By 1938 West Vancouver had a higher percentage of total mileage in paved roads than any other British Columbian rural district which had forwarded its returns to the Public Works Department at Victoria. In spite of the granite in the western half of the municipality and the heavily timbered areas the exceptionally high number of 87.11 miles of all classes of roads served the residents of the district.¹⁰ This high percentage of roads was the result of West Vancouver's

10. The following is the mileage of roads classified under the government's grading as at October 1st, 1938.

Asphalt surfaced on concrete base	4.00 miles.
Bituminous concrete plant mix	27.50 "
Bituminous Macadam	10.81 "
Water bound Macadam	.50 "
Oil treated gravel or crushed stone	8.25 "
Graded and gravelled	17.05 "
Not surfaced	<u>19.00</u> "

Mileage, all classes

87.11 "

close proximity to Vancouver City.

THE LIONS GATE BRIDGE

The most important event in the history of West Vancouver was the building of the Lions Gate Bridge which opened up a new and unspoiled area for residential development within the proximity of Vancouver center. This bridge which spanned the First Narrows at the entrance of Vancouver Harbour stands as the realization of the desires of many of the early inhabitants of West Vancouver. Even before the incorporation of West Vancouver far-sighted business men had not only conceived the idea of a bridge over the Second Narrows, but also believed it possible to have a tunnel under Burrard Inlet to connect West Vancouver with Vancouver City. This idea resulted in the formation of the Burrard Inlet Company and by 1910, many people believed that this project would be immediately executed.¹¹ The optimism of this period declined but in 1926 another wave of prosperity led to an investigation by the Dominion Government on the possibility of spanning the First Narrows. In the following year the proposal for a bridge was submitted in the form of a by-law to the residents of Vancouver who rejected the proposal for they feared that the high cost of constructing a bridge would cause an increase in taxation. The bridge only became a

11. Daily Province, November 2, 1910.

reality when large amounts of British Capital were invested in developing the Pacific Properties. These investors realized that their real estate could only be sold if the First Narrows was spanned. Therefore, they appealed to the British Government which was willing to assist empire projects as a means of lessening the depression. Thus under the Lord Milner Plan, the British Government consented to assist in financing the building of the Lions Gate Bridge providing British steel was used in its construction.¹²

The British syndicate controlling the First Narrows Bridge Company, Limited, put up \$6,000,000 towards the building of the bridge and \$400,000 towards the construction of the roadway approaches. This private company was to remain in control of the Lions Gate Bridge for fifty years after which time it would revert to the city of Vancouver. On December 14, 1933 a plebiscite for the Lions Gate Bridge was sanctioned by the ratepayers of Vancouver,¹³ who felt that such a large construction project would create employment during this period of depression. This large financial undertaking by the British Government would not increase the taxes of the ratepayers.

In November 1936, the building of the First Narrows Bridge commenced and the distance that had separated West Vancouver from the City of Vancouver was about to be

12.. Vancouver Daily Sun, May 3, 1933.

13.. Daily Province, December 14, 1933.

spanned by the largest suspension bridge in the British Empire. This aerial highway of steel and concrete gave employment, lightened the financial burden of the municipality and was a means of encouraging an influx of capital into the vicinity of West Vancouver. In April, 1937 work was commenced on the substructure by Stuart Cameron and Company, Limited and by November, 1937 the steel contractors and the Dominion Bridge Company commenced operations and from then on work proceeded rapidly. From the south, the bridge is approached by a special roadway through Stanley Park leading directly from the city streets. This roadway is cut through the forest and is a thirty foot concrete paved highway with a grade separation feature at its departure from the causeway. From Stanley Park, the bridge is carried across the First Narrows to the Capilano Delta where the approach viaduct meets the highway to join Marine Drive east of the Capilano River in West Vancouver. The center of the bridge allows 209 feet clearance, above normal high water, and the main piers are 1,500 feet apart. The main structure consists of a center and two side spans, suspended from continuous stranded cables about 3,400 feet in length.¹⁴

14. West Vancouver News, April 27, 1938. This gigantic enterprise had distributed \$2,400,000 in wages, exclusive of extra expenditure in allied industries. The total weight of structural steel was approximately 10,000 tons at a cost of \$2,400,000. Over 60,000 cubic yds. of ready mixed concrete, sand and gravel were used in the construction of the foundations anchor blocks and road service for the approaches of this great structure. The deck on the suspended structure is a concrete filled tee-grid providing a 29/1/3 foot, three lane highway and two 4 foot sidewalks. The two main towers, are 365 feet above the pier to tops are of plate and angle construction and the tower legs are battered from 40 feet (continued next page)

The Lions Gate Bridge was completed by February, 1938, and on May 29, 1939 it was officially opened by His Majesty King George VI during his visit to Canada. This bridge is capable of handling 10,000 automobiles per hour and could provide accomodation for a city eight times the size of Vancouver.

The opening of the Lions Gate bridge was the most outstanding event in the history of West Vancouver. Geography had limited the growth of population in this community, it had conditioned its brief industrial development and later converted it into a residential suburb of Vancouver. The progress of growth in the district was slow in proportion to the neighbouring industrial centers. Former means of transportation were not adequate to encourage people to live at such a distance from their places of employment. The Lions Gate Bridge brought this district to within fifteen minutes of the city center, therefore, it proved to be the greatest influence on the future development of this area. This vital link resulted in an immediate influx of population and West Vancouver's destiny as a community of single homes was realized. This municipality is unspoiled by the intrusion of industrialism and its mountain slopes provide ideal residential property sufficiently

14. (cont.)

wide at the top to about 70 feet at the foot. The steel features are identical, but the concrete mass at the south end is substantially buried in the gravel clay of Stanley Park, while that at the north end is almost entirely above the ground level.

elevated to give a fine view of Burrard Inlet and Howe Sound. After the opening of the Lions Gate Bridge the local autonomy of the municipality began to decline and West Vancouver started to merge with the greater metropolitan area.

THE HISTORY OF BUSES IN WEST VANCOUVER

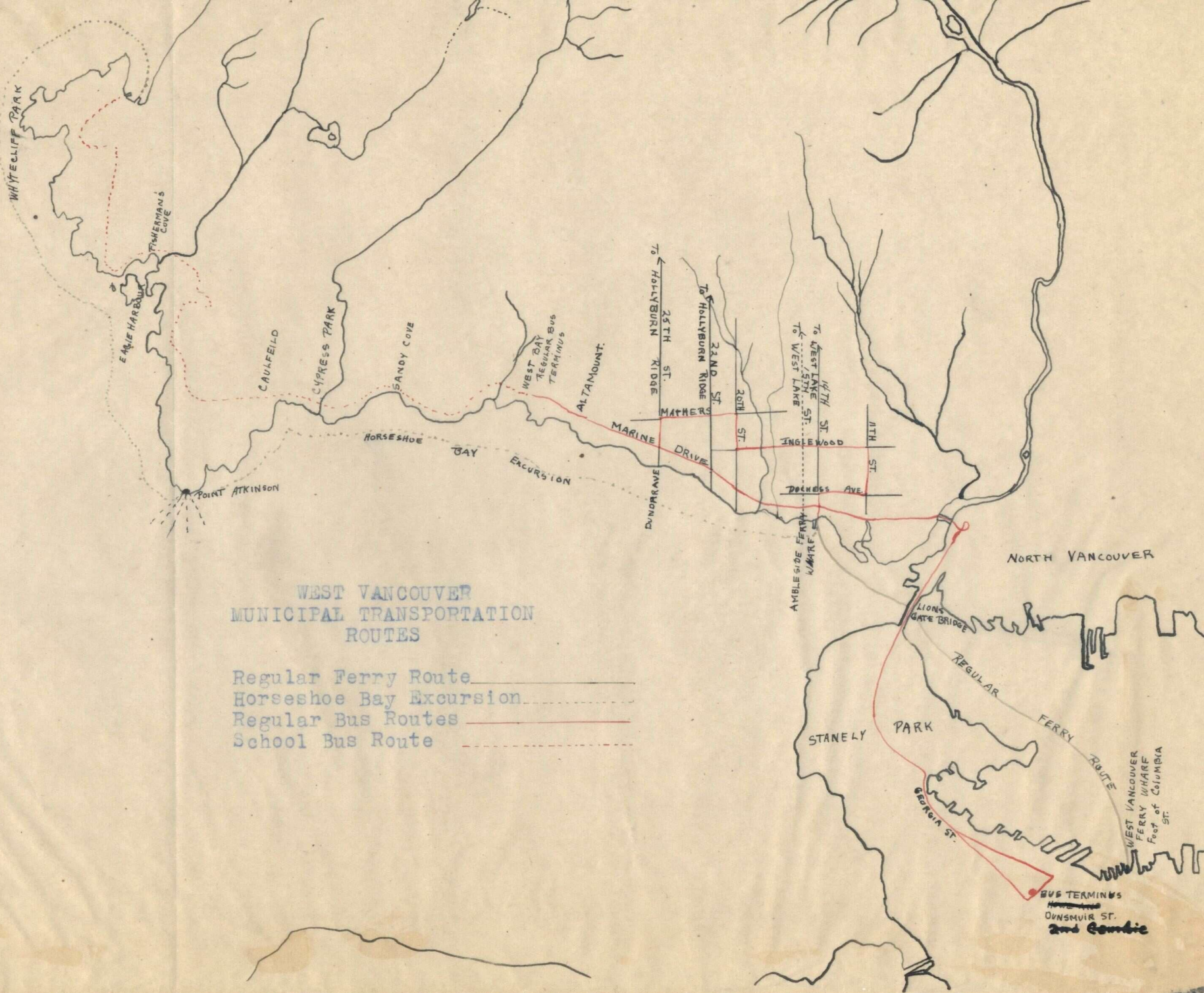
The West Vancouver Municipality inaugurated its own bus system in 1916 as a means of supplementing the ferry service.¹⁵ The buses served the areas of Hollyburn, Altamont, Dunderave and West Bay. By 1926 the increase in the population on the upper levels made it profitable to extend the bus route to serve this new residential area.¹⁶ By 1929 the large profits obtained from the municipal buses helped to offset the deficits in other municipal departments. The municipal buses continued to prosper until 1938 when a new phase in the communities development commenced with the opening of the Lions Gate Bridge. After this date the local municipal buses could not compete adequately with the privately owned metropolitan bus company of the Pacific Stages. When the bus routes to the city via the Lions Gate Bridge became possible the rapid expansion of the privately owned company seriously threatened the existence of the municipal buses. The Pacific Stage

15. Transit Topics Vol. 1, October 1, 1945, West Vancouver. West Vancouver Municipal Transportation 1945. West Vancouver can claim to be the oldest bus service in British Columbia since it began in 1916.
16. The second bus route along the Upper Levels was inaugurated in 1926 along 13th Street to Inglewood, west to 20th Street, then north of Mathers Avenue and thence west to 25th Street. At this time there were three large sixty passenger buses which met every ferry and travelled as far as West Bay.

MAP G

WEST VANCOUVER MUNICIPAL TRANSPORTATION ROUTES

Regular Ferry Route _____
 Horseshoe Bay Excursion
 Regular Bus Routes _____
 School Bus Route - - - - -



BUS TERMINUS
 DUNSMUIR ST.
 2nd Combie

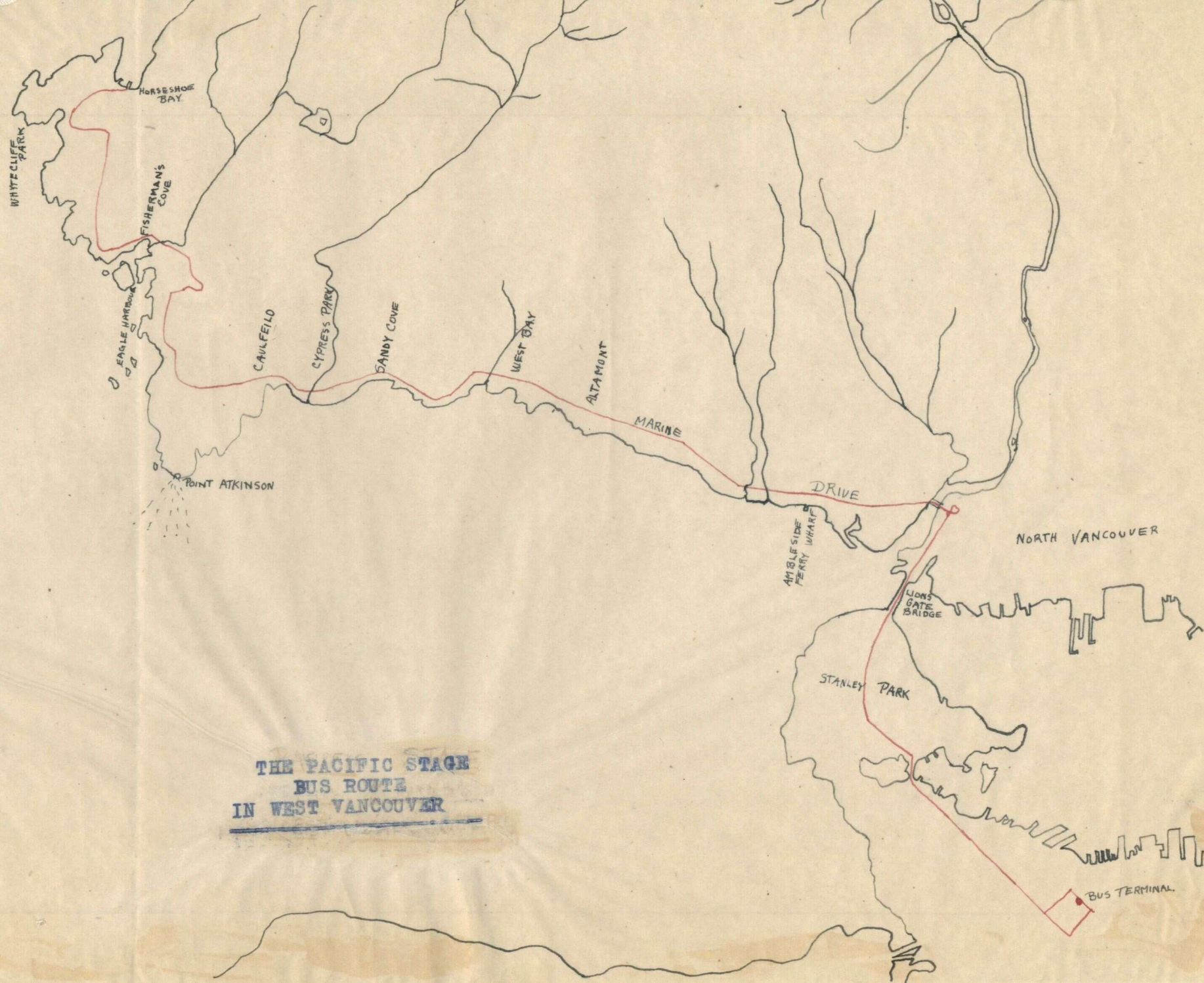
Buses were the only general method of transportation which could quickly become adapted to meet this new situation.

This company had taken over the privately owned intermunicipal bus service of Sodi and O'Hara in 1927 and conducted a service between Vancouver, North Vancouver and West Vancouver until 1929 when the Second Narrows Bridge was damaged and after its repair the Pacific Stages continued to serve only the North Shore.¹⁷

The Lions Gate Bridge solved the acute transportation problem which had hampered the growth of West Vancouver by providing the essential link between this community and Vancouver. This bridge enabled the Pacific Stages to become the leading bus service in West Vancouver because it was a branch of a large metropolitan company which had sufficient equipment to offer an efficient service to and from Vancouver City. During this period the municipal buses incurred heavy financial losses as they continued to be used as a feeder service for the ferries. From July 22, 1942 until December 14, 1944, Transit Control was in operation as a wartime measure to conserve vital war materials, such as gasoline and rubber. During this period the ferries operated a thirty minute schedule and twenty minutes during rush hours. The period of Transit Control shows that the Municipal Transportation Services were able to make a profit under the wartime

17. The Second Narrows Bridge was repaired two years later but the traffic was insufficient to warrant the line being extended to Vancouver since the combination ferry and bus commutation fares between Vancouver and points in West Vancouver were lower than the bus fare via the Second Narrows Bridge.

MAP H.



THE PACIFIC STAGE
BUS ROUTE
IN WEST VANCOUVER

restrictions which curtailed transportation via the Lions Gate Bridge.¹⁸ The West Vancouver Municipal Transportation prospered as long as it could serve local needs but after the lifting of Transit Control the Municipal Transportation Company again showed increasing deficits. The decline in the Municipal Transportation Company was due to its older equipment and lack of sufficient buses to operate via the Lions Gate Bridge.

This company became more reliant on the good will of the local inhabitants who realized that unless they patronized the Municipal Transportation System they would be taxed to meet the losses incurred by this company. This appeal to the local residents to patronize their own system has resulted in it serving approximately 70% of the passengers in the area between Taylor Way and West Bay. Thus the buses were able to make a profit which could be used to offset the heavy losses incurred by the outmoded ferry system. On December 10, 1946, the residents voted to discontinue the ferries service because the heavy losses if they continued would have resulted in an increase in taxation.¹⁹

18. In the last year of transit control the ferry receipts amounted to \$113,104.53 and the municipal bus receipts to \$67,757.86. Thus the Municipal Transportation Company prospered during the period of Dominion Transit Control, which ended in December 1944.

19. Minute Book, West Vancouver, December 10, 1946.
Ferry Discontinuance Plebiscite.

The abolition of the ferry system signifies a new phase of development within the municipality. The ferry service had encouraged a greater growth in population in its immediate vicinity which if it had continued would have led to an unnecessary congestion. The cancellation of the ferries and the use of buses has introduced a new incentive for the population to become more widely dispersed, and the expansion of population along the bus routes which can be continually increased^{and} will result in the future population building its homes in new areas such as the British Pacific Properties. The more even the distribution of the population in West Vancouver the more desirable it will become as a residential district.

The Municipal Buses have served the ratepayers of West Vancouver by keeping the fares low in order to encourage settlement. The profits on the buses pay the operating expenses of the school bus thus enabling the pupils to attend the centralized schools and receive an education equal to that of Vancouver City. ~~The Municipal~~ company is able to operate buses in new residential areas such as the bus route to the Capilano View Cemetery. Thus these buses have served the valuable role of supplying the local needs of the residents in the district.

West Vancouver, North Vancouver and Nelson are the only communities in British Columbia which own and operate their transportation systems. Nelson is in the transitional

stage and has three street cars but is as yet uncertain whether these should be remodelled or replaced by buses. North Vancouver which owns and operates its own ferries is meeting serious competition from motor transportation. West Vancouver now operates fifteen buses and is the only community which has a post-war programme for expanding its transportation system, but even this municipality is having to face the increasing competition from the privately owned Pacific Stage Company.

THE FUTURE OF THE WEST VANCOUVER TRANSIT SYSTEM

In the future the transit system will be governed by the fact that the maximum walking distance from residences is one quarter of a mile, yet in sparsely settled districts one half mile or even more is permissible. Thus the transit system should be limited to the residential districts which were destined to have an ultimate density of five or more persons per acre. The buses in the future whether municipally owned or under a private company should maintain a fast schedule. This would be of greater convenience for the passengers and operators as fewer buses would be required. The speed could be increased to obtain a period of fifteen minutes between buses but twenty minutes may be allowed in sparsely populated districts.

Transportation is the key to residential development in West Vancouver. If the present transit routes are examined it will be found that between Tenth Street to Thirty-first

Street only three hundred persons live beyond quarter of a mile from the bus stops. One hundred people in the vicinity of the Capilano Estates, Mathers Avenue and Ninth Street are now within one quarter of a mile of the bus stops. In the area of Whytecliff and Horseshoe Bay about sixty people dwell beyond a convenient walking distance. Thus only 460 persons or less than $5\frac{1}{4}\%$ of the estimated 1945 population of 8,500 are beyond the confines of the one quarter mile lines not served by the transit routes.

After the opening of the Lions Gate Bridge the increased automobile traffic created a serious problem. The majority of the streets in West Vancouver are of a uniform width of sixty feet, and many motorists made indiscriminate use of the roads in the community. It is now considered advisable for the council to locate strategically situated arterial roads to accommodate the large volume of traffic. The present requirements are for direct roads to make every section of the community accessible in order that the development of any one section will not be retarded by inadequate throughfares and adversely effect the residential development of West Vancouver. An efficient system of major streets and roads has an important bearing upon the character and the type of development within any urban area.

The duplication of bus service of both companies is resulting in neither making a profit. On October 3, 1946, the president of the British Columbia Electric Company

requested the West Vancouver Council to consider the possibility of granting his company an exclusive franchise which would extend the metropolitan bus routes to West Vancouver. Although the council consented to the physical appraisal of their Municipal Transportation system the definite proposal to allow the large metropolitan Pacific Stages to take complete control of their transportation system has not yet been submitted to the electorate. This is because local patriotism is still strong among the older residents and they prefer to control their own system rather than allow a large city company to become the complete controller of their transportation system which is the key to their past and future development.

This community was handicapped in the early days because the gradients and the contours of the land were ignored. There are many dead-end streets throughout the municipality but fortunately few occur on major streets or roads, therefore, they are not particularly serious. The general location of the present transit routes are satisfactory and in keeping with the development of the community. Changes in the streets will depend largely upon the future growth of the population.²⁰ Marine Drive is West Vancouver's main highway and the increasing amount of automobile traffic will make it necessary in the future to make improvements. The other roads in the community should be used as minor throughfares to carry traffic to the

20. Bartholomew, Harland and Associates, A Preliminary Report on the Streets of West Vancouver, Saint Louis Missouri, West Vancouver Town Planning Commission, September, 1946.

residential sections of the municipality. A comparatively small portion of the roads and streets in West Vancouver city will need major improvements although in the immediate future many narrow and inexpensive side walks should be laid.

The Provincial Government is considering the possibility of constructing a road from Squamish to Vancouver which will pass through West Vancouver. It has been recommended that a highway should be constructed across the municipality in the vicinity of the five hundred to seven hundred foot level approximately paralleling the Burrard Inlet shore-line. The proposed high level road will have a significant effect in the opening up of new territory for subdivision and the subsequent building of homes. This upper levels highway would take the excess traffic off Marine Drive from Caulfeild to Whytecliff. Although this highway will be very costly to construct because of the ravines it will be subsidized by the Provincial Government since it will serve residents between Squamish and Vancouver. This road may not be built for some time but it is essential to locate the road and acquire its right-of-way since from time to time there will be private subdivisions of property through which the road will traverse.

The history of transportation in West Vancouver has shown how closely allied this problem is with the growth and distribution of the population. After the opening of the Lions Gate Bridge it became possible for a great many people who were employed in Vancouver to reside in West Vancouver.

The use of buses and automobiles have proven the most satisfactory answer to the transportation problems of the inhabitants of the West Shore, for in the future the bus system can easily be expanded to meet the needs of this growing population. The development of new roads will open more subdivisions and later many fine residences will be constructed on them.

