HISTORY OF BURNABY

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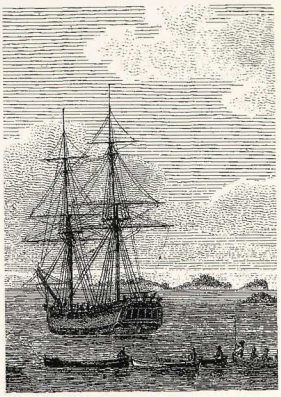

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Dear Mr Eastham
If scribbling in fly-leaves firm
friendship insures
With the greatest of pleasure
I'll autograph yours.

George Green
Vancouver April. 15. 1947.

HISTORY OF BURNABY AND VICINITY

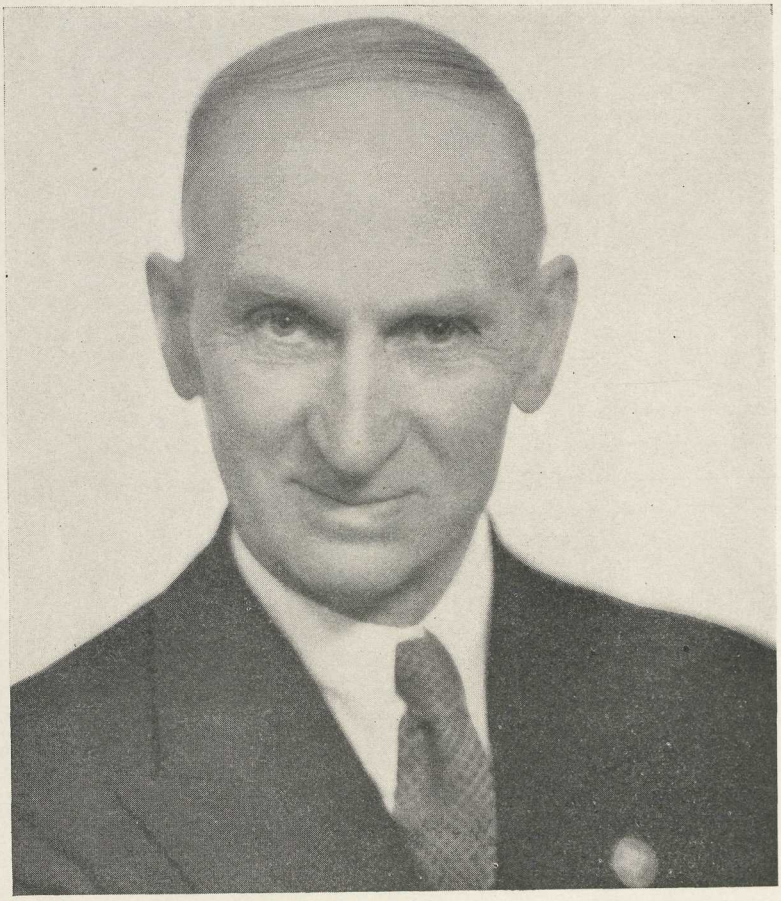
GEORGE GREEN

Author of

"The Life and Work of George Malcolm Annable,"
A story of the early development of the Canadian West.

"Some Pioneers of Light and Power in British Columbia."

"The Founding of Fort Langley in 1827."



Yours Sincerely
George Green.

HISTORY of BURNABY AND VICINITY

Being an outline of that development which has kept pace with the growth of New Westminster from the earliest times of that city's development, and is inseparably interwoven with it, and with the earliest inroads into the primeval forest which stretched continuously from Prospect Point to Mary Hill which form but a part of that development which had a commencement twenty-five years before Vancouver, now Canada's third City, was born, the fascinating story of which is also depicted in this Bayeux Tapestry of the West, when it is fully depicted.

By George Green, pioneer resident of Burnaby, and an ex-Councillor. Charter Member of the British Columbia Historical Association, Vancouver Branch, and an Executive Member.

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BY GEO. GREEN

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To those resolute and courageous pioneers who, in the face of hardship and adversity have laid the foundations of this municipality on the firm groundwork of honesty and integrity; —to the men and women of this present day who with earnest endeavor are building thereon the structure of a greater Burnaby;—and to those that hereafter shall come from the far corners of the earth to dwell in peace and prosperity within her borders, we dedicate this story of her earliest development. May the record of achievements and of mistakes guide us to the goal of a brighter destiny.

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EARLY HISTORY OF BURNABY AND VICINITY

Early in 1859, as soon as a settlement had been made to house the Royal Engineers in the Camp beside the Fraser, the first roadwork undertaken by them was the building of the North Road. It ran, as its name implies, from "The Camp," at the confluence of the Fraser and the Brunette Rivers, straight north to Burrard Inlet.

Very early in the prosecution of this work, when the surveyors had proceeded scarcely a mile, they again came upon, and now crossed the stream known to us as the Brunette. Its banks, and indeed the entire bottom of the valley through which the Brunette flows, was heavily timbered, and underbrush made difficult travelling throughout the whole lower section of the valley.

Lieutenant R. C. Mayne, of Her Majesty's surveying vessel "Plumper," recorded that in 1859, "the steamer, having anchored nearly opposite the present City of New Westminster, I and Dr. Campbell landed and examined the ground a little north of where the town now stands, and so thick was the brush, that it took us two hours to force our way in rather less than a mile and a half. Where we penetrated, it was composed of very thick willow and alder, intertwined so closely that every step of the way had to be broken through, while the ground was cumbered with timber of a larger growth." (1)

There were, at that time, no Indians encamped in the immediate vicinity (2) and no trails led through the forest tangle, where here the Engineers hewed out the rough trail to the sea.

Although doubtless, their survey marked out a right-of-way running straight north from the eastern edge of their camp, the first rough road passed winding back and forth around stumps and trees within this right of way. (3)

Beyond the valley, where the ground was higher, the wood was more open, and within its quiet forest depths was an abundance of game. Paths led down to the quiet waters, along which, at daybreak, sauntered unmolested, the wild deer and the majestic elk. Seldom, if ever, had their sanctuary been disturbed by the Indian hunter. The twang of the bow-string, and the singing flight of the arrow, even the stealthy footfall of the native had not often been heard in that locality, and the peaceful life was disturbed only by the wild life itself.

It was many years since the Indians had removed from their camp

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(1). Mayne's "Four years in British Columbia." Begg's History of British Columbia, page 301.

(2). Rocks and Rivers of B.C. by Walter Moberly. Denys Nelson's "Fort Langley, 1827-1927." page 6.

(3). Personal memoirs of Mrs. A. R. Green.

at the mouth of Glen Brook, beside the Fraser, to the more secure haven within the shelter of the first Hudson's Bay fort at Langley. (1).

It is true that, with the coming of the white man, to establish a dwelling place at Queensborough, and to sell many things dear to the heart of the Indian,—things heretofore to be had only at the distant forts of the Hudson's Bay Company,—that Indians also set up their lodges, or built rude shacks beside the Fraser, which had, for years been their highway of travel. Close to the river, now protected from their ancient foes, their straggling camp extended from Glen Brook westward. Across the river they again dried their salmon, and rendered their oolachan oil.

But the Indian travels by water, and the difficulties of the tangled underbrush encountered by the whites, held no charm for him, so long as his wants could be supplied from the river. Deer hide, and the many needs which the chase alone supplied, were obtained in many more accessible places than along the Brunette. Indian trails led in from Burrard Inlet, at the little cove where the Douglas Road later reached its shores, along the draw, where now Rupert Street forms a city thoroughfare, thence by canoe or dugout, down the sluggish stream we now call Still Creek, but these also were abandoned when the white man cut his trail along the North Road.

Fish provided the staple food of the native, and the canoe was, next to his wigwam or hut, his home. It was his only vehicle of travel. Sitting crosslegged in the bottom of the dugout, he had, for centuries, paddled about, until he had developed a powerful physique, broad shouldered, strong of arm, but so deficient in development of lower limbs as to convey the idea of deformity.

With the opening of the North Road, easy access was at once made to the woodland across the valley with its tangle of brushwood, to the more open forest beyond. Here, the majestic aisles and mighty pillars of the wood formed an enchanting amphitheatre of forest grandeur, overarched by its architraves and entablatures of living green, carpeted with the accumulated needles of untold years, forming a quiet and undisturbed retreat, a cool and silent haven for the timid denizens whose favorite haunt was within its sylvan fastnesses. and its open glades, where they roamed at will, pasturing in the meadows which surrounded the lake, or seeking seclusion within the dense covert by the stream.

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(1) "The story of Fraser on Fraser River," by Otway Wilkie says: 'Formerly, before the advent of Fraser, on Fraser River, the Langley Indians lived on what is now the penitentiary site, at New Westminster. They moved to Langley for protection from the North Coast Indians. The fort had cannons, and protected them. The fierce Yukultas pursued them, even at Langley, and a last great battle was fought there, at the mouth of Kanaka Creek. where many of the invaders' canoes were sunk by the cannons of the fort.'

The original fort was removed to the present Fort Langley in the Spring of 1839. This second fort was burned completely down on April 11, 1840. See the B.C. Historical Quarterly, 1937, page 75.

See also "'Fort Langley, 1827-1927 by Denys Nelson, and the Jason Allard Memoirs.

We may be sure that such a landscape, and the surroundings in which the Royal Engineer, or the newly arrived emigrant found himself would be most alluring. To the Engineer, fresh from the Motherland, where a densely populated condition prevailed, where game was private property, and hunting was poaching, to the fresh, unfettered freedom of a land teeming with game, where he was monarch of all he surveyed, such an appeal would be irresistible, and it is certain that his opportunities would be seized without delay. To the pioneer housewife, also, recently freed from the enforced environment, and cramped quarters incident to a six months' voyage on an overcrowded little sailing ship (1), to the freedom of a vast virgin country, and the abundance of fresh fish and game for the table, it was an adventure which, if primitive, held a fascinating lure.

Certain, it is, that with the cutting of the trail over the hill and across the valley, some eager explorer, hunter or fisherman would early essay to follow up the stream, or wander through the wood to see what lay beyond. To such an individual, whether seeking sport or profit from rod or gun, or simply the pleasure that results from being the first to discover new scenes, the reward would be ample.

Writing of just such a walk in the woods in that early day, back of New Westminster, a writer says: "The spell of the woods fell upon me! When once in the forest, I found it difficult to turn homeward. All the woods lure a rambler onward. The emptiness of them gives a feeling of freedom and discovery as I walk. There is something very solemn, many would think melancholy and depressing in a walk in such a forest as that of the lower Fraser. In wintertime, the stillness, the absence of life or sound, is weird and oppressive. When the snow is on the ground, you may perceive indeed the footprints of animals, of birds, of deer, or occasionally of a bear, but you hear no sound, not a cry, not a whisper, not a rustle of a leaf. Sit down upon a fallen tree, and the silence becomes oppressive, almost painful. It is a relief even to hear at last the sough of the fall of the snow from the boughs of the cypress, the pine, or the yew, which stretch like dark horse-plumes high overhead.

In summertime the scene is somewhat different. The prevailing color is a somber green. The undergrowth is, on the higher levels, but scanty. The ground is covered more or less thickly, according to the soil, with scrub, ferns and berry bushes. Yet the wood is dense and impervious, for above the scrub, there are deciduous trees. In many places, the trunks of the forest trees are covered with moss, for the air

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(1) The Thames City left "The Downs" on September 17th, 1858, but she had left Gravesend a week earlier, having been becalmed on the Thames, since the 10th. The voyage lasted 175 days, and its passengers landed at Esquimalt on April 12th, 1859. The vessel was of 557 tons burden only, and carried 187 men, women and children, beside the crew. The voyage was immediately continued on the Eliza Anderson, up the Fraser to Derby, site of the original Fort Langley, two miles below the Fort Langley of today.

is damp where the rays of the sun cannot penetrate, and drooping masses of gray lichens, not without beauty in themselves, hang down from the branches toward the ground. and add to the somber melancholy of the scene.

There are everywhere mighty trees laying upon the ground. As the gigantic trunks lie rotting, seeds dropped on them from neighboring trees soon germinate, and all along their lengths saplings and young trees are sprouting forth into luxuriant life. Above all this, the wood of mighty pines towers upwards, rising to a height of some 300 feet, the branches almost meeting overhead, so that it is only a narrow strip of sky, as seen from below. It is no easy work, making a way through this forest; the mounting some of these decayed giants; the creeping under others; the brushing aside the branches; the crossing streams; the getting across ravines;—this was no easy work. We thought it good travelling to get through at the rate of half a mile an hour." (1)

This description is of the forest on the hill immediately behind the infant city, whose bounds were then marked by Third Avenue.

Along the Brunette, and within the valley on either side, the surroundings were somewhat different. Flowering shrubs, the wild crab-apple with its aromatic bloom, the salmon berry, and others grew here in profusion. The early traveller, threading with difficulty a path along the upper course of the stream, with eyes alert, drinking in the rich fragrance of the evergreens, would note, it may be, the numerous flowers of the woodland, the daintily plumed spirea, the lowly wood violet, the purple blossoms of the salmon berry and the flowering currant, the red trillium and the wild bleeding heart, and in the lower areas the evil smelling, but attractive skunk cabbage, with its lemon-yellow spathe, set in a bunch of greenery.

Copses of hazel were here, and the wild blackberry flourished in abundance.

Tracing up with difficulty, the course of the stream, which now and then babbled over a pebbly bed, or, where its waters were obstructed by the many rocks which here and there lay in the watercourse, it rippled and gurgled, singing its continuous song to the birds and animals, as it passed along: or again, in quieter mood, at some secluded bend where flowering shrub and willow copse lined and overhung its bank, sheltering from their forest foes, the denizens of its waters, he would find much to interest him.

From its bed of ferns, or its covert of scrub would spring, perchance, the startled deer, or, amble away with rolling gait, a black bear, from its dinner of skunk cabbage root. Beaver also were here in goodly numbers, the blue and willow grouse, and the wood partridge.

Disporting themselves in the summer sun, or lurking within the shadows, or beneath the sheltering protection of the overhanging thicket, were fish of many kinds.

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1. from "A Bishop In The Rough," by Rev. John Sheepshanks, page 22

The silvery salmon passed up the Fraser in innumerable myriads in those days, far in excess of the runs of later years, (1) answering, in the autumn of their lives to the imperative call of an inbred instinct, heritage of an all-wise Creator, to reach the headwaters of the streams, expending their last dying strength in an effort to propagate their species in the spawning grounds above.

This wide and pleasant valley, and the forest beyond, which today forms part of the Municipality of Burnaby, was an attractive woodland paradise, just at the back-door of the new-born city and its military camp; and it became a favorite haunt of the very early pioneers of Sapperton and Queensborough. In that early time the mosquito, which was even then a perfect scourge in the upper country, had not made itself known in troublesome numbers (2). The country had not yet been cleared enough to allow of stagnated pools and sunlight, a combination of which is necessary for the propagation of the pest.

It is quite probable that of the numerous Indians who, after the arrival of the whites located their lodges or rude shelters on the bank of the Fraser from Glen Brook westward, just below the former camp of the Kwantlen, which had been abandoned twenty years previously, or camped across the river at the present site of Brownsville, where many years ago the Kwantlen had welcomed Fraser on his voyage of discovery, that some, at least, would be aware of the lake within the forest over the hill, and we may be sure that very early indeed in the development of the district, some adventurous white would gaze upon its placid waters.

It was named Burnaby Lake early in the summer of 1859, and a path had been cut from the new-born city through the dense woods, to the lower end of the lake, that its beauties might be enjoyed to the full (3).

That year which had seen the birth of the Royal City — The Capital City of the newly created Colony of British Columbia,—was an exceedingly busy one for all. Men who were giants in their strength of character and purpose, and in sheer ability, were busy shaping the destiny of the new-born colony.

A year before, the Fraser had borne a motley crowd of prospectors,

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(1) Hugh Murray, who came out on the Thames City as a lad of three, reports that he worked as a boy of fourteen (in 1869) in the first cannery on the Fraser River. It was the cannery of Capt. Edward Stamp. Henry Soar Rowling fished on the Fraser in 1876, and reports that their catch was at times more than their boats could hold, requiring that the surplus be returned to the water. Mrs. A. R. Green, who lived on the bank of the Brunette in 1861, tells of having seen them in such abundance as to literally crowd each other out of the water, as they ascended the stream, the backs of the upper ones being entirely out of the water.

(2) A Bishop In The Rough, page 42: "A few mosquitos had already made their appearance (1860 at New Westminster) but what mosquitoes could be I had no notion until my journey into the interior."

(3) The Victoria Colonist of July 4th, 1859 said: "The pleasure walk to Burnaby Lake is completed." The hydrographic chart prepared by Captain Richards in 1859 and 1860, shows its location.

for the most part rough and lawless, heading, like the salmon, upstream in an unreasoning quest for gold. Over thirty thousand men, all of whom returned to the United States before the end of the year, with the exception of not more than three thousand (1), teemed into Yale, and the territory above, in three months only,—May, June and July, 1858. A small number of these, and they are the ones who remained definitely, were of staid, upright character worthy and respectable, and it is to these that British Columbia owes a debt of gratitude, inasmuch as their influence and help did wonders in the upholding of British law and justice. That the reverse is true of the great majority is amply borne out by the testimony of many of our historians, some of whom, at least, were in personal contact with them.

Lieut. R. C. Mayne, of H.M.S. Plumper, describes their general character as he saw them at Victoria, as follows: "The new-found wealth of British Columbia had attracted from California some of the most reckless rascals that gold has ever given birth to. Strolling about the canvas streets of Victoria might be seen men whose names were in the Black Book of the Vigilance Committee of San Francisco, and whose necks would not, if they ventured them in that city, (2) have been worth an hour's purchase."

Rev. John Sheepshanks, first rector of Holy Trinity in New Westminster, was a fellow passenger with a shipload of them up the Coast, and he devoted five pages to a vivid description of them, and of the operation of the Vigilance Committee, and the rapid carrying out of the orders of "Judge Lynch." He described how one of them liked to assist him in his church work in New Westminster, by sounding the gong on the verandah of the Custom House where services were first held.

The rector finally invited him to perform this duty steadily upon which the man, moved by conscience or something akin to it, thinking his qualifications might not be up to the desired mark, mentioned that he was only just out of jail, having finished a three months' sentence in San Francisco. "Indeed, and what were you in for?" "Murder," replied the man. "I dropped my offer, yet sometimes I allowed him to assist me," said the rector. (3).

Jason Allard, then a boy of ten, well educated for one of his age, residing with his father, Ovid Allard, at Fort Yale, which he had built many years before, gives the following description of the miners' arrival in the Spring of 1858.

"I can recall as if it was yesterday, seeing the advance guard of miners ascend the Fraser River. The broad stream below Fort Langley was alive with them, bearded men for the most part, red shirted, and

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1. Statement of John Nugent, who acted as "Consular Agent for the United States." See Begg, page 267.
2. "Four Years in British Columbia," by R. C. Mayne.
3. A Bishop In The Rough.

armed to the teeth. They came by the hundreds and by the thousands, in canoes, in flat-bottomed boats, and even on rafts. (1).

They camped about the fort, in tents, or rude shelters of bark and brush. All day long they pestered the employees of the Hudson's Bay Company with questions,—"What was the disposition of the Indians? Where could gold be found? What were the winters like? and in fact, queries on all conceivable subjects."

One writer describes it as "The third great devil-dance of the nations, within the decade, which now begins upon the Fraser." (2).

Bancroft says "The country was transformed as if by magic, from staid savagery to pandemonium," (3), and Begg tells us that "many of the miners provided their own boats, and it is stated (4) that hundreds of them were never heard of after leaving Victoria, having been swamped by sudden storms, or treacherous tide rips." (5).

Such things give us a cross-cut view of a section of the men, the lowest section it is admitted, but a section which it is evident, covers a considerable portion of the floating stream of humanity which passed up the Fraser in early 1858, the anticipation of which had called for the despatch of the Royal Engineers to police the land.

But for many years before this, (and it is fortunate that it was so), men of the highest integrity and sterling worth had virtually possessed it. They were "The Gentlemen Adventurers of England," and their Scottish Officials, and their influence for good was immeasurable.

The London Times gave to the people of England attractive articles regarding the new-found wealth of the Fraser River, and, as a result, Robert Burnaby, after whom the municipality received its name, decided to come. He would have had abundant opportunity to hear and understand the really glowing accounts of what was going on along the River of Gold in the far west, for he had, for seventeen years, been, and still was, a member of Her Majesty's Customs, in London. (6). As such, he would be in close touch with all that transpired in connection with the Oregon Treaty of 1846, which set the 49th parallel as the international boundary; would have been well aware of the despatch of the Boundary Commission Party under Major Hawkins, R.E., which had arrived at Esquimalt on board the "Havannah," on July 12th, 1858 (7), to survey the land section from the Rockies westward; he would have well known of the previous despatch of Captain Prevost, and of Captain Richards for special survey work among the Gulf Islands, for the necessity of the boundary being defined definitely had continually increased since the passage of the treaty. The Customs Department, especially those mem-

1. The Jason Allard Memoirs.
2. California, 1849, Australia, 1851, and British Columbia, 1858.
3. History of British Columbia, page 268. By A. Begg.
4. Begg. Page 268.
5. Quotation from R. C. Mayne.
6. Denys Nelson, in "Place Names of the Delta of the Fraser River."
7. "Four Years in B.C." By R. C. Mayne.

bers of long standing, such as Mr. Burnaby would, of necessity, be intimately acquainted with all that was transpiring in that connection. Colonel Moody and his complete staff of Royal Engineers, had already been selected, and two parties of them, under Captain Parsons, who had sailed from England on Sept. 2nd, and Captain Grant, who had sailed on Sept. 17th, were already on their way. The "Thames City" was even then preparing, down at Gravesend, to sail with the main party. (1). Mr. Burnaby decided that out there, beside the river of gold, there were golden opportunities for him. Entering into partnership with a Mr. Henderson, for the purpose of conducting a commission house at Victoria (2), which was the only port of call for steamers on the British Pacific Coast, he sailed for the West in early October, only a few days before the Thames City departed. Travelling by way of Panama, he reached Victoria a few days before the arrival of Colonel Moody, who had sailed on the "Asia" with his wife and two children, leaving England on October 30th, 1858.

Two other sailings were subsequently made in connection with this party of Royal Engineers,—the "Briseis," leaving three days before Colonel Moody, i.e., on October 27th, loaded with stores for the detachment, and which was burned at sea, being a total loss; and the "Euphrates," which sailed on January 3rd, 1859, bearing some considerable stores, and also four married Royal Engineers and their families. This later party, under the charge of Corporal William Hall, included Sergeant Robert M. Rylatt, the storekeeper and his wife, and Mrs. James Keary and her infant son, William H. Keary, later to become mayor of New Westminster. The Euphrates arrived at Victoria on June 27th, 1859. (3).

Mr. Burnaby was the son of Rev. Thomas Burnaby, Church of England rector at Galby, a small hamlet in Leicestershire. It is thought, and although there is no definite proof of this at present, it appears very probable that he was a relative, probably a first cousin of Col. Fred Burnaby, the noted warrior who died in 1885. Colonel Frederick Gustavus Burnaby was born in Bedford, England, on March 3rd, 1842, and was killed at the battle of Abu Klea, in the Soudan, on January 17th, 1885. He was, therefore only 16 years old when Robert Burnaby left England for the West, after over 17 years' service with the Government.

Mr. Burnaby lived in British Columbia for eighteen years. Elected to the Legislative Assembly in the fall of 1860, he sat as member for Esquimalt district until the midsummer of 1865.

He was Chairman of The British Columbia and Victoria Navigation Company; and was a Commissioner of the Savings Bank of Victoria. He was District Grand Master of the Masonic Lodge, English Constitution,

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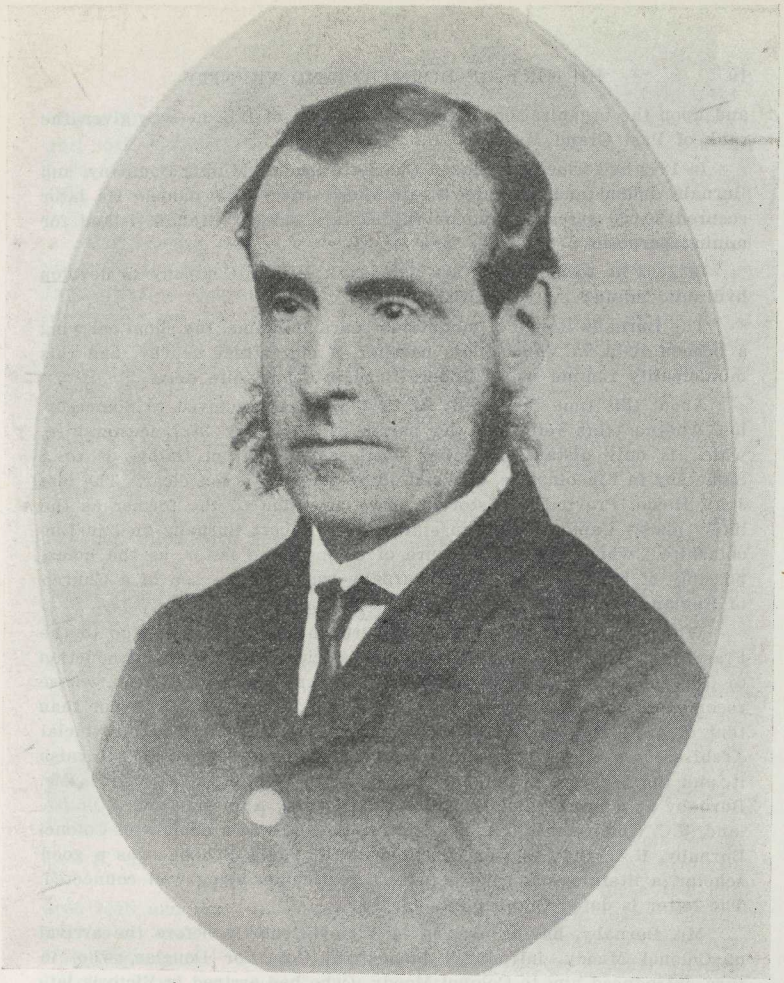
1. Howay "The Work of the Royal Engineers in B.C. 1858-1863."
2. British Columbia Coast Names, by Captain Walbran.
3. F. W. Howay, "The Work of the Royal Engineers in British Columbia, 1858-1863."



I have the honor to be
Your humble Servant
Robert Burns.

and upon the organization of the Grand Lodge of B.C. he was given the rank of Past Grand Master.

In 1860 he formed the Queen Charlotte Islands Mining Company, and Burnaby Island and Burnaby Strait there carry his name. He later secured 20,000 acres of land on the eastern side of Graham Island for mining purposes.

In 1863 he formed the Antler Bed-rock Mining Company to develop hydraulic mining in the Cariboo country.

The Burnaby Range of mountains bears his name, the shoal carrying a beacon light in Vancouver's harbour, a city street nearby, and this municipality remind us of Robert Burnaby's busy life here.

About this time the family of Fred Burnaby removed to Somersby, but whether this refers to the parish of Somersby in Leicestershire, which is only distant six miles north-eastward from Galby, or to a Somersby in Lincolnshire, of which there are two, is not clear. The late John Hosie, Provincial Historian, drew attention to the former as the likely place; Captain Walbran states that "Robert Burnaby died in Lincolnshire," which gives a measure of color to the latter, as the home, possibly of his relatives. Fred Burnaby was also the son of a Church of England rector; the Rev. Augustus Burnaby.

When, in September of 1858, Robert Burnaby decided to go to the Fraser River area, he obtained, through a friend, a letter of introduction to Governor Douglas, from the Colonial Secretary, Lord Lytton, whose recommend would doubtless carry more weight with the Governor than that of any other individual. The letter, which is in the Provincial Archives at Victoria, states that Lord Lytton had been asked to furnish it, and the bearer was not personally known to him. It introduces Mr. Burnaby as a brother-in-law of Colonel Dickson, Adjutant-General of Ireland, V.C. (Inkerman), C.B., also stating that he was a nephew of Colonel Burnaby, R.A., that he was educated at St. Paul's School, was a good scholar, a literary man and a perfect gentleman, being well connected. The letter is dated October 8th, 1858.

Mr. Burnaby, having arrived in Victoria shortly before the arrival of Colonel Moody, introduced himself to Governor Douglas, who, in turn, introduced him to Colonel Moody, (who had arrived in Victoria late on Christmas Day), (1) and he was at once engaged to act for the next few months as Moody's private secretary. A man of the attainments of Mr. Burnaby would, it was thought, be of great usefulness to Colonel Moody, who had not, as yet, fully grasped the knowledge of the financial difficulties which were to confront the newly formed Colony, and which seemed, for economic reasons, to make it necessary, at the end of a few months, to dispense with the services of the secretary then engaged.

Another temporary resident of Victoria, in January, of 1859, was

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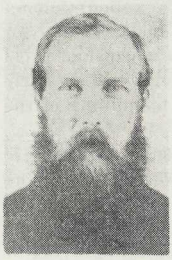
1. Howay and Scholefield, "Historical B.C."

Walter Moberly. Born at Steeple-Ashton, Oxfordshire, England, on August 15th, 1832, (1) he had spent his life heretofore in Ontario, and had been a surveyor there as a young man. Coming to the Pacific Coast in 1858, he had already done exploratory work for Governor Douglas, and had just returned from a trip to the Cariboo, as far as Pavilion Mountain.

Mr. Moberly was engaged by Colonel Moody, "to draw plans, and supervise the erection of the necessary buildings at the new Capital on the Fraser, at Queensborough." Journeying up the Fraser, very shortly afterwards, on the "Beaver," to interview Captain Grant of the Royal Engineers, who had charge of all the Public Works except surveying which were to be undertaken by the Engineers, and who was then at Derby, Mr. Moberly relates that as they passed the chosen site Colonel Moody waved his hand toward the forest-clad shore, as they stood together on the deck, exclaiming "there is our future Capital." "There was not," says Moberly, "any sign of human habitation whatever, and solid forest fringed the whole shore."

"The next day," he continues, "with one man, and a rather leaky rowboat, filled with a week's provisions, a tent, and a few tools, we returned from Derby in tow of the little steamer, and were dropped astern at the proposed site, to commence operations in the founding of the future Capital.



Col. R. C. Moody

It was the first permanent landing, and there was not the least sign of life or building for miles, either way. It was a part of my duty to explore the site, and the following day I walked all the way up to a little stream now called the "Brunette." I tried to get along the shore, but found it was impossible, so I went through the woods.

The trees, as a general thing, were of an enormous size, and the underbrush dense. We made a little pathway where we landed, for a few hundred feet, and came to a magnificent birds-eye maple under which I pitched my tent, and founded the city of Queensborough, now known as New Westminster. Snow was still in the bush, but the weather was fine. I looked about through the woods, and found that a great deal of work would be required to clear away the timber.

The next day I sent up an order to Derby for supplies, tools, and fifty men, and the following day they arrived, some in boats, others on rafts, and I organized my camp. I was busy for some time." (2)

When the Thames City arrived at Esquimalt, on April 12th, the main body of the Engineers was immediately transferred to the Eliza Anderson, and sent forward to the camp now located at the mouth of the Brunette. The men with families, however, continued on to Derby, where

1. Howay and Scholefield, "Biographical B.C."
2. "Rocks and Rivers of British Columbia," by Walter Moberly.

they remained for some four months, until more suitable accommodation had been prepared for them at "The Camp," near Queensborough.

The most hectic period of the gold rush had passed the previous summer, and several of the men who had come up the Coast at that time had already turned their attention to a permanent residence in the Colony. Of these, William J. Armstrong, who had lived in California since 1851, and had come to B.C. with the great rush of '58, was one. He had bought lots at Derby, and in January had on order a scow-load of material from Victoria, for the erection of a building at Derby. As soon as the proclamation changing the site of the Capital was issued, (on February 14th), Mr. Armstrong ordered the lumber stopped at Queensborough, and it is claimed that his combined store and residence, was the first building erected at the Capital.

Robert Dickinson built a butchershop soon after; Philip Hick, a German, built a bakery; and John T. Scott, a saloon. These four buildings were all that marked the site with the exception of a very rude landing, for temporary use, which jutted out into the stream, when the Eliza Anderson passed up the river.

Mr. Armstrong was a native of Peterboro, Ontario; Mr. Dickinson also came from the East; John Thomas Scott, usually called Colonel Scott,—a purely friendly title only, although he was a military man for many years, a sergeant in the United States army, and a pensioner, (1) —and Mr. Hick both came from California with the gold rush of early 1858. Each of these men took a prominent part in the upbuilding of the city.

On May 4th, plans of the new city had progressed sufficiently to permit notices of the sale of lots to be issued, and this was done over the signature of Robert Burnaby, in Victoria, where, later, on June 1st and 2nd, the sale took place. Announcement was made prior to the sale that the proceeds from it would be used in the opening and improving of the streets of the city. This announcement, made by the auctioneer, at the instance of Burnaby and his principal, Colonel Moody, the Chief Land Commissioner, was not fulfilled, Governor Douglas not approving, and, as a result, when the second sale was about to be held the following Spring, the auctioneer refused to carry on the sale, and a substitute was provided.

At the original sale in June, the firm of Henderson and Burnaby bought two lots,—Lot 10 in Block 5 was bought for $1.700, and Lot 2, in the same Block was bought for $1,500 (2). This last lot is the one whereon the B. C. Electric tram station now stands, on the south side of Columbia Street, and it is the second lot east of Eighth Street, then named Douglas Street. Lot 10 is at the extreme eastern end of the block.

Soon it became apparent who was directing affairs, regarding the development of the city, and the severe handicap under which Colonel

1. New Westminster Columbian, Feb. 18th, 1908. Burnaby Advertiser, August 4th, 1939.

2. Begg's History of B.C., page 324.

Moody might expect to work henceforth, and Burnaby, still retaining the warm friendship of Douglas, returned in the following September to Victoria to reside.

On May 18th, with his wife and four children, (1) Colonel Moody asd suite had been able to take up residence in Queensborough, coming over in the Beaver from Victoria, and thenceforward for a few weeks, Burnaby had resided there also.

Captain Richards had been busy surveying the River and the adjoining Coast; his letters to the Governor show that he was at the entrance to the river on April 14th, at Queensborough on April 15th, at Langley on May 3rd, Fraser River May 18th, at Queensborough on May 22nd, and again on May 29th.

On, or about June 10th, he entered Burrard Inlet to investigate its possibilities as an outer harbour to the Capital of B.C., gateway to the flourishing trade to the rich Cariboo. But, apart from its commercial possibilities, the question of naval and military defence of the Capital City entered largely into the considerations, calling for what information was to be had both as to the possibilities of invasion by a foe, and of defense by ourselves. The San Juan dispute had even then taken on a grave aspect, and it was less than a week after arrival of Captain Richards at the Inlet, that the Cutler incident had occurred on San Juan, which precipitated the international difficulties between the two countries.

With the arrival of Captain Richards at the Inlet, came visitors from the neighboring native village, for his ship, it is thought, was one of the first to enter the land-locked harbour, since the Spaniards had sailed away in 1792, a few days after the visit of Captain Vancouver.

Jason Allard, who, as a school-boy had lived at Nanaimo, then called Colvileton, for several years before this, says, in speaking of the Beaver, and other pioneer steamers: "the Indians could never overcome their awe of them. They could not comprehend what made the paddles go round, or why they emitted so much smoke." (2).

They would not, however, be entirely ignorant of the use of coal, for it had been mined at Nanaimo for several years, where the whites, guided by Indians had discovered it in 1850, and at the Fort Rupert of a later day on the northern end of Vancouver Island, in 1835. It had been used at Queensboro for several months, for blacksmithing purposes, and no doubt but that the burning of these black stones which the Indians knew were to be found near Siwash Rock and on the beach of Burrard Inlet had been one of the interesting topics around the camp fires of the natives beside the Capilano. Some few men of the tribe would, without

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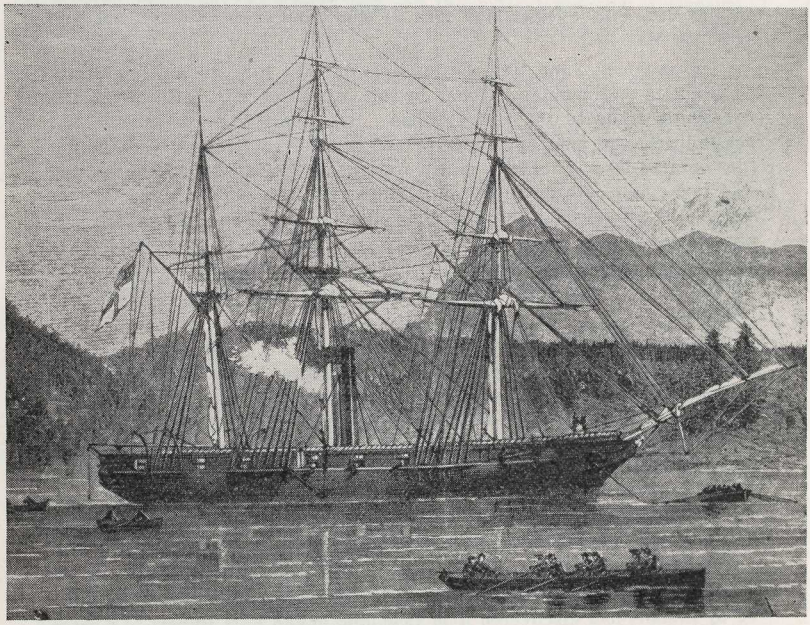
1.The Emigrant Soldiers' Gazette, published on the Thames City, mentions that "Colonel Moody, wife and four children sailed from Panama on the Sonora, for their voyage up the Coast."

2. "Before B.C. Was Born," by Jason Allard in McLean's Magazine, May, 1929, in Daily Province Library, Vancouver.

doubt, have paddled around Point Grey, which they called Ulksen, meaning "the nose," and up the Fraser, and could relate wonderful stories of men in bright red coats, of glittering bugles and shining rifles, and how they could shape tools of all kinds by burning these black stones. And now, those of the tribe who had been less fortunate were able to see something of all this just beyond the edge of the forest. The opportunity would be eagerly seized.

Paddling across the water they knew so well, they would approach "the big canoe," perhaps in doubtful trepidation as to their welcome.



THE PLUMPER

The awe-struck members of the tribe who now for the first time made the acquaintance of the whites would be assured by their leaders of the friendly attitude of the visitors, the whitemen. As Captain Richards had now been on the Pacific Coast for some few years, there would no doubt be some of his crew who could speak the native language sufficiently to be understood. Having received by spoken word or friendly gesture, an invitation to come aboard, their cedar bark painters would be fastened to the side, and all would climb aboard.

It would naturally fall to the lot of the Chief Engineer, Francis

Brockton (1) to show, and to explain to the wondering visitors, the marvels of the big canoe. But the service was reciprocative, and, the natives, having in mind all the wonderful things to be had for money at the white man's camp beside the Fraser, it would be returned willingly.

Under date of June 14th, Captain Richards wrote Douglas as follows: "I have the honor to acquaint you that, having reason to believe from Native report, as well as from the geological formation exhibited over certain portions of this inlet, that coal existed, I desired the Senior Engineer, Mr. F. Brockton to investigate . . . Mr. Brockton acquainted me on the 12th instant, that an apparently extensive vein occurred on the southern side of the harbour about a mile and a half within the First Narrows." (2) Having visited the discovery personally, Captain Richards requested the ship's surgeon, Dr. Charles B. Wood, who, of all the ship's crew appears to have been best informed on geological formations, to examine and report. Dr. Wood did so, early on the morrow, June 13th.

The report being very encouraging, Captain Richards immediately despatched the "Shark," (3) a small tender to the Plumper, (4) with the letters and samples of coal to Victoria. He also, at once, sent reports and samples to Colonel Moody, at Queensboro.

The ship's surgeon, reported "two seams, the upper seam cropping out for a distance embracing the two points of high and low water, some four or five inches in thickness," and a lower seam "commencing with a thickness of seven inches, increasing to a thickness of fifteen inches in seven feet horizontally, dipping at an angle of 15½ degrees to the southward. I imagine," he continues, "that sufficient evidences were thus far obtained to prove the probability of an extensive coal deposit." (5).

This report of Dr. Wood, was made to Captain Richards on June 14th, and on the following day, June 15th, over at San Juan Island, Lyman A. Cutler, a squatter claiming American citizenship, shot in the forest, near his potato patch which was only partially surrounded by a shake fence, a pig owned by the Hudson's Bay Company, which he alleged had rooted up some of his potatoes, and swore he would do likewise to any of the Company's livestock on the island.

It was this spark which set aflame the warlike activities of the United States forces, and an armed force (6) landed on the island to

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1. Hence—Brockton Point.
2. Letter in the Provincial Archives.
3. A twenty-foot rowboat with auxiliary sail.
4. The Plumper, auxiliary steam sloop, barque rigged, 484 tons, 60 horsepower, speed 6 knots under steam, carrying 2 long 32 pounders and 10 smaller guns. Arriving Esquimalt Nov. 9th, 1857. Replaced in 1861 by the Hecate. Commander Geo. H. Richards; Master, Augustus Bull; 2nd Lieut., Richard C. Mayne; 2nd Masters, Pender and Bidwell; 1st Lieut. Wm. Moriarty; Surgeon, Chas. B. Wood; Chief Engineer Francis Brockton.—(From Walbran's "B.C. Coast Names").
5. Dr. Wood's Report is now in the Provincial Archives.
6. Sixty men, under Capt. Geo. E. Pickett. See "The Making Of A Province" by F. W. Howay, page 185.

protect Cutler and those of his neighbors who were of American citizenship. There were, at that time nineteen British citizens, some of whom had resided there since 1843, and who now had 5,000 sheep, and a number of horses, cattle and pigs there. Twenty-nine Americans were there, (1) mainly new arrivals from the Cariboo gold fields where they had gone the year before, from California.

Moody hurriedly gathered what men he could from the various public works in and around the city,—the men from the North Road; from the gang clearing and grading around the government buildings; and from the "pleasure path" he had been opening from the city to the eastern end of Burnaby Lake; only 58 men in all, and away they sailed in the Plumper which had been hurriedly recalled from Burrard Inlet for the purpose, to take their places beside their fellow British soldiers in the Tribune and the Satellite, before the military camp of the Americans. Moody strongly advised Douglas that "as a matter fo instant necessity," all timber be cleared by civilian labour from a roadway twenty feet wide; and a good military road constructed twelve feet wide from the seaboard to New Westminster, along the North Road which was left hurriedly a few days previously, not more than half opened (although a rough path had already reached the Inlet); and "the immediate construction of a blockhouse containing stores and ammunition, with landing piers at the Burrard Inlet end of the road." (2) The entire eastern end of the Inlet was termed Port Moody, from present-day Barnet (3). It was not until the arrival of the C.P.R., twenty-five years later that the name "Port Moody" was localized to the extreme easterly end of the Arm, only. These proposed works were to have been erected at the north-east corner of the municipality of the Burnaby of a later day.

Moody further recommends "that buoys, easily removable, be placed at the entrance to Fraser River, and placed in control of the Royal Navy, which it is obvious may be an advantageous means of defense at any time hereafter."

When the Thames City had arrived at Esquimalt in the previous April, the Royal Engineers had been transferred to the Eliza Anderson, her owners having quoted a much lower rate for transporting the Royal Engineers from Esquimalt to Derby than was quoted by the Thames City's agents. The original contract with the Thames City had ended with her arrival at Esquimalt. (4) The Eliza Anderson was a new vessel, launched at Portland in Nov. 1858, and when she approached the river mouth she ran aground, because the buoy marking the deep water channel had been removed. Captain Richards had reported to Douglas the same evening, (April 14th), "I have replaced the buoy on the North Sandhead which had been washed away, or removed, and I enclose a

1. Begg's History, page 245.
2. Moody letters in Provincial Archives.
3. Map issued by Dominion Geological Department in 1877.
4. Letter from Colonel Moody in the Colonist, April 16th, 1859.

notice with respect to the buoys in the channel of the river. (1). The inference is clear that it had been removed to mislead the Americans.

When Colonel Moody was about to be despatched from England, the British Colonial Secretary, Lord Lytton (2) had issued him written instructions that: "the force at your command will, when the occasion may need its demonstration, do its duty as soldiers no less than as surveyors. Wherever England extends her sceptre, there, as against the common enemy she pledges her sword." These words remind one of the Nelson signal at Trafalgar. (3).

But to the newly appointed Governor of the colonies of Vancouver Island and British Columbia, James Douglas, he wrote: "this force is sent out for scientific and practical purposes, and not solely for military objects. As little display, as possible, should, therefore be made of it. Its mere appearance, if prominently obtruded, might serve to irritate, rather than appease the mixed population which will be collected in British Columbia." (4).

And so, while the men from the Burnaby woods awaited word from the Governor to take the offensive, as the three vessels lay, with guns trained on the American camp, its commander, Captain George E. Pickett reported: "The three British ships, the Tribune, the Plumper and the Satellite, are lying here in a menacing attitude. They have a force so far superior to mine, that it will be merely a mouthful for them." (5). As a result of the wise forbearance of Captain Hornby, who was in command, no shot was fired.

Having lain there idly from August 3rd to August 13th, Moody fretfully asks "whether it is your intention that we land our forces." Douglas laconically answers: "the forces may return to New Westminster." (6). There were then "a British fleet of 5 vessels of war, with 167 guns, and 2140 men," (7) under Rear Admiral Robert Lambert Baynes, lying quietly in Esquimalt harbour. Douglas took the age-old attitude of Britain that

"We don't want to fight, but by jingo if we do,
We've got the ships, we've got the men, we've got the money too!"

Meanwhile, at New Westminster, (for the new name had been chosen by Queen Victoria to supersede that of Queensboro, on May 5. (8) and so proclaimed officially by Governor Douglas on July 20th), (9) the clearing of the city site had been proceeding very slowly, and had now ceased entirely. The immense trees reported as covering the site, both by Lieut. Mayne and Walter Moberly had proved a very great handicap.

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1. Richards' letter in Provincial Archives.
2. The famous novelist. Lytton, on the Fraser River, named in his honor.
3. Vancouver Daily Province, Oct. 26th, 1935.
4. Begg, page 223.
5. Begg, page 252.
6. Letters in Provincial Archives.
7. Begg, page 257.
8. Gosnell's Year Book of B.C., 1911-1914, page 35.
9. Begg, page 325.

Vancouver had reported long ago that: "the southern shores of Burrard's channel are well covered with trees of large growth." (1) Captain John Palliser who visited the city in the following January of 1860 said in his report to the Imperial Government: "the site of the town is very disadvantageous, on account of the size and denseness of the timber, causing the clearing of it to become a matter of enormous expense, so much so, as to far exceed the fee simple of any land in a still unoccupied territory." (2).

Moberly had made so little progress in clearing the site that Governor Douglas preemptorily ordered Colonel Moody, on August 5th to discharge him, and all civilians employed on government work at New Westminster. (3). This was just two days after Moody had withdrawn all military men from roadmaking there.

When, on July 16th, 1858, Lord Lytton had first announced to Douglas the sending of the Royal Engineers, he had written: "A party of Royal Engineers will be despatched to the colony immediately. It will devolve upon them to suggest a site for the seat of government." (4) This was done, in recognition of Colonel Moody's position as the military head of the colony, and Douglas was "enjoined to regard his (Moody's) duties as special, and that they are not on any account to be interfered with, except under circumstances of the utmost gravity." For this reason, when Moody had chosen the New Westminster site in preference to Derby, it was incumbent on Douglas, though he well knew the cost, to acquiesce.

Since James Douglas was the first Governor of the land now called Burnaby, it may not be out of place to give the following particulars concerning him. He was born in Demerara, a part of British Guiana, in North-Eastern South America, on August 14th, 1803, whither his father had migrated a few years previously. He was a scion of the noble Scottish House of Douglas, Earls of Angus. (5). A distinguished ancestor was James Douglas, companion of William Wallace and of Robert Bruce, and one of the most distinguished leaders of the Scottish armies at Bannockburn, in 1314. (6).

Being orphaned when a young lad he returned to Scotland, thence to Canada, when twelve years old. Having spent a short time in Montreal, engaged in office work he journeyed to Fort William as clerk with the North-West Fur Company. At Montreal, and at Fort Wliliam he studied assiduously, and displayed great aptitude in learning accounting and also the French language. He early developed the rare intellectual faculties of prudence, determination, and executive capacity, and was marked as a leader of men. Exemplary tact with the Indians soon raised

1. Copy of Vancouver's Report in Vancouver Public Library.
2. Report of the Palliser Expedition, Vancouver Public Library.
3. Burnaby Advertiser, August 27th, 1937.
4. Begg, page 223.
5. Begg, page 134.
6. The University Encyclopaedia, page 2020.

him to posts of high responsibility. From Fort William he came to the Athabasca district, and while still only 21 years old, he crossed the Rockies in company with his future father-in-law, James Conolly. Setting himself to study the topography, hydrography and geography of the country, and language of the local Indians, he also closely observed the customs and characteristics of the various tribes with whom he would have business dealings.

The Chief Factor of the Hudson's Bay Company then in command of the Columbia Department, Dr. John McLoughlin, had written the head office of that Company in London, (the North-West Company had now been amalgamated with the Hudson's Bay Company), specially requesting that young Douglas accompany him to the West, being well assured that one holding so great promise was bound to be of the utmost value as his assistant. McLoughlin had left him at Fort Saint James in New Caledonia that he might familiarise himself in every detail of the working of the combined Companies. He remained there for four years and, though in the early twenties, he built several forts in that time, one of which he named Fort Conolly, in honor of James Conolly, "whose daughter, Nellie Conolly, (1) a beautiful maiden of sweet sixteen, young Douglas found time to woo and win, and who in due time became his wife, and later Lady Douglas." In 1828, McLoughlin transferred him to Fort Vancouver on the Columbia, that he might render greater assistance to his chief, for Fort Vancouver was Headquarters for the whole territory west of the Rockies. Here he rose rapidly. He revised and greatly improved the system of accounts, and became most proficient in every detail of the Company's business. In 1830 he became Chief Trader, and in 1833 rose to the position of Chief Factor. The greater part of his time was now spent in selecting sites and in superintending the building of trading establishments. His journeys took him throughout the present Province, and along the seaboard from Fort Vancouver to Sitka. It is recorded that "he was fast becoming famous for his geographical and practical knowledge, famous for his intimate acquaintance with every crevice on the Coast." It was twenty years after he embarked on this superintendency with its immense amount of travelling, that he, being then 56 years old, located the proposed Capital at Derby, with its grassy sward, its level site, backed by a flat cranberry marsh which had furnished many tons of berries yearly, and where, only two miles distant, there was a cooperage employing at least five men continuously (2) in making barrels for use in the shipping of immense catches of salmon to distant lands. (3). There, also an extensive dairy and a herd of milking

1. Like most of the Company officials of that day, James Conolly had married an Indian maiden, who became the mother of Nellie Conolly.

2. "Fort Langley 1827-1927," by Denys Nelson, page 21.

3. The Hudson's Bay Company shipped 1,703 barrels of salmon from Langley in 1848. (Letter from Douglas to Simpson Dec. 5th, 1848, now in H. B. Archives). In 1850 they shipped 2,000 barrels. See B.C. Historical Quarterly April, 1937. Page 80.

cows numbering from 70 to 80 head, had operated for almost twenty years; and hundreds of acres of the finest lands under the sun had been under the plow for quite as long. It can be easily understood why he disagreed with Moody in abandoning the site, and he can be readily forgiven for paying scant attention to "the voice of one crying in the wilderness" for public funds from the slim purse of the colonies' exchequer. A keen observer, a most assiduous student, and a man who had fought a rigorous fight during his intimate acquaintance of a lifetime with the costs of clearing and building in the West, Douglas well knew what it meant to develop a city where now naught was to be seen save the densest of underbrush and thicket, and the abnormal growth of the gigantic monarchs of the forests of the Lower Mainland.

Robert Burnaby having come out from England as representative of large monied interests with monies to invest in whatever he might recommend in the Fraser River country, being now discharged from his situation as Moody's private secretary, on August 5th, proposed to Walter Moberly, the discharged foreman of Public Works, that they form an exploratory party to examine and develop the coal deposits reported by Captain Richards on June 14th. (1). With seven or eight men they paddled down the Fraser and through the First Narrows, leaving New Westminster on August 10th, and set their men to work where now Bute Street ends at Burrard Inlet. It is the spot where Dr. Wood had examined the two seams on the previous 13th of June.

Leaving the prospectors here, for a time, let us turn back the pages of events a few months, to relate some of the happenings earlier at the settlement beside the Fraser.

As early as December of 1858, the religious welfare of the colonists already arrived, and those on their way to Fraser's River was seriously considered, and down in Ontario, a missionary meeting decided to send four missionaries from the Methodist Church to the colonies of Vancouver Island and British Columbia.

They left Ontario on December 31st, and, travelling by way of New York to Aspinwall. now known as Colon, they crossed the isthmus on the single-track railroad laid three years before. a distance of 54 miles. No canal was there for many years afterward.

With this party, as a part of it, came John Robson, future Premier of B.C. and Miss Emily Woodman, a native of Saint Thomas, Ontario, who was to be the first school teacher in New Westminster. (2).

The party arrived at Victoria on February 10th, and, on the following Sunday was held the first Methodist Church service in all of present day B.C.

Rev. Dr. Ephraim Evans, D.D., the leader of the party, remained at Victoria. Rev. Ebenezer Robson, a brother of John Robson was stationed

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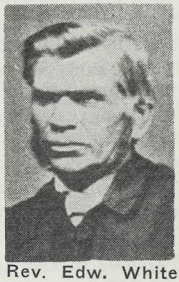
1. Blazing a Trail Through The Rockies," by Noel Robinson. Also "Rocks and Rivers of B.C." by W. Moberly.
2. Memoirs of Rev. James Henry White, D.D., of Sardis, B.C.

at Hope and Yale, Rev. Arthur Browning went to Nanaimo, and Rev. Edward White to Queensborough (1)

Mr. White was the first missionary of any denomination to be stationed at New Westminster, and he arrived there on April 1st, 1859, while yet the settlement was called Queensborough. and not a single dwelling had arisen to shelter the handful of men already there. One woman only was among them, Mrs. James Kennedy, who, with her husband and two children lived in a tent near Lytton Square, where today is located the farmers' market. The newly arrived sky-pilot was given shelter beneath her friendly canvas roof. His wife and their two children were still in Victoria, awaiting the erection of a home for them beside the Fraser.

On April 21st, Mr. White was joined by them, who, together with Mrs. White's sister, Miss Woodman also found shelter in the single tent beside the Fraser.

Four buildings had been erected, a grocery store, actually the first building, had been built in February by Wm. J. Armstrong, a butcher shop by R. Dickenson, later Mayor, a bakery by Philip Hick, a German from California, and a saloon by J. T. Scott. Rev. Mr. White lost little time in providing an humble home for his family, and, having received the gift of a church site from Governor Douglas, he set vigorously to work and within a short time a rude shack arose on the church site It stood well above the Fraser, on the lot at the north-west corner of Sixth Street and Carnarvon. Mrs. Moody's given name was Mary, and Sixth Street had been named in her honor,—Mary Street. The next street eastward, running up the hill from the Fraser, was called Clement Street. Clement was the second name of R. C. Moody, the Colonel. That part of Carnarvon Street was first named Prevost Street (2) between Sixth and Eighth Streets. In the little shack, hurriedly built, was born, on July 29th, the first white child in New Westminster. He was Newton Arthur White. In a typewritten diary, the original of which is deposited in Union College, the following entry appears under date of July 29th, 1859: "To-day, about 12:30, Mrs. White was safely delivered of a fine son, both she and the baby are doing well. Thank the Lord for all His Mercy."


Rev. Edw. White

This quotation is from a recent letter from Rev. J. H. White, one of the children who arrived to live in a tent, with his parents at Queensborough before Good Queen Victoria chose the name of New Westminster. He was then four years old. His little two-year-old sister who came with him, is now Mrs. C. L. Street, of Chilliwack.

1. Begg, page 486.
2. In honor of Capt. James C. Prevost, Commander of H.M.S. Satellite, and First Commissioner. International Boundary Dispute.

Newton A. White died in New Westminster on July 31st, 1899, and on that day the Columbian wrote:

"He had the distinction of having been the first child born in the city."

He was then forty years old, and two days. He is buried in the Oddfellows cemetery in his native city.

Newton A. White

On August 11th, within two weeks of the arrival of Newton White, the ubiquitous stork again visited the little settlement of hardy pioneers, bringing another bright little child to take a prominent place in the upbuilding of the city yet to be. As it is thought there were not as yet any brick chimneys upon which he might alight, it is probable he landed on one of the huge stumps which were extremely plentiful amid the logs. The youngster was addressed to Mrs. James Kennedy, and she called him George. When he grew to manhood he became editor of the Columbian (1).

These two mothers were the first women without exception to make their homes in New Westminster.

Rev. Mr. White, having arrived on April 1st, Friday, held the first religious service ever held there, on Sunday, April 3rd. It was held under the blue vault of heaven. A writer says: "On Sabbath last, the first religious services were held in this place, the Rev. E. White, Wesleyan missionary officiating. The congregation assembled in one of the shady spots surveyed for a public square, and consisted of one lady and two children," (Mrs. Kennedy, the only woman in the place, and her two children), "and some fifty males. It was a beautiful spot, and the occasion one of peculiar solemnity. Flowers were blooming within a few feet of us, and beautiful birds were twittering amid the rustling branches of the stately conifera. The dense forest around and beyond seemed to echo back the warning tones of the speaker's voice, and, as the congregation united their voices in songs of praise, the very trees seemed to lend their cadence in the melody." (2).

The text used was Romans XV, 20-21.

"The groves were God's first temples,—ere man learned
To hew the shaft, and lay the architrave,
And spread the roof above them,—ere he framed
The lofty vault to gather and roll back
The sound of anthems,—in the darkling wood,
Amidst the cool and silence, he knelt down
And offered to the Mightiest solemn thanks
And supplications."

"At that time there was not a dwelling house in New Westminster, and the first work of the young pastor was to clear a space in the dense

1. Biographical B.C., Volume III., page 635.
2. Begg, page 310.

forest and erect a house for his family, which they were able to occupy late in June, (1) and a small building in which to gather his congregation. Being an expert axeman, he entered upon the task with skill and vigor, and in a few months the first Methodist church west of the Great Lakes was dedicated." (2).

"It was a small, rough structure, the rear end resting on a large cedar stump." (3) John Robson, later Premier and editor, although a lifelong Presbyterian gave every support to this early church. An article in the Vancouver Province, by Rev. Lashley Hall says: "Before the congregation could afford a bell, the future Premier would call the faithful to worship by standing on a stump, and blowing a tin horn." When a bell was later secured, it was hung on an immense stump at the church door. As the pastor with his wife and two children, his sister-in-law and Mr. and Mrs. Kennedy with their two children were all living in the canvas tent for some time, the pastor was badly in need of a quiet retreat for study, and so, in the early part of May, "they built, with the help of John Robson, a little study on top of one of the huge stumps." (4).

Late in August came the Rev. John Sheepshanks direct from England, to start a mission in connection with the Church of England. Six feet three, and well proportioned, he stepped ashore unheralded, without a soul to greet him.

Rev. Sheepshanks

There was no rectory awaiting him, and no vestrymen to bid him welcome. Back at the edge of the forest, high upon the hill, two returned miners had just built the skeleton of a log cabin. Well back from the river, from its door a commanding view of the winding river was to be had, the intervening slopes being deeply gashed by several short and deep ravines, betwixt which lay, strewn in promiscuous confusion, innumerable gigantic monarchs of the wood, felled by the woodman's axe, and immense stumps as innumerable.

The little shack was placed at the service of the newly arrived sky-pilot. It was only seven feet by ten inside, and had been built in a hurry. The logs forming the walls had not been notched as deeply at the corners of the structure as was customary in the usual orthodox manner, and the wide chinks between them had never been closed by wood or moss, so that the winds swept through in unhampered freedom, and ventilation was more than ample. A shake roof kept the rain out,

1. Diary of Rev. E. White.
2. Biographical B.C., Vol. III., page 569, also the personal diary of the pastor, Rev. E. White, which says: "Sunday, April 8, 1860, our little church was dedicated today. Mr. Browning preached at 11 a.m. and 7 p.m., and I tried to preach at 3 p.m.
3. Vancouver Province, March 25th, 1935.
4. Memoirs of Rev. J. H. White, D.D.

and a square hole in the wall let plenty of additional light in. The floor was in no danger of giving way with excessive weight, for it was the earth itself. Across one end, like a shelf, was affixed a "bunk" of poles.

Some of the neighbors had made homemade windows by notching the wall logs a little before putting them in position, and laying whisky bottles, of which there were plenty, between, so that the bottles became miniature windows. The reverend gentleman thought it might not be quite becoming of him to copy the example of his neighbors in this respect. This improvement had not been included in the specifications of the architect when the first rectory of New Westminster was designed.

However, the rector was "a man of parts," and after taking up residence, his first act was to sit down on his bunk and have a good laugh.

New Westminster's First Rectory and Anglican Church

Then he borrowed a broom, a bucket and an axe. With the broom he swept the mud floor, with the bucket he trotted down to the little stream in the ravine close at hand, and secured a supply of water, and with the axe he cut a supply of wood at his door.

"Soon," he tells us in his autobiography, "a tin stove,—with pipe,"—he adds rather proudly, "came up the hill, also a table and a chair; a curtain of calico to be fixed over a sliding frame to draw over the window opening at night, with additional calico to cover the wall logs," and presto! his residence was complete.

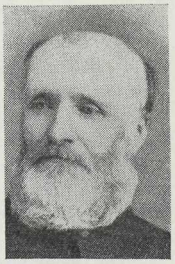
This dwelling was planned to reduce housework to a minimum. He says:—"I can sit on my wooden bunk and open the window, shut the door, poke the fire in the stove, and get anything down from the shelf without moving."

There was no long stairs to climb, and no bathtub to scrub out. A chopping block in front of the stove provided a seat for visitors, and a tallow dip stuck in a bottle furnished light of one candle power,—that is, if the wind blowing through the walls allowed it to function. It was the simple life at last!

The winter of 1862 was extremely cold, and the river was frozen over for three months. (1). Men drove heavy loads of hay along its surface with safety, and skating was an every day pleasure. Says the Rector: "When I awake in the morning, the bucket of water is frozen solid. My blind fell down the other morning, and I fastened it up again by driving a nail with my sponge. I cannot easily comb my hair, for it is frozen. My uppermost blanket is hoary with frost from my breath, and all the bed clothes are stiff with ice. When I proceed to breakfast, the cups and saucers are frozen to the shelf. The bread must be thawed in the oven before it can be eaten. The ink is solid." (2).

On December 2nd, 1860 the first Anglican Church in New Westminster was dedicated. It was Holy Trinity.

Rev. Mr. Jamieson, the first Presbyterian minister to arrive for active church work, reached the city in March of 1862, and on December 20th, 1863 the first Presyterian church there was opened.


Rev. R. Jamieson

In the summer of 1859, the sister-in-law of Rev. Mr. White, opened a small private school, with only five pupils. Soon the number arose to seventeen.

The teacher, Miss Emily Woodman, eighteen years old, was a native of Saint Thomas, Ontario. It was New Westminster's first school. Several of her young pupils became prominent men of the province. Her nephew, J. H. White, born March 24th, 1855, at Sandwich, in Ontario beside the Detroit River and still ilving at Sardis, B.C., was one of them, also

(1) MacFie's "Vancouver Island and British Columbia" contains the statement of A. Caulfield Anderson, Chief Factor of the Hudson's Bay Company that on January 9th, 1862, the river froze over at New Westminster, remaining so till the early part of March. The minimum temperature was 16½ below zero. (page 282).

(2) A Bishop in the Rough.

Johnny Irving, whose father, William Irving was then building the second steamboat to be built in British Columbia, the "Governor Douglas." It was built and launched at Victoria. A small steamer, the Caledonian had been launched at Victoria one month earlier. When Johnny reached manhood, he followed his father's footsteps to the pilot-house of many a steamer to ply the waters of British Columbia. Few if any mariners were better known than Captain William Irving and his son John.

Miss E. Woodman

The next door neighbors of Rev. Edward White were the Sullivans; a coloured family, and staunch Methodists. In later years they lived at Moodyville, where the father was cook at the mill boarding house there. At the time of the big fire in Vancouver in 1886, they were living in Vancouver. (1) The father died there in March of 1906. Three children of this family,—Joe, Julie and Arthur were pupils of the first school at New Westminster, which was also the first school in all of the mainland of B.C., for white children. In later years, Mrs. Sullivan operated a restaurant in early Gastown, and Arthur was known as one of the musicians of early Vancouver, a singer at the old Princess Street Methodist Church, later known as St. Andrews, and again as organist at Saint James'. In this he followed the example of his illustrious namesake and contemporary, Sir Arthur Sullivan.

Another little boy to attend the little school amid the logs and stumps was Frank Barnard, whose father was running "Barnard's Express" from Yale to the Cariboo. Life at Yale was not ideal for the bringing up of a family, and the Barnard family lived at the embryo town below. When he reached manhood, be became prominent among men. In 1894, when the promoters of the tramline running through Central Park, from New Westminster to the young and thriving city beside the Inlet, became financially embarrased because of the hard times gripping the entire West, it was Frank Barnard who bought up the holding of the Company, both in Vancouver and in New Westminster the same day. He was elected President of the Consolidated Railway and Light Company, upon its inauguration in 1894. When the British Columbia Electric Railway was organized three years later, in April of 1897, Frank Barnard was its first Managing Director. Barnard Street, in Vancouver was named in his honor.

On December 17th, 1914, as Sir Frank Barnard, he became Lieutenant-Governor of British Columbia.

Still another pupil of that early school was Frank Richards, for many years Sheriff at Victoria.

The teacher, having married Thomas Cunningham, of New Westminster in 1864, was numbered for many years as one of the most

1. The Romance of Vancouver, by Alan Morley, in the Vancouver Sun, June 25th, 1940.

respected of that city's citizens. In later years they lived in Vancouver, where Mr. Cunningham was Provincial Fruit Inspector. Mrs Cunningham died in Vancouver on April 13th, 1921, and is buried in the Jones Addition of beautiful Mountain View cemetery; Lot 10, Plot 24, Block 30. In her later life, Mrs. Cunningham wrote:

"When we came to Queensborough the townsite was not cleared, and there were no houses built, the few people living in tents. Mr. White's family occupied one end of a double tent, Mr. and Mrs. Kennedy being already living in the other part. The weather was so warm that spring that we did not need a fire except in the cookstove which stood outside the tent, sheltered by a shake roof. The only article of furniture we had was a small rocking-chair which we brought from Victoria for my sister. Mr. White, being a handy man, made benches and furniture, including bedsteads.

"The parsonage was built by the end of June, and we moved in one week after it was started. It consisted of boards set up on end, and a roof. As the boards dried, there were wide cracks, and then the mosquitoes came. They found no difficulty getting in. We had to hang up quilts and sheets, and Mr. White made frames for the bedsteads, and covered them all over with netting. Mr. White had to put a rope over the rafters to make a swing for the children and swing them over an iron pot of chips and sawdust to make a smudge to keep the mosquitoes off, and although we wrapped papers around their limbs they were so badly bitten that the little girl was poisoned and we had to call in the doctor from the military camp at Sapperton.

"As the chlidren grew, they needed to be taught so I undertook the task, and in a few months I had more than I could handle in our house ranging from 6 to 17, so I had to take the school to the church. I continued the school until Mr. White moved to Nanaimo, when I went with them."

The following announcement appeared in the Columbian on February 21, 1861:

A PUBLIC DAY SCHOOL

Is kept in the Wesleyan Church, Mary Street by Miss Woodman. Hours 10 to 12 a.m. and 2 to 4 p.m. Tuition 50c per week. For music as per agreement. There will be no school on Saturdays.

When, in February of 1859, the four missionaries were sailing up the Coast, on their way to their chosen fields of labour, the vessel called at Portland, Oregon, where Rev. Mr. White bought five apple trees to be forwarded to him later that Spring when he should be settled, and these he planted on the Church property that season, as soon as possible. These were among the first fruit trees to be planted in B.C. They were not the first however, for as early as 1838, Samuel Robertson, an employee of the Hudson's Bay Company, planted trees still bearing apples at Albion, across the Fraser from Langley (1). The trees in the little

1. Memoirs of Otway Wilkie a pioneer of Langley, who knew Samuel Robertson.

orchard at New Westminster, beside the Wesleyan Methodist Church continued to bear for many years, until they were destroyed by the disastrous fire of 1898.

Clearing for the settlement by the Royal Engineers was first undertaken at the point between the mouth of Brunette River and the little Glen Brook. This latter stream furnished pure drinking water, running, as it did down a deep and long ravine over pebbly soil beneath the eternal shade of an age old forest.

The site lent itself advantageously to the first settlement of the Royal Engineers, being close beside the waterway. Here a few men were set early in the Spring, to clear the little site. When, on April 14th, only two months after Douglas had proclaimed it the new Capital, the Eliza Anderson sailed up the river with the main body of troops and their families, it was necessary for them to proceed up to Derby, where several buildings, to provide them shelter were already built by Captain Grant in the expectation that it was to be the Capital City of British Columbia. To-day there may still be plainly seen in the green sward there, the lines of the old foundations of a jail, a court house, a church and a rectory. Piles of brick show where the big chimney of the troops' mess-house stood. There was, moreover, ample room upon the old site of the original Hudson's Bay fort, then over twenty years old, and at that time a grassy field, for the tents of the new arrivals, a thing absolutely impossible at "the camp" beside the Fraser, just above Queensborough. The families remained there for some months. When they did return, it was not long before a school was asked for, that their children might attend. While the very first clearing was proceeding there, the men's quarters were aboard the RECOVERY, a vessel 90 feet long, with 22 foot beam, built in 1845 . She was of 154 tons burden, and had a draft depth of 6 feet, 6 inches. She had been used as a light ship moored at the mouth of the Fraser, to direct navigation into the safe channel, and had now been brought up-stream and moored off shore opposite the first clearing. A party consisting of single men had been despatched from Esquimalt to Queensborough, on the Satellite the same time that the married men and families had been despatched on the Eliza Anderson, on their way to Derby, to assist in clearing the site at Queensborough. One of these was Philip Jackman. The identity of the rest is unknown.

When sufficient clearing had been done, the families had been brought down from Derby, and housed partly in tents and partly in wooden buildings. Behind the little clearing, close to the forest fringe, a school building was provided and a school started in 1860. Miss Herring, a step-daughter of Philip Crart, one of the Royal Engineers, taught this first school at "the camp." It had been recommended by Moody to Douglas as a necessity in a letter dated Oct. 7th, 1859, when a grant of 160 pounds was asked for to build it. This had been granted on October 11th, and Rev. Mr. Sheepshanks wrote: "I have gone carefully over the ground here, in search of a site for a church, school and house." On June 27th he wrote: "It is my duty as acting chaplain to the troops

to call your attention to the school now established in the camp. There are now 28 children in regular attendance." (1) This was the second school on the mainland of British Columbia, and, like the first one down in the city, which was usually known as "the Methodist school," it was supported by the citizens or soldiers. By March of the following year of 1861, this school had been closed, and was not re-opened for about a year.

An elderly lady, a widow, well educated and refined, Mrs. Anne Moresby, was now engaged, and she taught this school for some years, having been engaged to re-open the first school at Sapperton which name then applied to all the settlement from Glen Brook eastward, including "the camp," early in 1862, and, continued as teacher at least until the disbandment of the Royal Engineers in October of 1863. Meanwhile, considerable agitation having been made for a public school system in B.C., the following letter appeared in the Columbian of April 1st, 1863.

"A petition signed by the resident heads of families in this city was forwarded to His Excellency the Governor last week, praying for a grant of 100 pounds, to assist in maintaining a school on unsectarian principles, the parents agreeing to pay an equal amount.

It affords us more than ordinary pleasure to state that a reply has been received, granting the prayer, and holding out the encouragement to expect a more liberal allowance after the expiry of the present year.

We may state that a first-class teacher of fourteen years' experience, Mr. McIlveen, has been engaged and the school house erected on the manse grounds, is occupied by the school. It is most pleasing to have to record so prompt a compliance with the expressed wish of the people, on the part of His Excellency . It is understood that this arrangement is simply provisional, and that a proper Colonial School System will be introduced as soon as possible."

This "school-house erected on the manse grounds" was a bone of contention in the months that followed, for the three principal congregations of the Protestant Churches in the City, appear to have distrusted each other, although the several ministers were certainly on the most cordial terms with each other.

The lead in securing a non-sectarian school had been taken vigorously by the Presbyterian minister, Rev. Robert Jamieson, who had, with the assistance of his congregation built a small schoolhouse 12 feet by 20 "on the manse grounds." It was lighted by four windows, and its interior walls covered with cotton and this papered over. The public elected one trustee each from the Episcopalians, the Methodists and the Presbyterians.. The Methodist, Mr. Ferris, complained that the school was totally unsuited, being "too small and too ill-lighted." Caustic and acrimonious letters from him, and from John Robson in reply appeared in the "Columbian" in February of 1864. The result was that a new building was erected on Mary Street, just below the little Methodist church, and was in use as a school at least as early as this date. The building was only 12 by 25 feet, and finished inside exactly similar to its predecessor

1. These letters are in the Provincial Library.

with cotton and paper. It had only two windows. The main point was that it stood on unsectarian ground.

Because of the scarcity of lath and plaster, many of the first buildings of New Westminster were finished similarly. The little Methodist Church's interior had been so decorated. As it was the first Methodist church to be dedicated (1) west of the Great Lakes, its construction is given rather fully.

The personal memorandum of the Pastor, Rev. Edward White, is as follows:

Wednesday, Jan. 4th, 1860. Mr. William Clarkson, late of Bowmanville, Canada West, assisted by myself, Mr. J. Robson, brother of Rev. E. Robson, commenced getting out timbers for the first Wesleyan Church in B.C. It is to be 20 by 36, and will cost about $500.

Thursday, Jan. 5th. Laid the foundation of the church. Messrs. Robson, Martin, Hugh Brown, and Thompson assisted to carry the sills and sleepers to the spot. I have been scoring the sills, and sawing the underpinning, and cutting and splitting the sleepers yesterday and today.

Friday, Jan. 6th. Split some cedar for window and door frames.

Saturday, Jan. 7th. Assisted Mr. Clarkson to prepare the rafters.

Monday, Jan. 9th. Finished the rafters and commenced getting out frames, etc. for doors and windows from the large cedars which grew near the north corner of the church.

Monday, Jan. 16th. Helped Mr. Clarkson at the church.

Tuesday, Jan. 17th. Raised the church. Messrs. Brown, Hineman, Adams, Clarkson and Armstrong assisting.

Thursday, Jan. 19th. Worked at the church with Clarkson and Withrow.

Monday, Jan. 23rd. Commenced at the roof of the church.

Wednesday, Jan. 25th. Finished putting on the roof this p.m.

Sunday, March 11th. Preached in the new church today.

Having now traced the beginnings of things at New Westminster,—its first born children, its schools and its churches, we return to the coal prospectors at Coal Harbour, whom we left as they landed on the shores of Burrard Inlet to examine the coal measures reported by Captain Richards at Coal Harbour.

Leaving the crew of eight or ten men working there, Burnaby and Moberly paddled along the northern seaboard of a city yet to be; past miles of densest forest wherein giant firs and cedars waved their branches 300 feet overhead, whose gnarled and fantastic roots protruded bare and grotesque along the rocky shore beneath the low-hanging branches that stretched welcoming arms to the incoming tides, which daily advanced to meet them. and to leave spotlessly clean the roots of many a forest monarch standing sentinel betwixt land and sea.

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1. Governor Douglas had laid the foundation stone of the Pandora Street Methodist Church in Victoria on August 15th, 1859, but it was not dedicated until April 20th, 1860, 12 days after the New Westminster Church.

Many years afterward, Moberly, the civil engineer wrote: "I thought even then, that here would arise a great city." Had his companion, Robert Burnaby, the capitalist, any thought that here too, this lonely and desolate land where the howl of the timber wolf awoke the stillness of the summer night,—where the mountain lion, crouching low on some overhanging branch above the customary path of its prey, awaited in early morning, the passing of the fawn,—where at noonday the black bear stood patiently beside the forest stream beneath drooping vine maple, through which filtered the slender beams of a summer sun, watching for the silvery salmon which leisurely ascended its rock strewn bed beneath mossy banks,—had Robert Burnaby any thought that this lonely woodland of silent solitude, dense and desolate, would be known by his own name?

These two voyageurs, paddling quietly along the placid waters of the Inlet, within the shadows of the forest, had a two-fold object in view. Moberly tells us he had already dedicated his life to finding a route for a railway from Eastern Canada to Burrard Inlet, and that he also realised that the discovery of coal in reasonable quantity would be of immense value to a terminal city there. No white man had explored its shores since Vancouver had sailed up to Port Moody and back, and the Spaniards Galiano and Valdez had paid a flying visit to the North Arm, in 1792. If there was coal at Coal Harbour why not other and better seams awaiting discovery along the rocky shores?

Although Captain Richards had surveyed the vicinity of Coal Harbour, he was now sitting quietly before San Juan, and though he did survey and chart the waters of Burrard Inlet that summer, it was not until later, as summer lingered in the lap of autumn. Robert Burnaby was the first to minutely examine our northern coastline. (1)

They continued their examination up the North Arm, and, when twilight had deepened almost to darkness, decided to spend the night somewhere near the spot where, many years later, on the eastern side of the Inlet, the ingenuity of man harnessed the waters of Lake Buntzen to light the streets of a populous city, many miles away, where then their men were uncovering the coal seam, and searching for more. Their trip had been very pleasant. The salt sea breezes and the fresh tang of the forest evergreens was invigorating, but tired nature called to them like children wearied with play. The canoe should be their trundle bed, and the rolling sea and the murmuring wave should lull them to rest, as they "rocked in the cradle of the deep."

Writing long afterward, Moberly says:

"We camped on a rocky point, and tied our canoe to a tree, only partially hauling her on the rock. Toward morning, I awoke with an unpleasant feeling, finding my feet were much higher than my head. I could not understand the situation at all, but could see Burnaby fast asleep in the front end of the canoe, which would apparently soon be standing on end. Satisfying myself that I was not dreaming, I crawled

1. Capt. Vancouver had given it a passing glance only.

carefully to the other end, when the canoe suddenly resumed its horizontal position, and Burnaby awoke. We found that when we went to bed the tide was in, but as it ran out of course the canoe kept tilting over, and we had but narrowly escaped a bath a little before the usual hour." (1)

Returning the next morning to Coal Harbour, they found hundreds of hostile Indians all along the shores of the Inlet. A letter which Moberly was able to send to Magistrate Spaulding at New Westminster gives the cause so well that it is here given in full. A Frenchman chanced to be at the Inlet trading with the Indians, and he bore it to the authorities at the Capital.

"Burrard Inlet, August 13th, 1859.

Dear Spaulding:

We have been in a state of siege here. The Indians say the soldiers have taken two Squamish Indians, and are going to hang them right off for killing the man at O'Donohue's mill, and yesterday, when we proposed to go to Queensborough, the beggars wanted three of us to remain as hostages, I suppose. Will you kindly write a few lines and let me know what the real state of affairs is, for if there is any intention of doing anything to any of them, we will be in a devil of a fix unless we can beat a retreat before it takes place.

If you will send the letter by an Indian or other person to the end of the trail leading from the camp to the Inlet," (the North Road, then opened by a rough forest path from the end of the unfinished trail to the Inlet), "and tell the carrier to stick it in a conspicuous place, I will send for it, or go myself on Monday.