CHAPTER VI

PUBLIC UTILITIES IN WEST VANCOUVER

The development of public utilities in West Vancouver has been governed by two factors, the rugged topography of the municipality and its close proximity to Vancouver center. The mountainous terrain has led to the development of certain scattered sections in the municipality and this has greatly increased the cost of supplying public utilities to the entire area. The rugged topography of the municipality resulted in the development of three distinct water systems and the large outcroppings of granite in the western section of the municipality made the problem of installing a complete sewerage system impossible. West Vancouver developed into a residential community when many citizens of Vancouver moved away from the older districts of the city where real estate had deteriorated in value for they preferred to live in new areas unspoiled by commerce and industry. This exodus from the city center to these newer areas resulted in the high cost of public utilities in districts such as West Vancouver for its residents expected the same services as those offered by Vancouver City.

This district's close proximity to Vancouver has made it possible for West Vancouver to gain some of its public utilities by granting a franchise to the British Columbia Electric Company for the installation of electrical power and the British Columbia Telephone Company supplied the

and telephone services. This enabled the community to avoid installing its own equipment and after the construction of the Lions Gate Bridge these metropolitan services could easily be expanded to serve the large influx of new residents. It is the policy of the West Vancouver Municipal Council to restrict building operations in the district by making them conform to a town plan with the intention of developing the whole area as a residential community, therefore, the high expense of supplying public utilities must be met by taxes levied on the land.

The development of public utilities in West Vancouver shows three distinct phases. In the first stage the early residents each supplied their own essential utilities and the second phase took place after the incorporation of West Vancouver in 1912 when there followed a period of municipal control under which the previous individual enterprises were consolidated for the good of the community. To-day a third significant stage in the progress of development in some of the public utilities of West Vancouver is becoming evident. This phase is the beginning of a desire to re-amalgamate with the Greater Vancouver Public Utilities Commission in order that the residents of this community can be more adequately provided for when the population increases.

W A T E R

An adequate water supply was one of the deter-

mining factors in the distribution of the population in West Vancouver. During the early years of settlement each resident of this municipality provided his own water system. By 1916 the increase in population made it impossible for the individual to cope with this water situation, therefore, the Municipal Council took over the existing water systems. The Council faced severe problems in supplying the residents with water for the rock formation in the western portion of the Municipality made the laying of water mains difficult. Another problem it had to over-come was the utilization of several sources to supply the homes with water at a reasonable pressure.

The Council did not wish to abandon the privately owned water systems because the topography of the municipality made it necessary at that time to serve the population which had developed as separate areas. The financial burden of installing a single water system by joining the Greater Vancouver Water Board did not seem possible. As long as the West Vancouver population remained small it was more profitable to utilize the existing systems, than to join the Greater Vancouver Water Board. West Vancouver was unwilling to share the cost of supplying and maintaining a tremendous metropolitan water system while its own local system was making a profit.

The sparsely settled population during the early days led to the development of several water supplies, these

were Brothers Creek, West Bay (Caulfeild), and Whytecliff. When the council took charge of the water works in 1916, the municipality was placed in a unique position of having three independent sources, namely Brothers Creek, Cypress Creek and Nelson Creek. In an emergency the Greater Vancouver water system can be turned on without delay as an auxilliary system to supplement the aforementioned systems.

In the first year of municipal control, the council installed the Brothers Creek water system at a cost of \$112,000.00. The Cotton Company, under a municipal bond issue, laid twenty miles of four inch wooden stave mains and the necessary accessories for a gravity pipe line. This sytem proved inadequate during the summer months, since it had only a small storage capacity. The council operated the water system on a business-like basis and the first year the annual income was \$2,250.00. In 1919, a connecting pipe was installed between the Vancouver City mains and the Brothers Creek water system to such areas as required by the residents. The inadequacy of the Brothers Creek system was keenly felt during August of 1927, when the sprinkling hours were greatly reduced in order that the householders at the higher levels might be supplied. In the following year 1928 a Muetler valve was installed at the cost of \$2,000.00 to conserve and regulate the flow of the Brothers Creek system. This system was the largest in the municipality and served the most populated section of the community.

For this reason, it proved the greatest financial success and its surplus revenue was used to extend and renew the water equipment for the smaller municipal systems.

Unless settlers could obtain a regular water supply few of them would be encouraged to live in a district so remote from Vancouver as the Caulfeild's subdivision, therefore, in 1908 Mr. Caulfeild installed a water system, at his own personal expense of \$11,000.00 which resulted in a number of building lots being sold. It was not until the population of this area was large enough to warrant the municipality taking over this privately owned system, on October 1, 1923 that the municipality by-law 223 was adopted and the Caulfeild water system became municipally owned.¹

By December 24, 1924, after the first year of municipal control, the Caulfeild Water Works had made a profit although there had been a considerable outlay for expenditures. After this date the adequate water supply became one of the main reasons for this area developing into a more populated center than the area between the Caulfeild and Brothers Creek water systems which even today is less amply populated.

The pleasant location^{of} Whytecliff caused it to

1. Minute Book, West Vancouver, October, 1923. The engineer's report showed that the Caulfeild system covered twelve and one-half miles and was situated on D.L. 811, group 1 and D.L. 1240, group 1 and that the total assessed value of the land was \$67,360.00 while the value of the water construction work equalled \$9,820.00.

MAP 1



West Vancouver Water Systems

develop into a holiday resort for the inhabitants of Vancouver. As early as 1912 a small private water company called The Northern Lands Company supplied these summer camps, but after the extension of Marine Drive it was found inadequate to supply the increasing number of campers who came to this area for their summer vacations. Therefore by 1921 the residents of this area desired that the water system be extended but the company felt it could not afford to undertake the project nor did they wish to sell it to the Municipality of West Vancouver. On August 29, 1928,² a contract was drawn up for a new water supply system to extend about seven miles through the Eagle Harbour and Whytecliff section. This required the laying of 1,600 feet of ten inch wooden mains from the intake to a point just north of the Britannia transmission line, while the remainder of the distance was to be laid with eight inch pipe.

These separate water systems developed between the years of 1916 and 1928. The result of a plebiscite taken on January 22, 1929³ showed that the majority of the residents favoured the amalgamation of the three separate areas. These areas were still, however, conducted as private units, each of which forwarded its own financial statements to the municipal hall. When the petition was granted the water systems commonly termed Brothers Creek, West Bay, (Caulfeild) and Whytecliff were consolidated into one system. This meant

2. ibid, August 29, 1928.

3. ibid, January 22, 1929.

that the sinking fund required to pay the debentures issued to build such systems could be raised from all taxable lands, and all work on these systems was listed under local improvements for the whole municipality. The year 1929 marked the decline of the individual separate areas which had so long been developing as isolated units because of the rugged topography. The completion of Marine Drive and the resulting influx of population had brought the settlements together and they desired to co-operate as a whole in overcoming the limitations with which the topography had handicapped their development.

During 1930 the water supply areas were enlarged and newer sources had to be used in order to meet the demands of a rapidly increasing population. The new sources were now known as Nelson Creek and Cypress Creek, which were in the vicinity of the former Caulfeild and Whytecliff water systems. Cypress Creek system now supplied the West Bay and Brothers Creek system was supplemented by the Greater Vancouver Water Board at Capilano and Keith Road and supplies the area from the easterly boundary of the municipality to West Bay, the only exception being Queen's Avenue line, which is entirely on the Brothers Creek system. There was a considerable enlargement of the water systems in order that they would yield a plentiful supply throughout the year. By a system of day labour, it was hoped to relieve unemployment and to keep money in circulation by local men being engaged on the water

and drainage systems of the community.

Provincial Government loans were made for the replacement of pipes, but the government refused to assist the municipality in the event of them partially or wholly abandoning the present water system at Nelson Creek, Cypress Creek and Brothers Creek and using the Greater Vancouver Water Board System. Therefore, the municipality decided to maintain its previous separate water systems until such time as the increase in the population made it absolutely essential to join the Greater Vancouver Water Board.

The problems today which face the Municipality of West Vancouver involve large expenditures which are necessary to supply the rapidly expanding population with an adequate water distribution system. The council has endeavoured to obtain assistance in finding a permanent solution for the West Vancouver water supply from the Provincial and the Federal Governments and the Greater Vancouver Water Board. There has been no definite policy regarding the adjacent mountain areas of Hollyburn Ridge, Mount Strahan and Black Mountain; two conflicting proposals have been made concerning the northern lands of West Vancouver, the first of which is the desire to develop this area into a National Park for hiking, skiing and nature study. The second view favours the use of the area for a watershed, upon which large sums of money would be expended in building resevoirs, and storing and piping supplies of water from

such places as Eagle Lake, Cypress Creek and Brothers Creek, in order that West Vancouver may have a more adequate water supply especially during the summer months. If it is to become an area for gathering and storing water it cannot serve as a park because of the danger of contamination to the water supply. In the immediate future there is little possibility of developing parks within the watershed areas. As long as the West Vancouver district is able to provide its own water, it will effect a financial saving since it will not have to pay large sums of money to the Greater Vancouver Water Board. At the present time practically all the water mains are covered by money by-laws, which means that now the wartime shortages are being lifted all the wooden mains in the municipality can be replaced.

The unique development of four individual water systems in West Vancouver was a satisfactory solution to the immediate problem of a scattered population overcoming topographical difficulties. Today however this system has proved inadequate for the rapidly expanding population and the only solution to the municipality's problem of water distribution lies in the amalgamation with the Greater Vancouver Water Board. Thus there is a decline in local autonomy and an increasing dependance on Vancouver City.

S A N I T A T I O N

In a residential district it is essential to have

wholesome living conditions, therefore, a public health by-law was passed on December 19, 1912, which made provision for sanitary inspection and general regulations to protect the health of the citizens. During the years immediately following the Incorporation of West Vancouver, the sparsely scattered population caused little need for strict sanitary and garbage regulations. Companies such as the Pacific Great Eastern Railway and the Great Northern Cannery were kept in a sanitary condition under the supervision of the police officials. It was not until about 1924 that the population had grown to such an extent that the problem of disposing of refuse caused public concern. In that year it was decided that there should be two dumping grounds.

The municipal garbage collectors removed garbage from the business sections but the residents of the district may only have their garbage removed on payment of a small fee. Thus, the residents who dispose of their own garbage are not forced to pay. This system has proved very satisfactory in the past but now the population is increasing so rapidly this previous method will prove unsatisfactory. In the future the garbage collection should be supported by the tax-payers and compulsory collections should be enforced as only in this way can the community be maintained as a healthy residential area.

The Municipality of West Vancouver has no public sewerage system because of the large granite out-croppings

in the western section of the municipality. This section will always have to depend on the use of septic tanks, and consequently will never become densely populated. To overcome this geological handicap the residential lots of this area are large to reduce the problem of unsanitary conditions. The cost of supplying general sewerage pipes to the rest of the municipality is estimated at \$1,290,000.00. In the Hollyburn and Ambleside business areas, which are the most densely populated sections of the municipality, they are served by an effuscent drain.

The method of sewerage disposal in the municipality is by the construction of septic tanks, and since 1930, it has been illegal to use any other method. In the future it is essential that the municipality should provide a sewerage system for the most densely populated sections of the municipality. When the population was sparse the situation was not serious. Today, however, with the rapid increase of new residents to this area it is imperative that the question of an efficient method of sewerage disposal should be solved. When new homes are erected in West Vancouver the costs of each residence supplying its own septic tanks is a detrimental factor for if a public sewerage disposal plant was installed, the individual outlay would have proved in vain. Therefore, if West Vancouver is to become a fine residential area this problem must be solved as soon as possible.³⁶

The strict building regulations insist upon a

concrete foundation, complete plumbing and six hundred foot floor space to provide a healthy living unit. It has been the policy of the municipality to allow homes which do not meet this standard to remain, but they will not permit any alterations or additions to the residences unless the whole building conforms to these requirements. In this way it is hoped that the older inadequate homes will slowly be eliminated and thus West Vancouver will remain a healthy residential district.

P O S T A L S E R V I C E S

The mail service was first conducted from Vancouver or from North Vancouver. After the ferries commenced operations in 1909, Mr. Lawson became the first post master at Hollyburn Post Office. In 1918, Mr. Garthone operated a post office during the summer months at his store in Dunderave. By November 4, 1918, arrangements were made for the mail service to be extended throughout the year. The municipal council agreed to adopt a house numbering system which would make mail delivery possible in the future.⁴

4. Minute Book, West Vancouver, July 16, 1924.

On the avenues the index is the number of the street at the east end of the block, or immediately west of 14th Street, will be found to be the 14 hundred block, etc. On streets, the 0 hundred block will adjoin English Bay and in sequence up to the last of the diagonal avenues; when, to keep the hundreds rectangular, the count must be made at the East end of the district where the greatest number of Avenues occur, and the corrections made by omissions North of Marine Drive to keep the squares in place, when walking towards a higher number and even numbers are on the left and odd numbers on the right.

As the population of West Vancouver increased post office subdivisions were opened at Sherman, Caulfeild and Whytecliff. Hollyburn Post Office was the largest as well as the oldest and was situated in a building on Seventeenth Street. This building contained one hundred and twenty boxes, and by 1929, there were two daily mails. A post master and one assistant had charge of the old Hollyburn post office, while the other post offices were conducted by local store keepers. In 1930 the residents of West Vancouver requested a daily mail delivery service, it was however impossible to grant this request because of the scattered population in this community. Mail was delivered in the closely populated districts of the municipality and post boxes were provided in the Hollyburn Post Office which enabled people living in the outlying districts to call and collect their mail. The growth of the population crowded the mail facilities so that in 1935 a new post office was constructed at the cost of \$45,000.00. The postal facilities have been expanded to meet the needs of the inhabitants but there is little likelihood that the whole community will be able to have residential deliveries because of the scattered population.

F I R E P R O T E C T I O N

In the Municipality of West Vancouver, the loss from fire is low, but in summer weather the stands of tall timber on the mountain sides provide a continual fire

hazard. The Government Forestry Department is constantly warning the residents, hikers and mountaineers of this grave danger to their forests by pamphlets and signs which are erected throughout the danger area. West Vancouver depends on the services of volunteer fire-fighters, who, since 1913, have rendered valuable service to the community. Every year the council allotted a small sum for the purchase and maintenance of fire equipment for the use of the volunteer fire-fighters.⁵ There were several hand carts at different points throughout the municipality and in 1921 a fire truck was bought.

The meagreness of fire-fighting equipment and possible shortage of water during dry weather created a situation which was reflected in the high fire insurance rates. The distance between dwellings, coupled with vigilance and strict enforcement of fire regulations exercised by officials and citizens alike, have prevented serious fires. During the war years of 1939 to 1945, the Fire Department was reorganized and the number of fire fighters were increased. The four water systems of West Vancouver flow into a main pipe along Marine Drive, thus a fire in any part of the community can be

5. Minute Book, West Vancouver, January 22, 1931.

The volunteer fire fighters were paid \$2.00 for the first hour and 75 cents for each succeeding hour that they were engaged in fighting bush fires, but they received no payment for house or chimney fires.

fought efficiently with an ample supply of water.

In the past when the municipality was struggling to meet the tremendous costs of supplying public utilities to a sparsely settled community the pick up type of volunteer fire fighting service was an excellent solution to the problem. Today, however, with the increasing population and the building of many fine residential homes it seems that soon it will be necessary to employ a small permanent fire fighting force. If this was carried out the very high fire insurance rates in the municipality would be reduced.

P O L I C E P R O T E C T I O N

Shortly after the incorporation of West Vancouver, the council recommended that:

A salary of \$75.00 per month be offered to Mr. John Teare as Police Officer for the district, the said officer to act also as Health Officer, Pound Keeper and License Inspector.⁶

By 1929 the force consisted of the police chief, two constables and a motor cycle officer. The area of West Vancouver has been comparatively free from crime since the roads leading to and from the community can easily be patrolled. The main duties of the officer in this area ~~are~~ to enforce traffic regulations and the municipal by-laws. Until 1940 the cost of maintaining police protection was very low, but after

6. Minute Book, West Vancouver, October 12, 1912.

this date the increase in population of certain areas in the municipality required the appointment of permanent officers. In 1944 it was considered necessary to appoint a constable for the Horseshoe Bay area who was also to supervise the Whytecliff and Eagle Harbour areas because of the increase in the large number of holiday and permanent residents in these areas. The cost of police protection for the municipality was steadily increasing and in 1941 a comparison showed that the cost of maintaining the West Vancouver Municipal Police was only slightly more than if Provincial Police were employed, therefore the municipality decided to continue with their own organization. The duties of the West Vancouver Police were divided into two forces, the first enforced the regulations and guarded the public against law-breakers, while the second group directed the increasing volume of traffic along Marine Drive which was becoming a serious problem.

T E L E P H O N E

The Dominion Government laid telephone connections to Point Atkinson ~~to which~~ the first telephones in West Vancouver were directly linked to it. The history of the telephones in West Vancouver precedes the incorporation of the community. John Lawson had a telephone installed in his real estate office at the foot of Seventeenth Street, in Hollyburn. In 1908 he

was appointed agent for the company, and the first switchboard was in his office adjoining the Post Office at Hollyburn.

West Vancouver obtained a direct telephone connection with Vancouver through a submarine cable laid in 1928. By November 1, 1929, West Vancouver had 1,612 telephones. This showed an increase of more than two hundred telephones in the municipality since ¹⁹⁰⁹ the first year of their installation. In the same year West Vancouver opened a new automatic telephone system at Whytecliff to provide service to Caulfeild and Horseshoe Bay.

The telephone exchange has expanded rapidly and in 1947 the number of daily calls put through to West Vancouver was 6,000. The number of outgoing calls from this municipality to the city is 15,000 daily,⁷ which gives an indication of the dependence of West Vancouver upon the City of Vancouver. The granting of the telephone franchise to the British Columbia Telephone Company insured the ability of this community to expand its services rapidly and efficiently when necessary.

E L E C T R I C I T Y

Electrical power is another important utility which has expanded to meet the requirements of the residents. After the incorporation of this municipality, the council

7. Telephone Talk, Vol. 47, B. C. Telephone Company, 1947, July-August, 1947.

desired to operate a municipally owned electrical power system but this plan was found impracticable. The franchise therefore was granted to the British Columbia Electric Company.⁸ Street lights were installed at the corners of Marine Drive at Fourteenth, Seventeenth and Twenty-fifth Streets and later at other prominent points. In 1921 the municipal solicitor was employed to draw up By-law 177 for the purpose of installing electric lights within the municipality. After confirmation of the by-law by the rate payers, the number of the street lights were increased and the number of hours of service extended from six in the evening until day-light. In 1922, an agreement was drawn up between the Municipality of West Vancouver and the British Columbia Electric Company to supply power and light to the most densely populated districts between the area west of Thirty-second Street, east of Tenth Street and north as far as Mathers Avenue and Twenty-eighth. Street.

While this project was being undertaken the power line over Hollyburn Ridge and up Howe Sound was completed as far as Britannia Mines. The next year two hundred and fifty residents made application for electric service to be installed in their homes and places of business, and later the increased demands for electricity made it necessary to tap the high power line from Britannia to 18th Street, where

8. Green, George, "Some Pioneers of Light and Power" British Columbia Historical Quarterly, Victoria, British Columbia Historical Society, Vol. III, 1939.

the transformers were temporarily housed. The heavy demand for electric power caused a subdivision station to be erected at Eighteenth Street and Bellvue Avenue, this contained four hundred connections. The British Columbia Electric Company extended its services to West Bay, Sherman, Cypress, Caulfeild, to the eastern boundary of the Capilano River, on the main trail to Hollyburn Ridge to Twenty-second Avenue and as far north as Queens Avenue.

The agreement to supply electrical power was originally drafted for a period of ten years, but a change was made in 1927 by the introduction of a two step rate. This meant that household lighting was separated from the cost entailed in the use of other electric appliances. Street and domestic lighting were greatly extended in 1931 by the West Vancouver Extension By-law #468 which also reduced the cost of electricity within the municipality.

The extension of the supply of electrical power in West Vancouver has proved that a large company, such as the British Columbia Electric Company, can give adequate service to this community. Today with a rapid increase in the number of new homes there is little cause for anxiety regarding the position of this company to meet the greater demands for electrical power. It was most fortunate for the future of West Vancouver that it did not possess a municipal electrical system which would have become outmoded as the

municipality became more closely affiliated with Vancouver City.

THE FUTURE DEVELOPMENT OF PUBLIC UTILITIES
IN WEST VANCOUVER

A general survey of the public utilities in West Vancouver shows improvement is necessary if this is to become an outstanding residential community. The water problem will be solved by large expenditures being made on the three West Vancouver water systems or a more satisfactory solution will be the amalgamation with the Greater Vancouver water system. The municipality is rapidly expanding and its citizens desire the assurance of a plentiful water supply. In a community of fine homes there will be many gardens and sprinkling restrictions will prove detrimental to their development. The supply of electric power for the homes is satisfactory at present but further installation of street lights would be of benefit to some of the darker residential districts. The sanitary condition of West Vancouver could be improved by compulsory garbage collection. In the past the method of collecting individual garbage was satisfactory for a small and scattered population. Today, West Vancouver has outgrown this phase of its development, therefore, the ratepayers should support the garbage collection.

One of the most difficult problems to be overcome is that of sewerage disposal. The granitoid rock makes it

impossible to install sewerage pipes in the western section of West Vancouver, therefore, there is little likelihood of this part becoming a populated district. Some attempt should be undertaken to install sewers in the near future for the use of the remainder of the community. Every year this important development is delayed costly septic tanks are being installed and the work of laying sewer mains becomes more difficult. Until adequate sewerage is installed West Vancouver cannot fully realize its potential possibilities as a fine residential area. The telephone service in West Vancouver is satisfactory at present, in the future an agreement should be made whereby British Columbia Electric Company will be able to set the charges at identical rates as in other suburbs of Vancouver. Today the post office facilities are adequate for the present population but a regular delivery service over the entire community would be an improvement. The lack of fully paid fire-fighters and other modern equipment causes extremely high fire insurance rates.

By the above mentioned recommendations for the future development of the West Vancouver public utilities it is shown that unless this community can offer the same advantageous public utility service as the city proper it is doubtful whether the natural beauty of this area will be a sufficient inducement to foster residential development. The finances of West Vancouver are limited, therefore, ex-

pensive and sudden changes to reach this ideal public utility service would incur higher taxation. The West Vancouver council has always followed a cautious policy in order that the financial standing of the district be not unduly impaired.

CHAPTER VII
SOCIAL ORGANIZATIONS
In West Vancouver

West Vancouver must offer its citizens the same advantages as those enjoyed by the population of Greater Vancouver otherwise the residential development will be detrimentally affected. The social organizations in West Vancouver have gone through many stages of development, they were started by interested individuals and grew as independent groups. In the early stages of growth these social organizations in West Vancouver were similar to those of other British Columbian municipalities. The unique feature of the West Vancouver organizations however lay in the fact that as transportation facilities improved the organizations began to hold joint meetings with those of the metropolitan center. To-day West Vancouver's social organizations are not separate entities but rather an intricate part of the social organizations of the Greater Vancouver Area. This has increased their efficiency and they are able to offer the residents social benefits similar to those enjoyed by the population of the City of Vancouver.

SCHOOLS IN WEST VANCOUVER

In the early days the growth of the population in certain areas was governed by the topography of West Vancouver.

The lack of adequate transportation made it essential for the schools to be operated as small detached units. After the roads were improved and the population increased it became possible to conduct larger centralized schools and the transportation of pupils was undertaken by an efficient Municipal School Bus Service. This made it possible for pupils in West Vancouver to receive the same educational opportunities as those offered by Vancouver City.