We expected to have had a brush with the beggars yesterday," (as the two were returning from Indian River in their canoe), "but I have managed to keep things alright. There are several hundreds of them all around the Inlet.

Many thanks for the powder you sent; it is invaluable at present. From what I have been able to make out, I believe the Indian who killed the man is a Musquiam, and is generally known as Musquiam Joe. He is a bad Indian, and was up to my house the evening before the murder. He went to the Indian house at Kirk's, and left after dark to go down the river, but returned the same night, most likely after having shot the man.

Yours truly,

W. Moberly." (2)

Kirk appears to have been the customs agent at New Westminster, and lived across on the south side of the river. The Indian house mentioned was the communal house there, where the Indians lived collectively while engaged in fishing.

O'Donohue had brought a little mill from Puget Sound, and established it on the island just below the city. Immediately after the murder

1. Rocks and Rivers of B.C. (Copy in Vancouver Public Library.) page 31.

2. Letter in the Provincial Archives.

he advertised it in the Victoria Colonist, as having a daily capacity of 7,000 feet of lumber, one of the smallest ever operated in B.C. It was later owned by J. A. R. Homer, M.L.A.

The watchman at the mill, a German, had been twice shot and then stabbed in a manner indicating ferocious savagery. In connection with the murder, five Indians were arrested, and sent up to Langley to the jail which Captain Grant with his Royal Engineers had built the winter before. (1)

The immediate result of Moberly's letter was widespread excitement. The Colonist demanded instant despatch of a relief party, for which there were many volunteers. The Plumper, having landed the returned soldiers from San Juan, was despatched to their relief, but things had quieted down considerably before its arrival at the Inlet. Shortly after, Burnaby, in a letter to Douglas, speaks of it as a huge joke.

That night, the marines landed at the camp of the prospectors, and, to combine duty with pleasure, brought with them a keg of liquor, and, around a huge bonfire, built possibly to guard against surprise from the shadows of the forest, "we spent," wrote Moberly in after years, "one of the pleasantest evenings of my life."

Captain Richards, whose duty pertained wholly to charting the waters of the Coast, then received, as they lay around the campfire of the prospectors a verbal description of the inland lake named a few weeks previously in honor of Burnaby, and its approximate location. On his hydrographic chart issued in London the following year it is very incorrectly placed, being shown as extending from present-day Sperling Avenue westward to Renfrew Street in the city of Vancouver. Neither Deer Lake nor Trout Lake appear on the otherwise exceedingly correct chart of the navigable waters.

To the shoal which he had discovered lying off Brockton Point, on his previous visit to the Inlet in June, he now gave the name of "Burnaby Shoal." It still retains that name.

It was now about the fifteenth of August. So promising was the prospect of coal in paying quantities that Captain Richards then named "Coal Harbour" on the Admiralty Chart being prepared, marking the immediate location of the discovery as "coal seam." To the whole peninsula, from Prospect Point to the head of False Creek, including the site of prseent-day downtown Vancouver, he gave the name of "Coal Peninsula."

Soon, the prospectors were hampered by the inflow of water from the sea at high tide, and from the landward side as well, and on August 25th, the party having spent two weeks examining the vein, Burnaby wrote Douglas as follows: "We are busily prosecuting investigation regarding the coal, but operations are retarded for want of tools and a pump. We have some hard sandstone to get through, and several springs

1. Reported in the Victoria Colonist.

to vanquish. The results are as yet inconclusive, but so far not unsatisfactory." (1)

Before long, however, they considered it advisable to abandon the whole project, and both Moberly and Burnaby, having journeyed up the Squamish as far as the Cheakamus River, to examine a reported coal and gold discovery there (2) returned to New Westminster, and shortly thereafter, to Victoria. Before leaving Coal Harbour they staked a claim of land at the coal seam, although no Land Act had yet been passed by the government. When, on the following 4th of January, the first Land Act was created, they recorded their claim, but having never lived subsquently on it as the Act required, they were not able to hold prior rights to it when these rights were questioned, in 1862. Their rights were partially acknowledged, nevertheless, the following year of 1863, when Colonel Moody issued the following Order to his surveyors, on January 24th.

"I wish Corporal Turner and party to proceed at earliest opportunity to Burrard Inlet to revise posts of government survey for town near entrance,—ditto, ditto—Naval reserve, and then to survey lands as property of R. Burnaby, and H. P. P. Crease, and from thence to lay out claims or survey lands, (160 acres each, narrow side to water front), between such points and the village which has been laid out 'en bloc'. In laying out the above, the party is especially to mark out on plan, and transmit the same as early as possible to me, showing any clearances or huts or other occupations recently made by any parties."

R. C. M. Land Commissioner.

When this order was given, Burnaby had been a Member of Parliament at Victoria since late in 1860, represented large monied interests in England, and was a warm friend of Governor Douglas, (possibly for this reason,) and had, on August 23rd, 1861, given a bond for 500 pounds sterling, guaranteeing the proper performance of the duties of the first Registrar-General of Land Titles, Edward Graham Alston.

H. P. P. Crease had been Member of the Legislative Assembly since 1860, had been recently appointed Attorney-General of B.C., and had, immediately following the passage of the first Land Act staked a claim covering the "coal lands" at Burrard Inlet. A letter from him to Colonel Moody, the Land Commissioner, dated March 5th, 1860, only two months after the Land Act was first passed, shows his strong desire to possess the supposed coal lands forthwith. It reads: "Referring to the claim I pre-empted on the coal lands of Burrard Inlet, I beg to apprise you that I desire to have it by an early payment of the upset price, upon intimation of the mode and time for such payment." (3)

He never lived on it, and he never received any further consideration, until in January of 1863, Moody ordered Corporal Turner "to survey

1. Letter in the Provincial Archives.
2. Begg, page 349. also in "Rocks and Rivers of B.C." by W. Moberly.
3. Letter in the Provincial Archives.

lands as property of H. P. P. Crease." The property then given him lay between False Creek and Burrard Inlet, and between Glen Drive and McLean Drive.

The title to this land, known as D.L. 182, was granted on October 19th, 1863. It is now in the Vancouver City Archives. It purported to convey "one hundred and sixty-five acres, more or less, to Henry Pellew Crease, for sixty-four Pounds."

"Witness our right trusty and well beloved James Douglas, Governor of Our Colony of British Columbia, and its Dependencies; Vice-Admiral of the same, at our Government House in Our Colony of Vancouver Island, October 29th, 1863."

The head of the legal department of B.C., Attorney-General Crease, might reasonably be expected to feel himself to be the undisputed owner of this land, but it appears he was not, for in the following fall, on September 8th, 1864, he paid over to Thomas Spence, the sum of $200.00 "in United States coin," and received—not another crown grant, but a deed in fee simple, for at least some of the land in question. It was Thomas Spence who had built Spence's Bridge, a toll bridge over the Thomson River in 1862. He had also built the section of the famous Cariboo Trail, from Boston Bar to Lytton in the same year in 1862. He had evidently seen a chance to make a little easy money by driving a few stakes around a claim on Burrard Inlet, quite possibly after Turner had staked it for Judge Crease, and registered it before the Judge had got around to doing so. This original document of conveyance from Spence to Crease is in the Vancouver City Archives. It is a most extraordinary document, inasmuch as it conveys to Judge Crease a plot of ground for which the Judge already holds a crown grant, though perhaps an unregistered one. Thus the worthy Judge has proven, in his second attempt to become a landholder at Burrard Inlet, that "the best laid plans of mice and men gang oft agley."

The passing of the Land Act had been a signal of promiscuous stakings around the supposed valuable coal seam. Three weeks after its coming into being, Henry Holbrook staked a claim "situated on the borders of Burrard Inlet, on the east side of Mr. Crease's land at the coal site, and adjoining it". A clerk in the Government offices, Thomas Ranaldson, appears to have had a better chance, for, he having staked his land in June of 1860, received D.L. 183—165 acres situated on the Inlet, for only 35 pounds, 18 shillings. His crown grant is dated October 29th, 1863 .John Graham, a clerk in the Government Treasury received D.L. 184, in January 1864 by a crown grant . Verily, the methods of governments are devious, and their ways past finding out. Don Ross staked alongside Graham, but was unsuccessful. Evidently he was not in the government offices.

Reasons for these many stakings were twofold. Moody was determined that no enemy should encompass the Capital City from the rear, and although his recommend of blockhouses and fortifications at the point where the main road led from the shores of the Inlet to its back

door had been totally ignored, he had persuaded Captain Richards to recommend to the Imperial authorities a system of Admiralty Reserves well calculated to guard the approach of any enemy from that direction. The Island of San Juan was even now occupied by the military forces of an alien nation, in direct opposition to our claim of sovereignty over it, and no one knew the outcome. Captain Richards recommended first, a military reserve on the south side of English Bay, between the present bathing pool at Kitsilano and Jericho, to ensure that no enemy ships might lay in peace in the waters of the bay, and Moody had planned to cut a path from New Westminster to the spot, for the passage of armed troops through the thirteen miles of forest that intervened. This path, however, was never completed. Governor Douglas was not inclined to spend money on trails "for purely military reasons." Although it has been assumed that this path ended at the head of False Creek, from necessity, it is now established definitely that it reached the shores of False Creek near where now the City incinerator stands east of Cambie. The story of this path, and the vigorous fight by Moody for its completion is in itself a highlight of history. The original contractors were Messrs. Brouse and Ross. When, because of lack of funds, Moody found it necessary to end it as indicated at or near the foot of Yukon Street, the contractors, no doubt in response to his prompting, addressed a letter, here given in part only as follows, to Moody: (1)

"As you are no doubt aware, the contract just completed by us of ten miles does not reach English Bay by some four miles, we therefore offer to complete the same upon receiving the like amount, per mile viz, sixty pounds per mile, twenty percent in cash, the balance in scrip at 10 shillings per acre. An answer to the above at your earliest convenience will much oblige.

Yours respectfully, Brouse and Ross.

New Westminster, Oct. 9th, 1860."

This letter enabled Moody to approach Douglas with a definite proposal which he did as follows:

"New Westminster, October 16th, 1860.

To His Excellency Governor Douglas,

Sir: I have the honor to enclose from Messrs. Brouse and Ross a letter I have received respecting the Road from New Westminster to English Bay, Burrard Inlet.

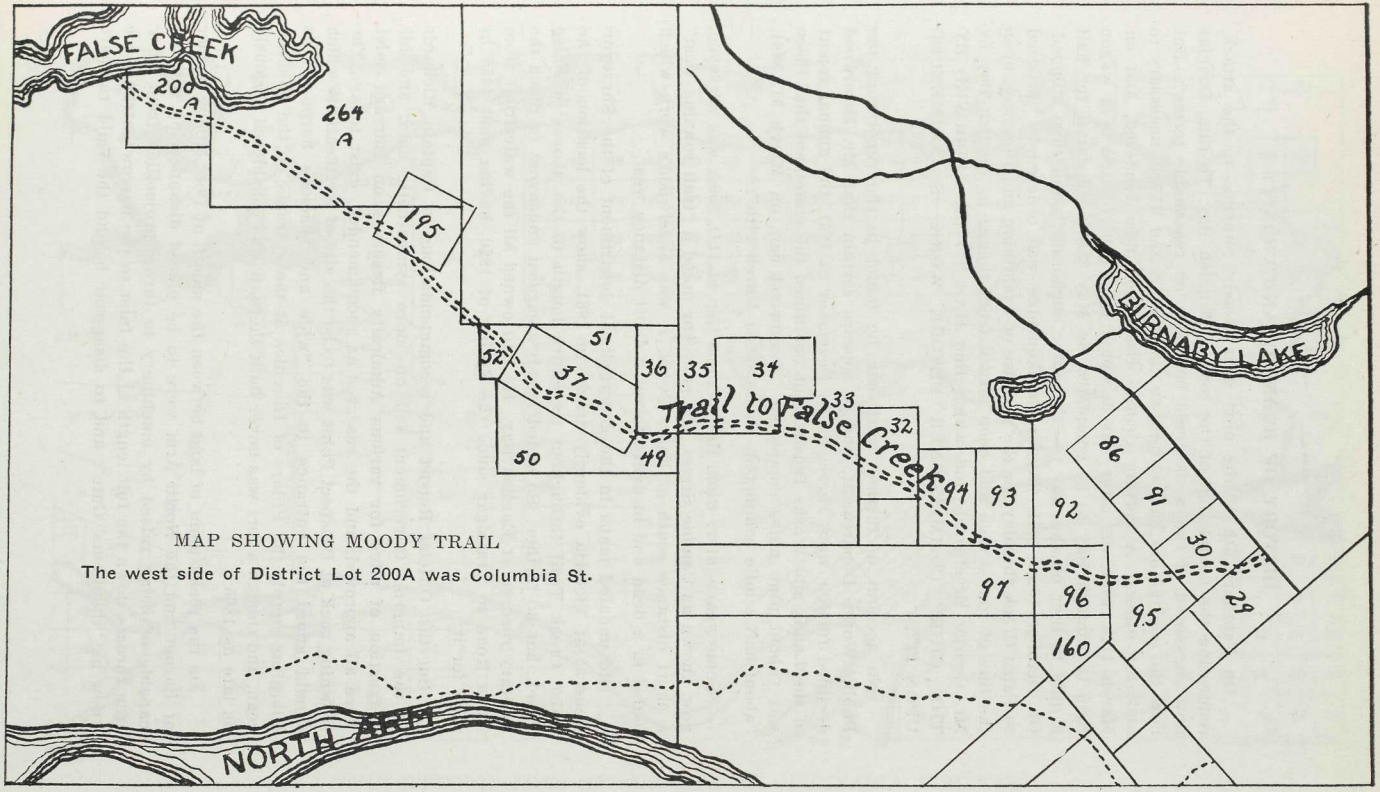
As the ten miles of road now built cannot be approached at either end, I beg to recommend your Excellency to allow me to accept the offer of Messrs. Brouse and Ross for the completion of the road to English Bay, . . .

I have the honor to be, Sir, Your most obedient servant,

R. C. Moody, Chief Commissioner of Lands and Works.

But Douglas was obdurate, and on the margin of this letter he made the notation in pencil "This work reserved for consideration. Why is this work not put up for public competition? J. D."

1. Letters in the Provincial Archives.



MAP SHOWING MOODY TRAIL

The west side of District Lot 200A was Columbia St.

On February 5th of the next year Moody returned to the attack, requesting the completion of the road to English Bay. To this, Douglas now consented, if the work could be done "on reasonable terms". But now the contractors had withdrawn their offer, and it was necessary to look for others. A certain George Esselwood now tendered, and on March 11th, 1861, his offer was accepted for, "construction of a wagon road to English Bay to be completed by May 31st". He cut it for half a mile farther on the way to "the outer anchorage", and then stopped. On October 10th, 1861, Sapper Breakenridge was ordered to "proceed to False Creek this day for the purpose of examining and reporting upon the line of road which had been blazed from thence to English Bay by Mr. George Esselwood, and which line HAS TO BE APPROVED BY THE CHIEF COMMISSIONER BEFORE WORK IS COMMENCED UPON IT".

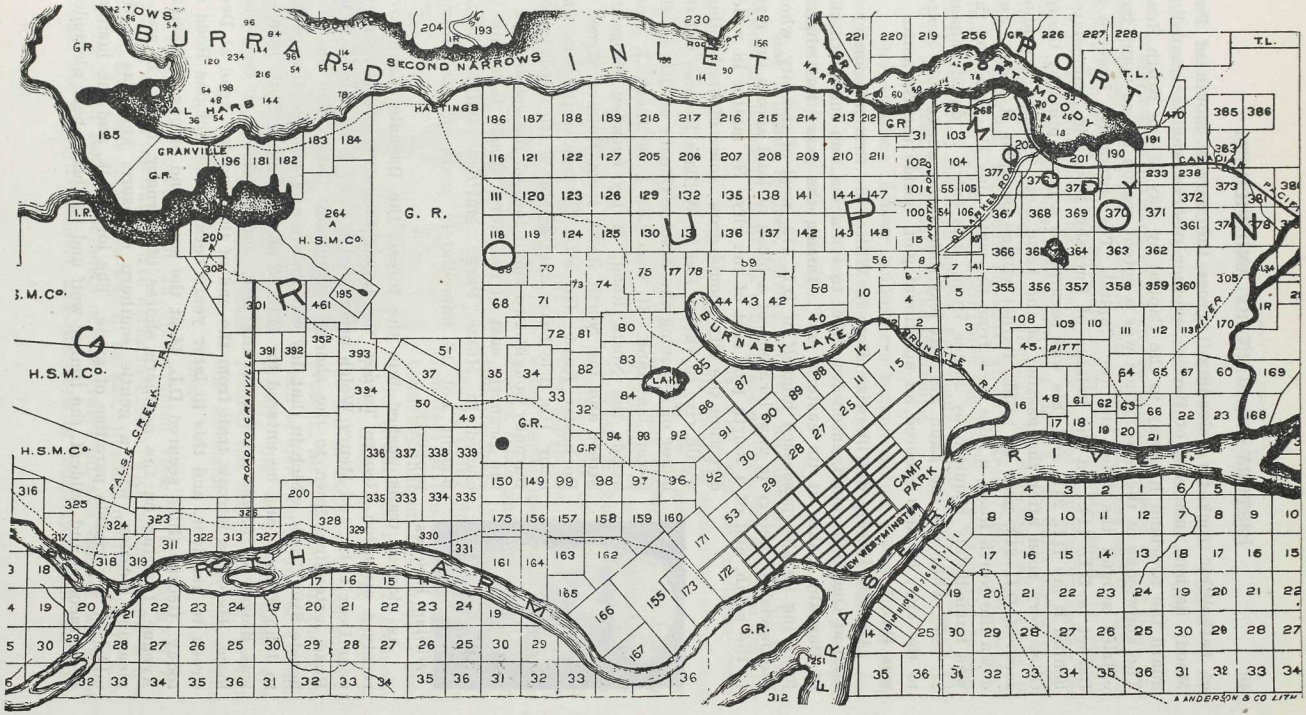
No account of further work can be found in the reports of the Public Works Department, and it appears certain that Mr. Esselwood declined further work there, for in December of 1861, the annual report of the Lands and Works Department contained the statement that there was "about nine miles completed". Esselwood had, on March 31, 1861, "about half a mile completed. Commenced March 14th".

Some years later, when the western line of D.L. 200A was surveyed, now known as Cambie Street, the surveyor noted a "trail running west" a short distance south of False Creek. It was Esselwood's work which ended in a dead end in dense forest a short distance west.

Old undated maps in the geographical department of the Surveyor-General at Victoria evidently drawn in 1861, show the location of the False Creek Trail throughout its entire length to the shores of False Creek, but no farther. So ended Moody's earnest endeavors to reach the military reserve at English Bay. He had owned all the waterfront from Alma Road to Trafalgar since the Spring of 1860, having paid $388 in cash for it.

But the Official Report and recommendations of Captain Richards to the Imperial Government fell on more sympathetic ears, and his suggestion of sites for various Admiralty Reserves on Burrard Inlet were all approved, and the reserves as recommended, exist today. The frowning rock at Prospect Point was to be the site of fortifications which should guard the entrance to the "wide and spacious harbour", as Gibraltar guards the Pillars of Hercules at the entrance to the Mediterrean, and though a fort was never built there, it was considered seriously as late as 1865.

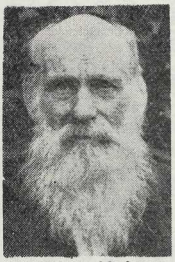
On the rocky point of land between the mouth of Port Moody harbor at Barnet and the North Arm were to be placed disappearing cannon, capable of being raised by machinery to throw projectiles from their iron throats down the full length of the Inlet to the narrow entrance we know as "the Lions' Gate", and to disappear behind the solid rampart



THE DISTRICT LOTS OF BURNABY AS ORIGINALLY SURVEYED

of batholithic rock for reloading. Across the narrow mouth of Port Moody harbor, just east of Barnet, another reserve was designated to guard the overland highway to the Capital by way of the North Road. The knowledge of these proposals was a potent reason for so many land entries around the Inlet and the Capital. The Admiralty Reserve at Barnet is D.L. 114. On the heights of Burnaby Mountain, immediately behind it lay D.L. 211, and this was secured as a preemption by George Giles very soon after the passing of the Land Act. Thomas Greenhow secured D.L. 213, near at hand. Barnet village occupies it today. Just down the North Road, a mile back from the water, lay D.L. 101, and this was immediately acquired by James Hogg. His entry is dated January 21, 1860, while yet the Land Act was less than three weeks old. Nearer to the city, he also secured an additional plot, beside the Brunette. It was D.L. 3.

Andrew Hardie did likewise. Rev. E. White, the first missionary to land at Queensborough, entered a claim to 100 acres, "on the south side of Burnaby Lake, at its eastern end". During the years immediately following he also possessed himself of D.L. 172, west of the city, where the Jewish cemetery is now located—of a block of land across the river to the south, and of a fourth plot east of the city. No matter in which direction the city should grow, some of his holdings would rise in value. But to William Holmes fell the honor of receiving the first certificate of title on the lower mainland. It was Lot 1 in Block 1, close beside the North Road. It lay between Sapperton Street and the North Road, from Holmes Street to Rochester Road. He was the first settler in Burnaby. His title bears date of March 5th, 1860. Robert Burnaby bought two small lots on the south bank of the Brunette east of the North Road. It is now included in Hume Park. Matthew Baillie Begbie bought Lot 16 immediately south of the Holmes property.


William Holmes

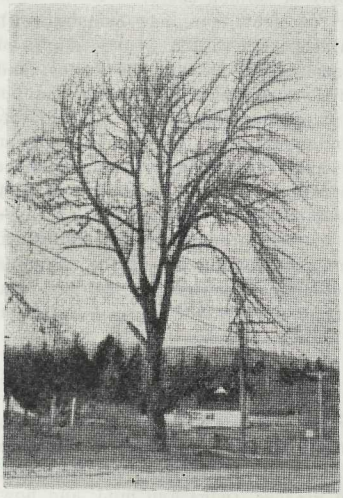
As pioneer trails pushed into the forest, the Burnaby Lake area received attention. George Turner, the Royal Engineer, secured lot 60, near Deer Lake, and Henry Welch preempted D.L. 87 beside the Douglas Road, extending down to the shores of Burnaby Lake. The flat land beside Still Creek, which in that day was known as Deep Creek, appealed to John French, and he entered for D.L. 75 on September 23rd, 1860. It was devoid of forest growth of any size, and consisted of deep rich loam. He cut a narrow trail from the end of the Douglas Road at Deer Creek to his door, and this in later years became the Douglas Road of today. George Giles secured D.L. 44 at the south end of our Bainbridge Avenue, fronting on the northern shores of Burnaby Lake. It was a pleasant location, with a gentle southern exposure, and was in the midst of a veritable paradise of game. The lordly elk, and the jumping deer, racoons and wildcat, the timber wolf and the black bear abounded,

and beaver were plentiful among the reeds in the still waters of the lake, and built their lodges unmolested in the forest stream.

Waterfowl in myriads swam on the tranquil bosom of the lake, and slept peacefully in the covert of the reeds beside the shore. Blue and willow grouse in goodly numbers rested at noonday amid the stately firs of the forest, and the whirr of their vibrant wings often awoke the silent solitudes, as they sped down the shaded and quiet aisles of the well carpeted wood. Fish were abundant in Burnaby Lake, many of which ascended the little streams which poured their limpid waters from the forest depths. In Springtime the bright flowers of the salmonberry beautified the open spaces, and many other showy flowers of the forest enhanced the beauty of the landscape.

Few of these pioneer landowners became actual residents on their holdings, however. The "Suburban Land Act" had quickly followed the original Land Act, of January, 1860, and now it was possible to secure land without residence thereon.

But William Holmes, having received an absolute title to Lot 1, beside the Brunette, built his cabin there at once, for down in Ontario his wife and six children were only awaiting such time as a home should be prepared for them, before they should join the husband in the land of promise in the golden West. He built his forest home on the brink of an eminence sixty feet above the Brunette on a site easily recognized today. Venerable cherry trees and an apple tree or two are there. It is on the eastern side of Colby Street, and within a few feet of the New Westminster boundary, but on the Burnaby side of it. A path led up to it from the North Road, at a point where in the fall of 1861, on a cool summer evening, Mrs. Holmes, in the presence of her family and of Colonel Moody, his wife and daughters, planted the European Ash, (Fraxinus Excelsior), which still stands there.



The Moody Tree

From their cabin door an unobstructed view of the farm of the Colonel across the valley, five acres in extent, with buildings for a few cattle, and some fruit trees was to be had. It stood on the eastern side of the North Road, just north of the gravel pit and cement works of today. He never lived there and the work in connection with the farm

was carried on by John Scales, R. E., whose son John Henry Scales lives today at 3520 Main Street, Vancouver.

Once in that early day, the cattle did not come home as usual, at night, and Mr. Scales and son searched the valley of the Brunette for them the next day. They took a lunch with them, and toward evening with the aid of a bent pin they caught a good supply of fish in the waters of Burnaby Lake. Mr. Scales, Junior, remembers the experience today.

With the opening of the North Road, Indians from the Capilano made frequent trips along it to the Capital, clad in nondescript garments of picturesque appearance. old gunny sacks and cast off clothing, some of which was the erstwhile insignia of British Authority, the brilliant uniforms of scarlet and gold, now somewhat faded, vied with the discarded flour sack of cotton for the honor of enrobing the manly form of Lo, the poor Indian. For ludicrous appearance, Joseph's coat took second place.

The salmon runs up the Brunette preceeding the spawning season were, in those early years, extremely plentiful, and the Indians received permission each year from Mr. Holmes to encamp beside the stream, and to dry and cure their yearly supply of salmon there.

Charlotte Holmes, who, as a girl of eight, combined business with pleasure in watching the many squirrels garner their yearly supply of hazel nuts from the innumerable hazel shrubs within the valley, and stow them in caches close at hand, little dreaming that the little maiden was bent on appropriating those supplies for her own use — tells us, (until recently living in New Westminster), that the salmon were so plentiful in the height of the salmon runs, that the uppermost would be crowded out of the water, "and it would have been possible, had they remained stationary, to walk across the stream without getting one's feet wet". She told us, too, how she used to accompany her mother on their visits to the Reverend John Sheepshanks, and sit on the chopping block beside his tin stove in the candle-lit cabin, while her mother occupied the one and only chair the good man possessed, or had room for in the rectory beside the first Holy Trinity Church.

Mrs. Holmes washed and kept in order his surplice and vestry linen, and furnished milk and butter for his use. The valley was her playground, and the little girl of that day, later Mrs. Charlotte Amelia Green, wandered at will along the banks of the stream, lined with its thickets of willow and flowering shrub, where the beaver built his dam and reared his winter lodge of reeds and grasses, twigs and mud, and how, in the deeper pools at the bends of the river, trout and other fish lurked within the shadows of the overhanging willows, or at times threw flashes of silvery light as they leaped in playful mood from the waters.

Soon, as the years passed, an open space was cleared on the hill where now the Burnaby Lake tram hands its passengers over to the 'bus, at Sapperton, and they erected a high flagpole there, from whose

halyard flaunted "the meteor flag of England", and they called the place Union Hill. Before this, the clear notes of the bugle at "the camp" beside the Fraser floated on the air as the reveille sounded at break of day, but now scenes of gala festivities, with bands playing and sports enacted within an encirclement of age-old forest, took place at Union Hill. The little mound which secured the foot of the flagpole more securely, is still plainly visible in the grassy sward beside the tram-station, an interesting relic of the happy days of yore.

The log cabin which had the distinction of having been the first residence in Burnaby was by no means a pretentious one. It consisted of one room only, with a Dutch oven in lieu of stove; the walls were chinked with moss and clay, and the roof was of cedar shakes. Windows of modest size of pane admitted daylight when available, and homemade candles feebly dispersed the gloom within a limited circle at night. Even the coal oil lamp was a luxury enjoyed by the very few in that day. Coal oil came round "The Horn" in cans, and was limited in quantity and high in price. Nor were the luxuries of hot and cold water enjoyed by this pioneer family of Burnaby, but the dark waters of the Brunette came up the hill in pails. It was Mr. Holmes who named the river the BRUNETTE, because its water, having been drawn from the mossy peat lands above the lake were so dark in color. The name appears on the first Admiralty chart issued in London in 1860. No telephones were to be had in the city or its surroundings, for, though the experiments of Wheatstone, Page and Reis had foreshadowed its possibilities, it had not yet been brought to a practical stage of development.

Those sturdy pioneers, however, were their own inventors. Mrs. Green reminds us that they had no fruit jars of glass, with screw-tops as are available today. Whiskey bottles became their fruit containers. Blacksmiths forged iron rings of half-inch iron large enough to slip over the necks and to lay on the shoulders of the bottles, which were stood in rows. These rings which had long iron handles attached were heated red-hot and placed over each bottle-neck, heating the glass at each point of contact, and the bottle, being immersed at once in cold water, promptly lost its head. One heating of the ring was sufficient to decapitate several bottles. Necessity was the mother of invention.

The wild blackberry was very plentiful, and was the main fruit supply. As a measure of economy, they used a mixture of pitch from the firs of the forest and paraffin wax, to form the seal.

When clearings had been made of the forest growth, letting sunlight in to stagnant pools of water, the mosquitos became intolerant pests, and berry pickers found it necessary to clothe themselves in midsummer with heavy stockings invariably. Rev. John Sheepshanks wrote of them that "many of them would weigh a pound, and that having tortured their victim to their hearts' content, they would fly to a high stub and bark." He neglected to say just how many were required to weigh a pound, nor did he mention that some of the stubs had no bark.

Hugh McRoberts, a native of County Down, in Ireland, having spent some years in the Australian gold fields, sailed to California in 1856, and, when gold was discovered in quantity on the Fraser, he came to this locality.

He, like Mr. Holmes, concluded that it was wiser to engage in the public works of the colony than to follow the uncertain quest for gold. Together with a Mr. Power, he first built the trail from Spuzzum to Boston Bar. He then undertook, in 1861, the opening of a trail from New Westminster down the North Arm to the Musqueam Indian Reserve. This work he completed in 1862. Colonel Moody, the Land Commissioner, had planned that this trail should cross the Point Grey area in an almost direct line from there to English Bay, where his acreage lay east of Jericho. Governor Douglas demanded to know why it was designed to go overland instead of by the seashore, to which Moody replied that the inland route would open up the lands on each side of the trail for settlement. (1) Douglas, however, knowing well by this time of the land-grabbing proclivities of the Colonel, demurred, and the trail ended at Musqueam.

The flat lands of Sea and Lulu Islands engaged the attention of the government, and early in 1858, John Trutch, a brother of Joseph W. Trutch, surveyed them into Sections. Mr. McRoberts, having been paid in government scrip for his road work, bought with it more than half of Sea Island and a considerable part of Lulu Island. It is said that the name Lulu was bestowed on the larger island by Colonel Moody in honor of a young actress who visited New Westminster in the very early days.

Mr. McRoberts was the first person to make permanent improvements on Sea and Lulu Island, having dyked in, and sown and harvested a field of wheat and planted an orchard there, in 1861 and 62. (2) This is the year in which he cut the trail from Westminster to Musqueam. That trail is now the River Road. It is one of the most attractive drives of Beautiful Burnaby.

As the Douglas Road has now become one of the most important roads of Burnaby, its development, though dealt with some years ago in several separate articles, is now submitted rather fully. In the laying out of New Westminster, a street running from the bank of the Fraser at right angles to it, was surveyed at the foot of the higher ground to the east, which it was conceived, would naturally become the retail section. To the west, the tide flats of the river extended back from the river's channel proper for hundreds of yards forming a bay of shallow water at high tide, reaching to the present site of the B. C. Electric car barns at the foot of the Twelfth Street hill. This, it was thought would provide an ideal wholesale district, when filled in, as it is to-day, raised only a few feet above the wharves at the water's edge. The dividing street, 150 feet wide, with a public square called "Merchant's Square," where retailer and wholesaler should meet, was, in honor of the Gover-

1. Letters in the Provincial Archives.
2. History of Lulu Island, by James Kidd. Pages 20, 21, and 22.

nor, named Douglas Street. (1) Its continuation in the country beyond the city limits became naturally Douglas Road.

The soundness of the judgement of the Royal Engineers in locating the wholesale district there, is demonstrated in the fact that today, after the lapse of eighty years, the wharves which serve the commercial necessities of a world-wide traffic are there. It is the only logical place for them.

This dividing street, then, when extended over the hill and through the dense forest fringe which hemmed in the little settlement, would reach the flat lands surrounding the twin lakes, an area with potential possibilities for market gardens just at the back door of the city. Moreover, the most desirable route to the sea, an absolute necessity, in the dead of a cold winter when the Fraser was frozen, lay in that direction. The North Road, though the shortest route, passed over very hilly terrain, whereas this would provide a passage through beautiful rolling countryside, providing access not only to the lands around the lakes, but to those along the fertile valley of Deep Creek. Many gold prospectors had now returned from a fruitless search amid the rugged mountains for gold, and had become permanent residents of the city and its environs.

It early became a necessity also to provide a burial place for the dead, and, when the street had been extended some distance beyond the settlement, this was located beside the embryo road. Today, though most of the remains of the pioneers buried there have been removed, a few still remain undisturbed beneath the kindly shade of stately fir trees, fit monument to those sturdy pioneers who hewed a province from the forest. It is at the eastern end of London Street, and is now the camp of armed men, whose heavy tread disturbs not, and whose trumpet blasts break not the peaceful sleep of those whose eternal rest was entered almost eighty years ago. "Until the glorious dawn's glad breaking, they sleep the sleep that knows no waking."

The chief source of information in connection with the contracts for the opening of the Douglas Road is to be found in the accounts which the Chief Commissioner of Lands and Works, Colonel Moody, presented from time to time to Governor Douglas, and it is unfortunate that these cannot be certainly interpreted. They are mostly undated, and ambiguous, referring both to the "Douglas Street Road" and to the "Douglas Street Trail." The first applies to the road leading to Burrard Inlet, that is our present Douglas Road, and the latter to the forest path which actually branched off from the Douglas Road at the "Wise Road" of a later day, now known as 14th Avenue, in Burnaby.

On September 12th, 1861, John Murray and Daniel Kelso presented a memorial to Governor Douglas which declared in part:

"In the month of February last, we took a contract from the Government to make a wagon road of four and a half miles:—two miles on the Douglas Street Road, from the Royal Avenue, New Westminster, and two

1. First map of New Westminster in the Public Library there.

and a half miles on the English Bay Wagon Road." (this latter was the forest path to False Creek, which Moody calls the Douglas Street Trail.)

But although their contract was "to make a waggon road" (note the old form of spelling the word wagon), there had been a path or trail of some sort, doubtless very crude, reaching False Creek at least as early as October 9th, 1860, for on that date Messrs. Brouse and Ross wrote to Moody:

As you are no doubt aware, the contract just completed by us of ten miles, does not reach English Bay by some four miles, etc. (1)

Again, records show that Sparrow and McDonald had contracted "to make a trail along an extension of Douglas Street to enable settlers to reach that desirable section of the country around Burnaby Lake." (2)

From these data it would appear that the "trail" of Sparrow and McDonald was an early forest path for a short distance, (they threw up their contract before much work had been done), and this was to be improved into a "road" by Murray and Kelso.

They too, threw up their contract from necessity, being, as their memorial to Douglas said, unable to satisfy the Government Inspector of the work, because "each time that the Agent of the Chief Commissioner of Lands and Works inspected the road, he multiplied the faults in such a manner that it is impossible for us to do what they now require of us.

"We have spent all our means, and have gone into debt in the making of the road, and although we have taken up land and bought lots at the last sale, (75% of the cost was to be taken in land), we can neither go on our land nor pay the coming instalments on our lots for want of the means. We therefore humbly pray that Your Excellency will take into consideration our case, and should you be pleased to grant us a settlement either in whole or by valuation on the work done, we will ever pray, etc. etc.

John Murray
Daniel Kelso." (3)

After many months, they were given title to their lots, but no 25% cash.

Their road reached the neighborhood of Deer Creek. It had been completed that far in June of 1862 (4). As already stated, John French, who had a home beside Still Creek, where he had a preemption in September of 1860. (5) cut a footpath through the forest from there, along which some five years later, Colonel Scott built the Douglas Road.

But Moody was ever busy and persistently approaching Douglas for a road to the Inlet, along that route.

The land owners at Burrard Inlet comprised influential men: H. P. P. Crease, and Robert Burnaby were both members of the government at Victoria, and John French the pioneer settler clamored for a road. John Robson wrote scathing editorials in the Columbian, and Moody again

1. The Advertiser, August 8th, 1941.
2. B.C. Historical Quarterly, April 1937. Page 102.
3. Provincial Archives. 4. Vancouver Province, March 29, 1941, (Magazine page 3). 5. The Advertiser, August 22nd, 1941.

personally interviewed the Governor, asking for the completion of the road to the Inlet. Douglas replied that "those interested in the road should tax themselves for it."

Murray and Kelso had "relinquished all claim and interest in the Douglas Street Waggon Road" in December of 1861. On September of 15th, 1862, Moody wrote: "I have the honor to request Your Excellency's official authority for the service favorably entertained by you in an interview recently, viz: The continuation of the Douglas Street Road to a terminus on Burrard Inlet below the Second Narrows, to be paid for wholly in scrip."

"Your Excellency instructed me to reserve the Land on either side of the Road and at the termination until the same shall have been surveyed into 80 acre lots and put up to auction."

The Columbian carried the following:

PUBLIC NOTICE

Notice is hereby given that the undermentioned block of land is reserved for the present, viz. On the south side of Burrard Inlet from the Second Narrows measured three miles westward and one mile back from the water.

There is also reserved from preemption for the present, all the Country Land between the aforesaid Reserve and Mr. French's preemption claim on the Douglas Street Road;—Mr. French's is about five miles from the Royal Ave.

R. C. MOODY,

New Westminster, 24th Sept., 1862. Land Commissioner

Douglas thus endeavored to relieve the government from the incessant demands on the public purse for the opening up of the Douglas Road.

But developments were being planned at Burrard Inlet, and in the following winter, early in 1863, Thomas W. Graham, "having secured preemptions of 480 acres of timber on the north shore of the Inlet, began the construction of a sawmill there, which was completed and in operation by the end of June in that year. This mill, known as "The Pioneer Mills," was the first industrial plant on the Inlet. It was operated by waterpower, having two centre-discharge waterwheels, driven by a water head of estimated 50 horse-power. It had two circular saws, a 22 inch planer and other machinery. The logs were cut on the preemptions adjoining, and hauled by oxen to the mill. The proprieters did not seek foreign trade, but found their market in New Westminster, Nanaimo and Victoria; the superior quality of the Burrard Inlet timber would, they thought, enable them to overcome the handicap of distance and compete with the local mills of these places." (1)

But although this was the first "industrial" plant on the Inlet, settlers already dwelt on the shores of the Inlet. A Capilano Indian who had visited New Westminster previously, and had seen the marvels of

1. B. C. Historical Quarterly, January 1937. Page 4.

tool-making by the local blacksmiths through the use of coal, determined to act as sales agent for the excellent coal of Coal Harbour, which the geologist of the Plumper more than three years previously, had declared was "equal to the best Newcastle." Leaving the mouth of the Capilano on the rise of the tide, one November morning of 1862, he paddled with it to Brockton Point and across to the coal seam at Coal Harbour which ran "from low to high water mark," secured a good sample and paddled eastward up the Inlet until he had passed the low swampy ground which in that day ran from the Inlet to False Creek, where now Raymur Avenue is spanned by the Hastings viaduct. In former times, it is said it was possible at the times of highest tides, to pass a canoe across the temporary waterway there.

Such times were very exceptional, however, and an Indian path led in from the Inlet a short distance within the forest which skirted its eastern side, to the head of False Creek, and around to its southern shore. The dense covert of the wood formed a valuable ambush enabling the Indian hunter to stalk his quarry which frequented the grassy lowlands there.

The Gold rush of '58 had taught the Indian as well as the white man, the value of fresh meat for the miners of the Cariboo, and the deer and elk were slaughtered wholesale to supply the demand. Old Chief Capilano told of slaughtering thirteen head in one day at the head of False Creek. This was in the depths of winter, when they had sought the pasturage at least in part washed clear of snow by the high tides.

Although no known account of the journey of this first of commercial travellers from the camps beside the Capilano exists, it may well be that he combined a hunting expedition with that of salesmanship. Passing through such a promising field, he may well be supposed to have done so.

From the head of False Creek to the False Creek trail of Moody then two years old, would be a short trip through the forest, and this led him to his destination at New Westminster.

When Miss Emily Woodman left for the West, in January of 1859, she left in old Ontario, her father and mother, and her twin sister. These members of her family soon followedher to New Westminster, where she had become British Columbia's first school teacher. Mr. Woodman was a shoemaker, and at once opened a shop on Mary Street, just below the Methodist Church, where his son-in-law, Edward White, New Westminster's first missionary was pastor. It was just opposite today's Columbian offices on Sixth Street.

The Indian, not meeting with immediate success, left his sample of coal to be displayed in the window of Woodman's shoeshop. A young man named Morton, seeing it, became interested, and asked where it came from and was directed to the Indian, who, although he had never taken a course in practical salesmanship, had prudently remained close at hand. Young Morton was a potter, member of a Yorkshire family who had engaged in pottery making for many years, and he knew that

the best of clay for that purpose was usually to be had surrounding a bed of coal. He, together with a son of his first cousin, named Sam Brighouse, whose parents were farmers in Yorkshire, had arrived in B.C. that Spring, and had together made a trip to the Cariboo country in a fruitless search for gold, and now determined to prospect the chances apparently offering in the line of his usual trade in the manufacture of pottery.

Arranging with the Indian to guide him to the coal seam, the two set out the same afternoon. Morton could speak no Indian nor could the Indian speak the language of the whites, but each, knowing the purpose of the other, conveyed to his companion sufficient of his thoughts for the purpose. Back over the "trail to False Creek", and in the words of Morton in later years, "skirting the head of False Creek, we reached the Inlet, near where today the sugar refinery stands, and the Indian got a canoe", with which they soon reached the site of the coal seam at Coal Harbour. The sun was now declining, and Morton, having examined the prospect of clay, pointing to the sun suggested that they return at once to the city.

The tide, which in the morning had been running in, was now in the midst of its ebb flow, and, as the Indian knew the "trail to English Bay" ended at the shore on the south side of False Creek near the present Cambie Street, (the oldest known map of the district shows it about a half mile west of our Main Street, the narrow place which the Indians called Ke-wah-usks, meaning "two points opposite"), he pointed his prow around Brockton Point, and glided through the narrow opening, at that time less than half the width it is today, through which the waters poured past the "Chay-thoos", meaning high bank, which we call Prospect Point. No Indian wants to be caught in the forest after dark, and the guide was no exception. He knew the tide would be running out of False Creek, and he made his plans accordingly. When they reached the beautiful white sandy beach of English Bay he proposed to camp for the night, and, in the morning, when the tide would be again running in, they could float along the bosom of the waters to the end of the forest trail. Morton would be unaware of these details in a great measure. But other thoughts were in the mind of the dusky son of the forest. Perhaps he had been one of those Indians who had first shown the coal seam to Francis Brockton, in June of 1859, when the Plumper had sailed gaily through the narrow opening past Chay-thoos, and had shown the wondering natives the marvels of the big canoe. Captain Richards had been delighted to hear of the deposit of coal which caused his geologist to declare: "sufficient evidences were obtained to prove the probability of an extensive coal deposit". That Burrard Inlet was, because of its geographical attributes, a potential harbour of defense would be well understood by these Indians, whose very existence had been most precarious for years untold, because of the raids of their northern enemies. Moberly had recognized its potentialities that same

summer of 1859, and now our guide proposed to show his client the lay of the land —and of the water. Beaching their craft, he persuaded the explorer to follow him into the forest, where even now the shades of evening were darkening their pathway.

Following only a few rods, the silent footsteps of his guide, Morton was amazed to find himself beside the coal seam on the Inlet, to which it had been demonstrated no vessel could enter save by way of the narrow waterway at the foot of Prospect Point. If only these white men would build their fort on its crest, the Indians dwelling within its gates would be safe from an invasion by their enemies.

While no white man had yet taken up his abode on the wooded shores of the Inlet, Morton would find those shores by no means devoid of human life, for, as the dugout of his dusky guide glided with the tide out of the landlocked harbour, he would note the still populous village of Whoi-whoi, where now the white man has built a grand arch of the firs of the forest, and called it Lumberman's Arch, the virtual capital of the tribes of Indians whose lodges had for many years stood there, and across, beside the Capilano, almost opposite at Homulchesin. Old Khahtsa-lanough, the chieftain had, for many years dwelt just within the gates, beneath the friendly shadows of the forest, close beside the swift running waterway which ran first inward and, having paused as if to permit an easy crossing of the stream, to run outward, that his canoe, the Royal equipage of the Chief of his people, might be borne as on the wings of the gods, to the villages of his people beside the Squamish. He had been born there beyond the head of Howe Sound, and there he would be laid at rest at last, in the village Toc-tac-a-mic, where the turbulent Squamish River, dashing its waters against the many rocks which impeded its course in showers of spray and clusters of foam swept onward to the sea.

On the pretty islet opposite the coal seam, Morton may have glimpsed some of the rude caskets which were then reposing on the branches of the trees, tied securely to their trunks with ropes of cedar bark—caskets containing the remains of the departed. It was the custom thus to place them out of the reach of wild animals. On this quiet isle, where no undertow or tidal rip agitated the surrounding waters, whose gentle tides lapped ever so peacefully higher and higher upon the shingly shore where "such a tide as, moving seems asleep", typified the calm sleep of the dead, an eternal quietude pervaded forest and sea. Where now the bright lights of a busy city, red, green and yellow shine amid the darkness throughout the night, and the noisy street-car and the honking of a thousand horns break the silence of the summer night, the pretty little island was shrouded in darkness, keeping silent vigil over its dead, a beauty spot of green, set in a sea of sapphire.

The two voyageurs, having spent the night on the shores of English Bay, embarked in early morning once again, this time to paddle on an

incoming tide over the waters of False Creek. Passing the Indian village of Snatt, which lay along the southern shore, where now the gigantic piers of concrete carry the southern end of the Burrard Street bridge, carrying its multitudes of white men to Kitsilano, past the sandy island which was submerged at high water, which lay in midstream just east of Granville Street bridge, a wide sand bar where for centuries untold impetuous tides of Ocean had swept its sands from the floor of English Bay, to deposit them as its inflow had been retarded twice daily, thus to create this island, which today the white man has built up above the highest tides, and called it Industrial Island, upon which the Indians had built their fish-traps of vine maple, the Indian navigator quietly guided his canoe to the opening in the forest clad shore where the "False Creek Trail", (a spot well known to him though as yet unknown to Morton), entered the dense forest, and, skirting the southern edge of the swampy muskeg which with its skunk cabbage bordered the water as far eastward as Ke-wah-usks, returning to New Westminster the way they had come on the day previous. For Morton it was an eventful trip, for he had decided to pre-empt the land at the coal seam at once, and for his companion it was as eventful, perhaps moer so, for he made the first real estate deal on the site of the future Vancouver.

A beautiful word picture of the landscape which probably greeted them on that bright November morning, and in the years following, is thus given by the Vancouver City Archivist:

"Before the whiteman came, False Creek was an idyllic paradise; a beautiful marine avenue, down which on a summer's day, the sun shone on a shimmering ribbon of azure, set deep in an overhanging frame of evergreen; and on the gray sand-bar (Granville Island), where the Indians trapped their fish in hurdle nets staked in the sand. It was a haven of loveliness. At Main Street, two pretty points—pale shades of colour, strained through the grove—jutted out in the water to almost meet. To Indians, the narrow passage was "Ke-wah-usks", literally, "two points exactly opposite", and, through it passed their canoes as our Empresses glide through Lions' Gate, to the great lagoon "Skwa-chice" (C.N.R. yards) beyond, where the sturgeon were. The northern point, now Thornton Park in part, lay north and south, the southern one, a narrower ridge with a few feet of dry crust between two shores, where Main Street twists, lay on an angle.

In 1865 the whitemans (our western Indians never call us palefaces, but Whitemans), built a saw-mill (Hastings Mill), and needed water. They bridged Ke-wah-usks (opposite C.N.R. station) with a flume—on stilts in mud—and clambered over on its framework; they swam their horses. Along the summit of the southern finger, some pioneer slashed his way dryshod through the tangle — perhaps along some still older track, used alike by bear, deer and Indians—to break trail for the new water flume, possibly our first water system, from the Tea Swamp which emptied into the "Second Bridge Stream" up the hill. The "Second

Bridge" spanned the creek about Kingsway and Broadway; (1) the mill dam was lower down, i.e., in the ravine east of Main Street about Sixth Avenue East. Afterwards, the mill got its water from Trout Lake, where the whiteman's flume found such favor with the beavers that they built their dams right in it, and shut off the water. Rough remonstrance taught them greater reason, and henceforth they built so as to aid, and not to obstruct."(2)

This single track through the virgin forest, which Morton called a "forest path" was the "False Creek Trail" which had been opened by Brouse and Ross in the summer of 1860. Leaving the shores of False Creek at the foot of Yukon, a little east of where now the City Incinerator stands beside Cambie, it cut diagonally up the hill of Mount Pleasant to the present junction of Broadway and Ontario Street, thence crossing the "second bridge" at Main and Twelfth, it skirted the northern end of the tea swamp to reach the present Kingsway at Fifteenth, passing the site of Edmonds, it joined the Douglas Road at Fourteenth Avenue, which in later years was known as the "Wise Road". At Joyce Road, the path lay along the shore of a lake of considerable size, which in that day filled the low flat between Kingsway and Collingwood East station. (3)

During the winter following, Thomas W. Graham, a mill-wright and draftsman of New Westminster, commenced the erection of the first saw-mill on Burrard Inlet.

An incident well worth recording happened to Mr. Graham while building the mill. It is recorded in the "Columbian" of June 27th, 1863, of which there are only two known copies existant, as follows: "Mr. Graham, who is erecting a sawmill on Burrard Inlet has just given us an interesting description of one of these mythological marine animals which he saw on Monday week in the Gulf of Georgia, about midway between the Inlet and the mouth of the Fraser. It was about 6 p.m., when he saw it gradually rise above the surface of the water about thirty yards off where he was, showing the entire bust, in which posi-

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1. The Tea Swamp lay between Main Street and Fraser, from Thirteenth Avenue southward. Its waters entered the Second Bridge Stream at Thirteenth Avenue and Sophia Street, where the beavers had a big dam, located there so that they could regulate the water level in the swamp. Their houses needed an entrance below water, and an inner chamber above the water. The "Bridge" was at Main between 12th and 13th Avenues and the old watercourse is still plainly visible there, from Main Street eastward.

2. B.C.E.Ry. Buzzer, April 6, 1934. Formerly, the waters of Trout Lake were drained by China Creek, but when the mill flume was laid, it was built about two feet lower than the bed of the creek, so as to catch all the overflow water. This laid bare the entrances to the lodges of the beaver. Eventually, seeing it to be impossible to obstruct the flume entrance as they desired, they rebuilt their lodges to conform to the lower level of the lake.

3. Map reproduced on page 37.

tion it remained for about five minutes, looking in the direction of the boat in which he and two Indians were sitting, when it slowly sank into its native element. The Indians evinced considerable alarm at the strange phenomenon.

Mr. Graham describing it, reported it as having long hair of a yellowish-brown tinge drooping over its shoulders, the color of the skin being dark olive .

The Indians have a legend that if this animal is not killed, those by whom it is seen will pine away and die, and relate an instance of the kind as having occurred amongst the Squamish tribe, hence the alarm of these Indians at the sight of one alluded to. They also state that many years ago one was killed on Squamish River by an aged Indian."

The appearance of this "mythological Marine animal" as it is described is not unlike the appearance of a seal in its manner of rising and also of its disappearing, and there were many of them both in the Gulf of Georgia and Burrard Inlet up to fairly recent years, but this very fact goes against such an identification, for the Indians who had lived all their lives in the neighbourhood certainly would not be thus deceived. The description is of "Caddy" who periodically takes a survey of the surface of our local waters to-day. Perhaps it was "Caddy's" daddy, and if so, the fashions in the family of Cadborosaurus have not changed much.

We are here tempted to digress for a moment beyond the bounds of local history to state that only two months after the "Columbian" recorded the above, on August 19th, 1863, it reproduced the following from the Illustrated London News:

"The Great Sea Serpent has again turned up, and appears to be looking after the African Mail steamers. A letter received from one of the officers of the Athenian states that all doubts may now be set at rest, about the Great Sea Serpent. 'On the 6th of May', says the writer, 'the Athenian, on the passage from Teneriffe to Bathurst, fell in with one. At about 7 a.m., John Chapple, quarter-master, at the wheel, saw something floating towards the ship. He called the attention of the Rev. Mr. Smith, and another passenger, (who were on deck at the time) to it. On nearing the steamer, it was discovered to be a huge snake about 100 feet long, of a dark brown color, head and tail out of the water, the body slightly under. On its head was something like a mane, or seaweed, and the body was about the size of our mainmast."

One may easily suspect these gentlemen of imbibing not wisely but too well, and some may wonder what potent potion resulted in such an attack of the D.T.'s, were it not for the sober reports of geologists on these matters. In the "Report of the United States Geological Survey of 1875, Volume 2, Professor Cope says: "The most remarkable feature of the American Cretaceous fauna is the number and size of the reptiles. The ELASMOSAURUS was a huge snake-like form 40 feet long, with

slim arrow-like head on a swan-like neck rising at times almost 20 feet out of the water. But the real rulers of the American Cretaceous waters were the pythonomorphous saurians or sea serpents. They attained a length of more than 75 feet. Many kinds of fish formed their food, as is shown by the scales found in the the position of the stomach." (1) It was during this geologic era that the Brontosaurus and the Dynosaur roamed the marshy lands of Alberta. These reports seem to corroborate the modern accounts of our own "Caddy," the earliest known report of which in local waters is here given.

S. P. Moody

During that summer of 1863, Mr. Graham finished and opened his mill. He only operated it a short time, selling it in December to a Mr. Smith, who operated a grocery store in New Westminster. It later passed into the hands of Sewell P. Moody, and was known as the Moodyville Mill.

Morton and his partners, William Hailstone and Sam Brighouse, having entered for the preemption which included the coal seam examined by Morton, built a log house on the eastern side of a ravine which ran down to the Inlet, in the early winter of 1863, clearing a little space around the cabin but planting nothing, letting it grass up. The ravine was later filled to form part of Pender Street, West, and the fill of new earth having settled, formed the sag easily recognized to-day there, where the house number 1030 stands on the south side of Pender, their log home the first residence in Vancouver, having stood where now the Galt Tea Company's store stands. From the doorway down to the little stream at the bottom of the ravine a steep path run, and the stream, having passed the cabin of the newcomers, descended quite steeply to the Inlet.

They cut a path through the forest, half a mile east of their little home the first winter, from the little bay which ran into the forest of evergreen at Water Street and Carrall, to the water front of False Creek, where the waves at high tide lapped the shore at the north side of Pender Street, midway between Carrall and Columbia Street.

From there, a boat would convey them to the head of the False Creek trail, across the water, where Yukon Street later ran down to False Creek. It was a very short distance across this neck of the woods between the two bays, both of which have now long since been filled in. Thus they provided for an easy route of travel to New Westminster. From their home, they reached this trail at Carrall Street by way of the beach.

There not being local demand for pottery, Morton, the potter, started

1. Encyclopaedia Britannica, Ninth Edition, subject "Geology," page 359.

a small brickyard, using the clay around the coal seam for this purpose. Their holding became known, because of this, as the "Brickmaker's Claim."

The earnest student of history will do well to visualise the various activities which we have mentioned, around the forest-clad shores of Burrard Inlet, which synchronise around the fall of 1862, and the winter following. During the year of 1862, Dr. James Hector, medical doctor, and botanist with the Palliser Expedition had examined the locality for coal measures, and had charted two veins on the western edge of Stanley Park, between Third Beach and the Pauline Johnson memorial. Their position may be verified by an examination of his report now in the Vancouver Public Library. The Milton and Cheadle Expedition had visited the Inlet also, and reported that "There is an abundance of oysters at Burrard Inlet". Their report is also in the Vancouver Public Library. It is said, and there is apparent confirmation of the report, that quite a few miners who had returned disappointed from the Cariboo mines, built shacks along the beach south of Siwash Rock that same year. Quite likely, too, before the New Year of 1863, Morton's house had appeared in the forest beside the stream which ran rapidly down the ravine to empty its waters into the ocean wave where now the big locomotives of the C.P.R. reappear from their subterranean cavern beneath a populous city.

During that winter Morton and his companions were cutting a narrow lane through the virgin forest where to-day Carrall Street carries a busy city populace in noisy street-cars which weigh 15 tons. The power that drives them hither and thither comes from falling water twenty miles distant. A party of Government surveyors were busy marking out many different tracts of land for many different parties, all eager to secure lands where potential coal seams were thought to exist. Across the Inlet in whose waters whales were frequently to be seen, and myriads of fish fed on the rich plankton, Mr. Graham was building his little mill, and busy axe-men were falling forest monarchs centuries old. Burrard Inlet was far from being a silent solitude, for the woodman's axe rang out, and the crash of falling timber re-echoed daily on both sides of the Inlet.

By this time many miners had returned disappointed from the Cariboo, making their homes in New Westminster, and the labor market was surfeited. Work was by no means plentiful.

The five year term of service, under which the Royal Engineers had come to B. C. was about to expire, and an agitation was on foot to disband them, leaving what work there was for the civilian population. One of these civilians, known as "Cariboo Jack"—a returned miner, built, about this time, a shack alongside or near the "pleasure path" which had been built from the city to the foot of Burnaby Lake in early 1859,

and his name was later given to the road there which developed in the years following, and which is now known as Cariboo Road. (1)

In honor of Colonel Moody and his officers and men, some of whom were about to sail for the homeland, a banquet was held in the leading hotel of New Westminster, The Colonial, on November 5th, 1863. Tickets were $6.00 each. The animosity hitherto evident between himself and Governor Douglas was now, on the eve of his departure, somewhat softened, and although the Governor had hitherto appeared to consistently obstruct the development of the Capital City, Moody, in a farewell speech declared that "the carefulness with which the site of the Capital of the Colony was selected is known to you, and I have the satisfaction of mentioning that the Governor has expressed his favorable opinion in the highest terms. He has stated emphatically that for a great city he considered it the very finest site on the Pacific side of this continent." (2)

On the 11th of November, the Colonel with his wife and family, and Captains Grant, Parsons and Luard, embarked on the "Enterprise", which sailed at noon. The "Camelon" sailed an hour later from the same wharf, with Lieutenant Palmer and bride, Dr. Seddall and about fifteen sappers aboard. Crowds filled the wharf to bid them all farewell, and, says the "Columbian" of that date "in every direction from window and balcony handkerchiefs and hats were waving, accompanied by many a truant tear." The band of the Royal Engineers, dressed in their beautiful and showy uniforms which consisted of a white tunic and scarlet trousers, trimmed with gold lace and facings, and a high black feather busby, led by Bandmaster William Haynes, an accomplished musician played them far out to sea.

"It was difficult to suppress the tears that would come, especially when the band played 'Home, Sweet Home', 'Home Again', and 'Auld Lang Syne'," wrote Mrs. Haynes many years later.(3)

Of those members of this Company of gifted Engineers, none remain, but of the children who came with them two still survive. They are John Henry Scales, now living at 3520 Main Street, Vancouver and John McMurphy of New Westminster.

Mr. Scales, who is now well over ninety, came to Burrard Inlet to reside about 1869, and of old residents of Vancouver city, he is the daddy of them all. When the Royal Engineers were disbanded, his father, who had been batman to Colonel Moody, built a log house at Burquitlam, in Burnaby, which was still standing not many years ago. When the Royal Engineers made the long voyage round "the Horn", the tedium was broken by many a lively dance on deck to the splendid music of their brass band, the travellers treading the mazy waltz or tripping the light

1. B. C. Electric Employees' Magazine, volume 7, number 3.
2. Columbian, November 7th, 1863.
3. Vancouver Province, October 14th, 1925.

fantastic in the lively measures of the mazurka or the graceful minuet. At all such times, whether in jigs and reels, in the military schottische or the lancers, Mr. Scales was invariably the Master of Ceremonies, a finished artist in the Terpsichorean art.

John McMurphy is the son of a veteran of the Crimean War of 1854. At the siege of Sebastopol he so distinguished himself that Queen Victoria became interested in his career, and five medals hang side by side on the walls of his son's parlour to-day, in New Westminster. At the good Queen's command, Mrs. McMurphy visited Her Majesty several times, in simple, informal, friendly visits, and little Johnny sat on the lap of the Queen more than once. On one occasion she remarked after having read a letter written by Sergeant McMurphy just before an attack was about to be launched by the British against the Russian stronghold in which he said: "We do not know who shall survive, but whatever happens, remember to rear Johnnie to ever honor his country and his God". Said the Queen, "It is no wonder that Britain is so strong when such men defend her". These grand old patriarchs, John Henry Scales and John McMurphy, are each now almost ninety-two years old. John H. Scales tells of seeing hilariously drunken miners throwing nuggets of gold through barroom windows in New Westminster, Hugh Murray watched his father make the brassbound boxes for the famous gold escort, and John McMurphy has slept on a bed of gold. His father was properietor of the Loch Lomond Roadhouse in the Cariboo when Cariboo Cameron, having recently lost his wife, was on his way out with the body and his wealth of gold, the amount of which had made him famous as one of the richest men of Golden Cariboo, and he stayed overnight with Mr. McMurphy.

Human life was cheap and the love of gold was alluring in those days, but men must sleep. The gold was given into the charge of Mr. McMurphy to keep over night and, spreading it out on the bar-room floor, behind the bar, he laid the mattress of his bed over it, and young John slept, or at least spent the night with his father, literally on a bed of gold. He tells us that each of them had two loaded revolvers. Gold was then valued at $200.00 a pound, or $16.66 an ounce, and the fortune of Cariboo Cameron ran into many thousands.

In the Spring of 1864, the term of office of Governor Douglas was about to expire, as Governor of the mainland, and the people of New Westminster demanded a new governor. In this they were vigorously supported by John Robson, the editor of the "Columbian", a particularly forceful writer, and warm supporter of anything looking to the welfare of the Capital City. The British Government appointed Frederick Seymour as his successor. He had held several government positions, having been in a high office of the government in Tasmania, and latterly Governor of British Honduras. He arrived in New Westminster, April 20th, 1864. In August of 1865 he left the Colony on a European trip, and did not return until November of 1866, having mar-

ried in the meantime. In his absence, A. N. Birch, the Colonial Secretary at New Westminster was acting-governor. Governor Seymour died at Bella Coola on June 10th, 1869 and is buried in the naval cemetery at Esquimalt. "He was," says a writer, "a pleasant gentleman, fond of good living, and social functions. He was anxious to do what was right, but lacking the firmness to carry it through. His failings were of omission rather than of commission."

In this he does not appear to have received justice entirely for while he was pleasure-loving, he was not altogether weak in character. He has been accused of not acting with sufficient promptitude in the Indian troubles up the Coast, through which he suffered death, but in this, we cannot doubt he acted as his conscience dictated. Following as he did a governor of an entirely different character in the person of Sir James Douglas, who typified a one man government, Seymour's reputation has suffered by juxtaposition.

When the union of the two governments of Vancouver Island and British Columbia were being discussed, Governor Seymour strongly opposed it, consenting only after the Legislature at New Westminster had unanimously voted in its favor. He was just as tenacious in the view that New Westminster should remain the Capital of the united colonies. "It would not be fair to the reluctant colony to deprive her of the governor and staff of officers, and the seat of government should remain on the mainland",(1) he declared. Certainly this is not the attitude of a weakling.

"In the quiet seclusion of the country churchyard at Esquimalt, with no human habitation near, is the grave of him who once governed Burnaby. Tall firs stand sentinel upon his grave, whose branches murmur a gentle requiem in the evening breeze, and rose bushes and lilac shrubs adorn the little enclosure. A stone of pure marble bears the scriptural text from Isaiah 35:10, attesting to the fervent Christian hope which was the mainspring of the life of Governor Seymour.(2)

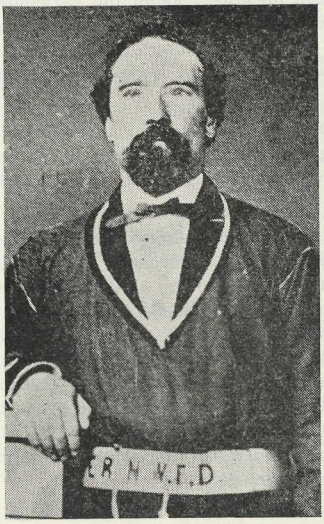
When he had arrived, having taken office immediately, the public asked for, and received action toward the completion of the Douglas Road, which had, up to that time ended in a miserable straggling forest trail at the ranch of John French, just south of the present Still Creek bridge.

On September 21, 1864, a public notice in the "Columbian" called for tenders "for the construction of a wagon road from this city to Burrard Inlet along the line commonly known as the Douglas Street Road".

The cost was then estimated to be about $15,000. All timber was to be cut down the entire width of the road allowance and piled, but not burnt. The Cariboo gold rush had passed its peak, and many miners were arriving in the city to spend the winter in the warmer climate

1. Begg's History of B. C., page 371.
2. Burnaby Advertiser, March 18th, 1936.

at the Coast. The work was looked upon as being very opportune, for not all the returning men had been successful, and few were thrifty. The profligacy of most of them was well known.



Colonel John T. Scott

Eight tenderers bid for the work, and Colonel John T. Scott was awarded it. His tender was for $1,800 a mile; the length was estimated at about nine miles. Colonel Scott had been running the "Scott Hotel" at Barkerville for some time, and does not appear to have personally supervised the work.

The winter was a severe one, and the work proved so costly, that it ruined the contractor. A formal memorial from Scott to Governor Seymour says in part: "I have now lost all my effects, both real and personal by forfeiture to my creditors, due to the extra cost of the Douglas Road." At Still Creek the specifications called for a sixty-six foot bridge, with punsheon to be laid above high water mark. Owing to the excessive rains that fall the entire flat north of the waterway was bridged with a structure 1188 feet long, for which Scott asked to be paid $5.00 a foot as an extra, but was refused. The line had been blazed through the heavy woods by Sergeant McCall, one of the Royal Engineers, but none of the gang of 150 men could find it when the vicinity of Boundary Road had been reached, and much time had been lost. Owing to the advance of winter, this proved disastrous. The time limit for the completion of the contract was February 6, but the road was not completed until the middle of May.

Its length was found to be eight miles and twelve chains; the contract price of $1,800 a mile amounted to $14,700, and the actual cost was $26,574. The bank sold Scott's house over his head to secure monies advanced. Even at that, urgent repairs had to be undertaken by the government in the following October.

Coincident with the building of the Douglas Road, other developments were taking place on the Inlet. A pleasure resort had immediately sprung up at the little sheltered cove where the road reached the shores of the Inlet. It was a very pleasant spot even before this innovation. It had been chosen for the road's terminus at least in part, be-

cause of the little stream of purest water which, having rippled and murmured over a pebbly bed, within the cool and silent fastness of a primeval forest, emptied its limpid waters into the little bay which they, through countless years had formed as they merged into the tides of ocean. Today men and women play golf on grassy fields and varicolored waterfowl sail gaily to and fro, where then the majestic elk and the gentle fawn stole quietly down to sip a refreshing draught betwixt mossy banks. The waters of the inlet were quiet here, for giant firs and cedars overhung its shores.

Oliver Hocking and his partner Mr. Houston erected a hotel at this beauty spot, and called it "New Brighton". On August 12th, 1865, only four months after the Douglas Road was finished, the "Columbian" said:

"Our outer harbour is rapidly rising in importance as well as attractiveness. Messrs. Hocking and Houston are shrewd enough to see that "Brighton" will soon be a favorite resort for pleasure seekers, and they are making such improvements as will add to the natural attractiveness of the place. Pleasure boats are being provided, additions to the Brighton Hotel are going up, beautiful grounds and picturesque walks are being laid out and it is rapidly assuming the appearance of a fashionable watering-place. Even now it is almost daily visited by pleasure seekers. Amongst others, His Excellency the Governor rode over this week and honored the Brighton Hotel with a call, and appeared to take much interest in the improvements going forward and in contemplation. We look forward with great hopefulness to all this."

The Hotel stood close beside the water, perhaps fifty yards west of the present bathing pool there. The giant trees which lined the shore surrounding the sheltered nook, stretched their welcoming arms seaward just above high tide. A quiet calm pervaded the face of the waters where the crystal stream ran over the sands, and even the most timorous tourists felt secure in the "pleasure boats" which floated on its placid bosom. Mothers felt no qualms of danger to their tiny offspring who disported on the shingly shore or dabbled in the clear waters within the lee of the protecting forest for no treacherous current or undertow was there. Though tempests raged outside, and billowing whitecaps chased each other in the fury of the storm, like maddened sea horses shaking their silvery manes in the battle of the elements, and "the woods against a stormy sky their giant branches tossed," here nature was at rest, and the advancing waters crept in little wavelets, lapping higher and higher upon the sandy and shingly shore.

Perhaps to the maturer natators among "the young bloods" who visited New Brighton at such a time the words of Byron would occur:

"And I have loved thee, Ocean! and my joy
Of youthful sports was on thy breast to be
Borne, like thy bubbles, onward; from a boy
I wantoned with thy breakers—they to me

Were a delight; and if the freshening sea
Made them a terror—'twas a pleasing fear
For I was, as it were, a child of thee,
And trusted to thy billows far and near,
And laid my hand upon thy mane, as I do here."

Just beyond the "beautiful grounds and picturesque walks being laid out" in front of the hotel all was still virgin forest. To the local nimrods it was a paradise, for game of all kinds still abounded, and furnished much of the menu which regaled the visitor.

Writing of the Brighton which lay at the back door of Britain's Capital, Dr. Richard Russell says:

"The modern reputation of Brighton is to be laid to the advantages of sea bathing, which led a number of people of high rank—among others the dukes of Cumberland and Marlborough, and the Prince Regent to patronize it."

Regarding New Brighton, on the shores of Burrard Inlet, the late Charles G. Major, of New Westminster, who often visited it, says:

"It remained for many years the favorite resort of the young bloods of the city." While the natural attractions were many, it is possible that the pure water there was not the only liquid refreshment imbibed by these "young bloods". But, under the governorship of Frederick Seymour, the resort always bore a reputable name. In 1864, the following letter was sent to Governor Seymour.

Sapperton, Sept. 29th, 1864.

The Acting Chief Commissioner of Lands and Works,

Sir, I am desirous of starting a general business on the new town-site at Burrard Inlet, for the supply of the sawmills, etc. I therefore beg to know if there would be any objection to my taking up a lot on the said site on condition that when the lots would come into market, the value of the improvements I should make thereon be added to the upset price so that I should have an opportunity of competing for it.

If you would kindly give the matter a consideration and favor me with a reply you will greatly oblige,

Your very humble servant,
William H. Rowling."

Mr. Rowling was then conducting a saloon known as "The Retreat", on the lot immediately adjoining Saint Mary's Anglican Church which still stands beside the North Road at Sapperton, and it was inferred that the "general business" would be a liquor business, and so, on the back of this letter is the note from Seymour:

"I must decline to sanction this, under present circumstances."

The little church has been renovated since that far off day, but one of the pews still remains almost untouched, and on it is the inscription: "This pew was occupied by Governor Seymour during his term of office: 1864 - 1869".

He was doubtless very well acquainted with the nature of the "general business" Mr. Rowling proposed to carry on at Burrard Inlet. Ships' crews were perpetually giving trouble through drunkenness of their members.

Neither the great natural surroundings of sea and land at New Brighton, nor all the rhetoric and stormy eloquence of John Robson were sufficient to outweigh the fact that here no city of millions lay adjacent to the place, as in its English prototype, and it soon lapsed into a prosaic country tavern. The proposed spa never developed beyond the embryo stage, soon lost its distinctive name, and became known simply as "the end of the road". The earliest map of the locality drawn soon after this, shows an outbuilding where Hocking kept a number of hogs, close beside the road from New Westminster, and the aroma of the flowers in the "beautiful grounds" gave place to others not so pleasant. It was now the jumping off place where passengers from Moody's sawmill landed from the little rowboat which constituted the only ferry in that day, to continue as best they could to New Westminster. John Thomas, who owned some land near the mouth of the Capilano, and sold gravel from it when he could, was ferryman. He was known as "Navvy Jack" because he shovelled his stock in trade by hand, and the gravel which was a good natural mixture came to be known gradually as "navvy jack". Although he has long since passed away, the name survives amongst all who purvey this building material.

Hugh Burr had located a farm across the Inlet in 1864, at the mouth of the Seymour, and now passed back and forth with his farm produce. With the completion of the Douglas Road, came Captain Edward Stamp to build a sawmill on the Inlet. His agreement with the Government called for construction of a mill of at least 50,000 feet per day, to be kept in continuous operation for 21 years, on the shore of Burrard Inlet. Any cessation of activities must be satisfactorily explained to the government. His mill only operated little more than a year when he was forced to abandon the enterprise. As his men were probably the first to log off part of Burnaby, a brief biography of him follows:

Capt. E. Stamp

In 1857 he was master of a sailing ship, and had a contract for supplying spars for a London firm—Bilbe and Co., also for the James Thomson Company, a British firm. It was the day of the windjammer and he supplied the best spars in the world from Puget Sound. When Victoria came into the limelight through the gold rush of '58, he established the principal general store on Government Street.(1)

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1. A photograph of it is in the Provincial Archives.

In '59 he received a 20-year lease of timbered lands at Alberni, of 20,000 acres and in company with British partners built a mill there. It was completed on April 20, 1861.(1) Having quarreled with his partners before its completion, he withdrew from the firm, and proposed to establish a similar enterprise at Port Neville, on Vancouver Island. This never materialized, beyond the cutting of some spars, which was done with axes, and hewn octagonal with broadaxes to lighten the weight. During these operations, Stamp River and Stamp Falls were named in his honor. They are near Alberni. Having made a trip to England while the Amercian Civil War was in its initial stages, which practically closed American waters to foreign shipping, he succeeded in interesting sufficient British capital to enable him to build another mill, and now, he turned his attention to Burrard Inlet. It was the year of the development of New Brighton: 1865. Exploring the possibilities of fresh water for the mill boilers, he wrote the government at New Westminster:

New Westminster, May 17th, 1865.

(Extract only) Have found place suitable, just within the First Narrows—have discovered lake to supply water for the boilers. Our requirements are—

1. That Burrard Inlet be made a port of entry.

2. That we be allowed to purchase at $1.00 per acre, one hundred acres adjacent to the mill site.

3. That we may select 15,000 acres on Fraser River, Burrard Inlet, Howe Sound, and adjacent Coast, to lease for 21 years at 1 cent per acre.

4. That we may cut timber on the reserves at Burrard Inlet.

5. That we may purchase 1200 acres (if it can be found) suitable for pasture for our cattle (oxen), when from hard work they require rest.

6. That we have free right of way for our water from lake to mill.

7. That all mill machinery required be admitted free of duty.

I beg to request that preemptions in timbered lands on Burrard Inlet and the North Arm of the Fraser may not be allowed until we have opportunity to further examine the territory."

To all of these the Government agreed, feeling that in the proposed industry there would be considerable employment at once for the many idle men in the city.

The lake mentioned was Beaver Lake, in Stanley Forest. The site chosen was apparently just east of Lumberman's Arch. To satisfy themselves of their ability to meet item number two, the government sent an engineer to investigate and report on the local conditions surrounding the site. He reported:

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1. Colonist, April 10th, 1861.

New Westminster, June 3rd, 1865.

To the Honourable, The Colonial Secretary,

Sir: In accordance with your orders of the 31st of May, I proceeded to Burrard Inlet, arriving there at 3 p.m., and marked out Captain Stamp's mill claim the same evening. (June 1st).

On referring to the sketch appended it will be seen that the north-west corner occurs in the centre of an Indian village, (Whoi-Whoi), to clear which would only give the sawmill ninety acres. By the appearance of the soil, and debris, this camping ground is one of the oldest on the Inlet. The Indians appeared very distrustful of my purpose, and suspicious of my encroachment on their premises.

The sawmill claim does not in any way interfere with the proposed site of the fort.

I have the honor to be, Sir, your obedient servant,

J. B. Launders.

A copy of this interesting link with the past is in the Vancouver City Archives, and attached to it is the tracing, now yellowed with age, made by Mr. Launders.

The reference to the proposed site of the fort shows that the government had not yet abandoned the idea of building a fort on the Prospect Point promontory.

Captain Richards had recommended that an Admiralty reserve be established there five years before this, and it had been created.

Moodyville mill had been running almost two years at this time, and the local Indians had no doubt learned to their sorrow that the wonderful white men were not the demi-gods they had supposed. To have a sawmill with sailing ships from the seven seas at their very door did not appeal to them.

The Douglas Road was just completed. The strong tides running out of the narrows past the chosen site would if his booms should break loose, either accidentally or designedly, drift thousands of dollars' worth of logs out to sea; to recover them would be more costly than to cut others, the Moodyville Mill had found that out. It was further claimed that the anchorage for shipping was very insecure within the narrows, and Captain Stamp decided to look for a new site nearer the new road leading to the interior. The Indians gladly guided him to a water supply from the lake they knew well, which lay two miles from the Inlet. It was later known as "the tea swamp" because of the abundance of Hudson Bay Tea which surrounded it. It was by no means difficult of access, for the False Creek trail of Colonel Moody was five years old and skirted the lake's northern shore. An extensive beaver dam had stood for many years where a considerable stream had led its waters to False Creek. And so, on July 18th, Stamp wrote the government, declaring that the site first selected "has been found unsuitable, we having come in contact with obstacles of so serious a nature that we may be

compelled to abandon the site," and suggesting a new one "about half-way between the present one and the end of the new road".

A fine site on the eastern edge of the government reserve was the only logical one. There, a projecting point of land only a few feet above the sea provided good anchorage on three sides. It was, moreover, the nearest land available to the new road leading into the forest depths, for all of the intervening property had been preempted by Burnaby, Crease, Donaldson and others some two years before. The government acceded to the request on August 11th. Such a public benefactor as Captain Stamp was supposed to be must be met if possible. And so, to fill the conditions that he "should be allowed to purchase at $1.00 per acre one hundred acres adjacent to the mill site," the government sold him that part of present day Vancouver from Heatley Avenue westward.

Save for the narrow woodland path which had been cut from the Inlet to False Creek by John Morton and his partners two years before, which afterwards became Carrall Street, and the survey lines of George Turner, the dense forest stood untouched as it had stood for ages long since past. Giant firs towered almost 300 feet skyward, and along the rocky shores their bare roots washed by the ocean wave, protruded crooked and grotesque from the low banks of the Inlet. Venerable cedars and age-old hemlocks, the latter bearded with gray lichens like the hirsute adornments of ancient druids, had stood there for a thousand years. Their lives stretched back to the times of William the Conqueror, some there were which had stood beside the changeless yet ever changing sea more than five hundred years before King Henry had ridden with his archers triumphant from Agincourt in 1415.

It is a far cry from that day when men fought solely with the long bow, which has been called "the crooked stick and the gray goose wing" to the present when men shower death from the skies, speeding hundreds of miles an hour on the wings of the wind. The killing of men has become far more scientific.