The history of the public schools in West Vancouver commenced on October 18, 1911 when fourteen pupils attended a one room school situated in the old Presbyterian Church at the corner of Seventeenth Street and Marine Drive. Prior to this period the pupils of the West Capilano District had attended the Capilano School.¹ By 1913 the population of West Vancouver was developing in certain areas and the lack of adequate transportation led to the construction of many local schools such as Dunderave Hall and a two room school on Duchess Avenue. Three years later the areas of Cypress Park and Caulfeild conducted local schools. During the First Great War, signs of growth and congestion gradually showed themselves but only temporary measures could be taken. The Cypress Park school was expanded to serve the needs of the

1. Minute Book, District of North Vancouver, August 23, 1907. Capilano School is situated about two miles from Hollyburn on the east side of the Capilano River in what is now the District of North Vancouver.

children who lived around the Great Northern Cannery. The growth of West Vancouver prior to 1920 had been limited to certain areas but during the 1920's there was a general influx of population due to the expansion of the whole of the Greater Vancouver area. The Pauline Johnson School was erected in 1921 and by 1925 it was necessary to enlarge the Hollyburn School. In the following year the former school was also enlarged and in 1927 the Inglewood School was erected. Thus the construction and enlargement of schools in the eastern part of the community shows that residential development was increasing rapidly. The western section of the municipality grew more slowly since it was farther from the city of Vancouver and transportation facilities were not adequate. Another local school was opened in 1923 for the children of the employees in the Capilano Timber Company.

The congestion in 1926 at Hollyburn School was so great that further additions were considered advisable. The school population for West Vancouver by this time totalled seven hundred and fifty-three pupils. After the opening of the new eight-roomed Inglewood High School in 1927, the Hollyburn School became a public school of ten classrooms. This marked the formal closing of the Cypress Park and Whytecliff Schools.

Prior to 1927 the only educational facilities were the scattered rural schools which developed in areas such as Cypress, Whytecliff, Dundarave and Caulfeild. By 1927 the

construction of Marine Drive and the operation of the municipally owned school buses made it possible for the West Vancouver children to attend the centralized schools.² Thus pupils living in the westerly portion of the municipality were conveyed by bus³ to the larger and better equipped schools which offered the same standard of education as those of Vancouver City.

There are two elementary schools in West Vancouver, Hollyburn School on Duchess Avenue and Pauline Johnson at Twenty-first Street and Inglewood Avenue. Although they are located in the older and most densely populated districts and are a mile apart, they serve the children of the whole Municipality. The Town Planning Commission report recommends the Hollyburn Elementary School, situated at Thirteenth Street between Duchess and Esquimalt Avenue, be abandoned.⁴ The Commission also recommends that a nine and one-half acres lying between Twelfth and Thirteenth Streets and Kings and

2. West Vancouver Schools. 1947.

<u>Name of School</u>	<u>Area Per acre</u>	<u>Year Built</u>	<u>Additions</u>	<u>Enrol- ment</u>	<u>Teach- ers</u>	<u>Rms.</u>
Hollyburn	2.23	1913	1925	373	9	10
Pauline Johnson	4.02	1921	1926	520	15	13
Inglewood	4.75	1927	1944	500	22	17
	16.65					

3. See Map showing the Municipal Bus Routes.

4. Bartholomew and Associates, A Preliminary Report on Parks and Schools. West Vancouver, 1946, 22.

Mathers Avenue, which consists of approximately two large blocks, be used for the site of the future elementary school as the School Board already possess the major portion of this site. Pauline Johnson Elementary School situated between Twenty-first, Twenty-second, Inglewood and Jefferson Avenue has been recommended for retention. To serve the future population in the district of Altamont, an area in the vicinity of Roseberry and Gisby Streets is recommended as an elementary site and future sites should be in the areas of Cypress Park, Whytecliff and Gleneagles.

The West Vancouver School Board hopes that these schools might serve as community centres for the areas in which they are located. Therefore a small gymnasium, auditorium, library and health clinic should be incorporated in these buildings and consideration should also be given to the school's architectural design to make it conform to the residential area. Thus the elementary schools of this community will offer the children of the residents an education which compares favourably with that of Vancouver and the North Vancouver schools.

Prior to 1923, West Vancouver students attended the North Vancouver High School, but in that year the West Vancouver School Board decided that the community should have its own high school. Accordingly, West Vancouver High School was organized and opened in September 4, 1923, as a two division school in Hollyburn building. Satisfactory progress was made

during the first year and in September, 1924, full matriculation and normal entrance courses were provided and at the same time the commercial department was opened. The Hollyburn School was enlarged as enrolment had doubled that of the previous year, therefore, in 1927 it was necessary to open the Inglewood School. The enrolment at that time was one hundred and six pupils and with a staff of five. This school was expected to accommodate a generation of High School students, however, six years later the school age was advanced to eighteen years by Provincial Statute with consequent increase in enrolment. The two elementary schools were at the same time almost filled to capacity.

The School Trustees inaugurated an intermediate school, known in British Columbia as a Junior High School. This system was authorized by the Victoria Department of Education and was patterned after the plan that has been followed for many years by schools in other countries. When this system was standardized in the British Columbia school curriculum and West Vancouver's secondary schools were able to ^{be} readjusted without difficult and costly changes. A junior high school is located along with the senior high school on Inglewood Avenue, north of Twelfth Street and it is recommended that this site be expanded north to Mathers Avenue and west near Eighteenth Avenue. This additional twelve acres will take care of the future needs of a senior high school for the entire municipality and a junior high school for the eastern portion. The

Inglewood High School is overcrowded but plans have been made for its enlargement.

Night Schools were conducted in 1929 because transportation made it inconvenient for the residents of the West Shore to attend Vancouver Night School classes. During the depression the classes were forced to close owing to the lack of finance. The night schools were reopened in the autumn of 1945 when woodwork and manual arts instruction were taught and in the future as the enrolment increases more courses will be offered to the residents.

CLUBS AND ASSOCIATIONS IN WEST VANCOUVER

In the Municipality of West Vancouver there are many organizations and clubs which foster the growth of the community and enrich its social life. They have made outstanding contributions to the development of this community. The most significant organizations within the municipality are closely affiliated with similar branches in Vancouver. They were often begun by small groups of interested individuals desiring to promote community welfare. As the transportation facilities improved West Vancouver social groups became more closely linked with those of the city. These groups frequently arranged joint meetings to enable them to solve their problems on a metropolitan rather than a purely local basis.

The Hollyburn Public Library Association was formed in 1921 and became affiliated with the Provincial Travelling

Libraries at Victoria. Part of its fixed charge was an annual sum of \$50.00 in return for which the Hollyburn Public Library received a large selection of non-fiction and juvenile books three times per year. By 1929 the library had a circulation of two hundred and twenty books per week. The municipal council supported the library by contributing small sums of money annually towards its upkeep, but during the years of depression the library was closed for lack of sufficient funds. Interest in having the public library reopened has never ceased and although the municipal council favours this suggestion so far it has not become a reality. With the opening of the Lions Gate Bridge the city of Vancouver is within easy reach of West Vancouver thus enabling the residents to use the Vancouver Public Library. In the future as the population of West Vancouver increases a library situated in some convenient place within the district would be a residential attraction.

The first branch of the Parents-Teachers Association in West Vancouver was formed in 1920 under the direction of officials from the City Federation. The scattered population made it necessary to form three separate organizations in conjunction with Dunderave School, Hollyburn School and Pauline Johnson School. In 1923 they united into one organization and thus were able to encourage education more effectively within the municipality.

The West Vancouver Horticultural and Agricultural Association was formed in 1917, and is one of the oldest

organizations in West Vancouver. In order that the affairs of the association might be conducted in a business-like manner, it was incorporated under the Agricultural Act. Its objects have been to promote agriculture and horticulture in all its branches and to aid in beautifying the Municipality of West Vancouver.

Another of the early public organizations was ~~the~~^{chapter of the} Imperial Order of the Daughters of the Empire which on April 22, 1920, under the jurisdiction of the Provincial Chapter of British Columbia, was named after Duncan Lawson. This organization has done much for the development of West Vancouver by showing a keen interest in local welfare. It organized a movement to have a suitable inscription placed on the Memorial Park Cenotaph, and has been responsible for the upkeep of the memorial arch and park. West Vancouver has branches of the other important organizations such as the Canadian Legion, Red Cross and St. John's Ambulance. These groups are constantly offering their services for the improvement of the community.

These social organizations and clubs have helped to develop a feeling of unity within the district and were most active prior to the opening of the Lions Gate Bridge. These groups were very similar to those of other municipalities but after the construction of the Lions Gate Bridge there was an influx of residents who desired to become more closely affiliated with the city of Vancouver. The interests of the

residents became more metropolitan and social leadership was found in the city rather than in the local groups which had evolved during the earlier years. West Vancouver became the residential area of Greater Vancouver and the interests of its inhabitants turned to the metropolitan center for its leadership.

CHURCHES

The churches of West Vancouver fulfill the spiritual needs of the people and promote community welfare. The congregation increased from small gatherings who held their services in private homes to large groups who attend the churches in the many populated sections of the municipality. The West Vancouver Churches are now part of the Greater Vancouver Church organizations. The spiritual life of the community has always been well provided for and the various churches have had a profound influence on the residents of West Vancouver. The religious denominations that are represented in West Vancouver are the Roman Catholic Church, United Church and the Church of England.

The first religious services were held in private homes by visiting missionaries. Presbyterian services were conducted in 1907 and this group made a formal amalgamation with the Baptist Church in 1919 to become the present West Vancouver United Church. In the following year a church was constructed at the corner of Marine Drive and

and Twenty-second Street.

In the early days of West Vancouver, the few Catholic families living in the district depended upon visiting missionaries from the neighbouring parishes coming to their homes to say Mass. The site for St. Anthony's Roman Catholic Church was donated by His Highness Archbishop T. Casey, and a generous monetary donation was made by Father Bedard of St. John's Missionary House, Vancouver, and a friend in Toronto, in 1922. Since that time church furnishings have been supplied and donations received from the Sisters of Providence, St. Paul's Hospital, and the Women's Missionary Auxiliary in Toronto. The Ladies' Altar Society raised funds for further improvements through their social activities.

In the spring of 1913, the first Anglican Services were conducted by His Grace Archbishop de Pencier. In 1915 the first permanent church of St. Stephen was erected. By 1920, with the rapid expansion of West Vancouver, there was a demand for a resident priest in the parish and steps were taken towards the building of a rectory. The Rev. James P. Dingle was the first resident Rector of St. Stephens Church. In January, 1928, the second parish church, St. Francis in the Woods, was built on a lot donated by Mr. Francis W. Caulfeild and its plans were supervised by M. H. A. Stone. The churches of West Vancouver have supplied the spiritual needs of the community and have stimulated social unity for the benefit of the residents.

PUBLIC HEALTH AND SOCIAL SERVICES

Co-operation has been the key in West Vancouver public health services which became part of the North Shore Metropolitan Health Unit. Shortly after the incorporation of West Vancouver in 1912 this municipality appointed a medical health officer. In 1921 the Victorian Order of Nurses served the community and by 1929 there were three doctors and a dentist practicing in West Vancouver. The three North Shore communities support a joint hospital in North Vancouver City. Thus West Vancouver does not have the expense of maintaining a local hospital as this municipality received the benefit of a \$352,000 North Vancouver Hospital.

In 1946 West Vancouver agreed to build an extension to this hospital at the cost of \$80,000 and continued to use the North Vancouver Hospital. In 1943 a proposal was made to the West Vancouver Council whereby a Metropolitan Health Board would operate in conjunction with all the existing Health Services in the cities and districts in Burrard Inlet and Fraser River area.

Thus the West Vancouver District was united with the District and City of North Vancouver to form a North Shore Health Union assuring West Vancouver the services of the present nurse and sanitary inspector and one additional nurse at no extra cost to the municipality. The respective municipalities could be united into one district or union by passing concurrent by-laws on health protection. In 1947,

the North Shore Health Service is directed by Dr. Baker, and in West Vancouver there are two full-time nurses employed. Their work falls into three divisions, care of schools, infant welfare and tuberculosis.

Closely allied with this work are the Social Services in the municipality. Shortly after incorporation, welfare work was fostered by the churches and other private organizations to whom the Municipal Council gave financial assistance when necessary. Often tag days were held for social welfare causes, but there was no consistent or organized body to carry out the social welfare of the district. Between 1919 and 1929, relief was of a local nature and social welfare was only needed by a small number of persons. In 1930, the depression brought an increase of unemployment and social services were urgently required. By 1933, unemployment relief totalled \$30,678.11 and the social services provided \$3,414.50. By 1937 the depression had partially lifted and the cost of relief was reduced. The Social Service workers in West Vancouver co-operate with the Greater Vancouver branch and they provide an understanding link which promotes greater welfare within the community. In 1945 the cost of social assistance amounted to \$8,242.71 and this will increase as the needs for post war readjustments are being met in West Vancouver.

West Vancouver is a fine residential area of Greater Vancouver and it offers its inhabitants the same benefits of social organizations as they would receive in any

other suburb of Vancouver. The growth of social organization in West Vancouver has shown the influence of the topography upon their early scattered development. The expansion of Vancouver City and the improvement in transportation has made this community endeavour to solve its problems in association with the larger organizations on a metropolitan basis of the Greater Vancouver area. Thus the social organizations show that West Vancouver is becoming increasingly dependent on Vancouver city for leadership in these fields.

CHAPTER VIII

Conclusion

Vancouver is the largest Canadian port on the Pacific Coast and it is one of the most rapidly expanding cities in Canada. Since the Second World War the population of this city has increased from 316,496 to 433,350. The Greater Vancouver area has become a cluster of cities, town and municipalities, many of which are only separated by artificial boundaries. It is important that the town plans of these communities are co-ordinated to control the development of the general pattern of the whole area. Vancouver has grown over an area of forty-five square miles with more reckless disregard for transportation costs and public utilities than any other city in Canada. Most of its development has been uncontrolled except in districts such as Shaughnessy Heights which were protected by planning. As the city grew from its original commercial centre at False Creek a ring of blight was created. In Vancouver the population has always been able to move to the outlying districts when the areas in which they were living deteriorated.

Today Vancouver occupies three times more land than would have been necessary if its growth had been carefully planned. This city's haphazard and uncontrolled expansion has resulted in the intermingling of industrial and residential areas to the detriment of both. The residents moved from the

unplanned areas to newer districts which became accessible as Hastings, Kingsway, Broadway and Granville Streets were extended farther from the heart of the city. This movement of decentralization caused the First Narrows Bridge to be built and homes to be constructed on West Vancouver's mountain slopes. The solution to Vancouver's problem does not lie in the exodus of the inhabitants to the suburbs but rather in replanning the declining areas. At present the centre of Vancouver has become burdened with areas which have lost their former status and value.

Most large cities experience this widening process which is the major cause for the growth of satellite communities such as West Vancouver. A sound financial and social solution for Vancouver would be to replan its deteriorated areas where public utilities have already been installed thus enabling the population to live within a reasonable distance of the city centre.

The significance of West Vancouver lies in the fact that it is a residential hinterland of the metropolis of Vancouver. Many of its problems of overcoming topographical difficulties, building roads and supplying public utilities, were similar to those of other British Columbian Municipalities; but the solutions this municipality reached were different because this area has never been self sufficient. Its growth has been governed by its close association with the industrial development of the Greater Vancouver area.

The topography and geology have made industrial development impossible, therefore, only its location destined it to become a residential area of Vancouver City. Other British Columbian municipalities are self-supporting and have grown as a result of internal stimulus, but West Vancouver is a residential community which exists because of outside influences. Another unusual feature of this municipality is that single family homes predominate in this area and there is a very small commercial section as most business is conducted in Vancouver City.

The lack of industrial development within this area has resulted in only a few private business enterprises. Consequently it has been necessary for this municipality to control its own transportation system and water works. This area failed to attract industrialists and after 1926 it followed the policy of becoming a district of superior residences. This has resulted in the high cost of developing schools, roads and other modern municipal services. The experience of other municipalities reveals that to have normal residential development and economically provide for various public improvements it is essential to have a gross population density of approximately ten persons per acre.

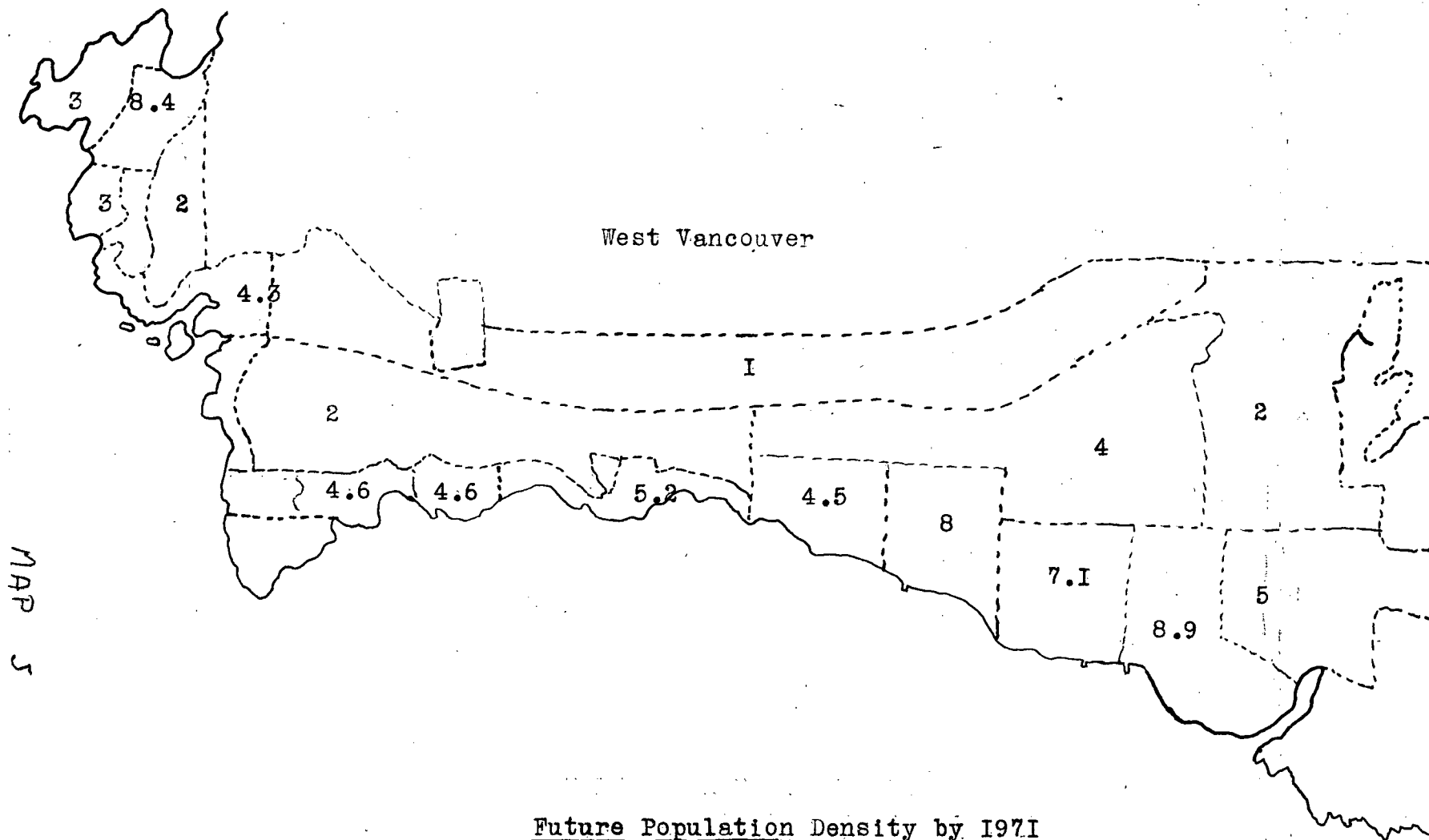
West Vancouver developed slowly because industries were lacking. This municipality only became significant when British financiers invested their capital in this area. In British and American large cities the growth of select

residential areas offers fine real estate investments if careful town planning is followed. British capital has been responsible for assuring the future of West Vancouver by constructing a bridge and a gigantic residential area has been planned on the mountain slope of the West Shore. No other residential community in British Columbia is so completely dependant upon its interrelation with a vast industrialized area. The growth of West Vancouver is dependent on the expansion of Vancouver center and the two areas can be directly correlated. The population of West Vancouver in 1931 was 1.5% of the total population of Greater Vancouver and by 1941 it had increased to 2%. It is anticipated that West Vancouver's ratio in common with the other municipalities will increase while the population of the city center decreases. Thus based upon the estimated population of Greater Vancouver in 1971 as 650,000 West Vancouver's population will be 25,500, although many circumstances may disrupt this even tenor of growth. West Vancouver could easily accommodate a future population of 25,500 persons. An additional 5,000 persons could be placed between the northern edge of the presently populated areas. It is predicted that by 1971 the older section of the municipality from 10th to 26th Street and at Horsehoe Bay will have the highest density but this will not reach ten persons per acre. The area at the east and north of the above mentioned older sections and along the waterfront area near Gleneagles will contain the next greatest density, probably from

four to five persons per acre. The waterfront sections north of Gleneagles and west of Horseshoe Bay will be less densely populated with from three to four persons per acre. The strip of land north of the presently developed section along Marine Drive, north of Caulfeild, will have a density of from two to three persons per acre. Between this edge and the proposed location of the high level road an additional 10,000 persons could be placed and the Pacific Properties could accommodate a further 1,500 to 2,000 persons.

It is essential that the recommendations of the Town Planning commission be carried out for this is the only sound method of determining the location and extent of these facilities. Future subdivisions should be carefully controlled in order to make them conform to the town plan and assure the future population of an adequate and economical public utilities service. There is a large portion of land still unsubdivided in West Vancouver and constant supervision and control will be essential for its proper development.