Jeremiah Rogers was now busy felling the choicest of the firs, cutting skid-roads to the water's edge through this virgin forest with its myriad variety of wild life both furred and feathered. His first shipment was a partial cargo despatched by Stamp on the "Aquila" on November 4th, 1865, for Cork, Ireland. There were 251 spars in the shipment. The second load of 257 spars worth $59,000.00 formed part only of the cargo of the "Egeria", which sailed for Glasgow late in January of 1866. (1)

Stamp was now building his mill, although it must have been a difficult undertaking as his machinery had not yet arrived from the Old Country. It would not be possible to build it in detail so that the machinery would fit. Shortly before the departure of the "Egeria", it is true, the "Kent" had arrived to load lumber at the Moodyville mill, and she had brought most of Stamp's long awaited machinery, but had con-

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1. B. C. Historical Quarterly, 1937, page 10.

veniently forgotten at least one important crate of it, leaving it on the wharf at Glasgow, Scotland. But by June of 1867 the mill was running and the "Astarte", the largest vessel yet to pass through the First Narrows had dropped anchor off the foot of Abbott Street, in the Inlet, and Jerry Rogers floated her cargo alongside from his skidroad end, there. These spars were eulogised as "probably the best spars ever shipped from any port in the world", and they were cut where now Vancouver's skyscrapers take their places. Where then the wild deer left the imprint of its hoof in the soft mud of the narrow shaded skidroad, the fleet automobile and electric street car now hurry the busy populace of Canada's third largest city hither and thither.

Jerry Rogers

In the same year that Captain Stamp located on the Inlet, came men to prospect once again for coal along its shores and in its forest shadows.

The British Columbia Coal Mining Company was formed in the summer of 1865.(1) Its directorate included Capt. James Cooper, chairman, Hon. J. A. R. Homer, M.L.C., William Clarkson Esq., John Robson Esq., George Dietz Esq., Sewell Prescott Moody Esq., James Van Bramer Esq., Josiah C. Hughes Esq., W. J. Armstrong Esq., and John Pickavant Cranford Esq. William Clarkson was secretary, Thomas McMicking was auditor, and The Bank of British Columbia were their bankers. Their prospectus stated:

This Company is organized for the purpose of exploring and mining for Coal and boring for Coal Oil. The character of the sandstone at Burrard Inlet, its identity with the coal bearing sandstone of Bellingham Bay and Nanaimo, and the numerous indications of coal to be found at different places on the Inlet and on English Bay make it nearly certain that Coal measures similar to those at Bellingham Bay and Nanaimo will be found at a reasonable depth.

The Company has secured a reserve of 600 acres on Coal Harbour, Burrard Inlet and the British Columbia Government has pledged its support in every reasonable way.

It is the intention of the Company to immediately put down a bore for Coal, the strong probability being that in less than 10 days the ground will have been prospected, and the company ready to sink a shaft and open a mine.

If the Coal croppings at English Bay or Burrard Inlet should be succeeded by thicker seams below, as is usually the case it must become an invaluable property. The position of English Bay and of Burrard Inlet render the harbour easy of access in all winds and seasons, while the price of Coal on the Pacific, averaging from two to three times the

1. British Columbian, September 6th, 1865.

prices on the Atlantic, render the prosecution of Coal mining one of the most promising enterprises of the day.

The Company has engaged Mr. John Dick, a practical Coal Miner of many years' experience both in Scotland and in Vancouver Island to prospect and examine the locality of English Bay and Burrard Inlet. The annexed is his report.

Gentlemen:

After a careful examination of several square miles of the country lying to the southward of Burrard Inlet, I take pleasure in stating that although owing to the general regularity and unbroken strata there visible, I have not been able to discover the outcroppings of any coal seam worthy of note, still there is every indication of such a seam at no great depth, say from 40 to 60 fathoms Should my surmise prove correct there is no doubt (judging from the very trifling angle of dip and its freedom from faults and other dislocations of strata), that the field will be quite equal in extent to any yet discovered on Vancouver Island.

For the purpose of further proving the quality of the coal, and its depth from the surface, I would recommend that a series of borings be commenced at such places as, after further deliberations, I shall be prepared to point out.

I have the honor to be, Gentlemen,

Your obedient servant,

John Dick.

Following further examination of the area, the Company sank a test hole a few feet above high water mark not far from the present site of the Kelly-Douglas store, or possibly the C.P.R. parking space west of it. They went down 466 feet 6 inches, and finished the last 185 feet in solid rock. Sixty feet down there were traces of coal, for five inches, and 280 feet down there was a sixteen inch vein of soft coal mixed with shale but nothing more.

It appears to have been dug in early 1866. A description of the strata in detail is to be found in the Geological Reports of James Richardson, Dominion Government Geological Surveys, for the years 1876 and 1877. These are in the Vancouver Public Library, Science Department.

When Capt. Stamp placed his mill in operation in June 1867, pioneers settled round the mill-site and along the shores of the Inlet. A half mile or more to the west, was the narrow lane-like slit in the forest which John Morton and his partners had cut across the narrow neck of the woods from the Inlet to False Creek. It was now five years old. The forest lane left the shores of the Inlet at the inner edge of a wide bay, where the beach swept crescent shaped into the forest, and barnacles covered the encrusted rocks which there were lying plentifully along the foreshore, and the sombre green of tall conifera gave place to the lighter green of a maple grove, whose deciduous foliage sheltered and shaded an open glade beside the sea. This was a favorite landing

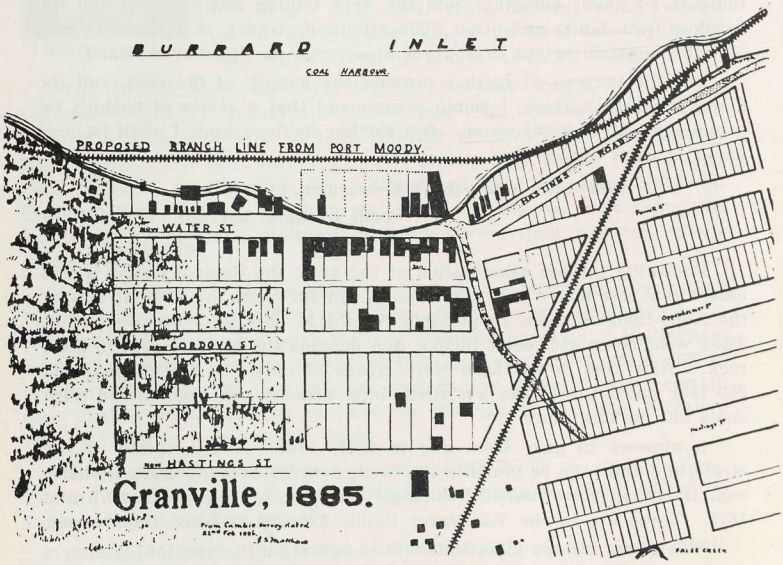
place for Indians' dugouts. It was natural that such a spot should be selected very early for a temporary home, at least, by someone.

Thomas Fisher, a stevedore for years at the Hastings Mill, who died in 1928 says: I came here in 1867 and built a little shack about 10 by 12 on what is now Water Street. The government Office (Miller's), afterwards stood on the site of my cabin. When I built it, the waters of Burrard Inlet came up to within a few feet of my door.

Gassy Jack Deighton came shortly after I did. I helped him build his first saloon, a little shack of a place which stood on Carrall Street.

About '70 they opened the road and Jack had to pull down his saloon, and he then built the 'Deighton House.' It went up in the big fire."

And now bursts upon the local scene the famous or notorious "Gassy Jack", himself. Broad of build, and, says a writer, "a man of ready humor, spicy, crisp and ever flowing. He was of grotesque Falstaffian



GRANVILLE ABOUT 1886

proportions and a green-muddy complexion, with a gift of grouping words together and flinging them at you with the volubility of a fakir." The sobriquet of "Gassy Jack" had been bestowed upon him in New Westminster long before he had come to the Inlet. He is thus referred to in the Columbian of very early years.

He came up from California seeking a fortune among the gold bearing gulches of B. C. in 1858. Failing in this he was employed for a short time in the Customs Department in New Westminster, then for

some years as a steamboat Captain on the Fraser; and as such he piloted the "Flying Dutchman" into Burrard Inlet in 1863. But selling booze was more congenial, and, when Captain Stamp had finally got his mill to operate, he saw an opening and entered that occupation.

He arrived at the Inlet "on the last day of September, 1867, with a squaw, her mother, her cousin (who was the motive propelling the canoe), a yellow dog, two chickens, two weakbacked chairs, and a barrel of whiskey".

In that day the ocean waves lapped the rockstrewn beach where now Carrall Street crosses Water Street, and Jack built his rough shack almost in the centre of that intersection. Many years after, the C.P.R. ran their main line across this little bay, like the cord to a bow, and filled in all the enclosed space, so that now the spot selected by Gassy Jack is far removed from salt water.

He sent to the Sandwich Islands for some fighting game birds, and with them he staged many a cock fight for the entertainment of the sailors whose ships loaded lumber at Stamp's and Moody's mills. Many Kanakas were members of these crews, to whom a cockfight was a reminder of their home surroundings.

For seven years he kept a few convival boarders and in general catered to the visiting Jack Tars who came "to fan the flame of Friendship wtih the wing of Conviviality, and drink the rosy wine". One Saturday evening he heard the swish of the Grim Reaper's scythe, and his soul "went out with the tide". He was forty-five years old.

They buried him the next day in the cemetery beside the Fraser, at New Westminster, and although his executors bought three lots together, burying him in the centre, so that his squaw and his four-year-old son might rest beside him they appeared to have declined the honour, and the son who died many years ago is buried elsewhere. An old lady still living amongst her people, the Squamish tribe of Indians, claims to be his widow. In presenting these statements to the public we think with Cicero of old that "it is the first law of history that it shall not dare to state anything which is false, and consequently that it shall not shrink from stating anything that is true". It is the true office of History," says Sir Francis Bacon, "to represent the events themselves, together with the councils, and to leave the observations and conclusions thereupon to the liberty and faculty of everyman's judgment."

In these years there was considerable life in and around Burrard Inlet. Logging camps had appeared in several places, Jerry Rogers particularly, had been extra busy in the cutting of spars for sailing ships, and in that year of 1867 had found it necessary to sue Captain Stamp for back wages and was awarded $6,000.

Jonathan Miller, who in 1886 became Vancouver's first postmaster, was logging as early as in 1865 in Burrard Inlet, selling his logs to Stamp and Moody. Miller had arrived in New Westminster in 1862 and had served on its Council in 1864. In 1867, according to a letter from

Captain Stamp to the Government, Miller "was in possession of a part of the Government Reserve".

By the end of 1868, Captain Stamp had so lost favour with the government that his lease was cancelled, and on January 4th, 1869, his mill passed from his control. Captain James Raymur assumed the management from that date. The "Mainland Guardian" recorded the death of Captain Stamp in England in January of 1872.

Reverting now to a time some four years earlier, we should record some happenings at New Westminster during the summer of 1864.

Governor Frederick Seymour, who had arrived at New Westminster in April of 1864 had been an official of the British Government for over twenty years. In 1843 he was appointed Assistant Colonial Secretary of Tasmania; in 1848 he was appointed Special Magistrate of Antigua; became President of Nevis in 1853; Superintendent of Honduras and Lieut.-Governor of the Bay Islands in 1857, and later appointed Lieut.-Governor of Honduras.(1)

When approaching the Pacific Coast of British Columbia, as its newly appointed Governor, he purchased, at Puget Sound, the little steamer "Leviathan", which became his official pleasure yacht. It arrived at New Westminster on June 6th.(2)

There were lying in the Fraser at that time three men-of-war, sent over from Esquimalt with a full complement of men to render what aid should be necessary in combating a fierce fire then devastating the whole area to the north of the city. It is said that this fire had been set by Indians in the vicinity of Port Moody, in order to drive the whites from the land. It swept through the woods which then embraced many slashings at the back of the city. On June 1st, the "Columbian" said:

"Owing to the extreme dryness of the weather, and the high winds which prevailed yesterday, the fire spread at a fearful rate amongst the lying timber at the rear of the city, and the town was at one period considered in imminent danger. The chief damage was done at Sapperton, the north-east suburb, where four houses were consumed, viz: Mr. Bruce's, Mr. Franklin's, Mr. Gilchrist's and Mr. Edwards'. In the same issue attention is called to "Bruce, who lost every article he possessed in the world; Franklin, who lost his home and a great part of his effects." At that time John Henry Scales, who still lives, residing today at 3520 Main Street in Vancouver, was living with his parents at Burquitlam and has reason to remember most vividly this holocaust which swept with terrible fury through the forest around his home. There had been other fires in the woods behind the newborn city, notably one in 1862, but nothing to compare with this one.

Many miners had returned disappointed from the gold fields of the Cariboo since New Westminster had been located in early '59, and small slashings had been made here and there throughout the surrounding district, letting in the hot sun of midsummer. The Scales family saved

1. The "Columbian", October 18th, 1863.
2. The "Columbian", June 8th, 1864.

their lives by huddling in the bottom of a dry well behind their log cabin. Ten or twelve feet deep, the moist and cool walls provided safety from the devouring flames whose fiery tongues shot upward amongst the resinous branches amid clouds of smoke, leaping from tree top to tree top, and sweeping up with suffocating fiery breath the brushwood and debris, now dry as tinder, which littered the ground amongst the slashings. Nothing comparable to this forest fire of 1864 has been seen since, in that locality, as that which threatened the district on May 31st of 1864.

Whether this fire was set by local Indians must remain in doubt, but it is very certain that many of them were loyal to the great Mother beyond the seas. "The second celebration of the Queen's birthday after the arrival of Governor Seymour was celebrated in great style, in which the Indians from up the river took a prominent part. It was May 24th, 1865, just a year after the fire just mentioned. Their canoe races during the day were followed by a magnificent pyrotechnic display at night after the Indian fashion.

Long lines of canoes, carrying gaily dressed natives from the villages up stream passed before the spectators along the shore, in endless single file. No moon was in the sky, and clouds obscured the stars, leaving the waters in darkness under the pall of night. The tide was at the full, and the still waters were at rest.

A goodly number of torches had been prepared with oakum and fish oil, and from stem to stern of each canoe blazed forth their brilliant flares to be reflected in the wavy surface of the dark waters. For hours they passed back and forth under the propelling power of noiseless paddles in the strong hands of natives from Keatzie, Hope, Yale, Harrison River and Derby. Twenty or more of such torches had been provided for each canoe and lit in succession as required.

It was a loyal demonstration in honor of the Great Mother over the big water who had sent one of her big chiefs to dwell among them. New Westminster was seven years old. (1)

Having already recorded developments along the Douglas Road and on Burrard Inlet to the time of opening of the Stamp sawmill in June of 1867, we cannot do better than quote from the writings of Judge Howay in the British Columbia Historical Magazine (April, 1937):

"When Stamp's mill was ready to run, a public conveyance was placed on Douglas Road. In July, 1867, W. R. Lewis, a hotel proprietor in New Westminster, put on a semi-weekly stage. By October, business had increased so much that he enlarged the service to a daily one. The stage left New Westminster at 10 o'clock in the morning and connected with Captain James Van Bramer's ferry boat the "Sea Foam", at Brighton for Moody's Mill. Though only about four miles (it was barely three) separated Brighton from Stamp's mill, this small ferry went first across to Moody's then back to Stamp's and on to Brighton. Despite the

1. "Burnaby Advertiser", June 10th, 1938.

clamour of the public for a road, the same round-about route by water continued down to 1876; and this notwithstanding an offer by Captain Stamp to bear one-half of the cost of the extension. Lewis' stage left Brighton each afternoon at three o'clock on the return journey.

Having constructed the road to Brighton, the Government paid scant attention to it, with the result that when the winter rains came on it became almost impassable. The "British Columbian" complained that "a road over which there is so much travel should not be treated with indifference and neglect".

Although Stamp had opened his mill in June of that year, 1867, it was not until August of the following year of 1868 that Lewis considered it advisable to increase the transportation facilities from New Westminster by the addition of a second daily stage. He now operated a four-horse stage and a two-horse one daily. Besides this, Henry Elliott introduced a two-horse stage, so that Burrard Inlet was now supplied with abundant trasnportation. Stamp's mill was very busy. Before the end of its first year of operation, the "British Columbian" reported the departure from it of fourteen vessels carrying 4,101,000 feet of lumber, 100,000 shingles and 2,000 spars.

This activity, together with that at Moody's Mill on the north shore brought quite an influx of men to the Inlet. Amongst these was John Henry Scales, who still lives in Vancouver. Because of this fact, his arrival will here be elaborated upon.

John H. Scales

His father had been "batman" or valet to Colonel Moody, and as recently told in this story, had been living of late years at what is now Burquitlam.

Stories of the activity at the Inlet induced the father to visit the Inlet. With his oldest son he left New Westminster in a dugout to which he had attached rowlocks set well out from each side of the narrow canoe by means of iron braces so that oars might be used with ease, and, having spent the first night with an early settler on the North Arm, they arrived off the shores of English Bay opposite Jericho the following day. Shouting to an Indian whom they saw near them, Mr. Scales asked him how to get in to where the mills were. He replied. "follow me", and off he went at full speed determined evidently on showing these white men with their miserable contraption how a canoe should be paddled. Says Mr. Scales, who was then a boy of fifteen, "he left us far behind, and while we were rowing along where now Second Beach is, he seemed to turn sharply to the right and disappear into the forest". He had slipped through the First Narrows with the tide and they never saw him again. But when they had passed the narrows they found a sawmill on either hand, with sailing vessels before each, loading lumber for the far corners of the earth. They appropriated a rough shack they found at the edge of the

forest near the foot of Cambie Street and getting lumber from Stamp's Mill put up a kitchen lean-to and soon Mrs. Scales joined them. This was the abandoned tool-shed of the coal prospectors of 1865. Seals were plentiful in the Inlet, and whales spouted very often where today the North Vancouver ferry glides back and forth with citizens of two ocean ports which have replaced the sawmills of long ago. He recites how his mother was very explicit that he should not go along the beach without shoes on, and so, he and his sister used to leave home shod in orthodox manner, and leave their footwear on the beach. Indians wore buckskin moccasins, but they grew it on their feet. One day they hid their shoes beside a big rock and they never found them. Mr. Scales says he wished that night that he had grown buck-skin on other parts of his body. He could walk in comfort along the beach covered with barnacles, but he found it uncomfortable to sit in a chair for some time.

The Stamp mill having passed from the control of Captain Stamp in early 1869, Captain James Raymur before long renamed it the Hastings Mill.

In November of 1868, the British Columbia Government decided to survey the townsite which Colonel Moody mentions as having been "laid out en bloc" as early as January of 1863, into lots—actually the first lots surveyed in the present city of Vancouver—at Brighton. B. W. Pearse, the Assistant Surveyor-General surveyed fifty-five lots, a part only of the townsite. Three lots were reserved "for government buildings", two for a hospital and one for a church. An auction sale of the rest was advertised to be held in New Westminster, on July 10, 1869, but it was for some reason postponed for a month. Maximillian Michaud, who had in March of that year, bought the Hocking and Huston hotel there, bought lots 2, 3 and 4. His hotel stood on Lot 2. Only four other lots were sold at this time. Within a few months, George Black bought Lot 26, through which a little stream of water flowed from forest to sea, and built a butcher shop and slaughter house over the little stream. About the time of the first sale of lots, the name of the little townsite was changed from Brighton to Hastings.

Rear-Admiral George Fowler Hastings, having been in command of Her Majesty's Pacific Squadron for the three years just passed, was about to be withdrawn from service on this station. His name having been given to the principal street traversing the northern portion of Burnaby, which will without doubt survive for the years to come, a biographical sketch of his life is here given.

In 1824 the Royal Navy of His Majesty, King George the Fourth was enriched by the addition of a boy of ten, named George Hastings, a scion of the aristocracy of Great Britain, a second son of the Earl of Huntingdon. The family were of a deeply religious temperament. Some seventy-five years previously, the Countess Selina Huntingdon, "disregarding the sneers of her aristocratic acquaintances had spent her ample means in building chapels and appointing chaplains to officiate in them"

during the revival times of Wesley and Whitfield, the religious meetings being attended by such prominent men of the day as Walpole, Bolingbroke and Chesterfield.(1)

The sailor boy of ten served for many years, being gradually advanced in rank after years of service. Having served nine years he was advanced to the rank of Lieutenant. In another twelve years, during which he served with distinction in the Crimean war, he was decorated a Commander of the Bath. Six years more saw his promotion to Rear Admiral, on April 27th, 1863. Three years later, in November of 1866, the little boy of ten had been appointed to the command of the Pacific Coast Squadron, and sailed away to the Western Seas, guardian of the dignity and the prestige of Her Britannic Majesty, Good Queen Victoria.

Admiral Hastings

And thus it happened that Admiral, the Honourable George Fowler Hastings, C.B., in his flagship, the "Zealous", a wooden-built ironclad, with a complement of twenty guns, rounding Cape Horn, eventually reached Esquimalt, which was her naval base for the next three years. His territory extended from the ice bound wastes of the Antarctic to the equally desolate shores of the frozen Arctic. It was, however, a time of comparative tranquillity with the British Government, the San Juan difficulty with our southern neighbours had been, by consent of both countries, placed in the hands of Kaiser William of Germany to arbitrate, which act took him some time to decide. The United States were busy with a civil war between themselves.

The duties of Admiral Hastings consisted mainly in acting as Master of Ceremonies at various social functions in and around Victoria. At one time the "Zealous" lay at anchor off the mouth of the Fraser, and plans had been laid that the elite of New Westminster should drop down the river in certain pleasure craft and there should be—

"A sound of revelry by night,
And B. C.'s Capital should gather then.
Her beauty and her chivalry, and bright,
The lamps shine o'er fair women and brave men."

But the gods willed otherwise, and it so happened that on the afternoon preceeding this anticipated event, one of the command went hunting duck in the vicinity, and his gun being discharged accidentally, shot the whole side of his face off. This melancholy event is chronicled in the local press of the day. Of course the proposed social event was cancelled forthwith.

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1. His name is preserved to us in Hastings Street and Hastings Park.

Amongst the social class at Victoria were J. A. Raymur, whose name is perpetuated in Raymur Avenue, Vancouver, near the mill he had taken charge of; E. H. Heatley, whose name was bestowed on another street close at hand, and Richard H. Alexander, whose name is given to yet another street there. Many were the pleasant times spent by these men in the company of Admiral Hastings, and it was pleasant to recall those memories. One of these, in which our own Robert Burnaby was Master of Ceremonies, which was held shortly before the departure of Admiral Hastings, the "Victoria Colonist" said:

"The Masonic ball on Monday night (January 3, 1869), was one of the largest and most respectably attended public entertainments we can call to mind. The 'brotherhood of the mystic tie' appeared in full regalia, the bright colors of which, blending with the chaste and lovely dresses worn by the fair sex presented a pleasing appearance. Governor Seymour and Mrs. Seymour, Admiral Hastings and Mrs. Hastings, Captain Dawkins and Lieutenant Brookes of the flagship "Zealous", Chief Justice Needham, Mrs. Needham and Miss Needham, Chief Justice Begbie and many other persons of distinction added to the pleasures of the participants by their presence and example. The ball was opened by District Grand Master Robert Burnaby, Esq., and Mrs. Seymour, etc."

Both Captain Raymur of the Stamp mill and Sue Moody of the Moodyville mill were well known to Admiral Hastings, and they were now competitors for the lumber trade which centered at Burrard Inlet. Admiral Hastings represented the Queen and his distinguished name would add undoubtedly to the popularity of any community. Moodyville already boasted a public reading room and library, something far more ethical than anything on the south side of the Inlet. Raymur and his associates succeeded in having the name Hastings given in the Spring of 1869, in March, to the former Brighton, and a "Hastings" post office opened there. Moody, not to be outdone, arranged with his confreres at Moodyville to change the name of the library hitherto known as "The New London Institute" to "The Hastings Institute". Why not? If New Brighton was to become Hastings, then the New London across the water should be the Hastings Institute. But Captain Raymur and his associates were not to be outdone, and so, in August of 1870, their mill discarded the name given it by Captain Stamp and it became "The Hastings Mills".

His name is preserved to us in Hastings Street and in Hastings Park.

Captain Stamp died in England in early 1872. His death is recorded in the Mainland Guardian of January 31. Flags at half-mast in New Westminster on January 29.

During the operation of the mills at Burrard Inlet under Capt. Stamp, immorality had been allowed to spread its baleful influence and blight over the settlement surrounding the mill rather freely;—if his men performed their work during the day efficiently, their mode of living at other times was none of his concern.

But the pestilential and pernicious results were soon apparent, and his successor, Captain Raymur, who was of an ascetic character, decided otherwise, and he set himself rigidly to the task of purging his community of the festering sore. Together with his confreres, he determined, moreover, to place the output of his mill on a more equal footing with that of his neighbour across the water, and to do this, he felt that his mill must operate with the utmost efficiency, a thing impossible if his men caroused all night.

To combat the evils then rampant, a Justice of the Peace was appointed for each of the three settlements; Coote M. Chambers, the telegraph operator at Moodyville, Captain Raymur at the Hastings Mill, and Jerry Rogers at Jericho and Granville. When the time arrived for the annual granting of liquour licenses, the following appeared in the Columbian:

"The undersigned hereby give notice that at the next granting of licenses, we will oppose all houses at Burrard Inlet that keep open after twelve at night, or allow cards to be played on Sundays.

J. A. Raymur, J.P.
C. M. Chambers, J.P.
J. Rogers, J.P." (1)

Captain Raymur was well and favorably known at Victoria, and, together with others of like mind he persuaded the government to survey the little area known as Gastown into lots, believing that anyone purchasing lots there would be more amenable to the law than were the undesirable characters who had squatted indiscriminately in the neighbourhood. The petitioners asked that the unsavoury name of Gastown be replaced by the more dignified one of "Granville," and this was done officially. Nevertheless, the colloquial sobriquet of Gastown survived for many years afterward; the picturesque and colorful personality of Gassy Jack—his crisp brusquerie, and ready humour lingered long in the memories of his old friends. Though bluff and outspoken, he possessed a warm heart, and always spoke most kindly and filially of his aged mother across the sea. His original shack had stood squarely in the intersection of the present Carrall and Water streets, only a few steps from the shore, for in that day sea waves lapped the forest fringe all along Water Street from Carrall westward. The edge of the waters at high tide laved the rock-strewn beach where now the cement sidewalk terminates at the north-west corner of that intersection. A few yards west they covered almost the entire width of Water Street, and following the natural curve of the shore, the rude shacks of the squatters stood along the beach. In surveying a straight street, it was impossible to include all existing shacks on saleable lots, hence the easternmost one, which was Gassy Jack's saloon, stood on the street. However, at the subsequent sale of lots, Jack was allowed the preference in buying the corner nearest his abode, and thereon he built his second saloon. It is

1. Mainland Guardian, October 4, 1873.

there that the famous maple tree cast its shade, and it is there where today the drinking fountain stands with its inscription advising the public that beneath the shade of the tree "the pioneers of the city in 1885 met and named this city Vancouver." This is entirely misleading, for the city had been named in 1884, and not by the pioneers, but by William Cornelius VanHorne.

Gassy Jack had tried to pre-empt a part of the Indian reserve at North Vancouver, so that his proposed saloon would be nearer the Moodyville mill, but in this he was forestalled by the Indians whose vigorous protests are to be found in the Sessional Papers of the day. (1876).

Moodyville had, until about 1872, been known as Burrard Inlet, but about that time the newer name had been accepted by the general public. Three years earlier than this, there being then a number of families located there, an agitation for a school was made. George Washington Haynes was Superintendent of the mill, and as such was a leader in the movement. He had come to Burrard Inlet from Dedham, a little place fifteen miles south-east of Bangor, in Maine, and now, in midsummer of 1869 he was to go to Bangor to marry Miss S. Adelaide Hart, of that city. School teachers were very scarce in B.C. at that time, and Mr. Haynes made plans to invite his sister, Laura to come west with him and his bride, to teach the proposed school. With this in mind, the mill authorities asked that a school district be created there, when the first School Ordinance was about to be framed at Victoria. This would enable the community to share in the costs of education in the proposed school with the Provincial Authorities. It is not clear whether a building was erected prior to the return of Mr. Haynes whose marriage occurred on September 20th, but Miss Haynes did accompany the bridal couple on their coming to the Coast. As Miss Haynes was the first teacher on the Inlet, the following particulars are here given. She was born at Trenton, near Bangor on February 23, 1843, taught the Burrard Inlet school in late '69, '70, '71 and part of '72. The B.C. School Ordinance not requiring teachers to hold Canadian or British certificates, she was qualified under the legislation to teach, but with the passing of the School Act, in 1872, which repealed the former Ordinance, and required teachers to hold Canadian or British qualifications, she became disqualified. She therefore resigned on August 13, 1872, and Mrs. Murray Nilson Thain, wife of a stevedore at the mill succeeded her. On January 14, in Victoria Miss Haynes married Henry Frederick Heisterman. She lived there until she passed her 96th year of life.

Laura A. Haynes

The school building was a small one, built close to where conveyors dumped the sawdust and refuse frim the mill, and the smoke from the burning refuse, being a great annoyance, the Superintendent of Education

reported that it had been necessary to close the school each afternoon, (as the refuse heap became greater for the day) for several months. In 1873 a new school was built by the government costing $600.00. The original school had been built by the mill authorities.

At its opening there was an attendance of 13 pupils. In 1873 there was an attendance of 21 boys and 14 girls. The cost per pupil for the year including the building of the new school was $31.78. Not counting the cost of the new school the per capita tax was only $14.64.

Mrs. M. N. Thain

Mrs. Thain, a native of Nova Scotia, held a Third Class certificate, grade A. Her salary was $50.00 per month. The "furniture" consisted of 2 maps, 1 blackboard, a box of chalk, and the government supplied books valued at $8.90. Beside these they sold outright books valued at $7.20. Trustees were Coote M. Chambers, Secretary-Treasurer, G. W. Haynes and Sewell Prescott Moody.

The School District as set out in 1869 by the School Ordinance embraced "all that land within one mile of the water on both sides of the Inlet. This shut off the creation of any School District on the south side, and made it necessary for pupils living there to cross back and forth daily to go to school.

But over at Hastings Captain Raymur was busy and in 1873, the Burrard Inlet School District was confined to "that area within three miles of the Burrard Inlet school, and north of the Inlet." The Granville School District came into being now, comprising "all that land within three miles of the Granville school on the south side of the Inlet."

But before this, more than a year, the Mainland Guardian reported that "a well attended meeting of about 75 of the residents at the Hastings Mills and Granville was held on Monday evening, (December 18, 1871) having for its object the establishment of a school, at which a committee was appointed to draft a petition to that end, and so heartily in earnest are the petitioners that we learn the school house is rapidly approaching completion, and they hope to have the school in operation early in the new year." This would be before the passing of the first School Act.

The building was not on the sawdust pile, (they had profited by the experiences of the Burrard Inlet School people), and it was commodious. It was built and owned by the mill people and was officially opened late in February of 1872 with an attendance of 16. Miss Georgia Sweeney was the first teacher, and her pupils at first numbered 16, which increased by July 31, 1873 to 24. Of this number, eight were over age, and comprised 14 boys and 10 girls. D. W. Higgins tells us that Gassy Jack was one of its earliest trustees, but in 1873 they were R. H. Alexander, Secretary-Treasurer, Jonathan Miller and J. A. Raymur. The original

Miss G. Sweeney

teacher was followed by Mrs. Frances N. Richards, who taught for a few months only. Mrs. Richards was a native of Kent, England, and held a 3rd class grade A certificate which she had received in Victoria. She was a daughter of George E. Nias, an early resident of Victoria mentioned in D. W. Higgins' "Passing Of A Race." On April 4, 1874, she married Ben Springer, of Moodyville, and the ceremony is said to have been the first all white wedding at Burrard Inlet. On August 1st following, Mrs. Cordinier, wife of the blacksmith at the Hastings Mills took charge of the Granville school. She was a Canadian, holding a 2nd Class certificate from New Brunswick and Nova Scotia.

During the year, Mr. Alexander sent a bill to the Provincial School Board for $1.00, for the sawing into short lengths one cord of cordwood. The Department returned it asking for further details, whereupon the Secretary sent an itemised account from "sore-neck Billy," a well known local resident, "for sawing one cord of wood," which was paid forthwith. Indians with sore necks were numerous, but there was only one "sore-neck Billy" it would seem.

Mrs. F. N. Richards

The various loggers who had supplied logs to the sawmills around the Inlet having been unable to procure hay and grain for their oxen and horses at reasonable prices, owing to the absence of roads, took a more lively interest in the matter about 1872, for Sea and Lulu Islands supported the farms of quite a number of settlers. An agitation resulted in the Provincial Government building the first real bridge over False Creek, at Main. Mr. Lewis F. Bonson, a Royal Engineer, one of Captain Grant's party of carpenters and bridge-builders which had arrived from England before the birth of British Columbia, was Provincial Road Foreman. With a party of men with a tent, provisions and tools, the party set out from New Westminster at four o'clock one June morning in 1872, and drove up the old Douglas Road to the Moody trail of 1860, which left the old road at 14th Avenue, and headed through 13 miles of forest for English Bay.

The team used was the span of greys so well known in New Westminster then, owned by Harry Elliott, who operated a wood and general draying business in New Westminster, and ran a stage from there to Burrard Inlet. The driver of the team was 18 year old John McMurphy, one of the two survivors today of the passengers on the Thames City, in 1858 and 9. He says: "With saws and axes we widened the path to allow

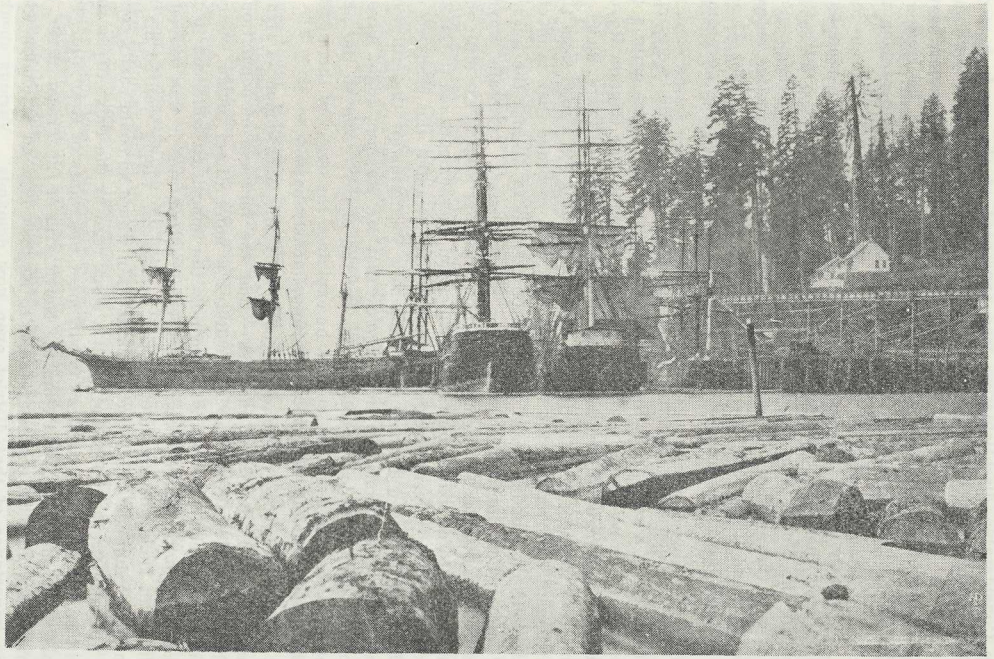
the waggons to pass through, and did not reach the Inlet until 9 at night, when we lay down dead tired and supperless, at the bridge site." (1) Many millions of men have since passed over this road, our present Kingsway. That first road followed the old Moody path to about 14th Avenue in Vancouver, leaving it at that point to strike north-westerly to the Main Street crossing. A map still to be seen in Victoria shows both the old road and the branching off as here given. (2)

The bridge then built was a flimsy affair, and the Provincial Public Accounts contain an item for $581.00 "repairs to False Creek Bridge" in 1873. There is also an account of payment to W. Edwards and D. J. Smith for $180.00 for cutting out logs and making possible for men and animals and the keeping open of "the False Creek trail" to January of 1874. In 1874, the government made "repairs to bridge, and replace 186 feet of bridge with new."

Having now a bridge to give access to Gastown, the people of Lulu and Sea Islands, together with the local loggers induced the government to open a trail from the North Arm near or at the foot of later-day Granville Street to the head of one of Jerry Rogers' skidroads which led from 49th Avenue to the shores of False Creek, in all probability near the foot of Ash Street, where there was a rowboat ferry to the path from False Creek to Burrard Inlet, which had been cut about 1862 by Morton, Brighouse and Hailstone, roughly on the line of Carrall Street. But the ferryman was not very busy and he found the conviviality of Gassy Jack's saloon very attractive, and was not to be depended upon for steady service. That trail, three miles long, was opened by William Litster, in 1874, for $365.00. Having completed it to at least as far as the head of the skidroad at 49th, he tendered to "complete the trail to the False Creek Bridge for $250.00," but the tender was refused. Later, the work was awarded to Jackman and Digby, (two Royal Engineers) for $225.00. Responding soon after to the wishes of the Islands' residents for better transportation, Mr. Joseph Hunter, P.L.S. examined the existing trails between New Westminster and Granville. This was done in 1875. The Mainland Guardian of June 9, contained the following:—

On Wednesday evening last, a meeting was held at the residence of W. D. Ferris, Esq., J.P., for the purpose of taking into consideration the matter respecting the road from the North Arm to Granville. It will be remembered that in the early part of the winter the settlers of this place sent a petition to the Chief Commissioner of Lands and Works, praying that the trail made last year be converted into a wagon road, and from the answer they received they were led to believe that the prayer of the petitioners would be complied with, but they were greatly surprised to find when the tenders for the construction of the road were called for, that instead of the road being made where the trail now is, it is to be about two miles above the settlement, rendering it almost useless to the

1. Statement direct to the writer.
2. Map numbered 10T3, Surveyor-General's Dept., Public Works.



MOODYVILLE, BURRARD INLET, 1872 OR EARLIER

settlers unless a branch road is made to connect with it. The meeting was attended by the whole of the settlers. Mr. Ferris was called to the chair and Mr. C. Wood elected Secretary.

Considerable dissatisfaction was expressed at the conduct of the Chief Commissioner of Lands and Works. A petition to that gentleman, couched in very respectful language was drawn up and signed by the whole settlement showing the inconvenience that would be caused to the settlers by carrying the road by the way proposed, and praying that it may be taken by way of the trail."

Evidently this petition had little effect for on June 16 the same paper announced that,—"Mr. Harry Simpson was awarded the contract for making the North Arm Road. The government refused to listen to the prayer of the petition." The new route was along the town-line between Range 5 and Range 6 of the original survey, our present Fraser Avenue.

Hugh Boyd was employed as overseer representing the government in the work.

As was natural, however, the residents of Granville were more interested in a road from New Westminster, and there was quite a percentage of its residents who were not too friendly with Captain Raymur and the Hastings mill management. On February 2nd, 1875, about the time that the people of the islands were petitioning for a road from their settlement to Granville, the Mainland Guardian recorded that "a meeting was held on Monday night at Deighton's Hotel to discuss the question of direct communication with New Westminster." Captain Raymur wanted the Douglas Road continued from Maxi's at least to the mill: there was only a forest path there at the time, and another path led to Gastown from the mill. Gassy Jack's crowd however, wanted the road we call Kingsway improved as their road from New Westminster; the mill people had become too pious for them, and so that Mr. Raymur might have no vote or discussion, they placed him "in the chair." And so the paper reported that "in a concise speech, he explained the object of the meeting, when the following resolution was unanimously passed:—

"'Moved by Mr. Alexander, seconded by Mr. McCrimmon (a rival of Gassy Jack in the hotel business)—that the increase of population at Granville and English Bay necessitates a more direct mode of communication than now exists'. And now the opposition which up to now had been quite passive, suddenly became active, and it was 'moved by Mr. John Deighton, seconded by Mr. J. Rogers,' (Jerry wanted his hay and grain dumped into False Creek at Main where he could easily convey it up False Creek to Jericho), 'that a stage road by the False Creek route will be the most beneficial as it will meet the wants of Granville,—form part of the proposed road from the North Arm of the Fraser River, and can at any time be easily extended to English Bay, an extension which the importance of that district even now demands'. Various speakers dwelt on the importance of connecting the farming community on the islands with the loggers around the Inlet, and they carried the day, or rather the night."