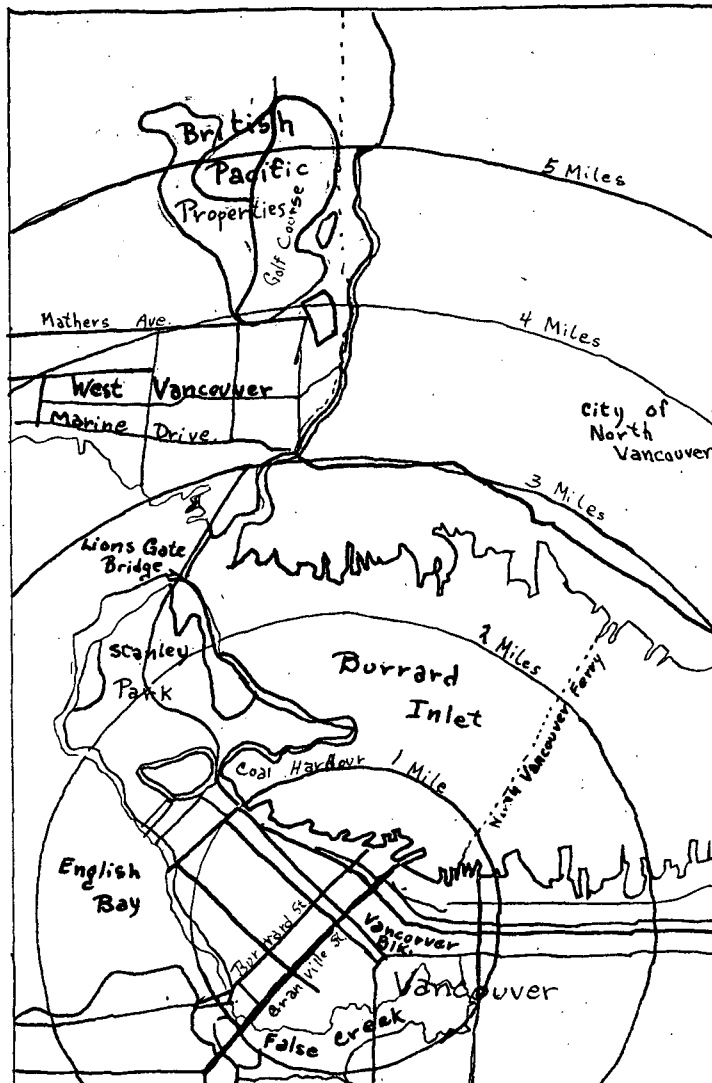
Since West Vancouver is destined to become a fine residential area the town planning commission must not allow the areas in this municipality to deteriorate. The opening up of new subdivisions is costly and it is more economical to maintain the high residential standards in older districts by adhering to strict building regulations. The installation of public services in the newer areas is extravagant if it is due to the depreciation of the older



Bartholomew, H. and Associates, Preliminary Report on Economics
Background and Population of West Vancouver, West Vancouver,
Municipal Hall, 1946.

residential areas. The population of West Vancouver should be fairly evenly distributed for it will have a comparatively low density. It is evident that there will be ample room for the anticipated increase in the population, as open spaces, larger lots and a high standard of building insure the proper development of the municipality. West Vancouver has been fortunate in being able to enforce a minimum lot frontage of 50 feet and in the western areas 75 and 80 foot frontages are required because a sewerage system cannot be installed.

West Vancouver is a "dormitory" or a "satellite" community of the City of Vancouver. The present building regulations provide for three types of dwellings; single homes, duplex and apartment buildings. Single family homes which have proved most popular occupy 95.5% of the developed area. The small number of duplex and apartment houses in the older section of the municipality indicate that these types of buildings are not popular as the topography limits the public works programme of supplying adequate sewers. The distance of West Vancouver from Vancouver City makes it unlikely that apartment dwellers will choose to live in this residential area. The future of West Vancouver will continue to develop as an area of single homes and careful supervision in carrying out a town plan will enable the community to develop into one of the most beautiful residential suburbs of Greater Vancouver.



Location Map showing the relation of West Vancouver to Vancouver City, the circles indicate the distance from the Vancouver Block.

MAP K

APPENDICES

A

Early Residents of Caulfield

The first three lots sold in 1909 were to H. A. Stone, E. C. Kilby, and H. P. Clubb, and somewhat in the order of arrival are names of other early residents:

Frank Bodwell
R. H. Macdonald
William Astley
J. D. Bell
J. L. Davidson
Captain Hopcroft
L. M. Duval
Wm. Chappell
Captain Amesbury
Miss Chappell
James Weir
Father Reddish
E. R. Crummer
J. G. Rimmer
J.D.A. Fripp
W. A. Anderson
V. Wadsworth
Lucas Hunt
William Sulley
Misses Larnder
Stewart Cameron
Misses Walker
Mackenzie Matheson
Miss Jessie Clubb
Mrs. Bellamy
H. A. Matthews
Captain Patterson

J. A. MacRae
J. H. Redden
George Stone
W. R. Gordon
Mrs. W. A. Adair
Mrs. E. Flaherty
Miss F. R. Adams
E. C. Taylor
A. B. Cox
J. W. Geary
C. G. Henshaw
Captain Kettle
Alex Marshall
Misses Kilby
E. H. Moore
H. A. Philpott
F. E. Harrison
H. S. Wood
Frederick Buscombe
J. A. Macdonald
A. A. Plummer
G. Edwards
A. J. Riley
G. Gorges
Polk Hodges
W. Walsh

Report of G. H. Dawson

Principal Land Surveyor

Vancouver, B. C.

March 21, 1894

and T. H. Calland

Vancouver, B. C.

March 20, 1894

(Original copy in the
possession of Mrs.
Bartholomew, North
Vancouver)

REPORT OF MR. DAWSON

I have gone over the following District Lots in the Municipality of North Vancouver.

Lot 237 - 116 acres. This I consider the best piece of ground west of the First Narrows. A few acres are clear the rest could probably be cleared at less than \$75.00 per acre. The only building is one barn. The Western branch of the Capilano River flows for a short distance on the eastern boundary of the lot. The ground is beautifully situated and slopes gently from the North towards the water.

Lot 557 - 160 acres. This lot has a greater descent towards the water than Lot 237, and is well situated. The soil varies; in parts good - but sometimes stony. The cabin built on the lot is of no value. The small bay on the western extremity could, by construction of a wharf, be made a sheltered landing place for small craft. About two miles north of this lot is the Cypress Canyon said to be 800 feet deep, the scenery of which is wild and impressive.

Lot 811 - 164 acres. This lot exceeds one mile in length from east to west. It has about a quarter of a mile of water frontage on Howe Sound and towards three quarters of a mile of winding shore line on Burrard Inlet. The southern seaboard is sheltered by Point Atkinson which is reserved by Government for fortification. With the growth of Vancouver this shoreline will doubtless acquire great value as it admits of the construction of extensive wharves where shipping would be protected from strong winds, and there is no other deep water harbourage within six miles. The deep indentation of Skunk cove is now the recognized shelter where the pilot boats lie. A large Dry Dock could be constructed in this cove at less cost than anywhere else in the neighborhood of Vancouver, as the form of the recess would obviate the necessity of much excavation. Quicksands are absent, and granite is on the spot for the required masonry. I should estimate a minimum of eighty acres of rich soil in lot 811. About five acres are cleared at the cove where there is a small house. On the shore, which is rocky, good building stone is found in large quantity. The configuration of the ground is varies and the scenery fine with many exquisite building sites.

The east half of Lot 1240 (51 acres) I have not examined, but it is, I believe, finely situated and is a very fair piece of ground sloping towards the south and east. The four pieces comprise 491 acres, more or less, with a total water frontage of about two miles. Lots 237, 557, and 811

have all the sheltered landing places in North Vancouver west of the First Narrows, and thus hold an effective key to the development of the locality. The North shore is warmer than the Southern shore of the Inlet, having a southern aspect and being sheltered from the north winds by the Coast Range of mountains. There are a number of small streams which run into Burrard Inlet, and the slope of the land causes a natural drainage. The Keith road passes through all the lots except lot 811 on the northern limit of which it touches. Most of the land is good fruit ground and is unexcelled for residence purposes having excellent boating, fishing and bathing facilities. The view from this shore is magnificent, comprising mountain, forest, sea and city - varied by the passage of the entire shipping which enters and leaves the port of Vancouver.

Mr. T. H. Calland's Report on this Shore Line

For the following reasons I believe this situation will, in a few years, be the best residence locality in the neighborhood of Vancouver.

Except in the East End, no 5 acre blocks can be had within the city limits. Residence lots of 5 acres and upwards (admitting of orchards, or keeping horses) will thus be sought outside the City, and as the sea shore will always be preferred to land-locked situations the best residence development will be on the shore line either inside or outside the Narrows.

Inside the Narrows the harbourage renders the water front available for business purposes, and it is, therefore, even now, of high value.

The southern shore of English Bay is generally platted into 33 ft. lots, or held as government reserve, and it is thus unavailable. The north shore from the Capilano to the light-house is thus the eligible direction where both atmosphere and bathing will remain pure, because unaffected by smoke and sewage.

The shore line is picturesque, with good view; the soil, which is often misjudged when seen from the water, is in parts rocky and stony, and in parts extremely fertile, but generally well adapted to residences and fruit growing. A visit to Messrs Thomas' or Irwin's lots during the fruit season will show the extraordinary productivity of the slope.

The ground within a half mile of the shore is traversed by the Keith road, 16 miles long. By this excellent highway, which is likely to become one of the finest avenues on the continent, the passage through the Narrows can be avoided when land transit is preferred.

Lots 237 and 811 are in my opinion by far the two most valuable properties between Point Atkinson and the First Narrows; Lot 237 because of its soil, outlook and situation, being within half a mile of Vancouver City limits; Lot 811 because of its sheltered cove and shoreline, which in some years will prove extremely valuable for wharfage.

North Vancouver is to Vancouver City as Brooklyn is to New York; Oakland to San Francisco; charters are granted for tunnel under First, and bridge over Second, Narrows. A regular steam ferry between Vancouver City and North Vancouver is now being negotiated for, and is expected to run within two months. The locality engages attention and, in another year, it will probably be impossible to procure any of the water front under much higher prices than those ruling at present. I have no hesitation in saying that this waterfront is one of the best investments in the district with a chance of large speculative profits.

1912

Vancouver (West) Incorporation

Chap. 60.

Chapter 60

An Act to incorporate West Vancouver Municipality

27th February, 1912

Preamble

Whereas a petition has been presented by John Y. McNaught, Thomas A. Allen, Edward H. Bridgman, John Lawson, Jack Loutet, William Alfred Thompson, and John Eades Ward, who are property owners and residents and also members of the Municipal Council of the Corporation of the District of North Vancouver (hereinafter called "the present Municipality of North Vancouver"), and Charles Nelson, Samuel Gintzburger, John J. Hanna, Andrew E. Liddle, John Alexander, and William J. Irwin, who are property-owners in that portion of the present Municipality of North Vancouver particularly described in section 4 hereof, praying that the Lieutenant-Governor in Council be authorized (without requiring observance of section 4 of the "Municipalities Incorporation Act"), by Letters Patent under the Public Seal, to divide the present Municipality of North Vancouver by incorporation into a district municipality, under the name of the "Corporation of the District of West Vancouver", all that portion of the present Municipality of North Vancouver hereinafter particularly described, and reducing the limits of the present Municipality of North Vancouver accordingly:

And whereas it is expedient to grant the prayer of the petition: Therefore, His Majesty, by and with the advice and consent of the Legislative Assembly of the Province of British Columbia, enacts as follows:

Short Title 1. This Act may be cited as the "West Vancouver Incorporation Act".

Incorpor- 2. It shall be lawful for the Lieutenant-Governor
ation of the in Council, by Letters Patent under the Public
District of Seal, without requiring observance of section
West Vancouver 4 of the "Municipalities Incorporation Act", to
incorporate into a district municipality forth-
with, under the name of the "Corporation of the
District of West Vancouver" (hereinafter called
"the Municipality of West Vancouver"), the
tract of land described in section 4 of this
Act.

What letters patent to specify 3. The letters patent shall, in specifying and providing for all matters referred to in section 5 of the "Municipalities Incorporation Act", specify and provide for the matters referred to in sections 6 to 17, both inclusive, of this Act, as and in manner therein set out.

Boundaries 4. The Municipality of West Vancouver shall include:- All that tract of land bounded as follows: Commencing at a point where the east boundary of Lot 875 intersects the north boundary of the present Municipality of North Vancouver; thence west along the said north boundary to a point in Howe Sound on the line of the said north boundary produced distant one thousand feet west from the easterly shore of said Howe Sound; thence southerly parallel to and following the meanderings of the said shore to a point of intersection with the line one thousand feet distant south from the north shore of Burrard Inlet; thence easterly parallel to and following the meanderings of the said north shore of Burrard Inlet to a point of intersection one thousand feet distant south from the south-west corner of Lot 264, and in line with the west boundary of said Lot 264 produced; thence north-easterly and 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 westerly along the said boundary of Lot 764 to the south-west corner 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 south-east 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 to point of commencement; and the limits of the present Municipality of North Vancouver shall be reduced by the exclusion from its present limits of so much of said tract of land as is included in the present Municipality of North Vancouver.

District
of North
Vancouver

5. After the incorporation of the Municipality of West Vancouver, the remaining area of the present Municipality of North Vancouver (hereinafter referred to as "the Municipality of North Vancouver") shall remain a duly constituted municipality, under its present name of the "Corporation of the District of North Vancouver", and under the letters patent of the present Municipality of North Vancouver, subject to the provisions hereinafter contained.

Present
Council to
hold office
pro-tempore

6. After the incorporation of the Municipality of West Vancouver as aforesaid, the Reeve and Councillors of the present Municipality of North Vancouver shall hold office as the Reeve and Councillors of each of said Municipalities respectively, with all the powers and privileges vested in them immediately prior to said incorporation, until Reeve and Councillors shall have been elected for the Municipality of West Vancouver and for the Municipality of North Vancouver respectively.

New Councils

7. The first Council of each municipality shall consist of a Reeve and four Councillors to be elected from each municipality at large. The nominations for the first Council of the Municipality of West Vancouver and for the first Council of the Municipality of North Vancouver shall be held on the third Saturday after the date of said letters patent, from twelve o'clock noon to two o'clock P.M., and the election, in case a poll should be demanded, shall be held on the Saturday following after such nomination, between the hours of nine o'clock A.M. and seven o'clock P.M.

Returning
Officers

8. The Clerk of the Municipal Council of the present Municipality of North Vancouver immediately prior to the incorporation of the Municipality of West Vancouver shall be the Returning Officer for the election of the first Council for the Municipality of North Vancouver, and the Returning Officer for the election of the first Council of the Municipality of West Vancouver shall be such person as the Lieutenant-Governor in Council shall appoint.

Deputies

9. Each Returning Officer for the said elections may appoint Deputy Returning Officers, Poll Clerks, constables, and such other officers as

he shall deem necessary for taking such poll and for maintaining order at the polling-stations during the election.

Returning
Officers'
Duties

10. Each of the Returning Officers shall provide a ballot box or boxes and the necessary ballots for use at the election for which he is Returning Officer, and, except as by this Act is otherwise provided, he shall as far as possible conduct such election in all respects in conformity with the provisions of the "Municipal Elections Act".

Nominations

11. The said nomination for the Municipality of North Vancouver shall be held at the District Municipal Hall, Lynn Valley, in the present Municipality of North Vancouver, and the poll (if any) shall be held at said Municipal Hall, and at such other place or places as the Returning Officer may appoint. Seven days' notice of the date and place of nomination and three days' notice of holding the said first poll (if any) shall be given by the said Returning Officer in a newspaper circulating in the Municipality of North Vancouver, and by posting such notice for a like period at the Municipal Hall and at three other public places within the Municipality of North Vancouver.

Place of
nomination
and poll

12. The said nomination for the Municipality of West Vancouver and poll (if any) shall be held at the school-house on District Lot 775, in the said Municipality of West Vancouver. Seven days' notice of the time and place of nomination and of the place of holding the first poll (if any) shall be given by the Returning Officer for the election in a newspaper circulating in the Municipality of West Vancouver, and by posting such notice for a like period at four different public places within the Municipality of West Vancouver.

Qualification
of voters

13. Any male or female, being a British subject of the full age of twenty-one years, and being the assessed owner of real estate within the Municipality of the assessed value of not less than one hundred dollars, according to the last revised assessment roll of the present Municipality of North Vancouver, or being a house-holder or licence-holder for at least six months previous to such election, and being for a term of not less than six months resident within the

municipality, who shall have filed with the Returning Officer a declaration to that effect at any time before the closing of the voter's list, shall be entitled to vote for any person who is duly nominated for Reeve or Councillor at such first election.

- Qualifica-
tion of
Reeve and
Councillors
14. The qualifications for Reeve and for Council-
lor at such elections shall be as provided for
Reeve and a Councillor respectively in sections
18 and 19 of the "Municipal Act", excepting,
however, that the assessment roll referred to
in said section shall mean the last revised
assessment roll of the present Municipality of
North Vancouver.
- Voter's
Lists
15. It shall be the duty of the Returning Officer
for each municipality forthwith, after the
issue of said letters patent incorporating the
Municipality of West Vancouver, to make up a
voter's list for his municipality of voters
qualified as aforesaid, and to have the same
accessible to all ratepayers, not later than
seven (7) days after the date of said letters
patent, and he shall receive and consider appli-
cations for enrolment or for amendment of the
voter's list till twelve o'clock noon of the
day before the day for nominations as aforesaid,
when he shall declare the list closed, and the
voter's lists so prepared shall be the voter's
lists for the Municipality of West Vancouver
and the Municipality of North Vancouver respect-
ively for the remainder of the year.
- First
Council to
hold office
until
successors
elected
16. The Reeve and Councillors so elected shall be
deemed to be the Reeve and Councillors of the
Municipality of West Vancouver and the Reeve
and Councillors of the Municipality of North
Vancouver respectively under the "Municipal Act",
and shall hold office until their respective
successors, or a majority of them, are sworn
in, subject, however, to the provisions of the
"Municipal Act" in regard to death, resignation,
removal from office, and disqualification.
- First
meeting of
Council
17. The first meeting of each Council so elected
shall be held on the first Monday after such
election at four o'clock in the afternoon, and
each Reeve and Councillor shall make the declar-
ation provided by the "Municipal Act" before
taking his seat as such Reeve or Councillor.
The first meeting of the Council of the Munici-

pality of West Vancouver shall be held in the school-house on said District Lot 775, and the first meeting of the Council of the Municipality of North Vancouver shall be held at the said Municipal Hall of the present Municipality of North Vancouver.

Power to
collect
taxes
levied

18. All taxes and assessments levied by the present Municipality of North Vancouver on any of the lands hereby included in the Municipality of West Vancouver, and still uncollected, shall be vested in and payable to the Municipality of West Vancouver, whose rights and remedies as to the collection and recovery thereof, whether by sale of lands or otherwise, shall be the same in all respects as the rights and remedies therefor of the present Municipality of North Vancouver had this act not been passed; and the Municipality of West Vancouver shall have all and every of the statutory rights, powers, and privileges, as regards lands within its boundaries which have been sold by the Collector of the present Municipality of North Vancouver, to receive and use redemption money or to issue tax deeds for same, and a tax deed issued by the Collector of the Municipality of West Vancouver of such lands as shall be unredeemed shall have the same force and effects as if made by the Collector of the present Municipality of North Vancouver had this act not been passed.

Assessment
rolls to apply

19. The last revised assessment roll of the present Municipality of North Vancouver, so far as applicable to the Municipality of West Vancouver and to the Municipality of North Vancouver respectively, shall be the assessment roll of each Municipality until completion of new revised assessment rolls under the provisions of the "Municipal Act".

Levies of
North
Vancouver
to apply

20. All levies made by the Council of the present Municipality of North Vancouver, whether for general rate, loan rate, school rate, or local improvement rate, or for any other purpose, upon the lands hereby included in the Municipality of West Vancouver shall be the levies for all such purposes of the Municipality of West Vancouver, and shall be valid and binding in all respects as if the same had been duly made by the Council of the Municipality of West Vancouver, and all taxes or assessments which shall hereafter become due and payable on acc-

ount of any of such levies shall be due and payable to the Council of the Municipality of West Vancouver on the same date and under like conditions as to payment and interest as were imposed by the by-law or by-laws of the present Municipality of North Vancouver, and payment of such taxes and assessments may be enforced by the Collector of the Municipality of West Vancouver in all respects as the same could be enforced by the Collector of the present Municipality of North Vancouver had this act not been passed.

Election of school trustees 21. The provisions of this act regarding holding office and election of Reeve and Councillors shall apply, so far as possible, to the members of the Board of School Trustees, and the Returning Officers hereinbefore mentioned respectively shall each call for and order an election for school trustees in the municipality for which he is Returning Officer in the same manner as has been provided for the election of the Reeve, and the new Board of School Trustees so elected shall hold their first meeting within their respective districts on the first Wednesday succeeding the date fixed for taking the poll at such election.

Division of liabilities 22. All debts and liabilities owing by the present Municipality of North Vancouver shall be assumed and borne by the Municipality of North Vancouver and the Municipality of West Vancouver as follows:-

(A) In respect of the general debenture debt of the present Municipality of North Vancouver, amounting to five hundred and forty-three thousand and dollars, the Municipality of West Vancouver shall undertake and be responsible for the payment of one hundred and fifty-six thousand dollars, and the Municipality of North Vancouver shall undertake and be responsible for the payment of one hundred and fifty-six thousand dollars, and the Municipality of North Vancouver shall undertake and be responsible for the balance, and each of said municipalities shall at all times hereafter indemnify the other of said municipalities from and against the liability so undertaken by it;

(B) In respect of loans under by-laws for local improvements, the Municipality of West Vancouver shall assume all the liability of the pres-

ent Municipality of North Vancouver on account of the "West Capilano District Improvement Loan By-law, 1911", and at all times hereafter indemnify the Municipality of North Vancouver from and against such liability. The Municipality of North Vancouver shall assume all liability on account of all other local improvement loans by-laws and debentures issued and to be issued thereunder, and at all times hereafter indemnify the Municipality of West Vancouver from and against such liability:

(C) The Municipality of West Vancouver shall carry out and give effect to all and every valid and binding contracts, agreements, and undertakings of the present Municipality of North Vancouver in regard to work being carried out within said Municipality of West Vancouver, or any such contracts affecting said area or any part thereof, and shall also undertake, carry out, and perform all the obligations of the present Municipality of North Vancouver regarding the maintenance of Capilano Road from the west boundary of District Lot 605 to the north boundary of District Lot 673, Vancouver District, contained in an agreement between the present Municipality of North Vancouver and the City of Vancouver, dated the sixteenth day of April, 1908; and the Municipality of West Vancouver shall have all the rights and privileges now enjoyed by the present Municipality of North Vancouver under such contracts, agreements, and undertakings in so far as the area of the Municipality of West Vancouver is affected:

(D) In the event of the Municipality of North Vancouver at any time constructing a road on a high level from the Mosquito Creek to a point on the easterly boundary of District Lot 1466 or District Lot 875, the Municipality of West Vancouver shall construct a road from such point to connect said road with the Capilano Road; and in the event of the Municipality of West Vancouver at any time continuing said road across the Capilano River to a connection with the Keith Road West, the cost of construction of the necessary bridge across the Capilano River shall be borne by the two municipalities in equal shares. And the Councils of said municipalities are hereby empowered to enter into and carry out any agreement for sharing the expense for construction or maintenance, or

both, of any present or future bridge across the Capilano River, whether same shall be within their respective boundaries or not:

(E) In the event of the Municipality of North Vancouver being further divided into two or more municipalities, or part of said municipality being taken into any adjoining municipality, before the whole of the present general debt of the present Municipality of North Vancouver shall have been discharged, the then Council of the Municipality of North Vancouver may call upon the Municipality of West Vancouver to share in carrying out arrangements for payment of the whole of such debt; and of the whole debt, expenses, premiums, and discounts to be paid and incurred in carrying out such arrangements, the Municipality of West Vancouver shall bear a portion, not exceeding so much of said sum of one hundred and fifty-six thousand dollars as shall then remain unpaid or unsatisfied, in addition to a portion of the amount of said expenses, premiums, and discounts, which shall bear the same ratio to the whole thereof as the amount of said sum of one hundred and fifty-six thousand dollars then unpaid by the Municipality of West Vancouver shall bear to the whole amount of said general debt:

(F) All the remaining debts and liabilities of the present Municipality of North Vancouver shall be assumed and borne by the Municipality of North Vancouver, which municipality shall at all times hereafter indemnify and save harmless the Municipality of West Vancouver from and against the same and every of them.

Payment of 23. It shall be the duty of the Municipality of interest and North Vancouver and the Municipality of West sinking fund Vancouver to comply with all the provisions of any by-law of the present Municipality of North Vancouver creating a debt or authorizing the issue of debentures so far as the said by-law provides for the creation of a sinking fund and the payment of interest on such debt, and to levy and collect upon and from the rateable property of the respective municipalities an amount of the said sinking fund and interest in proportion to the amount of the debt assumed by each of them respectively; and in the case of the Municipality of West Vancouver, on the first day of October in each year it shall pay the same to the Municipality of North Vancouver,

and all amounts so paid for sinking fund, together with all amounts heretofore paid into any sinking fund created by the present Municipality of North Vancouver, shall be held and invested by such municipality for the purpose for which the sinking fund was created.

power to
consolidate
debt

24. In case either of said municipalities shall at any time or times desire to pay off the share of any of said debenture indebtedness assumed by it as aforesaid, either in whole or in part, it shall be lawful for the Council of either of such municipalities, by a by-law or by-laws, without any petition therefore, and without the assent thereto of the electors, at any time or times and in one or more sum or sums, to borrow upon the credit of its municipality the sums necessary to pay off a part or the whole of said aforesaid proportion of said debenture indebtedness, at a rate of interest not greater than five (5) per cent per annum, and for a period not exceeding fifty (50) years from the date of the by-law or by-laws. Such by-law or by-laws shall conform in other respects to the provisions of the "Municipal Act", and the old debentures so paid off shall be forthwith cancelled and no others issued in their place or stead.

Unsold
debentures

25. In the event of there being unsold debentures of the present Municipality of North Vancouver of sufficient amount, the Municipality of North Vancouver shall, upon payment to it by the Municipality of West Vancouver of the said sum of one hundred and fifty-six thousand dollars, assumed by the Municipality of West Vancouver as aforesaid, or any part thereof, deliver to the Municipality of West Vancouver the said unsold debentures to the amount, in the aggregate, at par value, of one hundred and fifty-six thousand dollars, or any such part thereof, which debentures when so delivered shall be forthwith cancelled and no new debentures shall be issued in the place or stead of them or any of them, and the portion so paid of the indebtedness assumed by the Municipality of West Vancouver as aforesaid shall thereby be fully satisfied.

Debentures
authorized
but not
issued

26. All debentures which shall have been authorized but not issued by the present Municipality of North Vancouver prior to the passage of this act may be issued by and in the name of the

Municipality of North Vancouver, and all debentures so issued shall be as valid to all intents and purposes as if the same had been issued by the present Municipality of North Vancouver prior to the passage of this act.

West
Capilano
debentures

27. In the event of any debentures under said "West Capilano District Improvement Loan By-law, 1911", not being issued at the time of the incorporation of the Municipality of West Vancouver, all such debentures may be issued by and in the name of the Municipality of West Vancouver, and the debentures so issued shall be as valid to all intents and purposes as if the same had been issued by the present Municipality of North Vancouver prior to the incorporation of the Municipality of West Vancouver.

Division
of assets

28. Of the assets that belong to the present Municipality of North Vancouver, the Municipality of West Vancouver shall be entitled to the following properties, and the same are hereby vested in it:-

(A) All real estate and all and every interest in real estate lying within the boundaries of the Municipality of West Vancouver:

(B) All rights, benefits, and advantages of every nature and kind under the lease of District Lot 447, Vancouver District, being Point Atkinson Park:

(C) All rights under grant of foreshore at Eagle Harbour:

(D) All unissued and all unsold debentures issued or to be issued in pursuance of the "West Capilano District Improvement Loan By-law, 1911":

(E) All grants of money made or to be made for the wharf at Hollyburn by the Government of the Dominion of Canada:

(F) Shares of stock in the Burrard Inlet Tunnel and Bridge Company, aggregating at par value sixty-two thousand, five hundred dollars, all called on account of which shall be assumed and paid by the Municipality of North Vancouver:

(G) All water records or water licences in respect of streams within the Municipality of West

Vancouver, and any licences applied for in respect of any such streams, excepting existing records and licences already applied for upon the Capilano River, which shall be subject to the direction of the Water Commissioners:

(H) All other public works and municipal improvements within the said area embraced in the Municipality of West Vancouver:

(I) All surplus moneys held by the present Municipality of North Vancouver on account of tax sales of land within the boundaries of the Municipality of West Vancouver, subject to claims thereupon by owners of said lands at the time of sale:

(J) All maps, plans, books, contracts, deeds, documents of every description relating solely or chiefly to said real estate and other property, rights, and improvements within said area of the Municipality of West Vancouver.

North
Vancouver
assets

29. All assets of whatsoever nature belonging to the present Municipality of North Vancouver, other than as mentioned and referred to in the next preceding paragraph hereof, shall be and remain the property of the Municipality of North Vancouver, and the same are hereby vested in it.

Access to
documents

30. Each municipality, by its Reeve, Councillors, officers, or agents, shall have the right of access, at all reasonable hours, to all books, maps, plans, deeds, by-laws and documents of the present Municipality of North Vancouver in the possession of the other municipality, together with the right to take copies of or extracts from them or any of them.

Continuing
liability of
municipalities
to creditors

31. Notwithstanding anything herein contained, each of the said municipalities shall remain jointly and severally liable for the debts and liabilities of the present Municipality of North Vancouver until the same shall have been fully paid and satisfied, but the indebtedness of the present Municipality of North Vancouver referred to in said section 22, subsection (a), shall not be included in any computation of the aggregate debts of either municipality under section 124 of the "Municipal Act", except to the extent of the amount thereof separately assumed by each municipality respectively.

Power to
pass by-laws

32. The Council of the Municipality of North Vancouver and also of the Municipality of West Vancouver may from time to time make, alter, and repeal by-laws for any of the following purposes, or in relation to matters coming within the classes of subjects following:-

(a) To negotiate for and obtain releases of any and all rights, franchises, or agreements heretofore granted or given by the present Municipality of North Vancouver or by any other municipality to any person or persons or body or bodies corporate so far as the same affect or apply to the Municipality of North Vancouver or to the Municipality of West Vancouver, as the case may be, and to take over by purchase or otherwise, by agreement, any land, buildings, material, and plant used in connection therewith or appurtenant thereto:

(b) To enter into agreements or franchises for telephone service:

(c) For acquiring, constructing, operating, and maintaining a municipal telephone system, and all land, buildings, material, and plant used in connection therewith or appurtenant thereto and affecting the same, and for making agreements for the connection of such telephone system with other telephone systems:

(d) For purchasing, taking and holding in the name of the municipality shares of stock in the Burrard Inlet Tunnel and Bridge Company, at such prices and upon such terms of payment as may be agreed upon between the Company and the municipality, and to sell, pledge, mortgage, or otherwise dispose of said shares, or any of them, as the Council of the municipality may from time to time deem expedient.

Expenditure
of 1912
ordinary
revenue

33. All ordinary revenue for the year 1912 collected by the present Municipality of North Vancouver on account of lands within the boundary of the Municipality of West Vancouver (if any) between the first day of January, 1912, and the incorporation of the Municipality of West Vancouver shall be spent for improvements within the said Municipality of West Vancouver, and in case any portion of same shall not have been so spent at the time of the incorporation of the Municipality of West Vancouver, the same shall belong to such municipality; and in case the present Mun-

unicipality of North Vancouver shall, during such a period, have spent within the boundary of West Vancouver more than the amount so collected, the Council of the Municipality of West Vancouver shall have power to repay, and shall repay, such surplus out of its current revenue to the Municipality of North Vancouver.

Cost of
Act

34. The Council of the District of West Vancouver shall pay out of the ordinary revenue of the Municipality of West Vancouver all costs, charges, and expenses incurred in and about the incorporation of the Municipality of West Vancouver, including the expenses of obtaining this Act.

Application
of Municipal
Acts

35. All the provisions of the "Municipal Act", the "Municipal Election Act", and the "Municipalities Incorporation Act" and amending Acts shall apply to both of said Municipalities, except where the provisions of said Act are repugnant to the provisions of this Act.

WEST VANCOUVER PARKS 1947

<u>Name</u>	<u>Area</u>	<u>Location</u>	<u>Development</u>
Ambleside	39.28	Marine Dr. & 13 St.	Beach, picnic grounds, play-field
Memorial	4.75	Marine Dr. & 19 St.	playground, bowling green, floral
Irwin	2.68	Kings & 24 St.	playfield, beach, hotel, boating picnic grounds
West Bay Beach	0.77	Marine Dr. & Oxley	Beach dwelling
<u>Large Undeveloped</u>			
Nelson Canyon	95.30	Nelson Creek	Scenic
Cypress Falls	80.00	Cypress Creek, north of Cypress Park	Scenic
Sunset Beach	13.94	Howe Sound	
Lighthouse	173.00	Point Atkinson	Leased waterfront
<u>Undeveloped</u>			
McKeechnie	17.05	Marine Dr. & Hayes	
Trails	5.64	North of lighthouse park	
Hay	4.75	Inglewood & Sinclair	
Vinson	3.63	Inglewood & 22 St.	
Klootchman	4.61	Howe Sound, west of Caulfield	waterfront rock bluff
Leyland	2.68	Esquimalt & 10th Sentinel	
Altamont	1.98	Between 29th & 30th	Waterfront bisected by P.G.E. Railway

<u>Name</u>	<u>Area</u>	<u>Location</u>	<u>Development</u>
Inglewood	1.37	Inglewood & 13 St.	
Tantalus View	1.04	Marine Dr. & Whytecliff	
<u>Unnamed</u>			
	17.30	Lion's Gate Bridge head & Capilano River	
	7.64	Caulfield, Pilot House Road.	Waterfront
	2.35	Caulfield, Piccadilly & Cloverley	Waterfront
	0.68	Caulfield Cove	Waterfront
	0.43	Caulfield, Signal pt.	Waterfront
	0.28	Caulfield, The Dale	Waterfront
	6.70	Capilano Estates Strip along East Boundary	
Areas south of Vinson Park			
	7.48	Scattered parcels	
	0.69	Marine Dr. & 29 St.	
	0.66	Marine Dr. & Fulton	
	0.55	P.G.E. Railway & 16 St.	Waterfront
	0.44	Marine Dr. & Rose	Waterfront beach
	0.44	Marine Dr. & Rose Sandy Cove	Waterfront beach
	0.36	Between Marine Dr. & P.G.E. Ry west of Hayes	
	0.22	P.G.E. Ry & 17 St.	Waterfront
	0.18	Foot of 25th St. Dundarave	Waterfront & Churchen Inn
	0.17	Foot of Hayes	Waterfront

MUNICIPAL STATISTICS 1911-1934

	1911 200	1912 600	1913 700	1914 850	1915 900	1916 950	1917 1,000	1918 2,000	1919 2,800	1920 3,700	1921 4,200	1922 4,500	1923 4,600	1924 6,000	1925 6,700	1926 7,500	1927 8,000	1928 8,200	1929 8,250	1930 8,300	1931 7,000	1932 7,000	1933 7,000	1934 7,000
POPULATION:																								
School Enrollment.....		72	72	88	96	112	160	200	250	310	380	420	507	620	671	753	803	844	856	950	917	900	914	977
ASSESSED VALUATION:																								
Taxable Lands:																								
Roll 1.....	\$1,226,043		\$ 826,503	\$ 807,230	\$ 691,840	\$ 722,033	\$ 649,493	\$ 710,856	\$ 620,110	\$ 634,790	\$ 547,186	\$ 555,633	\$ 522,825	\$ 606,613	\$ 597,128	\$ 597,088	\$ 897,915	\$ 883,880	\$ 928,445	\$ 924,217	\$ 905,839	\$ 945,883	\$ 822,890	\$ 864,038
Roll 2.....	1,119,669		1,071,582	1,083,240	965,890	984,255	924,162	980,087	783,527	775,112	797,410	759,140	892,626	871,453	863,255	857,320	899,884	943,640	944,469	940,262	929,480	929,975	901,582	878,575
Roll 3.....			1,265,823	1,248,080	1,178,600	1,178,970	1,133,908	1,152,528	1,111,930	1,128,247	1,068,993	1,038,901	1,061,991	994,573	972,978	965,102	955,417	1,013,677	1,025,582	1,021,372	1,029,798	1,030,583	998,981	975,401
Roll 4.....			867,902	839,520	734,200	733,020	739,256	750,389	636,919	647,362	419,360	427,163	226,216	263,861	243,626	239,451	295,684	28,699	250,981	235,117	228,346	258,711	241,128	236,406
	\$2,345,712		\$ 4,031,810	\$ 3,978,070	\$ 3,570,630	\$ 3,446,819	\$ 3,593,860	\$ 3,152,486	\$ 3,185,511	\$ 2,832,949	\$ 2,780,837	\$ 2,780,837	\$ 2,743,658	\$ 2,736,499	\$ 2,677,254	\$ 2,658,961	\$ 3,088,900	\$ 3,145,896	\$ 3,149,477	\$ 3,120,968	\$ 3,093,463	\$ 3,165,212	\$ 3,024,581	\$ 2,954,420
Taxable Improvements:																								
Roll 1.....	29,100		33,300	132,150	163,900	145,900	103,700	103,250	122,500	140,300	151,800	170,750	180,135	279,545	309,580	334,233	441,338	533,288	613,873	662,423	689,313	740,648	763,863	783,320
Roll 2.....	29,650		39,225	102,460	117,910	119,410	135,410	131,430	138,060	244,885	290,120	346,160	406,325	542,620	581,301	633,057	807,279	928,355	1,026,445	1,075,860	1,121,935	1,171,890	1,185,430	1,214,065
Roll 3.....			500	240,200	248,350	249,550	253,975	257,905	215,425	406,050	479,025	590,830	595,275	652,672	676,560	715,410	963,205	1,162,745	1,265,712	1,335,587	1,392,322	1,443,752	1,469,747	1,504,945
Roll 4.....			10,000	48,300	48,550	47,300	49,250	45,950	39,650	60,675	63,290	63,890	61,570	71,805	71,655	75,605	91,505	111,905	108,975	115,525	110,050	123,410	123,140	119,540
	\$ 58,750		\$ 83,025	\$ 523,110	\$ 578,710	\$ 562,160	\$ 541,335	\$ 538,535	\$ 515,625	\$ 851,910	\$ 984,235	\$ 1,171,630	\$ 1,243,305	\$ 1,546,045	\$ 1,639,096	\$ 1,758,305	\$ 2,303,327	\$ 2,746,293	\$ 3,015,015	\$ 3,189,395	\$ 3,323,620	\$ 3,479,700	\$ 3,542,180	\$ 3,621,870
Exempted Lands:																								
Roll 1.....	9,000		49,800	49,800	66,230	63,650	65,566	65,976	123,600	123,350	76,776	76,816	85,911	87,982	96,662	94,952	294,310	307,355	389,330	391,258	389,065	127,930	183,583	211,711
Roll 2.....			41,431	41,440	52,780	52,980	55,915	55,915	206,095	216,485	117,347	161,747	85,088	96,850	103,575	114,272	198,770	194,653	149,799	152,661	161,923	104,319	133,931	156,548
Roll 3.....			8,700	8,000	19,350	14,290	18,527	18,527	68,895	63,915	76,930	91,590	88,713	106,175	127,770	143,375	159,165	195,050	189,145	189,160	198,595	145,065	179,105	202,735
Roll 4.....			37,454	37,460	32,400	4,250	4,250	12,250	11,005	104,455	147,805	134,670	73,420	89,510	101,620	188,975	187,980	198,060	221,395	210,775	213,465	107,040	112,620	117,707
	\$ 9,000		\$ 127,395	\$ 136,700	\$ 170,760	\$ 135,170	\$ 144,255	\$ 152,668	\$ 509,595	\$ 508,205	\$ 418,858	\$ 464,823	\$ 333,132	\$ 480,517	\$ 429,627	\$ 461,574	\$ 840,725	\$ 895,118	\$ 949,669	\$ 943,854	\$ 962,988	\$ 484,354	\$ 609,239	\$ 688,770
Exempted Improvements:																								
Roll 1.....	6,000				2,000				2,000	8,900	8,450	8,450	13,950	11,400	13,400	19,400	14,500	14,500	2,000	2,000	2,000	2,000	2,100	2,450
Roll 2.....			9,500	9,500	10,100	2,000	2,000	2,000	11,300	38,100	39,300	37,400	46,800	95,850	120,780	146,235	121,635	183,135	195,885	198,785	14,400	15,400	16,750	16,700
Roll 3.....					10,100	10,100	11,300	11,300			2,500	2,500	2,500	6,500	6,800	6,800	13,200	7,200	13,000	13,000	198,785	198,960	199,685	180,335
Roll 4.....																					7,000	7,000	7,000	7,500
	\$ 6,000		\$ 9,500	\$ 9,500	\$ 12,100	\$ 12,100	\$ 13,300	\$ 13,300	\$ 13,300	\$ 47,000	\$ 50,250	\$ 48,350	\$ 63,250	\$ 113,750	\$ 150,980	\$ 171,935	\$ 149,335	\$ 204,835	\$ 225,385	\$ 228,785	\$ 222,185	\$ 223,360	\$ 225,555	\$ 206,935
BONDED DEBT:																								
Local Improvements.....	\$100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	255,000	125,000	225,000	236,000	242,000	242,000	242,000	136,000	136,000		202,000	202,000	202,000	202,000	196,000
School.....		25,000	38,200	38,200	38,200	38,200	38,200	38,200	38,200	38,200	38,200	38,200	79,300	79,300	100,300	100,300	150,300	150,300	150,300	15,300	150,300	150,300	150,300	150,300
All other not detailed.....	156,000	361,000	501,000	501,000	632,000	642,000	642,000	642,000	642,000	517,000	517,000	517,000	517,000	517,000	682,000	782,000	1,043,500	1,145,500	1,281,500	1,281,500	1,269,500	1,139,500	1,112,500	1,122,100
TOTAL.....	\$256,000	\$ 486,000	\$ 639,200	\$ 639,200	\$ 770,200	\$ 780,200	\$ 780,200	\$ 780,200	\$ 780,200	\$ 780,200	\$ 780,200	\$ 780,200	\$ 832,300	\$ 838,000	\$1,024,300	\$1,124,300	\$1,329,800	\$1,431,800	\$1,431,800	\$1,431,800	\$1,621,800	\$1,491,800	\$1,464,800	\$1,468,400
MILL RATE:	19		21.06	24	24	26	24	24	26	30	27	36	37	40	40	40	45	45	61	61	61	61	61	61

MUNICIPAL STATISTICS 1935-1946

	1935	1936
POPULATION:	7,000	7,000
School Enrollment.....	992	1,037
ASSESSED VALUATION:		
Taxable Lands:		
Roll 1	\$ 816,638	\$ 824,992
Roll 2	851,288	838,815
Roll 3	952,831	923,086
Roll 4	231,764	231,707
	<u>\$ 2,852,521</u>	<u>\$ 2,818,600</u>
Taxable Improvements:		
Roll 1	796,370	825,455
Roll 2	1,232,980	1,268,760
Roll 3	1,506,400	1,552,120
Roll 4	120,590	123,190
	<u>\$ 3,656,340</u>	<u>\$ 3,780,525</u>
Exempted Lands:		
Roll 1	250,737	275,015
Roll 2	184,479	203,807
Roll 3	223,360	264,145
Roll 4	115,775	119,855
	<u>\$ 774,351</u>	<u>\$ 862,822</u>
Exempted Improvements:		
Roll 1	2,550	4,000
Roll 2	17,300	17,125
Roll 3	203,085	205,285
Roll 4	8,150	10,500
	<u>\$ 231,085</u>	<u>\$ 236,910</u>
Gross Assessed Valuation	<u>\$ 7,514,297</u>	<u>\$ 7,698,857</u>
BONDED DEBT:		
Local Improvements.....	196,000	196,000
School.....	150,300	161,300
General.....	1,116,100	1,151,100
TOTAL.....	<u>\$ 1,462,400</u>	<u>\$ 1,508,400</u>
MILL RATE:		
General Purpose	20.21	14.70
General Loan.....	23.81	25.95
Schools.....	14.18	17.50
School Loan	2.80	2.85
	<u>61.00</u>	<u>61.00</u>

	1937	1938	1939	1940	1941
POPULATION:	7,500	7,500	7,500	8,000	8,324
School Enrollment.....	1,071	1,059	1,116	1,127	1,167
ASSESSED VALUATION:					
Taxable Lands:					
Roll 1	\$ 802,973	\$ 812,353	\$ 821,318	\$ 890,615	\$ 872,750
Roll 2	852,973	864,988	884,309	942,462	947,352
Roll 3	950,235	959,306	973,400	1,027,135	1,045,725
Roll 4	255,633	256,166	305,011	358,155	376,272
	<u>\$ 2,861,814</u>	<u>\$ 2,992,813</u>	<u>\$ 2,983,938</u>	<u>\$ 3,218,367</u>	<u>\$ 3,242,099</u>
Taxable Improvements:					
Roll 1	865,240	951,520	1,000,530	1,058,050	1,167,570
Roll 2	1,347,125	1,474,207	1,733,492	1,884,235	1,977,445
Roll 3	1,641,910	1,776,108	1,975,885	2,198,295	2,408,130
Roll 4	127,140	219,134	2,288,984	413,740	458,500
	<u>\$ 3,981,415</u>	<u>\$ 4,420,969</u>	<u>\$ 6,998,891</u>	<u>\$ 5,554,320</u>	<u>\$ 6,011,645</u>
Exempted Lands:					
Roll 1	287,530	284,825	285,800	282,050	302,380
Roll 2	203,404	194,894	182,680	186,700	184,625
Roll 3	252,830	246,472	237,931	241,845	238,980
Roll 4	119,550	129,540	131,115	133,420	151,245
	<u>\$ 863,314</u>	<u>\$ 855,731</u>	<u>\$ 837,526</u>	<u>\$ 844,015</u>	<u>\$ 877,230</u>
Exempted Improvements:					
Roll 1	2,900	3,400	4,300	3,650	4,300
Roll 2	17,125	19,125	19,125	54,510	53,410
Roll 3	241,292	243,367	238,802	225,780	205,325
Roll 4	12,450	11,200	11,200	11,200	2,500
	<u>\$ 273,767</u>	<u>\$ 277,112</u>	<u>\$ 273,427</u>	<u>\$ 295,140</u>	<u>\$ 265,535</u>
Gross Assessed Valuation	<u>\$ 7,990,310</u>	<u>\$ 8,446,630</u>	<u>\$ 11,093,782</u>	<u>\$ 9,911,342</u>	<u>\$ 10,396,509</u>
BONDED DEBT:					
Local Improvements.....	196,000	196,000	196,000	71,000	71,000
School.....	161,300	161,300	161,300	161,300	161,000
General.....	1,151,100	1,151,100	1,151,100	1,141,100	1,319,354
TOTAL.....	<u>\$ 1,508,400</u>	<u>\$ 1,508,400</u>	<u>\$ 1,508,400</u>	<u>\$ 1,373,400</u>	<u>\$ 1,551,654</u>
MILL RATE:					
General Purpose	12.22	13.62	18.12	19.84	17.78
General Loan.....	26.58	24.33	21.84	22.40	23.72
Schools.....	19.01	19.82	18.14	15.62	16.30
School Loan	3.19	3.23	2.90	3.14	3.20
	<u>61.00</u>	<u>61.00</u>	<u>61.00</u>	<u>61.00</u>	<u>61.00</u>