The Hastings mill people at once circulated a petition asking for the extension from "Maxi's" at Hastings Park, but it was unpopular. The government however concluded to build the road as a necessity, and this was commenced in that year of 1875, and finished in 1876, to Granville. Today much of the C.P.R. covers the old grade, Wall Street and Railway Street follow it as well.

These, then were the roads in and around Vancouver in that time, the year 1875. (1) The Douglas Road had run down badly as will be seen from the following editorial in the Mainland Guardian of June 7, 1873:—

"The Burrard Inlet Road: Our sagacious Minister appropriated $150.00 for the repairs to this road,—nine miles long, with quite a number of wooden bridges, but in spite of numerous applications this sum has never been expended. The timbers in two or three of the bridges have gone right through and the stage proprietor has been compelled to put in temporary timbers to replace the broken ones. He has applied first to the government agent here and then to the Chief Commissioner of Lands and Works, then to our valuable Minister of Finance and Agriculture, but up to the present he has nothing but a promise.

As he drives valuable horses over these defective bridges every day, and is in momentary risk of losing one of them from a broken leg, he has determined to notify the Minister of Public Works that he will hold the government responsible in case of accident. It may as well be noted that a sum has been appropriated, (so we are told) to keep the False Creek Trail open, over which useful roadway an average of one man a month passes, but the mail road,—the road over which the whole traffic between this city and Burrard Inlet passes is left to take care of itself. Verily it is a good thing to have Ministers at $3500.00 per annum each to look after our welfare. The above named road is the only one out of this city that is decently passable for wheels. It should be kept in repair."

As early as 1861 the government had decided to create a townsite where today Hastings Park is situated, and a reserve was laid out "en bloc." Hocking and Huston had built their hotel there in 1865 and called it "New Brighton." In November of 1868, the Assistant-Surveyor-General B. W. Pearce arrived at New Brighton and surveyed it into lots—the first to be surveyed in the Vancouver of today. In March of 1869 Mr. Hocking sold out to Maximilian Michaud, who for some time had been barkeeper at the Colonial Hotel in New Westminster in or about 1862. He died in New Westminster on December 22, 1882, aged 42 years, having been a sufferer from heart disease for some years. (2)

Captain Raymur realised that it would be easier to secure a postoffice on the south side of the Inlet than on the northern side, since the mails

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1. A map showing all these roads, (the first to do so), accompanies the Dominion Government Geological Rept. for 1876, of James Richardson.

2. Obituary in Mainland Guardian December 27, 1882.

would come from New Westminster, and forestalled the Moodyville people by having one opened at "the end of the road," that is, "at "Maxie's." It was opened July 2, 1869, and Raymur saw to it that it was called "Hastings," the new name of the mill. Soon, however, the people over at Moodyville were able to secure one of their own. The Granville postoffice did not appear until March 1st, 1884. It bore the name of Granville until in May of 1886, "authority was given to change the name to 'Vancouver'."

"Reverend Ebenezer Robson held the first religious service at the Inlet," has written the late Judge Howay, "over at Moodyville on June 19, 1865." The first one at Granville was held at the Deighton House, on March 1, 1874. By this time Gassy Jack's brother Tom and wife had taken over the management of the saloon and rooming house, and Jack had returned to his former calling of river boat captain, in charge of the "Onward," one of John Irving's boats. The missionary holding the service was Reverend Mr. Russ. Soon regular services were held, Rev. James Turner being appointed to the charge.

Very early in the Spring of 1869, S. P. Moody had had a line of telegraph run from New Westminster along the Douglas Road to Brighton, and soon a cable was laid across to Moodyville. The message rate for the first two years was only 25 cents, but in 1871 this was increased to 50 cents.

A Masonic Lodge, named the Mount Hermon Lodge was created at Moodyville on January 15, 1869. The Officers were J. C. Hughes, W. O. Allen, P. W. Swett, J. Van Bremer, Coote M. Chambers, George W. Haynes, Alex McGowen, S. P. Moody, and S. T. Washburn.

Schools of fish were extremely plentiful in those days, for the rich plakton upon which they fed was brought in through the First Narrows twice daily and lay in the quiet waters along the shores. Whales, too, were frequent visitors, for they fed on the small fish then so plentiful. John Henry Scales still remembers vividly his fears lest one should rise to blow beneath his little rowboat as he crossed from his home in Gastown to his work at Moody's mills when he was a boy of fifteen. Frequently, he says, they were blowing all around him.

More than once, the log booms lying at Moody's mills had in some way broken away, and singularly enough, it was usually on dark nights that such happenings occurred. The Indian reserve lay just west of the booming ground, and strong tidal currents swept the logs out to English Bay, scattering them along the shores. It was a paying thing for the Indians to tow them back on an incoming tide.

And so the Indian goodwill was valued highly by the mill operators; possibly it meant less breaks in the log booms; many of the Indians worked for the mills in the day, and perhaps against them at nights. Once Sue Moody, to cultivate this goodwill gave "Old Shale," an influencial chief from Sechelt, a few sticks of dynamite with caps and fuse. He explained how the Indian could kill all he and his tribe wanted by setting off a blast in a school of fish then so myriad.

The old Chief was delighted, and decided to stage a demonstration of fishing the white man's way up at his home town. Calling his tribe together to see the new method, and, standing in his dugout cedar canoe surrounded by his loyal and interested subjects, he lit the fuse, whose flare so interested him that he paused unduly in order that the shower of sparks and smoke should sufficiently impress the audience, to accomplish which he lingered overlong before dropping the charge into the water, and blew his hand off at the wrist. (1) At mid-day of November 4th, 1875, Sue Moody left Victoria on the steamer "Pacific," bound for San Francisco on business. At ten that night, the sailing vessel "Orpheus" ran into her broadside, and sailed away apparently unconcerned, and according to her commander, Captain Charles Sawyer, unaware of the fatal accident, to meet her own fate only a few hours later near Cape Beale—250 souls were lost in this, the worst maritime disaster of the Pacific Coast, including Moody, Captain Palmer, one of the Royal Engineers, and many other prominent men and women of B.C. Two men only survived. Moody was a native of Hartland, Maine.

A million dollars had been spent in exploring various routes for the transcontinental railway, up to the end of 1875, and still no decision had been reached. Victoria wanted the Bute Inlet route, with a bridge across Discovery Passage, supported by the midstream Ripple Rock, making the terminus on James Bay; New Westminster wanted the Fraser Valley route to wharves on the river there, and Walter Moberly had declared as early as 1859 that he was determined "to do all possible to bring the railway to the shores of Burrard Inlet," and there were many others like-minded. Canada's Governor-General, Lord Dufferin decided to make a personal visit to the Coast.

Leaving Ottawa on the last day of July, the party crossed the continent to San Francisco, where the British steamer 'Amethyst' awaited them, and conveyed them in turn to Victoria, Nanaimo, Bute Inlet Metlakahtla, Port Simpson and the Queen Charlottes, from whence they turned southward to visit Burrard Inlet and New Westminster. The Viscountess, Lady Dufferin, recorded an account of that trip in her book, "My Canadian Journal." At the Hastings Mill, the mill people carried the little harmonium from the schoool to the mill wharf, where it wheezed out the National Anthem as the vice-regal party landed. Doubtless the little boys of the settlement peeked through the cracks of the filing-room or from behind the sawdust-laden edger, and "gazed on the wondrous sight," as it is said was done at the burial of Moses. The Vice-Regal Lady recorded that on "Monday, Sept. 4, 1876, we proceeded to 'do' Mr. Raymur's sawmills, where we found an enormous log hauled up ready for sawing. We then walked to the Indians' huts, which we found fishy."

The next day she recorded:

"The repose of the sea life is over. Posts, telegrams, addresses,

1. Personal reminiscences of Fred W. Alexander.

replies, arches, bands and salutes are alive again." (When Mark Twain was called upon for an interview, while editing a newspaper he called out to the office-boy "Show him in, the noble animal is here." So it is always with High Dignitaries, to their great annoyance). The Viscountess continues:

"Before we had finished our breakfast, we were hurried into boats and put aboard the 'Douglas', and in her we steamed along for an hour, when we were bundled into more boats and were set ashore in the 'bush.' We walked to the foot of a great tree 200 feet high and six feet in diameter with two enormous gashes in its sides, and with two men with axes standing on spring-boards stuck into its trunk twelve feet from the roots. Having chosen a safe spot to stand in, and having an eye to a place of refuge to fly to in case of accident, we stood with a calm pleasure to watch the downfall of this lord of the forest. The two men set to work, and ten minutes sufficed to lay him low. He began to slowly bend to one side and then came crashing down and with a great thud fell to the ground."

Mr. Raymur had apologised to his distinguished visitors that the "sapling" had been chosen in preference to a good-sized tree, because it was near the water.

On February 18, 1908, the Columbian reported:

"Sam Preston died yesterday in the Columbian Hospital. Thirty-two years ago, he had the honour of being chosen to fell a towering fir in the presence of Lord and Lady Dufferin, who went out to Cedar Cove to witness the conquest of one of the forest giants. A short time later he hewed from a native tree a large slab 9 feet long, 9 feet wide and 9 inches thick which was sent east, and placed on exhibition at the Philadelphia Centennial in 1876." Cedar Cove was where the foot of Victoria Drive now ends at the Inlet.

The Marchioness continues:

"Hurry up! Into the boats, back to the Douglas, back to the ship, dress, half eat lunch, back into the boats, hold on to a tow rope and be dragged at a furious pace through the floating dangers which carpet the sea, land, get into carriages and drive over eight miles of a (good) road of corduroy to Westminster. There! put on your most dignified air and remember that you are in the Royal City, and must behave accordingly." It was the first time a Governor-General had visited present-day Burnaby and ridden over our Douglas Road.

The late Mrs. James Wardle, a daughter of Sergeant Jonathan Morey, Royal Engineer, has left us the story of her frequent passing over this pioneer road about the same time. When she was about 17, she recalls with great pleasure the many times when, as one of a convivial party, she visited Maxi's hotel at "the end of the road," already renamed Hastings, to dine and dance there.

During the winters, if snow was on the ground, (a condition more frequent than in later years), many trips were made behind a lively team of horses to the merry ringing of the bells, long strings of which

encircled each horse. The several stage owners had each a stable of quite a number of good roadsters available; it was long before the automobile. Long sleigh-boxes, filled with clean straw but no seats carried the revellers up hill and down dale, along winding roads through the forest, one sleigh-load after another, to draw up in succession before the well patronized hostelry, where a good dancing-floor awaited them! And the music! No canned monotonous tone of phonograph or radio was there, but real music, when Maxi, like Old King Cole, "called for his fiddlers three." And George Black was there. Well over six feet, and a splendid athlete, there was some life when he stepped out to dance a hornpipe, the Highland fling, or to tread the figure eight in the Scotch reel.

George Black

Military schottisches, a quadrille, the several changes of the lancers, the Carmencita, jigs, reels, a hoedown or the dreamy waltz, each called for pure unalloyed enjoyment, and called not in vain when vivacious parties set out to enjoy themselves at Maxi's. Then followed a joyous trip homeward along the country road, the bright moon-light glistening on millions of diamonds sparkling and scintillating on every branch of tree and bush, and perhaps a lone wolf serenading the moon within the depths of the forest, the lively horses keeping step to the music of the bells, gaily enjoying the trip as much as anyone;—these are the memories of Miss Martha Morey of the '70's.

She recalls, too, how, when her father, being caretaker of the Hyack Hall in New Westminster, on which was mounted the town bell of the day, one of his duties being to ring out the time at noon, and, as the poet Hood wrote, she usually "went and told her father, and her father tolled the bell." But, as often happened, both forgot this duty until after the hour of noon, when she would rush out and ring it herself as promptly as she could, in order that as little as possible of lapsed time occurred.

Once when her mother was going down to New Westminster to the stores there, from Sapperton, she went with her, and they were walking along "the lower Road" close beside the Fraser. It was in the winter of 1862, and more than a foot of ice covered the river, and many skaters were cutting fancy capers on its surface. Sergeant Rogerson, one of the Royal Engineers, glided to the river's edge, and snatching Miss Morey from her mother, eloped with her; the mother hurrying after the pair as quickly as possible, catching them a mile down-stream. As Mrs. Wardle told the writer of it in later years, her eyes sparkled with pleasure in memory of the time when the big burly Sergeant fled with her on that frosty morning more than seventy-five years ago, when he was forty and she was four.

Governor Frederick Seymour, who had ruled Burnaby for five years,

1864 to 1869, died at Bella Coola on June 10, 1869. He was the only Governor of B.C. who died in office. The manner of his passing was tragic, for he died by his own hand, while in a state of mental aberration. He had been ill for several months, and his physician advised a sea voyage. Indian troubles, not very serious, furnished a reason for his trip which was taken on the Sparrowhawk. His sickness increased. His body-servant a man named Colston, was instructed to administer a certain medicine every hour. The constant attention became tedious, and Colston dozed, to be awakened by a slight disturbance. He reached for the bottle of medicine but his hand swept an empty shelf. He sprang up just as His Excellency, who had drained the last drop of medicine from the bottle, sank into a state of insensibility. The ship was aroused, and every effort was made to save the Governor's life, but he never rallied, and when the sun arose, Frederick Seymour had crossed to the farther shore. (1) He was buried in the military cemetery at Esquimalt; his predecessor as governor, Sir James Douglas, K.C.B., together with Chief Justice Needham, Captain Edye, R.N., and Captain Mist, R.N., were pall bearers. "In the quiet seclusion of this country churchyard, with no human habitation near, is the grave of him who once governed Burnaby. Tall firs stand sentinel over a small enclosure within an iron paling, and lilacs and roses still bloom upon his grave. A stone of pure white marble bears the scriptural text from Isaiah 35, 10, attesting to the fervent Christian faith and hope which was the mainspring of the life of Governor Frederick Seymour." (2) His biographers have called him weak and vacillating, but that attribute was only noticeable when the result of sterner measures would create hardship on his fellow man, for he was a man of abundant human kindness. His temporary aberration of reason in his last hours was caused by intense and continued pain and discomfort .

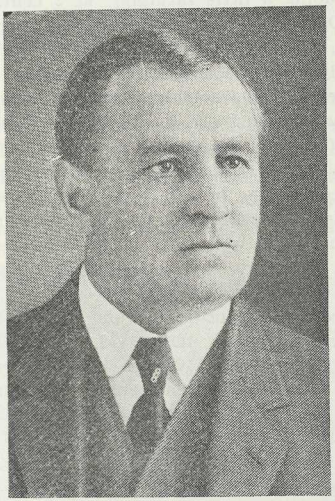
"No farther seek his merits to disclose,
Nor draw his frailties from their dread abode,
There they alike in trembling hope repose,
The bosom of his Father and his God."

In 1878 there passed another man who had occupied a prominent place in B.C., Robert Burnaby, of whom our municipal name of Burnaby is the patronymic. He died in Lincolnshire in the land of his birth, after fifteen years of busy activity on this coast.

It was in that same year of 1878 that William the Conqueror appeared on Burrard Inlet. To substantiate this wonderful miracle, oldtimers relate the following facts. Calvin Patterson, a seafaring man who had come to the Inlet in 1873, lost his life in a marine accident the following year. After a time, two sea captains appeared as suitors for the hand of the widow. One, Captain William Henry Soule, had arrived in 1869, and for some years had been stevedore at the Hastings Mill. He died in

1. D. W. Higgins in "The Passing of a Race," page 186.
2. Burnaby Advertiser, March 13, 1936.

Vancouver in 1915. The other was Captain William Rogers, brother of the well-known Jerry. Each pressed his suit vigorously. The fair lady who had in bygone days sailed life's troubled or serene seas in Captain Patterson's company was now invited to continue the voyage under the flag of Captain Rogers and, on alternate evenings, pressed to launch out on the sea of matrimony under the banner of Captain Soule. These interesting matters were not lost sight of by the populace, especially the feminine portion of it, and many a smile and knowing nod was passed along. But it is only fair to say that the whole question of whether the lady would sign on with Captain Rogers, or accept the position of first mate with Captain Soule was still a matter of doubt, for the public was invariably excluded from all meetings of the principals, who did not, however, represent all the interested parties, which really comprised the whole populace.



Henry Soar Rowling

Eventually, when it became apparent that Mr. Soule would win the prize, he was dubbed "William the Conqueror," whilst Captain Rogers received the title of "Sweet William." It is said his consoling thought was "'tis better to have loved and lost, than never to have loved at all," yet some averred that he had been heard to murmur "of all sad thoughts of tongue or pen, the saddest are these; it might have been." A daughter of Captain Soule is Mrs. A. McKelvie, of Shaughnessy Heights.

Henry Soar Rowling was born at Sapperton on February 3, 1864, and in 1868 the family removed to where now the station of Rowlings is situated on the B.C.E. Ry. in old South Vancouver. His father was the first settler in that municipality, and in early years served on the Municipal Council of Richmond. Much of the early life of H. S. Rowling has been recounted to the writer, who here records some of it for the information of posterity, for it gives some picture of the life of the early settler. He says:

"About 1876, Jim and I would hire out by the day to row for the fishermen and this we did for two or three years. We fished on the North Arm for salmon; many big sturgeon were caught but turned loose as there was no sale for sturgeon, the cannery men would not buy them because of the white flesh. Red salmon were so plentiful, and took the public fancy more. When later, the sturgeon became saleable, they were

profitable, for they brought 10 cents a pound, and many would weigh 400 or 500 pounds. But for several years, salmon were the only fish canned, and then the red variety only, but a limited quantity of the white salmon was sold locally. Much red salmon was salted down also; the bellies only were used, the backs discarded and thrown back into the river, where much of this refuse was continually floating down to the sea.

Red salmon could be had at 10 for a dollar. This explains the term "salmon bellies" a staple food at New Westminster. I remember the time when the boat would not hold all the fish caught by the gills at one time. In such cases we cast the balance overboard, for we had to take the nets ashore lest they should be caught in the innumerable snags in the river. A considerable amount of this overplus of sockeye salmon was sold to the early settlers who were doing a little farming, at 2 cents apiece. They used it for fertilizer. Ours nets were about 600 feet long.

When I was about ten years old, (1874) I hunted extensively and sold game in New Westminster, mainly deer, the largest of which that I remember weighed 153 pounds, dressed. This I sold to Dutch Bill who had a store where he sold fish and game exclusively, for $9.00, and $1.50 for the hide. There were myriads of grouse, ducks and geese, lots of bob-cats and racoons but neither of the latter animals were of any value. Loons were plentiful and sold for 75 cents,—the breasts were very white and beautiful, and were much used as hat decorations by the ladies of that day. Black bear were very plentiful as well. No hunting license was required." We shall write of Mr. Rowling's experiences in Burnaby later.

In 1879 Sea and Lulu Island were formed into the Municipality of Richmond. Letters Patent were dated November 10th, 1879, and the members of the first Council were: Hugh Boyd, Warden, Councillors Alex. Kilgour, James Miller, Robert Wood, W. J. Scratchley, Manoah Steves, J. G. Smith, and Walter Lee. All were elected by acclamation, and the candidates paid for the election in full themselves. The name Richmond was chosen in memory of the birthplace of W. D. Ferris, who drew up the petition asking for incorporation. Richmond is on the bank of the Thames, just above London.

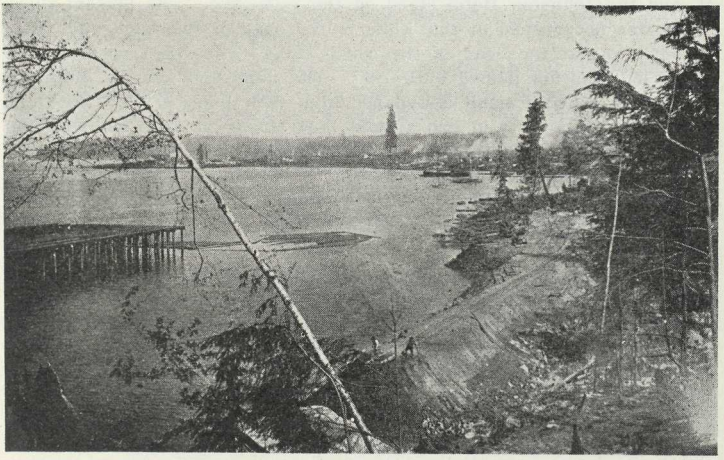
In late summer of 1879, Jerry Rogers, Vancouver's original logger suffered a paralytic stroke, so severe that he became at once an invalid, and was taken to New Westminster where he was able to receive better medical care. His nephew, Herbert Gilley was left at Jericho to look after the oxen and other stock. On October 24th he passed away, leaving one son and four daughters. The public press said in an obituary notice:

"In both public and private life he was considered to be the ne plus ultra of conscientiousness, honesty, probity and goodheartedness. Enemies he had none, in short there are few men that will be more greatly missed, or whose places it will be harder to fill."

He was a Justice of the Peace in later years; a very staunch Liberal, and although he was not a "brother of the mystic tie," he was buried in the Masonic cemetery at Sapperton.

British Columbia had now been a province of the Dominion of Canada for eight years and the promise of a transcontinental railway from Eastern Canada was somewhat older. Many exploration parties had searched for a suitable route and voluminous discussions, culminating in the "Carnarvon terms" had been passed between the Victoria government and that at Ottawa, when, on July 13, 1878 the government of Alexander MacKenzie passed an Order-in-Council that the route of Burnaby's first railway should "commence at English Bay or Burrard Inlet, following the Fraser to Lytton," etc. Subsequently, on October 4th, 1879, the MacDonald government accepted and ratified the "location set out in the Liberal government of MacKenzie's order, and issued instructions that the portion for which tenders had been asked by the late government,—from Emory's Bar to Savona's Ferry,—be placed in immediate construction."

The story of the construction of the C.P.R. is told so fully in other places that it is undesirable to relate it here, further than to add that the first locomotive was landed on the rails at Yale on May 15, 1881. The first rail was laid at Port Moody on July 20, 1883, the last spike driven at Craigellachie on November 7, 1885. The first freight train reached Port Moody on November 22, and the first passenger train to run through Burnaby did so on May 23 of 1887.



—Courtesy Vancouver City Archives.

PROPOSED SITE OF C. P. R. STATION, VANCOUVER, 1887.
Now foot of Granville Street. Beyond: Hastings Sawmill; "Princess Louise Tree" and burning fires in the clearing.

On August 2, 1877, Sir James Douglas died suddenly at Victoria. He had been in his usual health and had spent a portion of his last day alive in driving with his family. He was 74 years old. The "Colonist" expressed the public feeling in its obituary: "The country has sustained an almost irreparable loss in the death of this great and good man who has gone down to the grave full of years and honour, leaving a bright and imperishable record behind him." His tomb is in the Ross Bay cemetery.

With the now definite prospect of railway communication with Eastern Canada, the lower mainland of British Columbia bestirred itself to the prospect of better things.

The townsite of Port Moody was surveyed into lots in 1883. The late Hugh Murray, son of the Royal Engineer, Lance-corporal John Murray, told the writer of that survey. His father, together with a Mr. Robert Butler, who was also an ex-Royal Engineer, a former bugler in that force, and a Mr. Clark, owned a good share of the original site of Port Moody. In that year they engaged a Mr. Stevens, P.L.S., of Victoria, to survey their holdings into lots. They left New Westminster with a scow loaded with the necessary supplies, intending to drop down the Fraser and up the length of Burrard Inlet with the tides, poling their scow along the shores of Point Grey. It took them two days to make the trip, the party consisting of the surveyor and eight men. The Bonson Hotel stood 150 feet back from the water near the North Road, east of it, and the Johnston Hotel stood on the west side. The present Clark Road was not opened at that time to the head of the Inlet, and "Port Moody" was at the head of the North Road. Aliceville appeared soon after, but was not named until 1887. The publishers of the "Mainland Guardian" issued a small newspaper from their press at New Westminster and circulated it in and around Port Moody in 1884, but with the transferrence of the terminus to Coal Harbour late in 1884, it discontinued publication. In its issue of March 15, 1884, it quoted the speech of the Minister of Railways in the Dominion Government, Sir Charles Tupper, which he delivered on February 20, that year, and which we here give in part:

"As to whether Port Moody or English Bay is the best port for the terminus, all I can say is that when the government selected Port Moody, they selected a port that is declared to be the best on the Pacific Coast. It is simply perfect, and there is nothing on the Pacific Coast superior to it. The honorable gentlemen, I dare say, would like us to go down to English Bay because it would have compelled the expenditure of $1,000,000 to get there, and another million or two to make a harbour out of an open roadstead where there is comparatively little anchorage."

On this outspoken declaration the "Port Moody Gazette" commented: "It would be impossible for a Minister of the Dominion to be more explicit, or to set at rest all questions of the future of Port Moody more completely. Many of those who put forward so glibly the great attractions of Coal Harbour or English Bay—or new Liverpool as they fondly

called it, will now be silenced forever. The great advocate of Coal Harbour (John Robson) has probably caused the misapplication of a great deal of money. We have often said that he is unlucky, and will bring misfortune on all who have anything to do with him."

On July 19, of that year, the editor of the paper at Port Moody, feeling no doubt he was justified, gave out the following advice, gratis, to the general public:

"There has been much talk lately about the removal of the terminus from Port Moody to Coal Harbour, but there has been no movement either by the government or the syndicate to carry on the terminus past Port Moody, and men who would certainly know . . . declare it to be a myth. It is the correct thing this year for every circus to have a white elephant, and we can recommend the 'animile' at Coal Harbour to Mr. Cole's notice. It is somewhat weak in the knees, and a little off color, but a liberal coating of whitewash and a diet of something more substantial than wind will probably make it last through the season—and it can be bought cheap."

Only a few days later it had this to say: "This Company declare their intention of continuing the line to English bay! If it were amusing itself at its own expense it would still be bad enough, but when we know that they have asked for, and secured the public money to do it with, it becomes a crime! It has ruined many people who invested their money in good faith at Port Moody, after Sir Charles Tupper, Minister of Railways, had characterized English Bay as an open roadstead, and unfit for a terminus!"

Two months before this, on April 12, it had announced the opening of "the new road", referring to the Clark Road, so named after the Mr. Clark, who was the owner of a big share of the Port townsite, as follows:

"Work commenced with a force of three men on Monday morning and on Tuesday the force was increased to about thirty. Good progress is being made in grubbing and burning, and the road from the Westminster end begins to look possible.

"The men have pitched tents at the old well on the Colonel Moody property" (the present gravel-pit on the North Road) "and are quite comfortable. We would prefer seeing more white men and less Siwashes employed, and a more liberal scale of wages adopted." It was a vision of a highway from the metropolis at the end of the transcontinental to the former Capital City, which was still the principal city on the mainland.

In that summer, probably after the visit of Mr. Van Horne to the Coast in August, a contract was let to McDougall Brothers for some $12,000 worth of improvements to the old Moody trail to False Creek, which we now know as Kingsway. There were rumors, perhaps quite well substantiated at least in government circles, that Granville or English Bay was really in for a boom, and the main city wanted a better

road to that neighborhood. A dispute having later arisen between the two contractors, the government, from necessity, finished the road at a total cost of $13,144.70.

The first president of the C.P.R., Lord Mount-Stephen had sent, in 1882, an old and trusted friend, a Mr. John Ross, who had been a contractor in railway construction under him, to look into and report to him as to the merits of an island railway to Victoria. Mr. Ross' report was averse to such an undertaking, and strongly endorsing the terminus on Burrard Inlet. A sketch map submitted at the time was published in a Vancouver paper later. Owing partially to the shallow water at the Port Moody end of the Inlet, the railway was never altogether satisfied with the selection of Port Moody, and the railway directorate asked Mr. Van Horne to visit the Coast, and recommend the best point for the end of steel and trans-Pacific shipping. Van Horne arrived at Victoria on August 4, 1884, having come via the States. Having conferred with the Provincial Government on the 5th, he and Premier Smithe boarded a special steamer on the 6th, and landing at English Bay the party walked through the woods and along the skidroads between False Creek and the Inlet, in order to examine the contour of the ground. Van Horne declared it to be "an unrivalled site, reasonably level, and bounded with an abundance of waterfront on every side". Without examining the depths of water in the harbour, he was driven along the "Inlet Road" to Hastings and through the Burnaby of later years, along the Douglas Road to New Westminster. He had now decided that Coal Harbour should be the future terminus of the Canadian Transcontinental; it remained only to palliate or please the various interested parties in New Westminster and Port Moody.

Van Horne was an inveterate poker player; it is related that "after an all night session of poker when the rest of us were dead to the world at 7 a.m., he would simply rub his eyes and go down to the office to begin a long day's work." (1) Real estate and property interests would be on the watch for every crumb of information as to developments, and if a right-of-way was to be had at reasonable figures, the gentle art of bluffing was clearly indicated. "In New Westminster," reported the "Columbian", "on a map of the district he traced a line which he indicated as about the route the line would probably take. The new line leaves the C.P.R. between one and two miles east of the Pitt River, crosses the river between the present bridge and the river's mouth, and runs in an almost straight line to Deer Lake, west of Hastings Road and then deflects to a point on the Inlet near Coal Harbour. It would virtually place New Westminster on the main line." The line to Port Moody from Pitt River which had not yet borne the traffic across the continent, would not be abandoned. He went over to Port Moody that evening and addressed the residents there. Having

1. J. H. E. Secretan in "Canada's Great Highway", page 98.

spent the night there, he commenced the return journey to Victoria in the vessel awaiting him and thoroughly examined the whole harbour from the water, particularly in and around Coal Harbour.

On his return to Victoria that night, August 7th, he declared the site to be perfect, and that the name of the new city would be Vancouver.

When told that such a selection would be certain to lead to confusion and result in much opposition he was objurate, and although a resolution in parliament condemned the choice, it remained. Van Horne felt that as the head of the organization which was creating the city, he held a pat hand of four aces—the fiat had gone forth, and no change would be made.

Considerable time elapsed before arrangements were completed regarding the acquisition of land necessary for terminal purposes and to pay for the cost of construction of the line from Port Moody, but these were eventually completed and on November 24th, 1884, the Executive Board of the railway officially accepted the terms laid down by the Provincial Government regarding this transfer of land.

Just one month afterward, on Christmas, in a blinding snowstorm the survey was completed to the edge of the city at George Black's hotel at Hastings(1), and the first railway within the present Municipality of Burnaby had been mapped out. Curiously enough, it did not run through the centre of it, via Deer Lake, but along the shores of the Inlet, where a right-of-way had no doubt been more easily acquired because of the herring which had been drawn across the trail for the benefit of the keen-scented property holders.

The "West Shore", a paper published at Portland, Oregon, stated in September of 1884 (page 302) that, "Recently, Vancouver, a new town to be built on Coal Harbour has been chosen by Mr. Van Horne for the terminus on Coal Harbour." (2) On December 18, 1884, the "Montreal Star" said: "We learn from British Columbia papers just received that the name Vancouver has been chosen by Mr. Van Horne as the terminus at Coal Harbour."

Legally, the terminus is still at Port Moody, in accordance with the pronouncement of the Prime Minister at Ottawa, in the Spring of 1877, that "the route for the Canadian National Railway" (the C.P.R.) "would be by way of the Yellowhead Pass, the North Thompson and Fraser Valley to the head of Burrard Inlet at Port Moody." The line from there is only a branch to Coal Harbour. In 1886, New Westminster agreed to bonus the C.P.R. for the construction of another branch from the main line at Coquitlam or "Westminster Junction" to that city, and the contract was let to James Leamy, who commenced construction on April 22 and finished it in December of 1886. (3)

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1. Personal statement of Otway Wilkie, member of the surveying party to the author. Survey to Granville was finished in the Spring.
2. Copy in Vancouver Public Library.
3. Sessional Papers, 1887.

The City of Vancouver was incorporated in April of 1886 (April 6). The big fire was on June 13, that same year. By September it had a daily paper and two weeklies. The old Vancouver Hotel was commenced that fall. Inside of two years the city had 8,000 population, and the next year there were 10,000.

All the legislation which had been passed in the session of the Provincial Legislature became law on the date given above, April 6, through the signature of the Lieutenant-Governor. One other statute was the charter of The Vancouver Electric Light Company, the applicants being H. H. Abbott, C.P.R. Superintendent, George A. Keefer, who had cut the C.P.R. right-of-way from Port Moody to Vancouver, and Wm. H. Bullen. It never developed owing to the destruction of the city by fire on June 13. But with the rebuilding of the city, a new company came into being. Its trustees were J. Boultbee, H. F. Keefer, R. Balfour, Jonathan Miller and Ben Springer. Its lights were first turned on on August 6, 1887. On February 22, 1888, the first newspaper to be printed by electricity in the Dominion of Canada was turned out. It was the "Vancouver News-Advertiser".

Late in 1888, the first street-car company was organized; it was assented to by a Provincial Act on April 6, 1889, and its directors were George Turner, R. P. Cooke and F. C. Innes. The Company was empowered to "carry passengers by the force of animals, or such other motive power as it may deem expedient". It built stables and bought horses for that purpose, but decided to experiment with electric propulsion before the roadbed was ready. There were already three Canadian cities having electric street-cars, and several in the United States. The "News-Advertiser" reported that on June 26, 1890, "a car was run up and down Westminster Avenue" (Main Street) "several times . . . for the first time in Vancouver."

The Westminster and Southern Railway from Blaine to New Westminster, a distance of 22 miles was built in 1889, without any government aid or bonus, "one of the few railways that did not receive a grant of some kind" says Howay and Schofield's "History of B. C."

A Seattle paper of November 3, 1899, says: "John A. Webster of New Westminster, B. C., is at the Snoqualmie Hotel. He is deeply interested in the Westminster and Southern Railway, and reports that the work is progressing very satisfactorily indeed. Before leaving the city, Mr. Webster will make an examination of the electric railway system of Seattle, with a view of duplicating it in building an electric railway from Westminster to Vancouver, a distance of 14 miles."

In a Christmas number of the "Vancouver News-Advertiser" that year, appeared the following on page 24: "A street railway is to be built in New Westminster, while some residents of the Royal City have applied for a charter for the construction of an electric railway between that place and Burrard Inlet."

Mr. Webster interested his brother-in-law Henry V. Edmonds and Ben Douglas, a leading real estate dealer of that city in the project, and also as secretary of the proposed company, Mr. S. F. MacIntosh. Vancouver had about 12,000 population at the time, but was growing rapidly as the terminus of the C.P.R.

David Oppenheimer, the Mayor expressed the wish to join the company and it was agreed to by his confreres. When the charter was received and a permanent Directorate elected, Mr. Oppenheimer was elected its President.

It has been said that he originated the idea of the interurban, but this is clearly not so. His prestige as mayor of the thriving city alone resulted, for advertising purposes in his appointment to the presidency. Magistrate Henry L. Edmonds, son of Henry V., has declared: "Contrary to the statements that have been made many times that the late ex-mayor David Oppenheimer was the original promoter of the interurban line between New Westminster and Vancouver, that line originated in New Westminster. It was after the thing happened that Mr. Oppenheimer came in. I have myself seen the letter asking to be taken in. It was, I believe destroyed at the time of the big fire in New Westminster, in 1898. That this is so is indicated in the title of the Company,—"The Westminster and Vancouver Tramway Company."

The Act incorporating the Company is dated April 26, 1890. Construction of the roadway was commenced in June, 1890, and the first car was run "as far as the track is in condition" on June 1st, 1891. On the 3rd of the month "two trips were made each way" from New Westminster "as far as the track permitted at the Vancouver end." On October 6th, the service was extended "to the end of False Creek". From there the passengers walked to the old Barnard Castle Hotel, at the corner of Powell Street and Campbell Avenue, where they were able to connect with Vancouver's pioneer street-car line. "Upwards of twenty people" made this trip, reported the News-Advertiser. The through trip to Carrall Street was first made on October 8th. Mr. Webster's daughter Alice, then 21, was the first lady to make this complete trip. She was accompanied by her niece, little Sylvia Jenns, now living in California.

The route in New Westminster was up Sixth Street to and along Edmonds Street, across the present Kingsway to Highland Park, thence along the present route to Vancouver. Mr. and Mrs. H. V. Edmonds owned all the land on each side of Edmonds Street between the Douglas Road and the present Edmonds, and the line was cut through the virgin forest through the centre of their property. It followed a surveyed street line, but no street was there for public use for some years. Mr. Edmonds' mother's maiden name was Humphries, and one of his sons had received this name, which, because of this was the name bestowed on one of the streets there.

The motive power was generated by a steam plant at Griffiths Avenue, on the south side of the tram-line, there, opposite the present

power plant. A commodious boarding-house and rooming-house combined, which contained fifteen bedrooms was established there, and known as Semple's boarding house. Mr. Semple was the roadmaster. It was there that all public meetings in Burnaby were held in those early years; there was no other place available outside New Westminster.

Alice Webster at 14

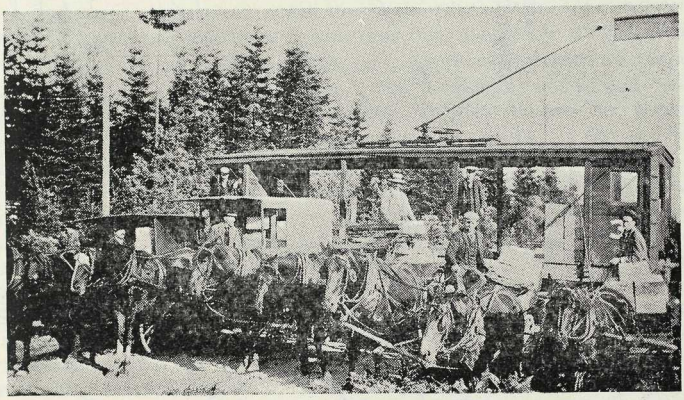
When the line was opened, the rolling-stock consisted of four passenger cars 34 feet long, and a freight car 23 feet long, all manufactured by the J. G. Brill Car Manufactory of Saint Louis, Missouri. To these were added in 1892 two passenger cars and one combination baggage and passenger car from the same firm. At least as early as 1893 further additions were made of three smaller cars known as St. Catherines cars; four wheelers, built in St. Catherines, Ontario. Car barns also were built.

In the power-house at Griffiths Avenue there were originally installed in 1891, three tubular boilers of 100 horse-power each, two 150 horsepower Erie Ball engines, and two railway electric generators with the necessary equipment of wiring. To these were added in 1892 four John Doty boilers of 125 horse-power each. A complete machine shop and an armature winding and repair room were also added in 1892.

The original freight car mentioned was designed for quick loading, as much of its freight it was expected would come from the by-roads crossed by the tram line, and its sides were two heavy canvas curtains which could be rolled up like window-blinds, and pulled down to keep out dust while in transit. These curtains frequently came unfastened at the bottom, or were left unfastened if there was no danger of dust, and as the car ran swiftly along its way these would flap in the wind like the wings of some huge bird. The car came to be known as "the Flying Dutchman."

The track ran from almost all of its length through forest, within which a right-of-way had been cleared 100 feet wide, and where all trees likely to fall across the track had been felled. In places the grade amounted to as much as 11%. At first the only stopping places were at Central Park, then a short siding in the forest without settlement of any kind, and at Largen's Corner, at the corner of Glen Drive on Venables

Street. A Mr. Largen had a blacksmith shop there. Glen Drive was then known as Boundary. It was not until some years later that the name Boundary Road appeared, when the Government Reserve of Hastings was taken into the City of Vancouver. Today Hastings Park occupies part of the old Hastings Reserve, which originally extended southward to within one city block of Earl's Road Station on the tramline through Central Park.