	1942	1943	1944	1945	1946
POPULATION:	8,500	9,000	9,300	9,400	10,500
School Enrollment.....	1,092	1,203	1,231	1,268	1,320
ASSESSED VALUATION:					
Taxable Lands:					
Roll 1	\$ 912,140	\$ 918,395	\$ 974,175	\$ 1,033,800	\$ 1,086,690
Roll 2	975,847	981,522	1,025,627	1,079,312	1,115,272
Roll 3	1,072,070	1,076,305	1,095,880	1,144,290	1,185,995
Roll 4	390,112	408,198	419,439	442,226	467,789
	<u>\$ 3,350,169</u>	<u>\$ 3,384,420</u>	<u>\$ 3,515,121</u>	<u>\$ 3,699,628</u>	<u>\$ 3,855,746</u>
Taxable Improvements:					
Roll 1	1,357,905	1,366,925	1,395,000	1,461,160	1,645,995
Roll 2	1,977,445	2,394,275	2,446,600	2,640,745	3,021,225
Roll 3	2,711,100	2,837,840	2,914,085	3,120,005	3,413,155
Roll 4	533,600	599,075	606,750	710,450	799,550
	<u>\$ 6,580,050</u>	<u>\$ 7,198,115</u>	<u>\$ 7,362,435</u>	<u>\$ 7,932,360</u>	<u>\$ 8,879,925</u>
Exempted Lands:					
Roll 1	295,290	306,975	237,665	215,325	211,345
Roll 2	175,685	180,530	146,825	120,200	119,095
Roll 3	226,575	230,905	216,540	200,510	198,730
Roll 4	147,295	145,900	137,370	131,435	127,775
	<u>\$ 844,845</u>	<u>\$ 864,310</u>	<u>\$ 738,400</u>	<u>\$ 667,470</u>	<u>\$ 656,945</u>
Exempted Improvements:					
Roll 1	4,200	10,700	11,700	20,950	14,250
Roll 2	51,360	50,660	48,760	57,260	58,260
Roll 3	192,450	188,600	188,600	213,900	218,900
Roll 4	2,500	2,500	2,500	2,500	2,500
	<u>\$ 250,510</u>	<u>\$ 252,460</u>	<u>\$ 251,560</u>	<u>\$ 300,610</u>	<u>\$ 11,500</u>
Gross Assessed Valuation	<u>\$ 11,025,574</u>	<u>\$ 11,699,305</u>	<u>\$ 11,867,516</u>	<u>\$ 12,620,068</u>	<u>\$ 13,021,910</u>
BONDED DEBT:					
Local Improvements.....	71,000	60,000	60,000	60,000	60,000
School.....	125,300	120,000	120,200	151,300	149,200
General.....	1,322,763	1,185,058	1,251,936	1,215,694	1,282,122
TOTAL.....	<u>\$ 1,418,963</u>	<u>\$ 1,365,058</u>	<u>\$ 1,432,136</u>	<u>\$ 1,426,994</u>	<u>\$ 1,491,322</u>
MILL RATE:					
General Purpose	20.87	22.06	22.37	24.15	26.33
General Loan.....	21.25	19.47	18.23	16.51	13.69
Schools.....	15.83	16.26	17.36	17.57	16.56
School Loan	3.05	2.21	2.04	1.77	3.42
	<u>61.00</u>	<u>61.00</u>	<u>61.00</u>	<u>61.00</u>	<u>60.00</u>

[illegible][illegible][illegible][illegible][illegible]

MUNICIPAL STATISTICS 1935-1946

	1935	1936
TAX LEVIES:		
General Purposes.....	\$ 57,953.03	42,657.60
Schools.....	48,451.56	57,358.51
Debt. Int., Skg. Fund, St. Lts.	77,755.49	83,334.69
TOTAL LEVY.....	\$184,160.08	\$183,350.80
TAX COLLECTION:		
Current Taxes.....	111,576.21	122,654.21
Percent of Current Levy.....	60.76	66.90
Arrears.....	59,588.88	67,944.72
SALES OF TAX SALE LANDS.....	6,178.85	20,839.82
WATER RECEIPTS.....	25,204.64	25,184.05
WATER CONNECTIONS AND METERS INSTALLED:		
	C M	C M
	28 2	94 2
BUILDING PERMITS		
Number Issued.....	161	184
Value Buildings.....	161,820	256,055
LICENSE FEES,	3,751.68	5,574.35
FINES & PERMITS:		
GOVERNMENT ALLOTMENTS:		
Liquor Profits.....	.....	.....
Motor Licenses.....	5,247.98	5,247.98
Parl Mutuel .....	.....	.....
SINKING FUND:		
Amount Required.....	485,711.42	531,152.23
Amount in Fund	517,913.25	564,494.21
Shortage .....	.....	.....
Surplus.....	32,201.93	33,341.98
Bank Loans Unpaid Dec. 31st	18,000.00	12,000.00
Cash in Bank and on Hand.....	2,621.13	544.31
SCHOOLS:		
Gen. Expend., Current Acct.....	62,425.44	68,445.17
Lands & Bldgs., Capital Acct.....	.....	9,849.30
TOTAL.....	62,425.44	78,294.47

1937		1938		1939		1940		1941	
\$ 35,407.18	\$ 40,198.97	\$ 60,998.78	\$69,013.14	\$ 69,481.94					
63,578.48	66,738.20	70,136.21	61,289.65	62,597.68					
87,121.58	81,882.71	83,946.08	111,362.36	115,157.49					
<u>\$186,107.24</u>	<u>\$188,819.88</u>	<u>\$215,081.07</u>	<u>\$241,665.15</u>	<u>\$247,237.11</u>					
132,966.34	140,110.89	164,199.92	191,870.23	203,317.91					
71.00	74.00	76.34	79.40	82.24					
63,715.31	52,470.86	48,049.53	50,395.28	50,668.60					
25,212.88	22,398.23	10,751.25	12,080.35	17,704.97					
27,867.12	32,332.88	32,469.99	40,911.37	52,310.16					
C M	C M	C M	C M	C M					
118 1	152 ...	151 1	213 4	198 3					
224	268	271	328	354					
510,601	575,887	647,944	795,217	789,895					
6,352.88	10,672.21	12,599.12	15,742.70	19,242.14					
.....					
5,240.57	5,240.57	5,240.57	5,240.57	5,240.57					
.....					
590,782.35	653,632.24	718,780.52	642,006.06	702,545.15					
<u>620,517.53</u>	<u>679,583.25</u>	<u>720,611.21</u>	<u>680,911.36</u>	<u>949,322.02</u>					
.....					
29,735.18	25,951.01	1,830.69	38,905.30	46,776.87					
7,000.00	.....	.....	.....	.....	
2,243.00	2,003.77	4,642.10	7,271.46	38,146.14					
73,694.34	78,447.51	83,130.59	87,031.51	85,788.73					
.....	3,025.30	3,061.40	.....	.....			
<u>73,694.34</u>	<u>81,472.81</u>	<u>86,191.99</u>	<u>87,031.51</u>	<u>85,788.73</u>					

	1942	1943	1944	1945
\$ 76,201.31	\$ 83,003.40	\$ 95,187.07	\$118,216.67	
63,878.66	66,728.00	73,781.50	85,987.90	
118,658.83	108,228.79	97,419.28	101,606.69	
<u>\$258,738.80</u>	<u>\$257,960.19</u>	<u>\$266,387.85</u>	<u>\$305,811.26</u>	
216,686.02	227,862.21	241,840.22	283,355.28	
83.74	88.33	90.78	92.66	
55,948.79	56,710.85	39,599.99	34,671.87	
5,356.00	34,974.45	78,438.27	26,484.19	
51,443.80	52,849.38	62,012.00	59,536.20	
C M	C M	C M	C M	
74 0	49 0	129 0	173 3	
152	106	272	395	
317,162	172,265	653,981	1,024,416	
16,836.02	13,692.82	18,195.41	23,172.58	
7,841.36	7,737.70	7,737.70	7,623.11	
624,432.79	637,814.18	675,398.57	615,138.94	
687,338.29	685,827.18	726,451.57	681,934.15	
62,905.50	48,013.00	51,053.00	66,795.21	
28,845.65	38,939.61	58,756.36	94,811.79	
91,655.22	93,954.13	104,831.05	118,106.14	
		30,000.00	4,200.00	
<u>91,655.22</u>	<u>93,954.13</u>	<u>134,831.05</u>	<u>122,306.14</u>	

1946
142,011.94
96,372.50
110,769.39
349,153.83

324,863.66
93.07
26,837.55
5,352.00
70,765.10
C M
235 4

468
1,838,175
28,371.14
7,667.24

587,416.81
694,982.04
107,565.23
104,470.97

134,474.94
24,376.20
178,851.14

Reeves of West Vancouver Since Incorporation in 1912

<u>Date</u>	<u>Reeve</u>
1912	x Charles Nelson
1913	John Lawson
1914	John Lawson
1915	x George Hay
1916	x George Hay
1917	x George Hay
1918	x V. V. Vinson
1919	x V. V. Vinson
1920	x V. V. Vinson
1921	x D. Morgan
1922	x V. V. Vinson
1923	x R. C. Procter
1924	S. Gisby
1925	S. Gisby
1926	x D. Morgan
1927	x V. V. Vinson
1928	x V. V. Vinson
1929	x V. V. Vinson
1930	J. B. Leyland
1931	J. B. Leyland
1932	J. B. Leyland
1933	J. B. Leyland
1934	J. B. Leyland
1935	J. B. Leyland
1936	J. B. Leyland
1937	J. B. Leyland
1938	J. B. Leyland
1939	J. B. Leyland
1940	J. B. Leyland
1941	J. Edward Sears
1942	J. Edward Sears
1943	Patrick W. Field
1944	Patrick W. Field
1945	William Dickinson
1946	William Dickinson
1947	William Dickinson

x Deceased

G

Municipal Officers 1912 - 1947

1912 - 1913

Reeve: Charles Nelson

Council: James B. Mathers

T. F. Merrick

George Hay

Samuel Gintzburger

School Trustees: John Lawson

William C. Thompson

Charles Nelson

Mrs. Annie Crane

T. F. Merrick

Committees: Finance - Councillors Mathers and Gintzburger

Board of Works - Councillors Hay and Merrick

Fire, Water and Light - Councillors Merrick
and Mathers

Police, Parks and Health - Councillors
Gintzburger and Hay

Transportation - Councillors Mathers, Hay
and Gintzburger

License Commissioners: Reeve Nelson, Coun-
cillors Mathers and Hay

1914 - 1915

Reeve: John Lawson

Council: Robert Macpherson - Chairman Finance Committee

Albert Whyte - Chairman Board of Works

John W. Warden - Chairman Police Committee

Frederick Shields - Chairman Fire and Light
Committee

Board of License Commissioners: Reeve Lawson, Councillors
Macpherson and Whyte, J. B. Mathers, J.P., A. E.
Liddle, J.P.

Police Magistrate: Arthur J. B. Mellish, B.A.

Officials: G. H. Peake - C.M.C.

C. H. Farrow - Assessor

W. B. Carter - Municipal Engineer

Macneill, Bird, MacDonald and Darling,
- Solicitors

Buttar and Cheine - Auditors

J. G. Teare - Chief of Police

1915 - 1916

Reeve: George Hay

Council: V. V. Vinson - Chairman Finance Committee

W. C. Thompson - Chairman Board of Works

Albert Whyte - Chairman Fire and Light
Committee

Thomas F. Merrick - Chairman Health Committee

Board of License Commissioners: Reeve Hay, Councillors
Thomas F. Merrick and Frank Armstrong
Police Magistrate: Arthur J. B. Mellish, B.A.
Officials: G. H. Peake - C.M.C.
C. H. Farrow - Assessor
H. L. McPherson - Municipal Engineer
Bird, Macdonald and Ross - Solicitors
Buttar and Cheine - Auditors
J. G. Teare - Chief of Police

1916 - 1917

Reeve: George Hay
Council: R. C. Procter - Chairman Finance Committee
W. C. Thompson - Chairman Board of Works
T. F. Merrick - Chairman of Water Works
S. Gisby - Chairman Fire, Light and Parks
Board of License Commissioners: Reeve Hay, Councillors
Procter and Valiant V. Vinson
Board of Commissioners of Police: Reeve Hay, Councillors
Merrick and Robert J. Pengelley

1917 - 1918

Reeve: George Hay
Council: R. C. Procter - Chairman Finance Committee
W. C. Thompson - Chairman Board of Works
D. Morgan - Chairman of Water Works
H. R. McDonald - Chairman Transportation
Committee
Board of License Commissioners: Reeve Hay, Councillors
Thompson and A. W. Ure
Board of Commissioners of Police: Reeve Hay, Councillors
Procter and J. M. Sinclair

1918 - 1919

Reeve: V. V. Vinson
Council: R. C. Procter - Chairman Finance Committee
D. Morgan - Chairman Board of Works
J. S. Yates - Chairman of Water Works
S. Gisby - Chairman Transportation Committee
Board of Commissioners of Police: George Hay and J. M.
Sinclair

1919 - 1920

Reeve: V. V. Vinson
Council: A. H. Sherman - Chairman Finance Committee
W. C. Thompson - Chairman Board of Works
H. R. McDonald - Chairman of Water Works
J. S. Yates - Chairman Transportation Committee
Board of Commissioners of Police: George Hay and J. M.
Sinclair

1920 - 1921

Reeve: V. V. Vinson

Councillors: A. H. Sherman - Chairman Finance Committee
W. C. Thompson - Chairman Board of Works Committee
T. Leslie - Chairman Water Works Committee
S. Gisby - Chairman Transportation Committee

Board of School Trustees: A. A. Almas - Chairman
J. Porter, J. B. Cleland,
G. Gourlay, W. C. Thompson

Board of Commissioners of Police: Reeve Vinson, Chairman
A. H. Sherman
J. M. Sinclair

1921 - 1922

Reeve: D. Morgan

Councillors: J. D. Forsyth - Chairman Finance Committee
W. H. Kinney - Chairman Board of Works Committee
J. S. Yates - Chairman Water Works Committee
W.J.M. Jackman - Chairman Transportation Committee

Board of School Trustees: W.J.M. Jackman - Chairman
Mrs. F. Morgan
W.T.D. Cochrane
J. Porter
W. C. Thompson - Secretary

Board of Commissioners of police - Reeve Morgan - Chair-
man
A. H. Sherman
R. C. Procter

1922 - 1923

Reeve: V. V. Vinson

Councillors: S. Gisby - Chairman Finance Committee
R. Fiddes - Chairman Board of Works Committee
W. H. Kinney - Chairman Water Works Committee
W.J.M. Jackman - Chairman Transportation Committee

Board of School Trustees: W.J.M. Jackman - Chairman
Mrs. F. Morgan
J. Porter
W.T.D. Cochrane
W. C. Thompson - Secretary

Board of Commissioners of Police: Reeve Vinson - Chair-
man
R. C. Procter
J. S. Yates

1923 - 1924

Reeve: R. G. Procter.

Councillors: S. Gisby - Chairman Finance and Light Cte.
R. Fiddes - Chairman Board of Works and
Parks Committee.
E.S. Gamage - Chairman Water Works, Fire,
Building and Health Cte.
George Hay - Chairman Transportation Comm-
ittee.

Board of School Trustees: W.J.M. Jackman - Chairman
James Porter
Mrs. F. Morgan
Mrs. C. Ritchie
W.C. Thompson - Secretary.

Board of Commissioners of Police: Reeve R. Procter, Chair-
man.
J. S. Yates
James Edelston.

1924 - 1925

Reeve: Sydney Gisby.

Councillors: Gwladys Amy Davies - Chairman Finance
Committee
George H. Paulkner - Chairman Board of Works
and Light Committees
Peter Wait - Chairman Water works and Fire
Committees
Robert Fiddes - Chairman Transportation and
Parks Committees.

Board of School Trustees: Frances H. Morgan - Chairman.
Christina W. Ritchie
Edwin S. Gamage
John McC. Hill
W.J.M. Jackman.

Board of Commissioners of Police: Reeve S. Gisby-Chairman.
John S. Yates
James Edelston

1925 - 1926

Reeve: Sydney Gisby.

Councillors: Gwladys Amy Davies - Chairman Finance
Committee
John Turner Watt - Chairman Board of Works
and Health Committees
Harry Brundrett - Chairman Transportation
and Light Committees
Peter Wait - Chairman Fire and Water
Committees.

Board of School Trustees: Christina Walker Ritchie -
Chairman.
Thomas T. Dauphinee
John McC. Hill
James M. Edington
Edwin S. Gamage.

Board of Commissioners of Police: Reeve S. Gisby-Chairman.
Robert C. Procter
John S. Yates

Officials: Police Magistrate - Gordon Robson
Municipal Clerk and Treasurer - James Ollason
Municipal Engineer - James Duncan
Secretary Board of School Trustees - H.B. Garland.
Secretary Board of Commissioners of Police -
H.V. Bell.
Chief Constable - Frank W. Squires.

1926 - 1927

Reeve: David Morgan

Councillors - Joseph Bentley Leyland - Chairman Finance,
Fire and Publicity Committees
Karl Abraham Ray - Chairman Board of Works
and Parks Committees
John Turner Watt - Chairman Transportation
Committee
Gwladys Amy Davies - Chairman Water, Health
and Light Committees

Board of School Trustees - James Millar Edington -Chairman
John Stedman Yates
Gerald David Elgar
May Boyd Robinson
Flora Mary Gamage

Board of Commissioners of Police: Reeve Morgan - Chairman
Robert Cecil Procter
Donald McTavish

Officials: Police Magistrate - Gordon Robson
Municipal Clerk and Treasurer - James Ollason
Municipal Engineer - James Duncan
Secretary Board of School Trustees - H.B. Gar-
land.
Secretary Board of Commissioners of Police -
H.V. Bell
Chief Constable - Frank W. Squires

1927 - 1928

Reeve: V. V. Vinson

Councillors: William James Moore Jackman - Chairman Fin-
ance Committee
Karl Abraham Ray - Chairman Board of Works
and Light Committees
Joseph Bentley Leyland - Chairman Transport-
ation and Health Committees
John Turner Watt - Chairman Water, Fire and
Parks Committees

Board of School Trustees: James M. Edington - Chairman
Harold Thomas Curtie
Gerald David Elgar
May Boyd Robinson
Robert Fiddes

Board of Commissioners of Police: Reeve Vinson - Chair
Robert Cecil Procter
Donald McEwan McTavis.

Officials: Municipal Clerk and Treasurer - James Ollason
Municipal Engineer - James Duncan
Secretary Town Planning Commission - H.V. Bell
Secretary Board of Cemetery Trustees - W. Herrin
Secretary Board of Commissioners of Police -
H.V. Bell
Secretary Board of School Trustees - H.B. Garland
Police Magistrate - Gordon Robson
Chief Constable - Frank W. Squires.

1928 - 1929

Reeve: V. V. Vinson.

Councillors: John Turner Watt - Chairman Finance and Publicity Committee
William Blair - Chairman Board of Works and Parks Committee
William James Moore Jackman - Chairman of Transportation and Light Committee
Robert Fiddes - Chairman Water and Fire Committee

Board of School Trustees: Gerald David Elgar - Chairman
Joseph Bentley Leyland
James Millar Edington
May Boyd Robinson
Robert Fiddes

Board of Commissioners of Police: Reeve Vinson - Chairman
Robert Cecil Procter
Donald McEwan McTavish

Officials: Municipal Clerk and Treasurer - James Ollason
Municipal Engineer - James Duncan
Secretary Town Planning Commission - V. Bell
Secretary Board of Cemetery Trustees - W. Herrin
Secretary Board of Commissioners of Police -
Harry Vincent Bell
Secretary Board of School Trustees - H.B. Garland
Police Magistrate - Gordon Robson
Chief Constable - Frank Walter Squires
Medical Health Officer - Arthur Charles Nash
Sanitary Inspector - Alexander Gracey

1929 - 1930

Reeve: V.V. Vinson

Councillors: David Morgan - Chairman of Finance.
William Blair - Chairman Board of Works and Parks Committee
William James Moore Jackman - Chairman Transportation and Light Committee
Robert Fiddes - Chairman Water and Fire Committee

Board of School Trustees - Gerald David Elgar - Chairman
Margaret Selwood
James Killar Edington
May Boyd Robinson
Benjamin Richard Harrison

Board of Commissioners of Police - Reeve Vinson-Chairman
Arnold Kenneth M.C.W. Savory
Donald McEwan McPavish

Officials: Municipal Clerk and Treasurer - James Ollason
Municipal Engineer - James Duncan
Secretary Town Planning Commission - Harry
Vincent Bell
Secretary Board of Cemetery Trustees - William
Herrin.
Secretary Board of School Trustees - H.B. Garland
Secretary Board of Commissioners of Police -
Harry Vincent Bell
Police Magistrate - Gordon Robson
Chief Constable - Frank Walter Squires
Medical Health Officer - Arthur Charles Nash
Sanitary Inspector - Alexander Gracey

1930 - 1931

Reeve: J. B. Leyland.