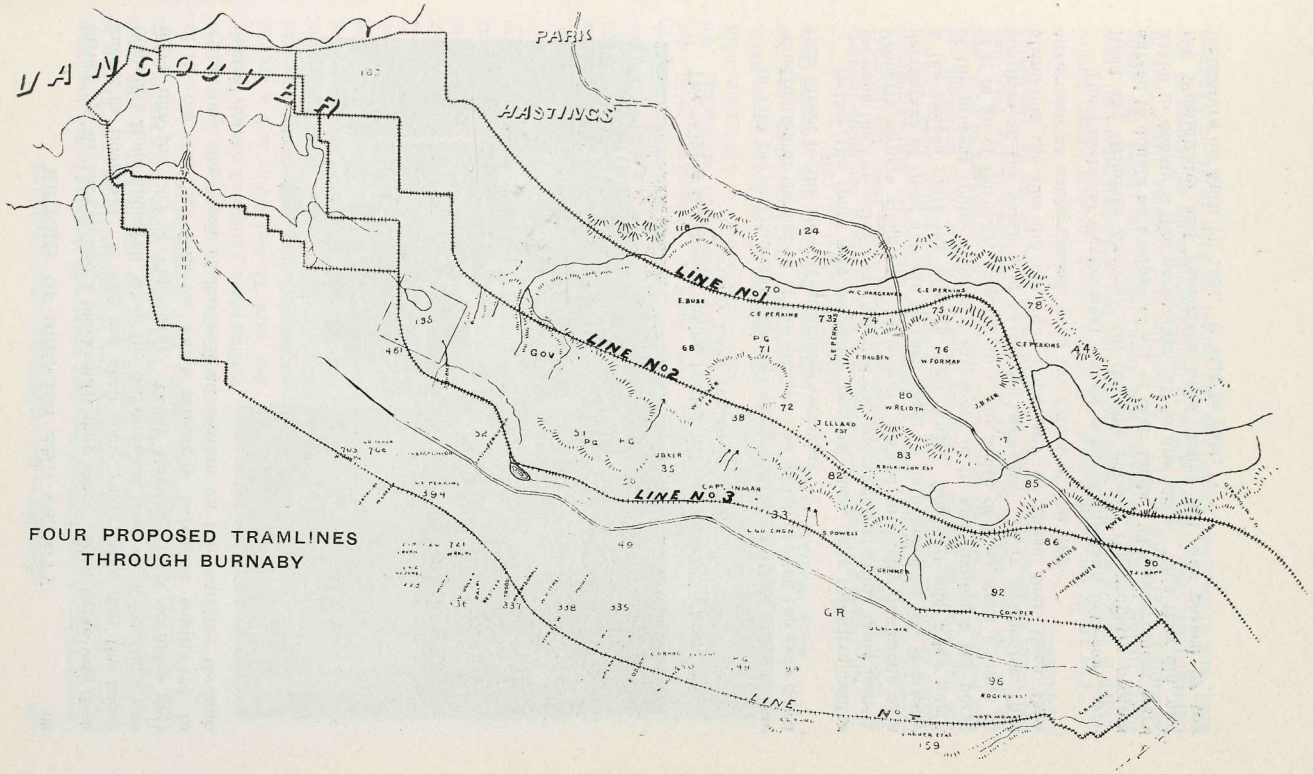


The "Flying Dutchman" being loaded with strawberries from the Burnaby Lake region in 1894.

In 1893 the original tramline was shortened by over two miles by the construction of the cut-off at the eastern end which carried the cars down 12th Street to the New Westminster terminus.

Before the route was definitely decided upon, four tentative routes between the two cities were mapped out and a plan showing them issued. Property owners along each route were invited to tender donations of a percentage of their acreage in each case, to be donated to the Company if the chosen route lay through their lands. Routes 1 and 2 lay north of the present route, number 4 lay south of it, and number 3 lay north of it in all of Burnaby, crossing to a line south of it at Park Avenue to continue on the south side as far as Lakeview. It is noticeable that ultimately the line did not run along any of these four lines then advertised as contemplated, even for a foot of the way.

The Provincial Government owned most of the land between Joyce Road and Grimmer Avenue. On the line chosen, the property owners agreed to donate an average of 8% of their lands. The government were asked to donate a like percentage, all in one piece. This they did, and the Westminster and Vancouver Land Bonus Act was passed by the legislature on April 11, 1894. It said in part:



FOUR PROPOSED TRAMLINES
THROUGH BURNABY

"Whereas the private owners have donated portions of their lands traversed by the tramway, and it is expedient that a similar grant of public lands should be made . . . Her Majesty, by and with the advice and consent of the Legislative Assembly enacts as follows: The Lieutenant-Governor-in-Council may grant to the Westminster and Vancouver Tramway Company lots thirty-six, (36), and fifty-one, (51), in Group One, (1), containing 196 acres of land which lies north of the right-of-way of the Company."

The whole of this land which lies in the City of Vancouver between Earl's Road station and Park Avenue was thus donated to the Company.

About this time lightning struck the power-house at Griffiths Avenue and burned out the dynamos there. The Company which had been labouring under an almost insupportable financial burden for several years were now unable to finance the necessary repairs. It was the last straw on the camel's back. They were forced into insolvency.

Usually coming events cast their shadows before, and it had been evident for some time that the tram company was struggling along under heavy burdens. On the same day that this grant of land was given to the Company, legislation was perfected chartering "The Consolidated Railway and Light Company." On April 13, 1895, Sheriff J. D. Hall sold all the properties of the tramway Company which lay within his jurisdiction, that is, in the County of Vancouver, to Mr. Frank Barnard, acting for The Consolidated Railway and Light Company. Two hours later, at New Westminster, auctioneer T. J. Trapp, acting for Sheriff Armstrong sold the entire holdings of the Company in the territory over which he had jurisdiction in and around that city to Mr. Barnard.

In the following November an English Syndicate headed by R. M. Horne-Payne bought all the assets of the Consolidated Railway and Light Company, thus becoming owners of the Central Park tramlines. Soon after, it succeeded in having passed a new company with shorter name, but with greater capitalisation; the Consolidated Railway Company, capitalised at $1,500,000. The former Company was capitalised at $1,000,000.

Electrical power, light and transportation throughout the Lower Mainland and in Victoria were all expanding vigorously at that time, and the harnessing of the water powers of the mountain streams was about to be developed for the purpose of meeting the need. The B.C. Electric as it is familiarly called, was registered in England on April 3rd, 1897. and it at once took over the properties and assets of the Consolidated Railway Company, assuming the responsibility of developing the water powers of B.C. as they might be required to enable it to supply these utilities as requisite to serve the cities now expanding so rapidly.

The Company decided to raise the voltage of the primary circuits of its distribution systems from 1000 volts to 2000 volts, and that of the secondary circuits from 50 to 100 volts. This necessitated the installation of new transformers and meters throughout the whole systems but proved well worth-while in the long run. Work started late in 1898 and

was completed in 1903. From the point of view of the private householder, the most interesting result was probably the disappearance of the old Thomson-Houston sockets and lamps, and the substitution of Edison sockets with a screw base, a pattern in use today. But while the screw base for the light bulbs was introduced at this time, proving a much better method of replacing burnt out lamps, the old style carbon filament remained for some years, being replaced eventually by the tungsten filament as we have it today.

This hydro-electric idea had been in the minds of R. M. Horne-Payne and Frank Barnard when they first recommended to the British syndicate the purchase of the old electric lines in British Columbia. One of the early charters purchased was that of North Vancouver, for it covered specifically the idea of a hydro-electric development there, but still undeveloped.

After the purchase was complete the first plant to use the water powers latent in the rushing cataract and falling rapids of our mountain streams and swift flowing rivers was at Goldstream on Vancouver Island, where a small plant developing 8,000 horse-power was installed. The Lake Buntzen scheme was a much more elaborate undertaking.

J. Buntzen was the local manager of the British Columbia Electric Railway at the time, hence the name. Mr. Buntzen was a native of Amsterdam.

To capture the waters of two mountain lakes, lying well back in the mountains, together with those of their watersheds, to conduct them through long penstocks to powerful turbines, and thus to feed the Lower Mainland with power for the many electric motors, with light for the thousands of homes where nothing but mountainous terrain intervened, was a courageous venture indeed.

But the Company now having operated the system for five years of continual expansion proceeded without hesitation. All must concede that the greatest advance in our transportation methods was this introduction of hydro-electric power, which with the use of Alternating Current enabling its transmission over long distances without appreciable loss of voltage, has completely revolutionised our method of producing power for all electrical purposes. The first hydro-electric plant to serve Burnaby was what is known as the Lake Buntzen scheme.

"Looked at through spectacles of that time," says Mr. Vilstrup, "one is immediately impressed with the boldness and courage of this undertaking, which involved the driving of a long diversion tunnel to pierce the mountain range which separates Lakes Coquitlam and Beautiful, the building of a dam at the south end of Lake Coquitlam, another at the north end of Lake Beautiful, the construction of penstocks to operate at a 400 foot head so as to drive a water plant to be built on the precipitous shores of the North Arm of Burrard Inlet. Added to these proposed developments were the further problems of building and operating a transmission line to carry a 20,000 volt current to Vancouver through

rough and heavily timbered mountainous territory, including a long water span across the Inlet at Barnet. It reflects great credit on the management and on all concerned that this great programme was carried through so successfully, and that power was transmitted to Vancouver in December of 1903."

As we of Burnaby today enjoy the benefits which enable us to light our homes, to carry us hither and thither and to furnish us with the many utilities of our domestic house-keeping, at the turn of a switch, utilising the falling waters of the mountain stream with the ease of an Alladin, we are apt to undervalue these transformations in our daily lives through the benefactions of hydro-electric power.

When, in 1892 the tramline through Central Park had started to operate, it was not long before the question of forming a municipality was impressed on the minds of the property owners of the lands there.

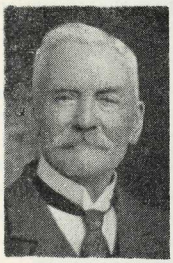
On June 30, 1892, the News-Advertiser of Vancouver contained the following announcement:

BURNABY DISTRICT

> A meeting of property owners in the district between the cities of New Westminster and Vancouver will be held in the office of Mr. Alexander Philip, 46 Lorne Street, New Westminster this (Thursday) evening at 7 o'clock to consider the propriety of forming a new municipality for this district. All interested are invited to attend.

A report of this meeting was given in the News-Advertiser the following day as follows:

BURNABY


Alex. Philip

A score of land owners of the Burnaby District met last night at the office of Mr. A. Philip. Mr. J. C. Brown, M.P.P. was appointed to the chair and said he was sensible of the honour of election as the first reeve of Burnaby. Mr. Claude Hill acted as secretary pro. tem.

Mr. W. J. Walker wanted to be convinced of the necessity of establishing a municipality. Mr. J. C. Armstrong in a most emphatic manner convinced not only the reeve of Surrey but everyone else present of the absolute necessity in the interests of the resident and of the non-resident property owners of the lands lying between the two cities of forming themselves into a corporation that they might be able to improve the values of their lands by making them accessible to settlement with good roads and bridges. He quoted the amount paid annually in taxes that went to improve Vancouver Island instead of the district in which lay the land.

Mr. N. C. Schou moved "that a municipality to be named Burnaby be formed to embrace all that portion of the District of New Westminster lying between the boundaries of the cities of New Westminster and

Vancouver and the Fraser River and any other adjacent parts of the district not included in the existing municipalities surrounding the lands desired to be included in the new corporation."

N. C. Schou

Mr. Wiggins seconded the resolution which was carried unanimously. Mr. Armstrong stated that for the past year, several property owners, of whom he was one, had been trying to form themselves into a working committee to effect what this meeting of ratepayers was called to attain, and they had made some progress. Mr. R. W. Armstrong was acting as their solicitor and would, in a few days have a list of the property owners in this district in hand. He would suggest that the two forces be joined and work together for the common cause.

The following was moved by Mr. A. Morrison and seconded by Mr. H. Elliott:

"That the following be an Executive Committee with power to forward the work in hand:—Messrs. E. E. Rand, R. W. Armstrong, John Wiggins, N. C. Schou, W. J. Walker and J. C. Armstrong, and that Messrs. R. W. Armstrong and E. E. Rand be requested to add the names of each of the property owners residing in Vancouver who will assist in the matter." The resolution was carried, and on motion Mr. Alexander Philip was appointed permanent secretary.

It was not until September 8 that the News-Advertiser reported that "Messrs. J. C. Alexander, John Wiggins, E. Mahon and Alexander Philip, representing the residents and property owners near Burnaby Lake left for Victoria to interview the Attorney-General regarding the formation of a new municipality to be known as Burnaby."

On September 8 it reported:

"The charter for the new township of Burnaby was received on Saturday 24th by the Secretary of the petitioning committee and the writ has been gazetted providing for the election of a reeve and councilors. The date fixed for the nomination is at 12 noon on October 8th, that for the election if a poll is demanded is October 15, both or either to be held at the power-house of the Westminster and Vancouver Tramway Company. Mr. Alexander Philip has been appointed returning officer.

A meeting will convene of the property owners of the district at an early date to discuss the most fit and proper persons to be nominated for the offices of reeve and councillors.

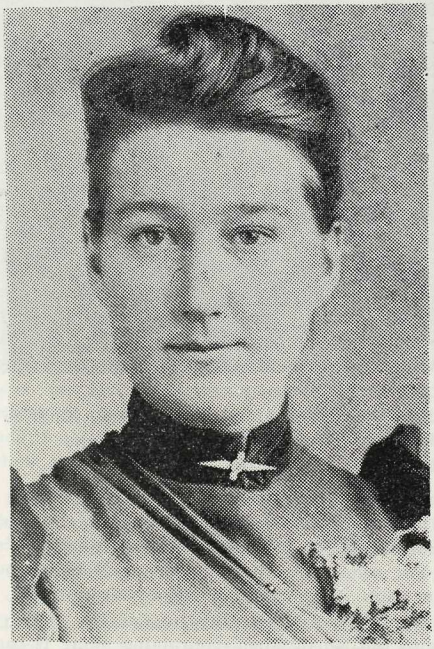
The application for the charter was signed by N. C. Schou and W. J. Armstrong."

At the above-mentioned meeting all officers were elected by acclamation, and held office to the end of the year only. Soon after, the council was flooded with applications for roads, but as no taxes had yet been levied, no funds were available. In the northern section of Burnaby no

roads were existent except the Douglas Road. Hastings Street was not opened for more than ten years afterwards.

A few years before this, however, a rough trail from Aliceville westward was opened to Barnet, where a station on the C.P.R. had been established in 1887, and where David MacLaren, a wealthy lumberman of Huntington, Quebec had built a small saw-mill in 1889. This mill had never operated, it having been built to fill a condition demanded by the provincial government that no person or company should be permitted to buy government timber without establishing a saw-mill in the province. The MacLaren Company owned large timber lands on Vancouver Island.

The mill did commence operations in early 1900 and millwrights were busy in preparing it for work in late 1899. Meanwhile a Mr. Ross became associated with Mr. MacLaren in the mill, the firm name being thenceforward Ross and MacLaren.



Mrs. Alice Jennings, nee Alice Webster (at 21 years)

Mrs. MacLaren's maiden name had been Barnet, and their second son's name was John Barnet MacLaren. He eventually came west to operate a mill for his father's firm over on the Fraser River. An elder son, Alexander came out to look after his father's mill at Barnet.

Aliceville was now in its heyday. John Alfred Webster had bought the acreage lying along the eastern side of the North Road at the Inlet, and for years the place had been a favorite seaside camping place for pleasure seekers. He had built a hotel there, and across the road on its western side, a Mr. Johnston had built another. Numerous cabins appeared along the waterfront, and a low wharf ran out into the Inlet for the convenience of bathers. Yachts sailed gaily across the waves to the farther shore or up the North Arm, and picnic parties continued prolonged residence under the shade of giant maples and along the sandy shores. Close

beside the cabins these maples threw their shade, and children romped in their cool shade.

When the C.P.R. had come to Coal Harbour in 1887, and long trains from Eastern Canada wound their way along the shore, a flag station was created there. It was named Aliceville in honour of Alice May Webster, who with her sister Mrs. Jenns, spent much time as hostesses at the Aliceville Hotel. The pleasant resort beside the clear waters was easily reached from New Westminster, yet it was exclusively reserved for the several families who owned the land there.

FIRST COUNCIL OF BURNABY
L. to R.—L. Claude Hill, William Brenchley, Alex Philip, (Clerk), Charles R. Shaw, (Reeve), William McDermott, John Woolard, and Arthur De Windt Haszard

The North Road was, up to about 1886, the main road to the Inlet from New Westminster, and in reasonably passable shape. It was at the time of the building of the Barnet Mill in 1889 that the road from Aliceville to Barnet was opened. For some years it was the only semblance of a road leading to Barnet from Vancouver or New Westminster. Travellers went from Vancouver by way of Hastings to Cassiar, thence to the Douglas Road and on to the North Road, continuing along it to Aliceville thence to Barnet. The Barnet Road from the west was not opened until 1903.

The first provisional Council of Burnaby had little to do; there was no money for road opening, and no public works. On November 25 they arranged for regular municipal elections: there were to be five wards,

the Reeve was to receive an indemnity of $25.00 for his services the balance of the year, plus $3.00 for each meeting he attended; the Councillors were to receive $3.00 for each meeting, but no councillors or the reeve should draw more than $100.00 in any one year. This was as a guarantee that meetings should not be called for the sake of the $3.00. Future nominations for the Council should be held on the 2nd Monday in January, and the elections were to be on the following Thursday, in the boarding-house at the tram-station. The one poll was considered all that would be necessary, and it should be open from 10 to 4. Only three roads were open in Burnaby at the time, except the eastern boundary, the North Road. These were the Vancouver Road, later Kingsway, the Douglas Road and the River Road, now called the Marine Drive.

On December 1st they passed a by-law that no Oriental be employed on municipal work under penalty of $30.00 for each offence. This was to apply to contracts.

The first regular Council elected by ballot consisted of Reeve N. C. Schou, Councillors Wm. Brenchley, L. Claude Hill, William Johnston, John Woolard, and W. Latham. It soon became necessary to borrow money, for requests for roads were insistent, and the first loan was from a bank,—$6,000.00 at 8%. It was specified that it was for roads only, to be spent pro. rata, according to the assessment of the wards. The total assessed value according to the first assessment roll was $1,249,-982.00. Taxes were slow in coming in and a second borrowing was made on November 25,—$3,000.00 also at 8%. It soon became apparent that if they were to have roads, some other scheme of financing would be necessary. Practically all the land-holders were without roads, and so many were wanted that it was not possible to meet the situation. The Council passed a statute labor by-law. Pathmasters were appointed and all men who were between the ages of 21 and 50 must work one day whether they were residents or not, if their assessment was for property valued at less than $500; if their assessment lay between $500 and $1,000 they must work 1½ days; if between $1,000 and $2,000, two days and for each additional $1,000 or fraction of it, one day more. Anyone might commute their work assessment by the payment of $2.00 for each day.

In a few years, on February 29th, (it was leap year), the Council passed a resolution "that $1.50 a day of nine hours be the rate of pay on all municipal work in future." (Was this done to discourage Juliet from proposing to Romeo?)

On June 24, 1894, a letter came from Eckstein and Gaynor asking that the old False Creek Trail be closed up from the Wise Road northward. This was the very historic forest path which Colonel Moody had cut from the Capital City of that day to False Creek, so that troops might march to the seaboard if necessary in time of war, when the tides or the winds made it impossible for sailing-ships to sail in through the First and Second Narrows of Burrard Inlet to the head of the North Road. It was at this time over 30 years old.

In that year of 1894, the Johnston Road was opened up; today we call it Broadway. Most of the work on it was done by David Kimberley. The bridge over the big ravine just east of Springer Avenue was built by Sidney Stride for $70.00 for work only, in the following year of 1895. James Layfield had been awarded this work for the amount of his tender, —$50.00 but he refused to sign the contract. Times were exceedingly hard, and wages low.

The Johnston Road owes its name to the fact that Councillor William Johnston owned considerable land there, in the vicinity of Lonsdale Avenue. The Council of 1894 consisted of Reeve Schou, Councillors Claude Hill, Eber Stride, Wm. McDermott, Peter Byrne and William Johnston. On April 21, a letter was received from Mr. J. J. Johnston, son of Councillor Johnston asking the council if it could arrange to meet at Councillor Johnston's house on Agnes Street in New Westminster, as Mr. Johnston was yet so ill as to be unable to attend the councli meetings. The Council immediately adjourned to meet at his bedside the same afternoon at 5. Mr. Johnston died on June 16, following which, Mr. George Brine was elected to serve as Councillor for the balance of the year. Mr. Brine's nephew, George Brine has been for some years the City Clerk of New Westminster.

On June 2nd the municipal clerk, Alex Philip intimated his resignation; the minute-books of the corporation were not altogether in order. A new clerk was at once advertised for and a salary of $300.00 to include the providing of a meeting-room for the Council, was offered. On June 23, Mr. A. Smither was appointed. R. P. Sharp was appointed tax collector on a commission of 2% on the taxes collected. Each councillor accepted what taxes he could, however, to save this 2% and the place of payment was the wide open spaces for there was no municipal hall.

In those years salaries were indeed slim; the assessor was paid $125.00 a year, the late Chief Justice Aulay Morrison, who was Burnaby's first solicitor received a salary of $75.00, and the Medical Health Officer, Dr. R. Eden Walker was paid the same.

Burnaby appointed her first police force on November 7, 1896, before that none had appeared necessary. The Force was always unanimous in its actions for it was embodied in the person of William Bailey, who was paid a salary of $2.00 a day. It appears that the principal reason for his appointment was the fact that Burnaby's main road, the Vancouver Road which we now call Kingsway was being all cut up by wagons and buggies, the former sometimes with heavy loads. The tall firs of the forest lining either side so shaded the lane-like road from the sun that mudholes had no chance to dry up. The Council passed a wide-tire by-law that any wagon which carried a load of one ton must have tires at least four inches wide. Fifty notices to this effect were posted up along the country road. The settlers' swine wandered along its shady length, and being disturbed so seldom by passing vehicles, wallowed in the cooling mudholes and rooted up the roadway, so that on December 7 the Council

notified the police force of one man to "warn all owners of the swine running at large and damaging the road that they are liable for the damages done."

In 1894 quite a lot of gravel had been poured into these wet spots, and this was continued more abundantly in 1895 when cedar punsheon in considerable quantity was laid both on the Vancouver Road and on the road to Hastings. But in all of the northern portion of Burnaby, no road whatever save that from Aliceville to Barnet existed, in 1895, excepting the trail called the Johnston Road, just opened up. Loggers and shingle-bolt cutters were cutting the timber from the most accessible places, mainly along Burnaby Lake, the Still Creek area and the section between Capitol Hill and Vancouver Heights and at Barnet. But in the area between these places an immense amount of big timber lay untouched and the wild deer and the bear roamed at will, the cougar still crouched above the accustomed path of its prey, and the beaver built its lodge along the forest stream. Giant monarchs of the wood threw their towering heads 300 feet high to catch the sunlight, or bent their branches before the gale. The words of Longfellow describe it:—

"This is the forest primeval. The murmuring firs and the hemlocks
Bearded with moss and in garments green, indistinct in the twilight,
Stand like druids of eld, with voices sad and prophetic;
Loud from its rocky caverns, the deep-voiced neighboring ocean
Speaks, and in accents disconsolate answers the wail of the forest."

But now, about 1894 the price of logs so deteriorated that the loggers called a halt, and for a few years little was heard of the ring of the woodman's axe in these solitudes of the northern section of Burnaby. It was a period of hard times throughout Western Canada.

Some two years previously, however, the logging firm of Rowling Brothers, Macpherson and Smith had inaugurated quite an ambitious scheme to log off the lands above and around Burnaby Lake, and deliver them to the sawmills at New Westminster. Invoking the powers of the Provincial Rivers and Streams Act, they proceeded to remove the obstructions in the Brunette River, to dam the stream where it issued from Burnaby Lake and to construct locks to enable them to float their logs over the sections of the stream where huge rocks obstructed the free passage of the sawlogs down the stream. They were given the exclusive right to charge a toll of 25 cents per thousand feet to anyone who desired to use the stream for a like purpose. This agreement was in perpetuity. They hauled a steamboat along the Douglas Road in winter on an immense sled from Burrard Inlet to Still Creek, and with it towed their forest product down the Creek and Lake. An account of this engineering scheme is to be found in the Vancouver News-Advertiser of April 14, 1892. Their main scene of operations was in the neighborhood of the Douglas Road north of Still Creek. Bark from the logs which had been torn from them in their passage along the skidroads furnished fuel in abundance. Still Creek was in that day a tortuous stream, the banks of

which were lined with willow scrub, and toward its lower end the low-lying land on either side of the stream was covered with a thick growth of wild crab-apple. Wide-spreading lily pads of richest green floated on the waters and were interspersed with the aromatic blooms of yellow and white, which blended their fragrance with those of the flowering crabapple shrubbery along the shores, and Mr. Rowling recalls today the pleasing memories of former years when he floated along the placid bosom of the quiet waterway enjoying the lovely surroundings and inhaling the pleasant aroma of aquatic plant and flowering shrub. Along the Brunette were many beaver lodges, and deer and wild game abounded within the covert of the shrubbery, or grazed along the lake shore.

In September of 1892 the City of New Westminster was successful in having an injunction granted prohibiting Mr. Rowling from floating logs down the Brunette because of the danger of sweeping away the mid-stream support of a newly constructed bridge across the river. A celebrated law case ensued, resulting in the confirmation of the logging company's rights, based mainly on the fact that the Brunette River was tidal water, and therefore under the jurisdiction of the Dominion Government, who alone had the authority to erect any bridge over its waters, or to permit others to do so. This case and its outcome is reported in the News-Advertiser of September 10, 1892.

With the drop in the price of logs, Rowling and Company refrained from logging for about ten years, when, in 1904, the Connor Logging Company, whose camps were on the Vancouver Cemetery site of later years, wishing to use the river, made, from necessity an arrangement with Mr. Rowling to reconstruct the dam (which had been removed temporarily because of the obstruction to the passage of fish during the spawning season), and to pass the logs of the Connor Company down the stream. This was in 1904. One fir tree, the stump of which measured 12 feet across at the cut, was then felled. The stump, close to the Johnston Road at Lonsdale Avenue, remained there until 1912.

In 1892 and 1893 Mark Lumley cut considerable cedar along the north side of Burnaby Lake, using a threshing engine which he procured from Lulu Island for power, to convert it into lumber. His mill and camp were on the northern side of the Johnston Road, now Broadway, and just east of the big ravine midway between Holdom Avenue and Springer. His main skidroad led from the heights of Capitol Hill east of, and paralleling Delta Avenue to near Hastings Street, still unopened, thence down the bottom of the big ravine mentioned to the mill. L. T. Dundas had been busy logging the heights of Capitol Hill about 1902. His camp was just south of Dundas Street and west of Grosvenor Avenue, (we speak of the present street locations), and his chief logging powers was a number of ox teams, the stables for which could be located by the debris on the lane west of Grosvenor immediately south of Dundas until recent years. A good spring existed near the eastern edge of Grosvenor Avenue, two lots north of Dundas, which disappeared with the clearing of the forest surroundings. This was his water supply.

LOGGING AT ROYAL OAK IN 1911. THESE CEDARS MEASURED 33 FEET AROUND

About 1903 his activities were gradually transferred to the vicinity of Sperling Avenue and these holdings he sold to Herbert Gilley about 1903. Mr. Gilley had come from New Brunswick in the Spring of 1879. He was born at Walwig, 12 miles from St. Andrews, and was only 16 years old when he decided to follow his oldest brother Walter R. to British Columbia. As Mr. Gilley was a prominent citizen whose activities covered much of the story of Burnaby's development, an extended biographical sketch of his life is here given. His father, Walter Gilley was for many years a school teacher of New Brunswick; his mother, nee Sarah Rogers was a sister of Jerry Rogers, the Paul Bunyan of the logging industry of earliest Vancouver and Jericho; the latter locality being named in his honor. The father came to New Westminster in 1888, after all of his four sons (the 4th son had accompanied him from the East at this time), had located in and around New Westminster. Herbert Gilley's oldest brother Walter R. had come to B.C. in 1877 to engage in the logging industry with his uncle Jerry Rogers at Jericho, and, in the Spring of 1879. Herbert, being only 16 years old followed. He too, was engaged by his uncle at Jericho, and being yet a youth his duties were mainly those of a chore boy, in attending the oxen and milking cows at Jericho. During the first summer of his residence in B.C. Mr. Rogers died. An extended obituary appears in the Mainland Guardian of the time. During his fatal sickness, Herb Gilley lived on the old Jericho place and took care of the cattle. His trip over the continent had been via the Union Pacific, and it lasted 16 days from St. Andrews, N.B. to San Francisco. Thence five days were required to make the ocean voyage to Victoria. Following the death of his uncle, the Jericho place was abandoned, and Herbert Gilley, 17 years old, became a deck-hand aboard the "Ada," captained by his other uncle William Rogers. It ran between New Westminster and Nanaimo.

The fishing industry was very brisk in those years,—the salmon were so plentiful that it was a common sight to see the upper half of the fish composing the almost solid mass protruding above the water, riding, so to speak, on the backs of their fellows below. Canneries were built on borrowed money entirely in some cases, and paid for in a single season.

After a year and a half of voyaging back and forth on the "Ada," and witnessing these sights during the salmon runs, Herbert Gilley spent some months in the canning business, and in piledriving along the Fraser and on Burrard Inlet. Every member of the Rogers family and those of the Gilley family were mechanically inclined and gifted with an initiative which made them very valuable in a new country. The tractor used by Jerry Rogers in his logging operations at Jericho was at first unsuccessful but soon through the adaptation of the skidroads to overcome this, was a success, a sample of the ingenuity and resourcefulness of the family. Once, in an outlying district in California, William Rogers, master of the Ada. had broken a cylinder head, and it being completely impossible to secure a new one, he made one of hard oak. Herbert Gilley possessed the same trait. Ship building, bridge building and piledriving

had been the main lines of work of almost the whole male members of the family. While still in his early twenties he was driving piles for the Haig canneries on the present site of Port Mann. He drove the substructure for the government wharf at Steveston and for the Tiffin Sawmill where Ioco is today situated. He drove the piles, too, for a more permanent bridge at Westminster Avenue, now Main Street in Vancouver, over False Creek. In June of 1886 he was driving piles for the Royal City Mills in Vancouver and on Sunday the 13th when the disastrous fire occurred he was engaged on the piledriver there. The Robert Dunsmuir was moored beside the Hastings Mill wharf and his uncle, William, was her captain. Mr. Gilley's cousin, William, son of the captain, was a fireman on the Dunsmuir, and another cousin, James, was a deck hand. That Sunday morning, Herb Gilley was visiting his relatives on the Dunsmuir and while there the fires, which had been burning continuously around Yaletown, were seen to be out of control and sweeping quickly to the settlement at Vancouver. Soon they reached the older clearings around the straggling settlement where the slashings were dryer, and now they assumed the proportions of a holocaust. Lurid flames shot their forked tongues high in the air and dark clouds of smoke arose above the doomed village.

Herbert Gilley started to run along the dirt road to his piledriver. He met his cousin William running for the steamer to get up steam, as well as several wagons heavily laden, drawn by galloping horses, racing eastward. Jim Rogers found it necessary to stand at the rail of the Dunsmuir with an axe to prevent too great overloading soon after. Many kegs of stumping powder on the wharf were hurriedly dumped into the water. That night Vancouver's mayor, M. A. McLean, slept on one of the dining room tables, while Tom Dunn, the hardware merchant, occupied another. Mr. Dunn, who relates the incident, mis-states the vessel to have been the Princess Louise. Bodies of victims to the devouring flames were found in the bottom of a shallow well and under the partial protection of a heavy mattress, beneath which it had been necessary to crawl in their haste. C. Gardiner Johnston lay flat on the earth, burying his face in the cool ground as well as he could, and the effects of the intense heat were apparent on his countenance until death. The late Dr. Langis told that when the skeleton which he had dug up on Deadman's Island some years previously and having wired it together and hung it in his office, using it in his anatomical lectures, was found in the ruins after the fire, its finder said, "He must have been a very sick man for his bones were all wired together."

Herbert Gilley, besides taking a prominent part in the piledriving business in those days, also served on the "Gertrude" running from New Westminster to Yale, and later on the "Robert Dunsmuir."

In 1887 his two brothers, Walter R., who had arrived in B.C. in 1877, and James R., who had arrived in 1886, removed their business of teaming from Haney to New Westminster, and were now joined by Herbert,

operating under the name of Gilley Brothers. Soon after, the youngest brother, G. Emerson Gilley, who had come West with his father in 1885, being then only twelve years old, but now having reached manhood, entered the firm, and thereafter was the chief director of the office management.

To return now to the logging operations in North Burnaby; when early in 1903 L. T. Dundas was logging the area just west of Sperling Avenue, which avenue was then unopened, numerous Chinamen were cutting shinglebolts along his skidroads from the Inlet to the Johnston Road. A main skidroad ran up a ravine from where the Nobel Siding with its powder magazine is located. This logging business was taken over by Herbert Gilley in the summer of 1903.

Floodgates at the railway held the water from the little streams which here converged at high tide levels, and this formed his booming grounds, south of the C.P.R. tracks. At high tides the gates were opened and the logs floated beneath the bridge at this point. Part way up the side of the western ravine above the floodwater level stood his donkey engine with cylinders 10 x 12, hauling his logs from a second donkey 5,000 feet southward with steel cables a mile long. This second donkey hauled them from another yarding donkey still farther south. All his operations that year of 1903 were on the west side of the Pole Line Road which we now call Sperling Avenue. Besides his logging operations that summer, Mr. Gilley opened the Pole Line Road from Hastings Street to the Johnston Road. It was so named because it carried the high potential power lines of the B.C. Electric Railway Company from Lake Buntzen to the substation at Gilley Avenue, near Edmonds.

Hastings Street had just been opened from Boundary Road to Barnet and now provided an open road for these wires. Mr. Gilley cut down all standing timber on a roadway 66 feet wide and any trees beyond this which were in danger of falling on the wires, removed all roots and debris from the 33 feet in the centre of the right-of-way and graded a road 16 feet wide. He tells us that a giant tree, almost twelve feet in diameter stood fairly in the intersection of Curtis Street and the newly opened road.

The Company opened the right-of-way from the Johnston Road to the power-house at Gilley Avenue. Mr. Hermon of Hermon and Burwell was supervising engineer inspecting the work.

Thirteen bears were killed that summer within three-quarters of a mile of the camp and seldom a day passed that some workman did not see one. The boom-man down at the railway was Stanley Lever, still living until quite recently in Saanich, on Vancouver Island. Scarcely a Saturday passed that he did not secure a deer within the first hour of his hunt and this continued all summer. In 1904 Mr. Gilley was driving along with horse and buggy on the Douglas Road near the present crossing of the Burnaby Lake tramline, accompanied by a friend from Bellingham when a fine stag with wide-spreading antlers was seen

standing on a log beside the road within 20 yards of them. They stopped and admired the noble animal and he returned the compliment, being quite unafraid. He was a very pretty picture and Mr. Gilley expressed regret years later that he was unable to "shoot" him, even with a camera.

In that year of 1904, Mr. Gilley cut the main skidroad from the powder magazine site at the Inlet, south-east, past the little lake usually called "the beaver dam" at the south-west corner of D.L. 138, and continuing on past the Johnston Road. At the little stream which then poured quite a volume of water from the forest depths, but which has now completely disappeared, its dried-up bed still easily recognised where it crosses Curtis Street close to Augusta Avenue, he set his second donkey engine, a hundred feet south of Curtis, and with it he hauled his logs from the top of Burnaby Mountain, down a skidroad still discernible, for it ran for three-quarters of a mile straight eastward to a camp high on the crest of the mountain, 1000 feet above his booming ground at the railway. Curtis Street was then unopened, but it had been surveyed, and his skidroad ran up the right-of-way. In thus locating it, Mr. Gilley hoped to receive some recompense from the municipality, but in this he was disappointed. His camp at this time was beside a fine stream near the south-eastern corner of D.L. 209.

In 1906 and 7, his camp was beside his main skidroad one-quarter mile north of the Johnston Road, while his logging operations were carried on around the beaver dam, and southwards to the Johnston Road. He had stopped the cutting of fine cedar trees into bolts, and they were now being cut into saw-logs. The little lake, which was in reality a dam on the small stream mentioned, was often spoken of as "Squint Lake." The former owner of the lands on which it is situated came from Ontario, near the Bay of Quinte, east of Toronto, and he called it "Quinte Lake." The name is properly pronounced as though spelled Canty, but in the course of time, people seeing it in print oftener than hearing it spoken, gave it the colloquial name of "Squint Lake." Beautiful water lilies spread their green leaves upon its surface, and sweet scented blooms diffused a pleasant fragrance on the air. The bank of the beavers' dam was thickly covered with a copse of crabapple and the acres of peat moss above the dam were covered with the low-bush cranberry whose delicate pink blooms, gave out a pleasing aroma, which, mingled with those of the apple blossoms lent an added fragrance to the air in time of Spring. It was about 1913 that a friend of the land-owner in a joking mood mentioned to him that all waters of that extent belonged to the government if they wished to claim them. Within a few days, one night, a shot of blasting-powder opened the dam. Beaver lodges, although abandoned some time before, remained for some few years there. While logging in this locality, a party of officials of the Dominion Government Forestry Department visited the scene of operations, and a photograph, published in a government pamphlet showed thirteen men standing on a huge stump there.

Mr. Gilley has cut spars for sailing ships in Burnaby,—one of the last was cut at the camp at (or near) Gilley Station in South Burnaby, where Emerson Gilley was superintending operations. It was 136 feet long. Gilley Station was so named because there. in the early nineties their skidroad crossed the newly-constructed interurban tramline. One giant trunk which they took to tidewater was 90 feet long, 58 inches in diameter at

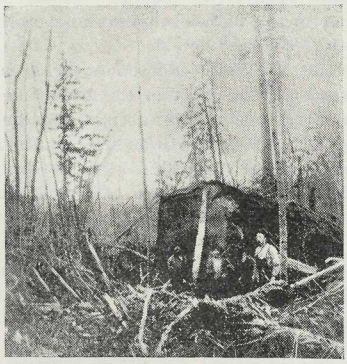
Gilley Brothers Logging around Gilley Station about 1904

the top and seven feet at the butt. Burnaby has furnished some healthy toothpicks.

It was about that time too, that Henry S. Rowling transferred his logging activities from the Burnaby Lake and Brunette River area to the vicinity of the Byrne Road. That road was so named because there, Pat Byrne, who came to Canada from his birthplace some 60 miles northwest of Dublin at Cootehill, in County Cavan, made his early home in Burnaby. When, after some years, he returned to the land of his birth, his brother Peter Byrne took over the home established there. Peter Byrne married Priscilla Rowling, a sister of Henry S. and thus Henry was among relatives. Mrs. Byrne, who in 1946 still lives in New Westminster, was born at Sapperton, the daughter of William Henry Rowling

and wife, in 1865, and has witnessed the phenomenal growth of New Westminster and of Vancouver from the primeval forest.

When she was only three years old, her parents removed from the romantic suburb beside the North Road to a bush farm on D.L. 258. The family thus became the first residents of what later became the municipality of South Vancouver . She well remembers how, in those early years of her childhood the McCleerys, Sam and Fitgerald, who had cattle ranches a short distance below the present Marpole, drove in winter their sleighloads of beef along the frozen Fraser, to New Westminster, and how the packs of timber wolves which were numerous in those days, followed the scent along the snowy track, howling as they went.