Councillors: J. H. Jackman - Chairman Finance and Light
Committees
L. Garthorne - Chairman Board of Works and
Water Committees
J.D. Elgar - Chairman Transportation, Fire
and Parks Committees
O. Morgan - Member of Committees

Board of School Trustees - E.S. Gamage - Chairman
J. H. Edington
Margaret Selwood
Myrtle V. Masterman
Harvey Smith

Board of Police Commissioners: Reeve Leyland - Chairman
K. W. Savory
C. J. Archer

Officials: Municipal Clerk and Treasurer - James Ollason
Municipal Engineer - James Duncan
Police Magistrate - Gordon Robson
Chief Constable - Frank W. Squires
Secretary Board of Commissioners of Police -
Harry V. Bell
Secretary Board of School Trustees - H.B.
Garland
Medical Health Officer - Arthur C. Nash
Sanitary and Building Inspector - A. Gracey
Transportation Manager - Capt. H.I. Vince
Fire Marshal - J.S. Yates

Town Planning Commission: J.M. Baxter - Chairman
H.V. Bell - Secretary
Reeve J.B. Leyland
George Hay
Councillor G.D. Elgar
P.C. Chapman
E.S. Gamage

Cemetery Board: Reeve J.B. Leyland
Councillor L. Garthorne
Councillor D. Morgan
W. Herrin - Secretary
R. Fiddes
A. Chilton

1931 - 1932

Reeve: J. B. Leyland

Councillors: W. Dickinson - Chairman of Finance Committee
R. Fiddes - Chairman Board of Works and
Light Committees
L.S. Garthorne - Chairman Transportation
and Parks Committees

Board of School Trustees: E.S. Gamage - Chairman
Harry B. Garland - Secretary
G.W.H. Jackson
T.E. Russell
A. Harvey Smith
Myrtle V. Masterman

Board of Police Commissioners: Reeve J.B. Leyland-Chairman
H.V. Bell - Secretary
G.B. Joy
C.J. Archer

Town Planning Commission: P.C. Chapman - Chairman
H.V. Bell - Secretary
Reeve J.B. Leyland
Councillor G.D. Elgar
George Hay
E.S. Gamage
J.M. Baxter

Board of Appeal: R.D. Pack - Chairman
H.V. Bell - Secretary
S.J. Nasmith
Harold Brown

Cemetery Board: Reeve J. B. Leyland
Councillor W. Dickinson
Councillor R. Fiddes
A. Chilton
W. Blair
W. Herrin - Secretary

Officials: Municipal Clerk, Treasurer and Assessor -
William Herrin
Municipal Engineer - James Duncan
Police Magistrate and Municipal Solicitor -
Gordon Robson

Chief Constable - Frank W. Squires
Medical Health - Arthur C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey
Transportation Manager - Capt. H.I. Vince
Fire Marshal - J. S. Yates

1932 - 1933

Reeve: J. B. Leyland

Councillors: Chairman of Finance Committee
R. Fiddes - Chairman Board of Works and
Light Committees
L.S. Garthorne - Chairman Water and Fire
Committees
G.D. Elgar - Chairman Transportation and
Parks Committees

Board of School Trustees: C.T. Kendrick - Chairman
Harry B. Garland - Secretary
T.E.W. Russell
T.E. Batchelor
G.W.H. Jackson
W.N. McDonald

Board of Police Commissioners: Reeve J.B. Leyland-Chairman
H.V. Bell - Secretary
G.B. Joy
J.M. Sinclair

Cemetery Board: Reeve J.B. Leyland
Councillor W. Dickinson
Councillor R. Fiddes
W. Herrin, Secretary
W. Blair
A. Chilton

Town Planning Commission: P.C. Chapman - Chairman
H.V. Bell - Secretary
Councillor G.D. Elgar
George Hay
Reeve Leyland
J.M. Baxter
C.T. Kendrick

Town Planning Board of Appeal: R.D. Peck - Chairman
H. V. Bell - Secretary
Harold Brown
S.J. Nasmith

Officials: Municipal Clerk, Treasurer and Assessor -
William Herrin
Municipal Engineer - James Duncan
Police Magistrate and Municipal Solicitor -
Gordon Robson
Chief Constable - Frank W. Squires
Medical Health Officer - Arthur C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey

Transportation Manager - Capt. H.I. Vince
Fire Marshal - J.S. Yates
Bankers - Royal Bank of Canada
Auditors - Crehan, Moust & Co., Vancouver, B.C.

1933 - 1934

Reeve: J.B. Leyland

Councillors: W. Dickinson - Chairman Finance Committee
R. Fiddes - Chairman Board of Works and
Light Committees
L.S. Garthorne - Chairman Water and Fire
Committees

G.D. Elgar - Chairman Transportation and
Parks Committees

Board of School Trustees: C.T. Rendrick - Chairman
Harry B. Garland - Secretary
G.W.H. Jackson
W.N. McDonald
T.E.W. Russell
T.E. Batchelor

Board of Commissioners of Police: Reeve Leyland - Chairman
H.V. Bell - Secretary
G.B. Joy
J.M. Sinclair

Cemetery Board: Reeve Leyland
Councillor W. Dickinson
Councillor R. Fiddes
H.V. Bell - Secretary
W. Blair
A. Chilton

Town Planning Commission: P.C. Chapman - Chairman
George Hay
Councillor G.D. Elgar
C.T. Kendrick
H.V. Bell - Secretary
Reeve Leyland
J.M. Baxter

Town Planning Board of Appeal: R.D. Peck - Chairmah
H.V. Bell - Secretary
S.J. Nasmith
Harold Brown

Officials: Municipal Clerk, Treasurer and Assessor -
William Herrin
Municipal Engineer - James Duncan
Police Magistrate and Municipal Solicitor -
Gordon Rebson
Chief Constable - Frank W. Squires
Medical Health Officer - Arthur C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey
Transportation Manager - Capt. H.I. Vince
Fire Marshal - J.S. Yates
Bankers - Royal Bank of Canada
Auditors - Crehan, Moust & Co., Vancouver, B.C.

1934 - 1935

Reeve: J.B. Leyland

Councillors: W. Dickinson - Chairman Finance Committee
R. Fiddes - Chairman Board of Works and
Light Committees
L. S. Garthorne - Chairman Water and Fire
Committees
G.D. Elgar - Chairman Transportation and
Parks Committees

Board of School Trustees: W.N. McDonald - Chairman
G.W. Jackson
Elizabeth M. O'Donnell
H.B. Garland - Secretary
R.E. Russell
H.G. Barker

Board of Police Commissioners: Reeve J.B. Leyland -
Chairman

G.B. Joy
J.M. Sinclair
H.V. Bell - Secretary

Cemetery Board: Reeve J.B. Leyland
Councillor W. Dickinson
W. Herrin - Secretary
Councillor R. Fiddes
W. Blair
A. Chilton

Town Planning Commission: S.J. Nasmith
H.V. Bell - Secretary
R.D. Peck
Harold Brown

Officials: Municipal Clerk, Treasurer and Assessor -
William Herrin
Municipal Engineer - James Duncan
Police Magistrate and Municipal Solicitor -
Gordon Robson
Chief Constable - Frank W. Squires
Medical Health Officer - Arthur C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey
Transportation Manager - Capt. H.I. Vince
Fire Marshal - J.S. Yates
Bankers - Royal Bank of Canada
Auditors - Crehan, Mouat & Co., Vancouver, B.C.

1935 - 1936

Reeve: J.B. Leyland

Councillors: W. Dickinson - Chairman Finance Committee
R. Fiddes - Chairman Board of Works and
Light Committees
L.S. Garthorne - Chairman Water and Fire
Committees
G.D. Elgar - Chairman Transportation and
Parks Committees

Board of School Trustees: W.N. MacDonald - Chairman
Harry B. Garland - Secretary
Elizabeth M. O'Donnell
D. McE. McTavish
H.G. Barker
S.J. Nasmith

Board of Police Commissioners: Reeve J.B. Leyland-Chairman
H.V. Bell - Secretary
J.B. Joy
J.M. Sinclair

Cemetery Board: Reeve J.B. Leyland
W. Blair
W. Herrin - Secretary
Councillor W. Dickinson
Councillor R. Fiddes
A. Chilton

Town Planning Commission: George Hay - Chairman
Reeve J.B. Leyland
Councillor G.D. Elgar
J.M. Baxter
P.C. Chapman
W.N. MacDonald

Town Planning Board of Appeal: S.J. Nasmith
H.V. Bell - Secretary
C.S. Downing
Harold Brown

Officials: Municipal Clerk, Treasurer and Assessor -
William Herrin
Municipal Engineer - James Duncan
Police Magistrate and Municipal Solicitor -
Gordon Robson
Chief Constable - Frank W. Squires
Medical Health Officer - Dr. A.C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey
Transportation Manager - Capt. H.I. Vince
Fire Marshal - H. Normand
Bankers - Royal Bank of Canada
Auditors - Crehan, Mouat & Co., Vancouver, B.C.

1936 - 1937

Reeve: J.B. Leyland

Councillors: W. Dickinson - Chairman Finance Committee
R. Fiddes - Chairman Board of Works and
Light Committees
S. Gisby - Chairman Water and Fire
Committees
G.D. Elgar - Chairman Transportation and
Parks Committees

Board of School Trustees: W.N. MacDonald - Chairman
Harry B. Garland - Secretary
S.J. Nasmith
Elizabeth M. O'Donnell
D. McE. McTavish
H.G. Barker

Board of Police Commissioners: Reeve J.B. Leyland
Councillor W. Dickinson
Councillor R. Fiddes
W. Blair
W. Herrin - Secretary
A. Chilton

Town Planning Commission: George Hay - Chairman
Councillor G.D. Elgar
P.C. Chapman
Reeve J.B. Leyland
J.M. Baxter
W.N. MacDonald

Town Planning Board of Appeal: S.J. Nasmith
H.V. Bell - Secretary
C.S. Downing
Harold Brown

Officials: Municipal Clerk, Treasurer and Assessor -
William Herrin
Municipal Engineer - James Duncan
Police Magistrate and Municipal Solicitor -
Gordon Robson
Chief Constable - Frank W. Squires
Medical Health Officer - Dr. A.C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey
Transportation Manager - Capt. H.I. Vince
Fire Marshal - H. Normand
Bankers - Royal Bank of Canada
Auditors - Crehan, Mouat & Co., Vancouver, B.C.

1937 - 1938

Reeve: J.B. Leyland

Councillors: W. Dickinson - Chairman Finance Committee
R. Fiddes - Chairman Board of Works and
Light Committees
S. Gisby - Chairman Water and Fire
Committees
G.D. Elgar - Chairman Transportation and
Parks Committees

Board of School Trustees: H.G. Barker - Chairman
J. Richardson
Elizabeth M. O'Donnell
D. McE. McTavish
W.N. MacDonald - Secretary

Board of Police Commissioners: Reeve J.B. Leyland -
Chairman
W. Gentleman - Secretary
G.B. Joy
J.M. Sinclair

Cemetery Board: Reeve J.B. Leyland - Chairman
Councillor W. Dickinson
Councillor R. Fiddes
W. Blair
A. Chilton

W. Herrin - Secretary

Town Planning Commission: Reeve J.B. Leyland
George Hay
Councillor G.D. Elgar
H.V. Bell - Secretary
J.M. Baxter - Chairman
P.C. Chapman
H.G. Barker

Town Planning Board of Appeal: S.J. Wasmith
S.V. Bell - Secretary
C.S. Downing
Harold Brown

Officials: Municipal Clerk, Treasurer and Assessor -
William Herrin
Municipal Engineer - James Duncan
Police Magistrate and Municipal Solicitor -
Gordon Robson
Chief Constable - Frank W. Squires
Medical Health Officer - Dr. A.C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey
Transportation Manager - Capt. H.I. Vince
Fire Marshal - W. McN. Thompson
Bankers - Royal Bank of Canada
Auditors - Crehan, Meredith & Co., Vancouver, B.C.

1938 - 1939

Reeve: J.B. Leyland

Councillors: W. Dickinson - Chairman Finance Committee
R. Fiddes - Chairman Board of Works and
Light Committees
S. Gisby - Chairman Water and Fire Committees
G.D. Elgar - Chairman Transportation and
Parks Committees

Board of School Trustees: H.G. Barker - Chairman
D. McE. McTavish
Elizabeth M. O'Donnell
J. Richardson
G.E. Brealey
W.N. MacDonald - Secretary

Board of Police Commissioners: Reeve J.B. Leyland - Chairman
Dr. F.E. Dorchester
J.N. Gillies - Secretary
G.B. Joy

Cemetery Board: Reeve J.B. Leyland - Chairman

Councillor W. Dickinson

Councillor R. Fiddes

A. Chilton

W. Blair

W. Herrin - Secretary

Town Planning Commission: J.M. Baxter - Chairman

Reeve J.B. Leyland

Councillor G.D. Elgar

H.G. Barker

George Hay

H.V. Bell - Secretary

P.C. Chapman

Town Planning Board of Appeal: S.J. Nasmith

H.V. Bell

C.S. Downing

J.N. Gillies - Secretary

Officials: Municipal Clerk, Treasurer and Assessor -

William Herrin

Municipal Engineer - James Duncan

Police Magistrate and Municipal Solicitor

Gordon Robson

Chief Constable - Frank W. Squires

Medical Health Officer - Dr. A.C. Nash

Sanitary, Electrical and Building Inspector -

Alexander Gracey

Transportation Manager - Capt. H.I. Vince

Fire Marshal - W. McN. Thompson

Bankers - The Royal Bank of Canada

Auditors - Crehan, Meredith & Co., Vancouver.

1939 - 1940

Reeve: J.B. Leyland

Councillors: W. Dickinson - Chairman Finance Committee

T.J. Brown - Chairman Board of Works and
Light Committees

S. Gisby - Chairman Water and Fire
Committees

G.D. Elgar - Chairman Transportation and
Parks Committees

Board of School Trustees: D. McE. McTavish - Chairman

Elizabeth M. O'Donnell

W.N. MacDonald - Secretary

J. Richardson

S.H. Taylor

G.E. Brealey

Board of Police Commissioners: Reeve J.B. Leyland-Chairman

Dr. F.E. Dorchester

G.B. Joy

J.N. Gillies - Secretary

Cemetery Board: Reeve J.B. Leyland - Chairman
Councillor W. Dickinson
Councillor T.J. Brown
W. Blair
A. Chilton
W. Herrin - Secretary

Town Planning Commission: J.A. Baxter - Chairman
Reeve J.B. Leyland
Councillor G.D. Elgar
H.V. Bell - Secretary
George Hay
P.C. Chapman
D. McE. McTavish

Town Planning Board of Appeal: S.J. Nasmith
J.N. Gillies - Secretary
C.S. Downing
H.V. Bell

Officials: Municipal Clerk and Treasurer - William Herrin
Municipal Assessor - Robert Fiddes
Municipal Engineer - James Duncan
Police Magistrate and Municipal Solicitor -
Gordon Robson
Chief Constable - Frank W. Squires
Medical Health Officer - Dr. A.C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey
Transportation Manager - Capt. H.I. Vince
Fire Marshal - W. McN. Thompson
Bankers - Royal Bank of Canada
Auditors - Crehan, Meredith & Co., Vancouver, B.C.

1940 - 1941

Reeve: J.B. Leyland.

Councillors: W. Dickinson - Chairman Finance Committee
J. Edward Sears - Chairman Board of Works
and Parks Committees
John Richardson - Chairman Water and Light
Committees
Karl A. Ray - Chairman Transportation and
Fire Committees

Board of School Trustees: D. McE. McTavish - Chairman
Elizabeth M. O'Donnell
W.N. McDonald - Secretary
H.N. Walters
G.E. Brealey
S.H. Taylor

Board of Police Commissioners: Reeve J.B. Leyland - Chairman
Dr. F.E. Dorchester
J.B. Joy
J.N. Gillies - Secretary

Cemetery Board: Reeve J.B. Leyland - Chairman
Councillor W. Dickinson
Councillor K.A. Ray

Cemetery Board (cont.)

W. Blair
A. Chilton

W. Herrin - Secretary

Town Planning Commission: J.A. Baxter - Chairman
Reeve J.B. Leyland
Councillor J. Edward Sears
J.N. Gillies - Secretary
George Hay
P.C. Chapman
D. McE. McTavish

Town Planning Board of Appeal: C.S. Downing
S.J. Nasmith
S.A.G. Curry
J.N. Gillies - Secretary

Officials: Municipal Clerk and Treasurer - William Herrin
Municipal Assessor - Robert Fiddes
Municipal Engineer - James Duncan
Police Magistrate and Municipal Solicitor -
Gordon Robson
Chief Constable - Albert W. Kruger
Medical Health Officer - Dr. A.C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey
Transportation Manager - Capt. H.I. Vince
Fire Marshal - W. McN. Thompson
Bankers - Royal Bank of Canada
Auditors - Crehan, Meredith & Co., Vancouver, B.C.

1941 - 1942

Reeve: J. Edward Sears

Councillors: W. Dickinson - Chairman Finance Committee
A. Harvey Smith - Chairman Board of Works
Committee
John Richardson - Chairman Water and Light
Committees
Karl A. Ray - Chairman Transportation, Parks
and Fire Committees

Board of School Trustees: H.N. Walters - Chairman
Elizabeth M. O'Donnell
W.N. McDonald - Secretary
L.A.H. Wainwright
M.O. Corkill
G.E. Brealey

Board of Police Commissioners: Reeve J. Edward Sears -
Chairman
Dr. F.E. Dorchester
G.B. Joy
J.N. Gillies - Secretary

Cemetery Board: Reeve J. Edward Sears - Chairman
Councillor W. Dickinson
Councillor A. Harvey Smith
J.M. Lornie
A. Chilton
W. Herrin - Secretary

Town Planning Commission: J.A. Baxter - Chairman
Reeve J. Edward Sears
Councillor K.A. Ray
J.N. Gillies - Secretary
R.P. Blower
J.T. Watt
H.N. Walters

Town Planning Board of Appeal: C.W. Downing
S.J. Hasmith
S.A.G. Curry
J.N. Gillies - Secretary

Officials: Municipal Clerk - William Herrin
Municipal Treasurer - W.N. McDonald
Municipal Assessor - Robert Fiddes
Municipal Engineer - E.W. Richardson
Police Magistrate and Municipal Solicitor -
Gordon Robson
Chief Constable - Albert W. Kruger
Medical Officer - Dr. A.C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey
Transportation Manager - Capt. H.I. Vince
Fire Marshal - W. McN. Thompson
Bankers - The Royal Bank of Canada
Auditors - Crehan, Meredith & Co., Vancouver, B.C.

1942 - 1948 -

Reeve: J. Edward Sears

Councillors: W. Dickinson - Chairman Finance Committee
A. Harvey Smith - Chairman Board of Works
Committee
John Richardson - Chairman Water and Light
Committees
Karl A. Ray - Chairman Transportation, Parks
and Fire Committees

Board of School Trustees: H.N. Walters - Chairman
L.A.H. Wainwright
R.P. Blower - Secretary
G.E. Brealey
M.O. Corkill
Violet G. Sharpe

Board of Police Commissioners: Reeve J.E. Sears - Chairman
G.B. Joy
Hugh S. Taylor
J.N. Gillies - Secretary

Cemetery Board: Reeve J. Edward Sears - Chairman
Councillor W. Dickinson
Councillor A. Harvey Smith
J.M. Lornie
A. Chilton
W. Herrin - Secretary

Town Planning Commission: J.T. Watt - Chairman
Reeve J. Edward Sears
Councillor K.A. Ray
H.N. Walters
J.N. Gillies - Secretary
R.P. Blower
S. Fulton
D. McMillan
H. Anderson
J.H. Redden

Town Planning Board of Appeal: B. W. Bone
J.N. Gillies - Secretary
C.S. Downing
S.A.G. Curry

Officials: Municipal Clerk - William Herrin
Municipal Treasurer - W.H. McDonald
Municipal Assessor - Robert Fiddes
Municipal Engineer - E.W. Richardson
Police Magistrate and Municipal Solicitor -
Gordon Robson
Chief Constable - Albert W. Kruger
Medical Health Officer - Dr. A.C. Nash
Sanitary, Electrical and Building Inspector -
Alexander Gracey
Acting Transportation Manager - C.N.M. Cook
Fire Marshal - W. McN. Thompson
Bankers - Royal Bank of Canada
Auditors - Crehan, Meredith & Co., Vancouver, B.C.

1943 - 1944

Reeve: P.W. Field.

Councillors: W. Dickinson - Chairman Finance Committee
John Richardson - Chairman Board of Works
Committee
Karl A. Roy - Chairman Water and Light
Committees
P.E. Paulson - Chairman Transportation, Parks
and Fire Committees

Board of School Trustees: G.E. Brealey - Chairman
Violet Sharpe
Winifred Ried - Secretary
H. Crimp
A.J. Alexander
Dorothy Lefaux

Board of Police Commissioners: Reeve P.W. Field-Chairman
J.D. Hobden
Hugh S. Taylor
J.N. Gillies - Secretary

Cemetery Board: Reeve P.W. Field - Chairman
Councillor W. Dickinson
Councillor P.E. Paulson
J.M. Lornie
W. Herrin

R.A. Harrison - Secretary

Town Planning Commission: J.T. Watt - Chairman
Reeve P.W. Field
Councillor K.A. Ray
R.P. Blower
J.N. Gillies - Secretary
S. Fulton
D. McMillan
H. Anderson
J.H. Redden
G.E. Breeley

Town Planning Board of Appeal: B.W.M. Bone
C.S. Downing
S.A.G. Curry
J.N. Gillies - Secretary

Bankers - Royal Bank of Canada

Auditors - Grehan, Meredith & Co., Vancouver, B.C.

Officials: Municipal Treasurer - W.N. McDonald
Municipal Assessor - Robert Fiddes
Municipal Engineer - E.W. Richardson
Municipal Clerk - R.A. Harrison
Municipal Solicitor - Gordon Robson
Building Inspector - A. Gracey
Transportation - G.S. Webster
Fire Marshal - W. Men. Thompson
Police Magistrate - Gordon Robson
Chief Constable - C. Hailstone
Health Officer - Dr. Ella Cristall
Sanitary Inspector - J.E. Proud

1944 - 1945

Reeve: P.W. Fields

Councillors: W. Dickinson - Chairman Finance Committee
John Richardson - Chairman Board of Works
and Rehabilitation Committees
D.C. Van Horne - Chairman of Waterworks,
Health, Light and Fire
Committees
P.E. Paulson - Chairman Transportation
Committee

Board of School Trustees: Austin J. Alexander - Chairman
G.E. Brealey
Winifred Ried, Secretary
H. Crimp
Mora Britton
Dorothy Lefaux

Board of Police Commissioners: Reeve P.W. Fields-Chairman
J.N. Gillies - Secretary
J.P. Hobden
Hugh S. Taylor

Board of Park Commissioners: C.S. Downing - Chairman
Helen F. Truscott - Secretary
L.E. Eyle
V.W. Griffiths

Cemetery Board: Reeve P.W. Fields
Councillor W. Dickinson
Councillor P.E. Paulson
J.M. Lornie
W.R. Crawford
R.A. Harrison - Secretary

Town Planning Commission: R.M. Pidgeon - Chairman
Reeve P.W. Fields
J.H. Redden
A.J. Alexander
S. Fulton
C.S. Downing
G.E. Baynes
J. Bisset
R.P. Blower
J.N. Gillies - Secretary

Town Planning Board of Appeal: R.V. Kirkby - Chairman
B.W.M. Bone
Angus McAlister
J.N. Gillies - Secretary

Bankers - The Royal Bank of Canada

Auditors - Crahan, Meredith & Co., Vancouver, B.C.

Officials: Municipal Treasurer - W.N. McDonald
Municipal Clerk - R.A. Harrison
Municipal Assessor - Robert Fiddes
Municipal Engineer - E.W. Richardson
Building Inspector - A. Gracey
Transportation Manager - G.S. Webster
Fire Marshal - W. McN. Thompson
Police Magistrate - Gordon Hobson
Municipal Solicitor - J. Edward Sears
Chief Constable - C. Hailstone
Health Officer - Dr. Ella Evans
Sanitary Inspector - J.E. Proud

1945 - 1946

Reeve: W. Dickinson

Councillors: John Richardson - Chairman Finance Committee
P.C. Van Horne - Chairman Board of Works,
light and Fire Committees
J.A. Folinsbee - Chairman Water Works and
Health Committees
P.E. Paulson - Chairman Transportation
Committee

Board of School Trustees: A.D. Richardson - Chairman
G.E. Brealey
S. De Gruchy
V.J. Town - Secretary
A.J. Alexander
Nora Britton

Board of Police Commissioners: Reeve W. Dickinson-Chairman
J.D. Hobden
Hugh S. Taylor
J.N. Gillies - Secretary

Board of Park Commissioners: C.S. Downing - Chairman
L.E. Kyle
V.J. Town - Secretary
R.J. Seeds

Cemetery Board: Reeve W. Dickinson - Chairman
Councillor J. Richardson
J.M. Lorne
Councillor P.E. Paulson
W.R. Crawford
R.A. Harrison - Secretary

Town Planning Commission: R.M. Pidgeon - Chairman
Reeve W. Dickinson
J.H. Redden
A.D. Richardson
S. Fulton
C.S. Downing
G.E. Baynes
J.N. Gillies - Secretary
J. Bisset
R.P. Blower

Town Planning Board of Appeal: R.V. Kirkby - Chairman
B.W.M. Bone
J.N. Gillies - Secretary
Angus McAlister

Officials: Bankers - The Royal Bank of Canada
Auditors - Crehan, Meredith & Co., Vancouver, B.C.
Municipal Treasurer - W.N. McDonald
Municipal Assessor - J.Y. Gardner
Municipal Engineer - E.W. Richardson
Building Inspector - A. Gracey
Transportation Manager - G.S. Webster

Officials (cont.)

Fire Marshal - W. McN. Thompson
Municipal Clerk - R. A. Harrison
Police Magistrate - Gordon Robson
Municipal Solicitor - J. Edward Sears
Chief Constable - C. Hailstone
Health Officer - Dr. Ella Evans
Sanitary Inspector - J. E. Proud

1946 - 1947

Reeve: W. Dickinson

Councillors: J. A. Folinsbee - Chairman Finance and
Health committees.
C. A. Flemming - Chairman of Board of Works,
and Water Works.
J. H. Fletcher - Chairman of Light and Fire
Committees.
P. E. Palson - Chairman of Transportation
Committee.

Board of School Trustees: H. S. Mahon
R. A. V. Lester
S. de Gruchy
V. J. Town - Secretary
A. D. Richardson - Chairman
Nora Britton

Board of Police Commissioners: Reeve W. Dickinson - Chairman
A. L. De Haye - Secretary
J. D. Hobden
Hugh S. Taylor

Board of Park Commissioners: C. S. Downing - Chairman
L. E. Kyle
V. J. Town - Secretary
A. R. Mackenzie

Cemetery Board: Reeve W. Dickinson - Chairman
Councilor J. A. Folinsbee
J. M. Lornie
J. H. Fletcher
R. A. Harrison - Secretary
W. R. Crawford

Town Planning Commission: R. M. Pidgeon - Chairman
S. de Gruchy
J. B. Leyland
C. S. Downing

G. E. Beynes
J. Bisset
R. P. Blower
Reeve W. Dickinson
W. Birmingham

Town Planning Board of Appeal: R. V. Kirkby - Chairman
W. J. Town - Secretary
Angus McAlister
B. W. M. Bone

Officials: Bankers - The Royal Bank of Canada
Auditors - Crehan, Meredith & Co., Vancouver, B.C.
Municipal Treasurer - W. N. McDonald
Municipal Assessor - J. Y. Gardner
Municipal Engineer - E. W. Richardson
Building Inspector - A. Gracey
Fire Marshal - W. McN. Thompson
Municipal Clerk - R. A. Harrison
Police Magistrate - Gordon Robson
Municipal Solicitor - J. Edward Sears
Chief Constable - C. Hailstone
Health Officer - Dr. G. Baker
Sanitary Inspector - J. E. Proud

BIBLIOGRAPHY

Bibliography

Official Publications

Canada, Acts of the Parliament of the Dominion of Canada, Ottawa, King's Printer, 1912-1944.

British Columbia, British Columbia Sessional Papers, Victoria, King's Printer, 1894-1946.

Canada, Census of Canada, Ottawa, King's Printer, 1912-1937.

British Columbia, Consolidated Statutes of British Columbia, Municipal Acts, Ottawa, King's Printer, 1912-1946.

Canada, Department of Indian Affairs, Annual Report, Ottawa, King's Printer, 1900-1916.

West Vancouver, Municipality of West Vancouver Financial Statements, Shoemaker, McLean and Veitch, Vancouver, 1912-1946.

West Vancouver, Municipal Transit Topics, Vancouver, West Vancouver Municipal Transportation, Vol. 1, No. 1-22, 1947.

North Vancouver, Municipality of West Vancouver Voters Lists, North Vancouver North Shore Press, 1913-1946.

Great Britain, Papers Relating to the Affairs of British Columbia Part 3, London, 1860.

Canada, Reference Manual on Rehabilitation, Ottawa, Edmond Cloutier, King's Printer, 1945.

British Columbia, Report of the Provincial Museum, Victoria, King's Printer, 1912-1933.

British Columbia, Revised Statutes of British Columbia, Victoria, King's Printer, 1890-1945.

Canada, Statutes of Canada, Ottawa, King's Printer, 1890-1914.

North Vancouver, Tax Sale, Corporation of the District of West Vancouver, North Vancouver, North Shore Press, 1916-1919.

Manuscripts

Bartholomew, H. and Associates, Preliminary Report on Economic Background and Populations of West Vancouver, West Vancouver Municipal Hall, 1946.

An excellent survey on the governing forces within the municipality it contains detailed statistical research on populations and their past and future locations within the municipality.

Bartholomew, H. and Associates, Preliminary Reports on Schools and Parks of West Vancouver, West Vancouver Municipal Hall, 1946.

This report contain suggestions on future school sites and park developments.

Bartholomew, H. and associates, A Transportation Survey and Street and Roads, West Vancouver, Municipal Hall, 1946.

This report contains a survey on existing transportation routes and makes valuable suggestions for their future improvements.

Bartholomew, H., and Associates, Zoning By-laws, West Vancouver, Municipal Hall 1946.

This report contains a survey of West Vancouver's present zoning regulations and makes recommendations for future improvements.

Bartholomew, H. and Associates, Civic Art and Architecture, West Vancouver Municipal Hall, 1946.

This report contains a survey of the needs of the residents of West Vancouver for a new Municipal Hall and a Library.

Bill 83, An Act to amend the West Vancouver Incorporation Act. 1920. Mrs. Balfour Ker, North Vancouver.

Balfour Ker, Keith Road and Marine Drive, December 1, 1919. Mrs. Balfour Ker, North Vancouver.

Memo--Re P.G.E. Railways, West Vancouver, 1916. Mrs. Balfour Ker, North Vancouver.

Messrs. Ker and Dawson in account with Mahon, McFarland and Proctor, Limited, Real Estate and Financial Brokers, Vancouver, August 14, 1911. Mrs Balfour Ker, North Vancouver.

This ^{account} contains a description of the real estate possibilities in West Vancouver in 1911.

Minute Book, North Vancouver, North Vancouver Municipal Hall, 1891-1912.

The main body of this study is based upon a careful reading of this minute book, which gives a bi-weekly account of the problems which forced the West Capilano District prior to its incorporation.

Minute Book, West Vancouver, West Vancouver Municipal Hall, 1912-1947.

This proved the main source of information of the Thesis. It contains a bi-weekly account of the events which moulded the shape of the municipality.

Minute Book, West Vancouver School Board, Municipal Hall, 1912-1947.

Minute Book, Park Commissioners, West Vancouver Municipal Hall, 1930-1946.

Minute Book, Cemetery Board, West Vancouver Municipal Hall, 1923-1946.

Minute Book, Town Planning Commission, West Vancouver Municipal Hall, 1927-1946.

Pacific Great Eastern Railway Company and the Corporation of the District of West Vancouver Agreement, Vancouver, Riddle, Stead, Hodges and Winter, June 24, 1913.

Pacific Great Eastern Railway Company and J. Balfour Ker Agreement, Vancouver, Bowser, Reid and Wallbridge, Solicitors, June 6, 1913.

Pacific Great Eastern Railway Company and Peter Larson, Vancouver, Bowser, Reid and Wallbridge, June 6, 1913.

The Petitioners Statement and Ratepayer's Case, 1919.

Point Atkinson District asks separation from West Vancouver Municipality, West Vancouver, 1919. Mrs. Balfour Ker, North Vancouver.

Price List "Brackenhurst" subdivision of East Park of D.L. 558, Group 1, N.W.D. West Vancouver, Vancouver, H. Bell-Irving and Co., Ltd., July 20, 1912. Mrs. Balfour Ker, North Vancouver.

Proposed Point Atkinson Municipality Local Improvement and General Debt, 1919. Mrs. Balfour Ker, North Vancouver.

Re Point Atkinson, West Vancouver, March 16, 1920. Mrs. Balfour Ker, North Vancouver.

Report of Mr. Dawson and T.H. Calland, Vancouver, March, 1894. Mrs. Balfour Ker, North Vancouver.

An interesting account of the real estate possibilities of West Vancouver.

Statement of Expenditures in Ward 1 and D.L. 557 from Incorporation to December 31st, 1918, Cerehan, Mouat and Company, December 31, 1918.

Report and Investigation of Road Expenditure in the Municipality of West Vancouver for the Point Atkinson Ratepayers Association, Vancouver, Richard B. W. Pirie, Chartered Accountant, January 20, 1920.

Vancouver, Captain George, Voyage of Discovery to the North Pacific Ocean, London, G.C. and J. Robinson, 1798.

Newspapers

British Columbia Gazette, Victoria, B.C., King's Printer, 1890-1944.

British Columbian, New Westminster, B. C., 1866-1947.

Colonist, Victoria, B. C., 1858-1947.

Daily Province, Victoria, B. C., 1898-1947

Daily Sun, Vancouver, B. C., 1886-1947.

Lion's Gate Times, West Vancouver, B.C., 1937-1946.

News Advertiser, Vancouver, B.C.

North Shore Press, North Vancouver, B.C., 1890-1947.

West Vancouver News, West Vancouver, B.C., 1920-1947.

News Herald, Vancouver, B. C., 1933-1947

Directories

British Columbia Cities Business Directory, Vancouver, Henderson, 1908-1911.

British Columbia Directory, Victoria, Williams, 1882-1885.

Henderson's British Columbia's Gazetteer and Directory, Victoria, Henderson, 1897-1905.

Henderson's City of Vancouver Directory, Vancouver, Henderson, 1906-1908.

Henderson's City of Vancouver and North Vancouver Directory, Vancouver, Henderson, 1909-1910.

Henderson's Greater Vancouver Directory, Vancouver, Henderson, 1911-1914.

Vancouver City Directory, Vancouver, Hodgson, 1912.

Pamphlets

British Columbia, Department of Mines, General review of mining in British Columbia, 1903, Bulletin 11.

British Columbia, Department of Mines, Mining in British Columbia, Victoria, King's Printer, 1904, Bulletin 18.

British Columbia, Review of Industrial Conditions in British Columbia, Victoria, King's Printer, 1903, Bulletin 18.

Vancouver, Visit the North Shore, Vancouver, Vancouver Tourist Bureau, 1940.

Interviews

Mr. and Mrs. Bartholomew, owners of the Balfour Ker papers, personal interview July and August 1946.

Miss Brealey, Municipal Hall, financial secretary to Mr. MacDonald, personal interview, July and August 1946 - 1947.

R. A. Harrison, Municipal Clerk, personal interview June, July and August 1946 - 1947.

John Lawson, Reeve of West Vancouver, 1914 - 1916, personal interview, July and August 15 - 19, 1946.

W. N. MacDonald, Municipal Treasurer, personal interview, June, July, August 1946 - 1947.

E. W. Richardson, Municipal Engineer, personal interview August 1946.

J. E. Proud, Sanitary Inspector, personal interview
August, 1946.

V. J. Town, Secretary for School Trustees and Parks
Commissioners, personal interview August, 1946.

G. S. Webster, Transportation Manager, personal interview
August 1946.

SECONDARY SOURCE MATERIAL

Theses

Hacking, N., Early Marine History of British Columbia, M.A. thesis, Vancouver, Library of the University of British Columbia.

Hamilton, G.H., Religious Conceptions of Native British Columbian Tribes, M.A. thesis, Vancouver, Library of the University of British Columbia, 1920.

Lapatken, I.A., Geography of Vancouver, M.A. thesis, Vancouver, Library of the University of British Columbia, 1929.

Little, Margaret E., Early Days of the Maritime Fur Trade, 1785-94, M.A. thesis, Vancouver, Library of the University of British Columbia, 1934.

MacLaurin, D.L., History of Education in the Crown Colonies of Vancouver Island and British Columbia, PhD. thesis, University of Washington, 1936.

Patterson, F.J., Financial History of West Vancouver, M.A. thesis, Vancouver, Library of the University of British Columbia, 1928.

Roper, W.J., The Archives of Captain George Vancouver on the British Columbia Coast, M.A. thesis, Vancouver, Library of the University of British Columbia, 1941.

Woodward-Reynolds, K.M., A History of the City and District of North Vancouver, M.A. thesis, Vancouver, Library of the University of British Columbia, 1943.

Periodicals

British Columbia Historical Quarterly, Victoria, British Columbia Historical Society, 1937-1945.

Boutilier, Helen R., "Vancouver Early Years", vol. X, 1946.

Burrard, Gerald, "The Naming of Burrard Inlet", vol. X, 1946.

Draper, W.N., "Early Trails and Roads in the Lower Fraser Valley", vol. VII, 1943

Green, George, "Some Pioneers of Light and Power", vol. 111 1939.

Howay, F.W., "Early Settlement on Burrard Inlet", vol. 1, 1937

Howay F.W., Early Shipping on Burrard Inlet, 1863-1870, vol. 1, 1937.

Lamb, Kaye W., Burrard of Burrard Channel, vol. X, 1946.

Thrupp, Sylvia L., The Pedigree and Prospects of Local History, vol. 1V.

General Works

Anderson, G.H., Vancouver and his Great Voyage. The Story of a Norfolk Sailor George Vancouver, R.N., King's Lynn, Thew and Son, 1923.

Anderson, James R., Trees and Shrubs, Food, Medical and Poisonous Plants of British Columbia, Victoria, King's Printer, 1925.

Archivist's Club Templeton Junior High School, Vancouver, a Short History, Vancouver, Vancouver Sun, 1936.

Art Historical and Scientific Association of Vancouver, B.C., The Great Fraser Midden, Vancouver, Art, Historical and Scientific Association of Vancouver, B.C., 1938.

Bancroft, Herbert Howe, History of the North West Coast, Volume I, San Francisco, The History Company, 1886.

Bancroft, Herbert Howe, History of British Columbia, Volume XXXII, San Francisco, The History Company, 1887.

Bancroft, J. Austen, Geology of the Coast and Islands between the Strait of Georgia and Queen Charlotte Sound, B.C., Ottawa, Geological Survey of Canada, Memoir 23, 1913.

Begg, Alexander, History of British Columbia, Toronto, William Briggs, 1894.

Boom, Henry J., British Columbia, Its History, People, Commerce, Industries and Resources, London, Sells Ltd., 1912.

(No Author), British Columbia from the Earliest Times to the Present. Biographical, Volume IV, Vancouver. The S.S. Clarke Publishing Company, 1914.

(No Author), British Columbia Pictorial and Biographical, The Years of Progress, Vancouver, S. S. Clarke Publishing Company, 1914.

Carter, Maurice S., Who's Who in British Columbia, 1940-41 Vancouver, S. Maurice Carter, 1941.

Burwash, E.M.J., Geology of Vancouver and Vicinity, Chicago University of Chicago Press, 1918.

Camsell, C., "Coast Range, Lytton to Vancouver", Canadian Guide, Ottawa, Geological Survey of Canada, Book No. 8

Connor, A.J., The Temperature and Precipitation of B.C. Ottawa, The Meteorological Service of Canada, 1915.

Cotterill, G.G., Climax of a World Conquest, Seattle, Olympia Publishing Company, 1927.

Daly, R.A., Geology of the North American Cordillera at the Forty-ninth Parallel, Ottawa, Geological Survey of Canada, Memoir 38, 1912.

Daly, R.A., The Geology of the Region Adjoining the Western Part of the International Boundary, Ottawa, Geological Survey of Canada, Summary Report, 1901.

Dawson, J.W., On Collections of Tertiary Plants from the Vicinity of the City of Vancouver, Volume 1, Toronto, Royal Society of Canada Transactions and Proceedings, 1895.

Dawson, G.M., Vancouver Island and Adjacent Coast Annual Report, Ottawa, Geographical Survey of Canada, 1887.

Forsyth, J., Menzies' Journal of Vancouver's Voyage, Victoria, King's Printer, 1923.

Godwin, George, Vancouver, A Life, 1757-1798, New York, D. Appleton and Company, 1931.

Gosnell, R.E., The Year Book of British Columbia, Victoria, King's Printer, 1903.

Gosnell, R.E., The Year Book of British Columbia and Manual of Provincial Information, Victoria, Legislative Assembly, 1911.

Hamilton, James H. (Captain Kettle), Western Shores, Narratives of the Pacific Coast, Vancouver, Progress Publishing Co., 1924.

Hill-Tout, C., British North America, London, Archibald Constable and Company, Limited, 1907.

Hodge, F.W., Handbook of Indians of Canada, Ottawa, Kin's Printer, 1913.

Howay, F.W., British Columbia, the Making of a Province, Toronto, Macmillan Co., 1928.

BIBLIOGRAPHY

Howay, F.W., The Work of the Royal Engineers in British Columbia, Victoria, King's Printer, 1909.

Howay, F.W., and Scholefield, E.O.S., British Columbia, from Earliest Times to the Present, Vancouver, S.J. Clarke, 1914.

Jenness, D., The Indians of Canada, Ottawa, King's Printer, 1932.

Kerr, J.B., Biographical Dictionary of Well-known British Columbians, Vancouver, S.J. Clarke, 1889.

Kerr, J.B., Biographical Dictionary of Well-known British Columbians, Vancouver, Kerr and Begg, 1890

Le Roy, O.E., Preliminary Report on a Portion of the Main Coast of British Columbia and Adjacent Islands, Included in New Westminster and Nanaimo Districts, Ottawa, Geological Survey of Canada, Publication No. 996, 1908.

Macfie, M., Vancouver Island and British Columbia, London, Longman Green, 1865.

Macoun, J.M., Malte, M.O., The Flora of Canada, Ottawa, Department of Mines, 1922-23.

Meany, Edmund S., Vancouver's Discovery of Puget Sound, London, Macmillan Company, 1907.

Morgan, Henry, James, The Canadian Men and Women of the Time, Toronto, William Briggs, 1912.

Municipal Year Book, An Encyclopaedia of Local Government Administration, 1943, London, The Municipal Journal, 1943.

Municipal Year Book, 1941, Chicago, international city, Manager's Association, 1941.

Municipal Government, American Academy of Political and Social Science, Philadelphia, Roy V. Peel, 1938.

Municipal Year Book, an authoritative resume of activities and statistical data of American Cities, 1934, Chicago, International City's Manager's Association, 1934.

Municipal Government, select list of references on Municipal Government in U.S.A., Washington, Duncan Brown, 1938.

Native Sons of British Columbia, The City of Vancouver welcomes you to celebrate its Golden Jubilee, May to

August 1936, Vancouver, Native Sons of British Columbia,
Post No. 2, 1936.

Parker, C.W., Who's Who in Western Canada, Vancouver,
Canadian Press Association Limited, 1911.

Richardson, Report of Progress of the Geological Survey
1876-1877, Ottawa, Geological Survey of Canada, 1882-1884.

Rose, George, Maclean, A Cyclopaedia of Canadian Biography,
Toronto, Rose Publishing Company, 1886.

Scholefield, E.O.S., British Columbia from the Earliest
Times to the Present, Vancouver, S.J. Clarke, 1908.

Stone, H.A., A Short History of Caulfield Village,
Vancouver, Wrigley, 1941.

Vancouver's Citizens Diamond Jubilee Committee, Vancouver's
Diamond Jubilee June 30-July 14, 1936, Vancouver Citizens
Diamond Jubilee Committee, 1946.

Wagner, Henry R., Spanish Explorations in the Strait of
Juan de Fuca, Santa Ana, Fine Arts Press, 1933.

Walbran, Captain John, British Columbia Coast Names
1892-1906, Ottawa, Government Printing Bureau, 1909.

Walkem, W. W., Stories of Early British Columbia,
Vancouver, 1914.

Wallace, W.S., Dictionary of Canadian Biography, Toronto,
Macmillan, 1926.



PRODUCED IN CO-OPERATION WITH THE DEPARTMENT OF LANDS, PROVINCE OF BRITISH COLUMBIA

Magnetic variation 24°55'E at Stanley Park, Vancouver, 1938.

(Vancouver South 92 F)

VANCOUVER NORTH

BRITISH COLUMBIA

Scale 1 mile to 1 inch or 1:63,360

Miles 1 2 3 4 5 6 7 8 9 10
Yards 1,000 2,000 3,000 4,000 5,000 6,000 7,000 8,000 9,000

Contour interval 50 feet

Datum is mean sea level.

NOTE: The grid squares provide a ready method of referring to or locating features. They are four miles to a side and subdivided into quarters by dotted lines. The east and west sides of the squares are not true north and south lines, but have a deflection to the east varying from 2° on the west side of the map to 4° on the east side. Every square is identified by the numbers along the outer border, for example: Hollyburn will be found in the northwest corner of square 16-24.

Price 25 cents
Folder form 35 cents. Laminated 50 cents.

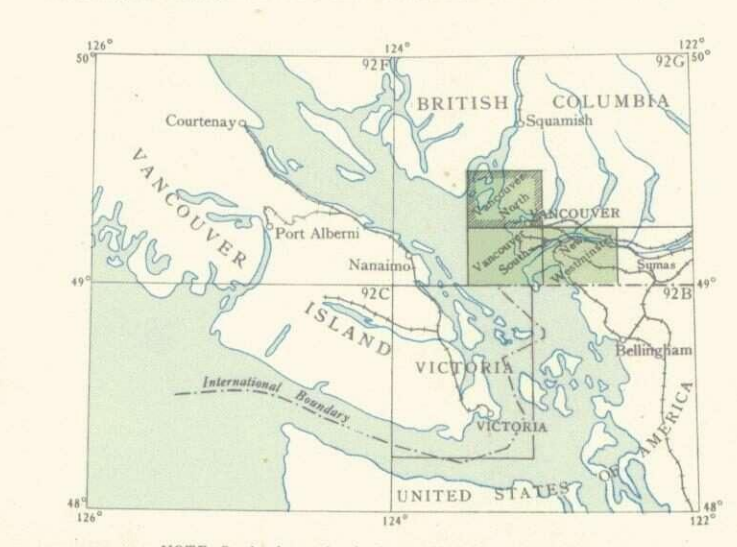
REFERENCE

Boundary: municipality	Indian reserve
Railway: steam, double track	steam, single track
electric	abandoned
Road: class 1, trunk highway	2, secondary highway
3, local road well travelled	4, local road slightly travelled
Trail or path	Surveyed line
Telephone or telegraph line	Electric power line
Bridge: stone, concrete, iron or wood	Swing bridge: iron or wood
Mark	Non-perennial stream
Wharf	

REFERENCE

Tidal flat	Contours
Depth contours in fathoms	Woods: deciduous
coniferous	Pipe line
Gravel or sand pit	Land, timber and mineral surveys
Building	School
Post office	Church
Small	Cemetery
Lighthouse or lighted beacon	Transpiration station
Geodetic bench mark	Height in feet
Rocks, reefs and ledges	

Controlled and drawn at the office of the SURVEYOR GENERAL AND CHIEF, HYDROGRAPHIC SERVICE, Ottawa, 1938, from whom additional copies of this map may be obtained.
Surveyed, 1934; air photographs by the R.C.A.F.
Printed by the Geographic Section, General Staff, Department of National Defence.



NOTE: On the above index the sheets published are shown in green.