10 ft. Log—8 ft. Saw

In the vicinity of the Byrne home, the Woolard Creek, so named because John Woolard, one of Burnaby's original councillors had a small milk ranch near its headwaters, meandered across the low flats to pour its waters into the Fraser. It was beside this Woolard Creek that Jerry Rogers established one of his early camps about 1870, and cut the very best of the timbers for sailing ship masts, floating them down the stream which was then of some considerable size. When Henry S. Rowling instituted his logging operations there in 1897, the many stumps and the skidroads of his predecessor were well in evidence.

Jerry's camp had been located on D.L. 160. He owned D.L. 96, which extends from Gilley Avenue eastward from the tram station at Fraser Arm.

About 1893 Mr. Byrne decided to cut a ditch alongside the embryo road we now know as the Byrne Road, and to it he led the waters of Woolard Creek, which always partially disappeared in the porous mossy peat which there abounds. To conserve the water as much as possible, Henry S. Rowling, who had, three years earlier placed flood-gates along the Brunette, now built three flood-gates along the Byrne Ditch, and floated his logs without difficulty to the Fraser.

These gates were of two inch plank, and were seven feet wide ,six feet high, and were raised and lowered as desired by windlass. Some years later, Gilley Brothers used them as their builder had done.

About ten years earlier, the Royal City Mills of New Westminster had established a logging camp beside the rough trail we call Riverway about one-half mile east of Boundary Road, on what was then known as "the Wintemute Place," thought to be D.L. 150. It later was owned by

D. C. MacGregor, late reeve of Burnaby, and the mansion he erected on the property there beside the big ravine became later the Borstal Home for boys. A considerable stream debouched from the forest of the uplands there, to flow across the flat to its bourne in the bosom of the Fraser.

Mr. MacGregor named his country home Glen Lyon, for his birthplace was in one of the vales of Scotland called Glen Lyon. It is in the western part of Perthshire, and is girt about by mountains on all sides: the Trossachs on the south and the Grampians on the west. The locality "excels all others in Scotland in the picturesqueness and multi-form variety of its scenery."

D. C. MacGregor

It is there that Sir Walter Scott set the scene for his beautiful poem "The Lady of the Lake," and there he declared "I was in the habit of spending some time every autumn in this romantic country." It is scarcely twenty miles from Glen Lyon to lovely Lake Katrine, upon the clear waters of which was set the island home of the subject of Scott's charming poem.

In the summer of 1887, during the summer school holidays, there came from New Westminster "a little chap with curly flaxen hair, as full of pep as anyone could be." He had taught school for a year or so, and that fall he went down to Nova Scotia to attend Dalhousie University to study law with his chum, Robie Lewis Reid. It was Fred. Howie, later Judge Howay. For a short time he was timekeeper at the lumber camp. This firm logged northward toward Central Park.

These, then were some of the men who logged the timber from our Burnaby lands. Doubtless there were others, but these comprise most of them. Years later, when the Great Northern Railway built its tracks along the northern shores of Burnaby Lake, the Royal City Mills built a sawmill of considerable size near the foot of Piper Avenue at Lozells. Two men, C. T. W. Pyper and Alfred Wiggs built another one, a small mill close at hand, and the siding placed there for shipping purposes was named Piper's Siding. (The original spelling of the mill-owner was as given: Pyper, but through time this became Piper as applied to the siding and avenue). This was about 1906 or 7.

Shortly after the incorporation of the municipality in 1892 the settlers along the two roads, that is, Kingsway and the Douglas Road, decided that a school was imperative for their children, some of whom were now in their teen ages and had not, during some years past of pioneering, had the benefits of an education. There was not, at the time more than 250 people living in all of Burnaby, and these lived mainly along these two country roads.

The Burnaby Lake area claimed most of these,—its pleasant waters and its low-lying land which was easy of access and considered very suitable for small fruits, the cultivation of which occupied the attention

of most of them had beckoned invitingly to our pioneer settlers, for stages had been running regularly from New Westminster to Burrard Inlet for more than a score of years through the district.

But a few had located beside the Vancouver Road, notably Lancelot Grimmer who having lived in England, in Australia, in California, and latterly at Cloverdale, had recently bought D.L. 94, and was settled alongside the Royal Oak Avenue, north of the Vancouver Road.

A meeting called in the Semple boarding-house developed a spirited battle of wits; it was felt that the personnel of the trustees about to be elected would decide the location of the future seat of learning. Mr. Grimmer was elected, then Bernard R. Hill who lived near Deer Lake beside the Douglas Road. A third man was eventually elected in Mr. Robertson, an employee of the tram company:—things had thus reached a stalemate. However, the men from the Vancouver Road area had come with a very reasonable offer of a site in that section, but up till now it had not been made known. The Douglas Road group countered effectually with an offer from T. J. Trapp, of a free site on the Douglas Road, an acre in extent, and this was accepted. It was opposite the Edmonds Street school. The original Burnaby school which was built by the settlers themselves, still stands there, remodelled to serve as a residence. Its street address is 1875, Douglas Road.

Miss Ethel LePage

The trustees had engaged a Mr. Sparling to teach, but when the building was ready for use, in January of 1894, he sent a letter advising them that, having secured a school in Vancouver, he was not available. The letter was forwarded in the care of of Miss Ethel Lucretia LePage, and contained a suggestion that Miss LePage should be engaged instead. To this the trustees agreed.

The school was opened on January 22, with an enrollment of 41, some of whom were well along in their teens. The building was estimated to be worth $1750.00.

Of those first pupils of a Burnaby school a number are still with us. Referring to the cut on Page 120, the three trustees are standing in the rear. Miss LePage is the lady wearing the boa scarf and white hat. On her right is Annie Love, now Mrs. Wallace Whiting, living beside Rochester Road in Coquitlam. On her left is Lance Grimmer. Mr. Grimmer was one of the oldest conductors on the Burnaby Lake interurban tramline. He died about six years ago. A son of Bernard R. Hill stands next, (with white strap over his shoulder). Beside him, between two taller boys is George Love, still living at 1356 Newcombe Road in Burnaby. At his left and behind him is George Hardy, said to be living near Haney. In the front row, Dolly Stewart stands beside her older sister Kitty, each holding a bag. Their brother Billy holds another, as he stands at the left of the picture. George Leith in a smart sailor suit

peeps behind the heavy coatsleeve of Charlie Allen. Next to Charlie, is Percy Easthope in dark suit. Vincent Easthope, with cap not quite straight is next. Arthur Easthope wearing a pleasant smile stands at his side. Their elder brother George, who today heads the boat-building and engine building firm near Stanley Park entrance is at the extreme left, wearing a flat felt hat. His home is in Lochdale. Willie Grimmer is the one in front whose knotted tie of fancy cord shows distinctly. Ernie Hardy stands quite unconcernedly at the end of the front rank with hands in his pockets.

Miss Ellen Lister

The attendance of so many overgrown pupils was rather much for the young lady, and late in February, four weeks after the opening of the school she found it advisable to resign. One of the youths whom she attempted to chastise objected, and carried her out of the room in his brawny arms.

She was succeeded on March 4 by Miss Ellen Lister, who continued to teach there for the next ten years. Miss Lister was then almost forty years old, and had taught school in England for 12 years, then at Mission, and at Otter and more recently at Brownsville, opposite New Westminster. She usually rode up the Douglas Road from her home in New Westminster on a bay pony with black points, and frequently behind her sat a young nephew, named Kirkland. Her pony, she tells us, had a penchant for eating the school children's lunches if opportunity presented.

At the end of the first year Mr. Robertson resigned, and at a meeting called in the school to elect a successor, there was not sufficient to form a quorum for the transaction of the business in hand. A Mr. Hardy was digging a well on the school grounds, for Burnaby had no water system until eighteen years later, and the meeting was adjourned to meet at the well outside. Mr. Eber Stride was nominated by Mrs. Burgess from the top of the well, and his nomination was seconded by Mr. Hardy at the bottom of it, and he was elected unanimously. When, long years after, Mr. Stride told of that election to the writer, he said he did not think much of the low-down method employed. He mentioned, too, that shortly before this, a councillor came to him and expressed the belief that he could get the appointment of road foreman if he had not been a councillor, and asked Mr. Stride if he would consent to take his place as councillor if he resigned. Mr. Stride agreed, and the change was made, without an election. "We did some pretty funny things in those days," said Mr. Stride. A resolution of the council had appointed him.

Eber Stride

Burnaby's second school was that at West Burnaby, which is now known as the Kingsway West School.

When in 1891 the Central Park tramline was built, the Provincial Government owned a continuous strip of territory extending from Joyce Road to Royal Oak Avenue. When it had been running for about three years, the government was induced to subdivide about 1894, the eastern portion, from Patterson Avenue to Royal Oak Avenue, and this they sold in 4 or 5 acre blocks, at $100 an acre. According to an early settler there, Mr. Arthur Lobley, much of this acreage was returned to the government by the purchasers, who had found the clearing of it so heavy as to make its purchase undesirable. Nevertheless a number of permanent settlers resulted, and the government reduced the selling price ultimately to $60.00 an acre.

In 1896 these settlers required a school and the West Burnaby school was built. It was opened late in December of 1896. The original school grounds were only one acre in extent.

Mr. Hugh Brown, the principal of the school, has furnished a splendid picture of the early school days there. It may be well to state that the slaughter house he mentions was operated by a Mr. LaPointe. It stood just east of the tram crossing, at the head of a ravine into which the offal was dumped, where birds and wild beasts held nightly carnival, accompanied with a continuous chorus of growls from the participants.

The beasts about to be slaughtered were shot within an enclosure surrounded by a high tight board fence which was full of holes in consequence. The carcasses were delivered to New Westminster and Vancouver. This was one of Burnaby's first industries.

Mr. Brown's description is as follows:

"The history of Kingsway West school is the story of the growth of this section of Burnaby from a backwoods settlement with only a few scattered houses set in a great forest, to a thriving urban community.

"As the early teacher there," (she was paid a salary of $50.00 a month,—$600.00 for the years of '97, '98 and '99; and a total of $40.00 covered the entire other yearly expenses), "viewed her new charge in that early year, could she have envisioned what the Burnaby of 1946 would be? Her new school was of the little red school house type, a one-roomed structure, built on the corner of McKay Avenue and the Westminster Road, where the Royal Bank now stands.

Westminster Road, a typical country road, stretched its dusty way between tall timbers and blackened stumps to New Westminster. The pupils made their way through bush trails to McKay or Westminster Road . Barefoot Tom Sawyers rolled up clouds of dust as they shuffled along to school while the girls followed more demurely behind.

Should one of the frequent herds of steers on their way to the slaughter house at Central Park come in sight, the demureness of the girls would vanish like scat, and they would be perched in the trees beside the road as soon as the boys. From this point of vantage they

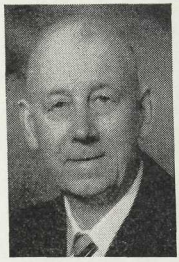
would watch the cow-boys and their charges as they passed beneath them.

The chief game at school was nobbies, a game not unlike lacrosse, but having this advantage that if you broke your stick another could be cut in a few minutes from the nearest vine-maple.

It was not long before the government gave an acre of land for school purposes, and here a two-roomed structure was built. Miss Lougheed remained as teacher but was shortly afterwards succeeded by Mr. Cunningham. The school population had grown so large by 1902 that the second room was opened with Mr. Shepherd in charge of the senior room and Miss Larsen of the junior.

Before many years it was necessary to build again and in 1909 a four-roomed building was opened alongside the original school with Mr. Yates as Principal. By this time Westminster Road, soon to be named Kingsway was a fine macadam road, a regular speedway for fast trotters, and the odd automobile. Lacrosse was at its peak ,and streams of vehicles passed the school bound for New Westminster on game days. It was, of course, the dream of every youngster to possess a lacrosse stick.

The influx of settlers during this period was so great that another four rooms were added to the first four, and the old building was completed as it is today. It was at this time that Mr. Griffiths, the present Principal at Gilmore Avenue school was in charge of the school.



Stanley Griffiths

The original two-roomed school was raised in 1916 and equipped as a Manual Training and Domestic Science centre. It remained in continuous service until 1935 when it was destroyed by fire which almost destroyed the adjoining building as well. The old School Board Office was then remodeled and has since been the Industrial Arts Centre.

In 1920 an additional acre of land was purchased for $12,500.00 and the first unit of the present bungalow building was completed in 1922. At this time Mr. C. G. Brown, our present School Inspector was Principal.

Further additions were made, and by 1928 the four rooms of the first building were increased to eight. When Mr. Brown took over Burnaby South High School, he was succeeded by Mr. Blair who guided the activities of the school until his death.

Any history of the West Burnaby school would not be complete without some mention of Miss Forrest who retired in 1941, after spending more than thirty years in the primary department of the school.

Though the present-day youngsters do not have to climb trees to avoid herds of wild cattle, they perhaps live an equally hazardous life dodging the cars and trucks speeding down Kingsway, and though they would have to look far to find a suitable vine-maple for a nobby-stick, they seem to get as much exercise and entertainment from football, baseball and other modern games as their predecessors fifty years ago.

The original school over on the Douglas Road having always been referred to as "the Burnaby School," it was natural that this should be known as the "West Burnaby School." There were only the two main settlements in all of Burnaby at the time.

The price of lumber having, in 1899 advanced sufficiently to make its manufacture more lucrative, Ross and McLaren, owners of the mill at Barnet, which had lain idle since its construction some ten years previously, now proposed to prepare it for operation, and in anticipation of this event, millmen commenced to gather there. A small school was opened by the mill authorities, for there were not yet sufficient children there to entitle the community to a grant from the province for school purposes. The school was held in a disused harness-room beside the mill, which a mill carpenter remodelled roughly for the purpose. It was not long since Henry Ford, working in his simple laboratory in his home in Detroit had, using a short piece of water-pipe for a cylinder, and a spark from his electric light bulb, succeeded in producing the first working model of the internal combustion engine, the fore-runner of the motor car. The high peak of transportation along the highways of Canada by fast trotter was still about fifteen miles an hour.

Mr. Henry J. Whittaker, an employee of the Royal City Mills in New Westminster, with wife and five children of school age, removed to Barnet. This enabled the community to receive the government grant, and a School Board with Mr. Whittaker as one member was appointed. In that day, each school district had a separate School Board, a condition which existed until 1906, when, through the exertions of Reeve Charles Sprott, in concert with others, they prevailed upon the provincial government to appoint one School Board for the whole of Burnaby, as at present. The first meeting of this larger Board was held in the West Burnaby School on March 31, 1906, and of this Board, Mr. Whittaker was a member.

Miss Phoebe Spragge was the first teacher at Barnet and she was called a "monitor," (possibly she did not hold a teaching certificate at the time). Her salary was $40.00 a month, amounting to $480.00 for the year. To this was added $40.00 for yearly expenses, a total of $520.00. Miss Spragge was succeeded by Miss Ada Howell, now (in 1946) living in Victoria, Mrs. Beer. The heating arrangements in the old harness room were not satisfactory, the stove-pipe leaked smoke fearfully, and school was dismissed frequently until the air was cleared.

Apparently, about 1902, the school was removed to a house in the east end of the village, (the only one which stands sideways to the Barnet Road), and in 1907 the present building was built. As there has been some difference of opinion as to which school was Burnaby's second one, we reprint part of the Annual Report of Burnaby's Medical Health Officer, Dr. R. Eden Walker, its date is December 22, 1900, and it reads:

"Until my recent visit to Barnet, I was not aware that a school existed at Barnet."

Burnaby's fourth school was that originally known as the Dundonald school, built in 1905 on a tiny clearing in the midst of a dense forest. The original clearing was only large enough to furnish a site for the small building, which cost $600.00. The total attendance the first year was only thirteen. The pupils represented the families of Byrne, Woolard and Thrussell. The teacher of this school which was closely hedged in on all sides by the forest, bore the rather appropriate name of Miss Forrest. Speaking of this recently, Secretary Frank Russell remarked that the Forrest inside was not nearly as dense as was the forest outside. This is the same estimable lady mentioned by Principal Hugh Brown as teaching in the West Burnaby school. She had been teaching the pupils of Burnaby continuously until in 1941 she was superannuated. The original grounds comprised only one acre. It was succeeded by the

The Private School of Miss Harriet Woodward at Burnaby Lake

Top Row: Beatrice Clayton, Muriel Sprott
At Left: Melvin Mawhinney; at Right: Geoff Peers
Front Row: Arthur Peers, Kitty Hill, Florence Hart
Squatting at left, Bob Peers, (W. J.) and at right, Walter Gordon

Fraser Arm School, and later by the Nelson Avenue School.

In September of 1904 the first school in the Burnaby Lake area was opened by Miss Harriet Woodward, in her home on the shore of Deer Lake.

Beatrice Clayton, now Mrs. Evans of Sandwick, Vancouver Island and Kitty Hill, now Mrs. W. J. Peers, for some years living in Victoria, were her first pupils. They were soon followed by the late Muriel Sprott and the Peers boys,—Arthur and Bob. Arthur, usually called Mike,

became a Commander in the Canadian Navy, and Bob, whose initials were W. J. was Manager of the Bank of Nova Scotia in Victoria for a time, but now in a similar capacity in New Westminster. Their brother Geoff who later went to this school, became Assistant Guardian of Enemy Property during War No. II. They were later followed by their sister Betty, now Mrs. Freetain Smith of Hollywood, California, and a younger brother Dick, a chartered accountant of Vancouver.

Life in those early days was primitive but at the same time interesting, as pioneering life always is. Sperling Avenue was opened about this time and was known as "the pole line road", but neither water nor electric light was available.

A small cottage amid evergreens and dead stubs held this little private school in the home beside the lake shore, but it gradually emerged into a more open countryside as the neighborhood developed.

But with that growth the time came for enlarging school facilities, and the Lakeview school furnished the older pupils with them. For a number of years the little private school continued on, for the younger children who in turn took their places in the larger public school.

Miss Woodward still lives in the locality, assistant postmistress at the Burnaby Lake postoffice.

Lakeview School, on the Douglas Road was built in 1907, on grounds covering two acres. These were soon followed by the Hamilton Road school, the Duthie school, (now superseded by the Sperling Avenue school), and others.

When the larger Burnaby School Board was created in 1906, the members were Donald Ross, Chairman; J. J. Mervin, Henry J. Whittaker, Mr. Thrussell and Thomas Sanderson, with Sam Shepherd, an ex-teacher as Secretary. The 1907 Board was Ross, (Chairman), Whittaker, Maxwell Smith, George Emery Clayton and William George.

In 1908, the following letter came to the Board:

"Dear Sir, These are the parties needing a school living here, just around us:

"Mrs. Shannon, 6 for school; Mr. Dothy, (Duthie), 2 for school; Mr. Reeder, (Reda), 2 for school; Mr. Blaine, (Blane), 1 for school; Mr. Clarke, 1 for school.

"There are a number of children at the end of the lake that you know of. I thought it not necessary to go over their. Will you kindly see to this as our children are needing a school very bad.

"And oblige, Mrs. Charles Shannon."

In response to this, a school site was cleared 100 yards west of Cliff Avenue on the northern side of the Johnston Road, that summer of 1908, at a cost of $500.00.

Earlier in the year, Mr. E. W. McLean had offered to donate a school site of two acres on the south-west corner of D.L. 143. On March 14, 1908, Mr. McLean wrote again to state that a deed of the proposed site could not be granted, but that he would guarantee one within two years. The

Council accepted his offer, and Harry Gower cleared the site for the Council for $375.00. There were no children in the neighborhood nor are there yet, necessitating a school, and though the visionary school district was officially named Fir Grove, it is as desolate today as then. Duthie school was opened with a roll of twelve pupils, of whom only two now reside in the neighborhood, Ernest and Alfonso Reda.

THE FIRST CLASS AT DUTHIE

Back Row, L. to R.: Adams, Merlin Berry, Orland Berry, Charlie Blane
Middle Row: Frank Amsbury, Unknown, Miss Wilson, May Duthie and Unknown. Front Row: Adams, Florence Duthie, Ernest Reda, Alfonso Reda

A fine maple tree stood on the boulevard in front of the little school, and the one-time pupils, now grown to manhood tell of the severe punishment meted out to the unruly by one of the pioneer teachers, whose name is withheld for diplomatic reasons. It was nothing less than

banishment from the schoolroom for as long as half an hour for the slightest misdemeanor. Ostracised by this terrible punishment from their companions, such unfortunate criminals sought solace under the friendly shade of the maple, upon whose corrugated bark a great amount of that parasitic growth known in school children's parlance as "wild licorice" grew in abundance. It is a matter of wonder and of curiosity why there appeared to be more crime and more punishment the hotter the day and the more stuffy the school-room.

In the curriculum of this particular school, nature study formed a prominent part. The pupils were invited to bring articles and objects, animals and insects for the practical study of the lessons in this delightful subject. Frogs' spawn from the marsh surrounding the nearby beaver-dam went through the metamorphosis from egg to tadpole and the finished article in glass containers, for ocular demonstration within the school-room; the caterpillar's cocoon and chrisalis, and finally the many-hued and gaudy butterfly; the beauties of the ruby-throated humming-bird which paused on vibrant wing before the honey-cup of the flowers, were enthusiastically extolled.

One day as the hand of the teacher reached mechanically into the chalk-box for a new crayon, it came in contact with a beautifully striped garter snake. Although it is said to be perfectly harmless, several of the pupils say that a startled look was visible on the countenance of the teacher. There seems little doubt of the truth of this, for it so happened that several pairs of keen eyes chanced to be watching just then. It was unusual for the pupils to bring specimens without giving them directly to the teacher, and though diligent inquiry was made as to who was the donor of the specimen, no information was volunteered by any of the pupils tending to clear up the mystery, and how any snake could get into a chalk-box without assistance was certainly a mystery. Although it appeared to be covered with rows of scales in regular pattern and of various hues, and possessed a long and slender tongue of bright carmine hue, which it displayed repeatedly, the teacher decided to have one of the larger boys restore it to the freedom of the outside world.

As the incident is related after thirty years by a grown-up pupil, it has been observed that a lingering smile plays over his features, the meaning of which remains as profound a mystery as that of the magic chalk-box of the old Duthie school.

What is believed to have been the first church in Burnaby, was built at Central Park in 1899. The lands held by the provincial government between Patterson Avenue and Royal Oak Avenue, were subdivided and sold about 1894, and small settlements had appeared along the interurban line soon after its construction and, in 1899, the settlement at Central Park warranted the building of an Anglican Church there. The late ex-reeve of Burnaby, J. W. Weart was one of the leaders of the movement. The inaugural meeting establishing the mission was held on August 19, 1898. The building of a church building was decided upon in 1899 and an acre of ground purchased for $100.00. It is stated, however, that the

first church "was built within the boundaries of Central Park, which was and is, a Government reservation." Again it is stated that "the erection of the original St. John's Church was in that part of Central Park that is now used for a playground." This church was destroyed by fire in 1904, and a new church built in 1905 on the ground now occupied, on the northern side of Kingsway. Incumbents of the parish have been:

Rev. A. J. Greer	Foundation—1900
Rev. C. J. Brenton	1900-1903
Rev. William Bell	1903-1909
Rev. W. T. Johnson	1909-1913
Rev. C. B. Clarke	1913-1916
Rev. W. R. George	1916-1926
Rev. John Leigh, B.D.	1926-1931
Rev. N. D. B. Larmonth	1931-1936
Rev. Herbert Pearson	1936-1946

In 1907 came Maxwell Smith, (whose name is perpetuated in Smith Avenue), to Central Park, and shortly after, cottage meetings were held in his home. Before long a small Presbyterian church was built between Park Avenue and the Central Park crossing, on the northern side of the Westminster Road. There was much clearing of land being carried on then, and the little church was burned completely down owing to a heavy wind blowing the flames from across the Road, and west of Park Avenue. However, through the energetic efforts of the few members of the congregation, led by the Rev. Dr. E. D. MacLaren, a new church was soon built and used until Church Union absorbed it and the Methodist Church which had been built later.

First Presbyterian Church at Central Park

A Mr. and Mrs. Major having moved out from Vancouver, where they had been prominent members of Homer Street Methodist Church, cottage meetings were held in a large vacant room in the home of Philip and Florence Oben. Mrs. Oben was a conscientious and hard worker in the cause of Christianity, of any denomination, but was really a Methodist. She had an organ and knew well how to play it. Successful meetings were held every Sunday when the Presbyterian congregation whose service was in the afternoon, came each Sunday evening. Soon the room was too small, and a Methodist Church was built. The date of opening is not available, but the building was on Westminster Road. That congregation too, was absorbed by the United Church congregation at Joyce Road.

Public divine services were held in the neighborhood of the original Burnaby school on March 24, 1907, and on May 17, at a meeting consisting

of Eber Stride, Benjamin G. Walker, A. Wedge, and W. J. Walker, the formation of an ecclesiastical parish was announced by Archdeacon Pentreath. The present site of St. Alban's Church was bought on June 20th, and building plans prepared by Dalton and Eveleigh were approved. In November of 1908 the building was commenced, Messrs. Wright and Tucker doing the work. It was completed in the Spring of 1909. Mr. Tucker donated a prayer book, A. Wedge gave a lectern, the New Westminster Iron Works gave the iron scroll work for the altar curtains, Percy B. Brown gave a lych gate, Mr. Blackman gave an altar cloth, and several other donations were received. The opening service was held on April 1st, 1909, and the building was consecrated on April 4th. The first rector was Rev. Dana Dunlop, of St. Mary's, Sapperton. His successors were Rev. H. Fane-Edge, Rev. H. A. Butler (temporary), Rev. H. Underhill.

In the Duthie School on Broadway, on July 11, 1911 a Sunday School was opened, Mrs. W. G. Broom being its superintendent, a position she held continuously for 14 years. Her assistants as teachers were Mrs. H. Blane and Miss Louise Layton. Later, the late David Philpot rendered valuable help both in the Sunday School and Church services, which were soon after inaugurated. Mr. Frank A. M. Coad, a student at Columbian College, was the first to fill the appointment, which was under the direction of the Methodist Church. Coming from New Westminster by tram to Burnaby Lake station, he walked up Sperling carrying his violin which supplied the music. His successors were M. Pike, B. Black, and S. Bennett. The first ordained minister to take charge was Rev. W. J. Beamish. His successor was Rev. John Pye, who filled the appointment for five years, being then followed by three students: Clinton Johnson, Charles Addyman, and Ralph Stedman.

In 1928 a United Church edifice was built beside Cliff Road at Winch Street. It was opened on October 9th. Students in charge there were Ralph Stedman, Evan Fullerton and William Farquharson. These were followed by ordained men once more: Rev. Dr. J. H. Cameron, Rev. Frank Chilton, Rev. David Scott and Rev. R. N. Matheson.

Meantime, in 1911, a great real estate boom was in operation in the Hastings Grove area, near Burnaby Mountain. During this year 1100 lots were sold within three months, streets were opened, and a church was built with a seating capacity of 175.

Funds were furnished by the "Church Extension" movement of the Methodist Church, and the appointment was filled by Mr. Coad and Mr. Pike. Dissentions having arisen, the church activities ceased after two years, and subsequently the church was removed to Capitol Hill where it is being conducted as a "Union Church." It is situated at Glynde Avenue and Capitol Drive.

The Anglicans built St. Margaret's at Curtis and Sperling in 1926.

In the Vancouver Heights area, the first resident was a Mr. Seymour, a bachelor who located just before Christmas of 1908 at the corner of Cambridge and Carlton. He was a well educated gentleman. Shortly

after, Mr. and Mrs. John Hutchings located at 4317 Pender east. Settlement had developed by early 1911 to such an extent as to make it desirable to organize a Sunday School, and as there was yet no church, it was held in the store of Mr. McMurray on Hastings Street, west of Boundary Road. The prime movers in this undertaking were Mr. and Mrs. Peters, ex-Councillor Angus MacDonald, Mr. H. D. Morrison, Mr. William Tough, Mr. McMurray and a secretary, Mr. Wilks. Mrs. Peters, an accomplished musician, furnished the music with her violin. When soon afterwards, a building was erected and an organ secured, Mrs. Peters was organist for some years. This church, of the Presbyterian denomination, was the first in Vancouver Heights.

The Anglicans built St. Nicholas Church in 1912. The first meetings of the denomination were held in the little wooden school building, commencing on Christmas Day, 1911 . The contractor who built St. Nicholas was Arthur England, and the foreman of the construction work was Mr. Scott. The building was opened in June, and dedication services conducted on July 18, 1912, by the bishop of the diocese. The incumbents were as follows:—Rev. Mr. Thursby, to Oct. 1912; Rev. H. H. Gillies, to 1914; Rev. Mr. Battershipp, to 1919; Rev. Dr. Cameron, to 1923; Rev. Mr. Pritchard, to 1924; Rev. Mr. Dent, to 1927; Rev. Mr. Hoodspith, to 1930; Rev. T. W. Scott, to 1941; Rev. T. Dagleish, from 1941 onward.

The parish Hall was built about 1920.

In 1912, a Roman Catholic parish was opened on Vancouver Heights with a representation of only about six families. Today there are not less than 200 families.

The church at Ingleton and Albert was built that year by Mr. John Roach. It has a seating capacity of 250. It was opened by Archbishop MacNeill. Father Diechter was the first resident priest, followed by Father Le Blanc, who was succeeded by Father De Lestre, both supplying from Our Lady of Sorrows. In 1920 came Father J. B. MacDonald, who later was transferred to Holy Rosary. His successor was Father Alex. MacDonald, who died in August of 1939. Father Carey was his successor.

During the priesthood of Father J. B. MacDonald, four Sisters of Charity came up from Halifax to carry on the work of St. Helen's Academy, which was then opened.

In connection with the church the Ladies' Altar Society keeps the vestments in order; the Children of Mary, a children's organization looks to the welfare of the children from the ages of 16 to 19, and the Catholic Youth Society guides the activities of youth.

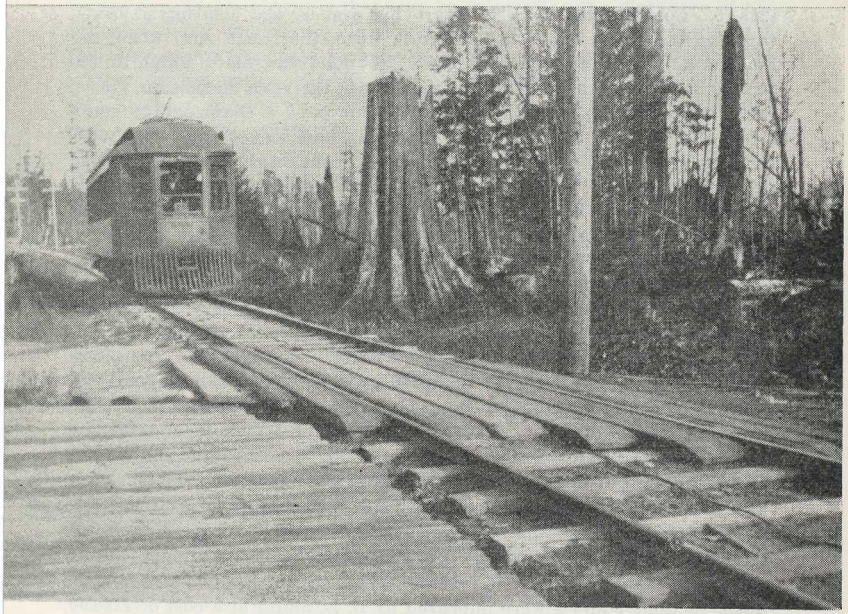
There is, too, The Saint Helen's Court of the Catholic Order of Foresters, with 50 members. It pays full insurance and benefits, and has a reserve of more than $40,000,000.00.

Saint Helen's Society of Saint Vincent De Paul pays particular attention to the needy of the parish.

Other church bodies which have been in operation in Burnaby for some time are the Henderson Presbyterian and the Baptist churches at

Vancouver Heights and at Edmonds. The Salvation Army has been represented in Vancouver Heights for many years, with headquarters at 3975 Hastings Street East.

In 1895, Boundary Road was opened. It appears to have been let in sections. F. Thrussell secured sections 1, 2, 3, 4, and 12. James W. Gibbons contracted to open sections 5, 6 and 8. but threw up the contract before completion, and the work was sublet. Evans and Blair finished



EARLY JUBILEE

section 5 for $2.00 a chain, Fred Thrussell finished section 6 for $80.00, and John Burgess finished section 8 for $300.00.

Eli Launders contracted for No. 7, but during the carrying on of the work, he met with a serious accident, losing an arm, in consequence of which his section was finished by Charles Farrand for $17.00 a chain.

The street now known as Patterson Avenue, then un-named was opened in 1895 from the Vancouver Road (Kingsway), for about ten chains, by William Johnston for $3.00 a chain. In 1897, it being the 60th anniversary of the accession of Queen Victoria to the throne of Great

Britain, the rough road until then known as the Hatch Road, was renamed Jubilee Road, and it was now opened southward to the tram tracks where a tram-station was erected to be known as Jubilee. The work was done by William Wilson, for $90.00. In September of that year, Arthur Lobley opened the Royal Oak Road to the tram station, at Royal Oak. Edmonds Street, then unopened save for the tramline, was partially opened by Charles Farrand, who threw up his contract before completion. Its opening was completed from the Vancouver Road to the Douglas Road by Ernest Easthope. The total cost paid to these two contractors was $225.75. Considerable work in improving grades, and clearing of boulevards on the North Road, the Johnston Road, the North Arm Road, the Douglas Road and the Vancouver Road was done that year. Ralph Robinson opened McKay Avenue from Kingsway to the tram station for $75.00. Fred Thrussell opened the Clayton Road for $4.00 a chain and 20 cents a foot for culverts, in early 1898. The total cost was $36.65. The West Burnaby school being now opened, a road to connect the Vancouver Road and the River Road where a number of school children lived, was opened by Fred Thrussell and Jesse Love under separate contracts. The line was run by Ralph Robinson at a cost of only $3.50 and the slashing, (presumably on the narrow roadway only), by William Wilson for $3.50. These prices reflect vividly the hard times which gripped the municipality in that day. A contract was given to C. C. Dunn on January 29, 1898 for delivering 300 yards of gravel from the neighborhood of the present Connaught Hill gravel pit, to the spots most in need on the Vancouver Road between Central Park and Griffiths Avenue for $1.85 a yard. A new bridge over Still Creek on the Douglas Road was built the same year. Jesse Love and L. Claud Hill did the building, the B.C. Mills and Trading Company, (successors of the Hastings Mills), furnished the lumber for $37.00 and George Cunningham and T. J. Trapp supplied the bolts.

In 1894 Eli Launders opened Third Avenue in April, Charles Farrand opened Armstrong Avenue at the same time, and N. T. Baker did considerable improvements to the Douglas Road "from Wintemute's gate northward for 12½ chains" for $90.00. Further north along the Douglas Road, sections 2 and 3 were improved by D. L. Smith at a cost of $380.00. In June, Ernest Easthope laid corduroy on the Murchie Road for $3.45 a chain.

But though there were hard times, and the temptation to unsavory methods would be many, the sturdy pioneers of the time evinced a commendable uprightness of character well worthy of emulation by the men and women of a later day. Though poor in worldly goods they were richer in those finer qualities which enrich a neighborhood, a municipality or a nation.

There was, in 1898, no Dominion Lord's Day Act to declare that any prosecutions under the Act should first receive permission to prosecute from the Attorney-General, (which permission, termed a "fiat", provides a side-stepping of the power to prosecute), nevertheless the Council of

Burnaby passed on January 29, the Sunday Observance By-law, declaring unequivocably that "any Councillor who finds anyone in the ward he represents doing work on Sunday that is not necessary, that the councillor notify the person that prosecution WILL be commenced against such person under the Provincial statute."

So free from crime was the municipality that on June 2, 1900, "it was moved by Councillor Byrne, seconded by Councillor Smith and resolved that Mr. A. G. Cook be appointed constable for the municipality until further notice, at a retainer of $5.00 a month, as well as payment for any reasonable expenses that may be incurred in the discharge of his duties, it being understood that the Council will not be responsible for any unnecessary expenses incurred." This was followed on October 27 by the "further notice that the services of Constable Cook be dispensed with as there is now no pressing need for police protection." Having thus dismissed its entire police force, to save $5.00 a month, Burnaby carried on for some years without any. It is said that the temporary engagement of Mr. Cook was owing to the fact that the Royal Oak Hotel was becoming a rendesvous for undesirables from New Westminster. His contract with the municipality had only cost $25.00 for the five months.

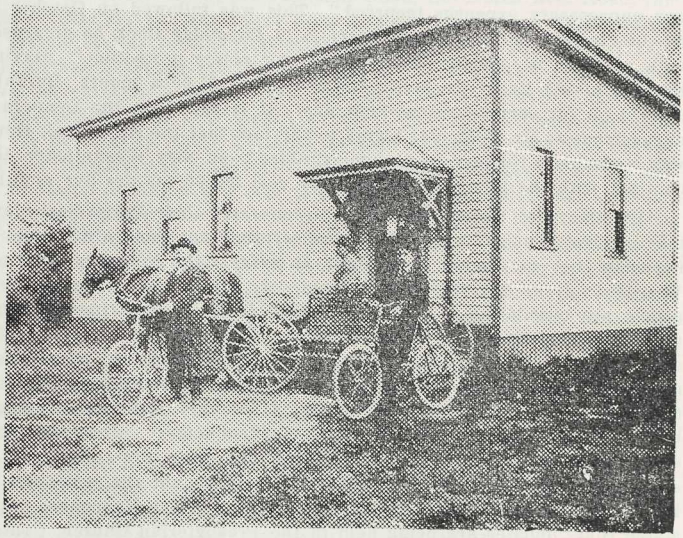
Whether they were overly strict in enforcing their Puritanical views may be open to question, but they were certainly not backward in upholding what they considered to be right, as witness the following from the Vancouver News-Advertiser of January 1st, 1898: "Some goody-goody people are circulating a petition to the Education Department asking that the school house (at West Burnaby) be not allowed to be used for entertainment because sometimes dancing takes place. These self-righteous Pharisees have declared that dancing is demoralising, and say they are determined to stop it. There is no other place in the neighborhood than in the vacant room in the school-house." However, these entertainments were not all demoralising, for some were really of an educative nature. Future senators were being taught the principles of the Canadian Banking system. The same issue of the Vancouver paper stated that "debates are being held in the Presbyterian Church, Central Park, and the municipal fathers are being told what to do and what not to do. Next Wednesday will feature a debate when the chief debaters will be James McGeer and Thomas Mathews, who will discuss the banking system."

Thomas Mathews was with us until recent years, one of Vancouver's chief real estate men. James McGeer operated a milk ranch near the junction of Fraser Avenue and the Vancouver Road we now call Kingsway. The name appears to sound familiar. Some such name is carved in the rock which forms the corner-stone of Vancouver City Hall.

Mr. McGeer had an able assistant in that day in his young son, a lad of 14 years. The young man's name was Gerald. Memories of some parliamentarian of recent times debating this same question seem to take shape. Can it be that the elder Mr. McGeer practiced his oratory on the

chairs and the children of his household over forty years ago? Perhaps the young lad who tells of delivering milk to down-town Vancouver while still a barefoot boy received his first inspiration from the debates out in Burnaby. If the whispering leaves of the forest that lined the narrow mud road could give audible voice to what they heard as the gentle breezes stirred their branches in the dewy morning, would they tell of the highlights of these debates as they were repeated by the young boy in murmurings and vociferous outburst? Who can tell?

When in 1898 the disastrous fire swept the business portion of New Westminster from the face of the earth, it destroyed the minute-books of



BURNABY'S FIRST MUNICIPAL HALL

the Municipality of Burnaby, in a considerable measure. The Council resolved that "as the books of the corporation although in a large safe, have been considerably damaged by the fire, be it resolved that the clerk be allowed $30.00 for making a copy of the minute book."

From the copy then made, although incomplete, the following facts may be gathered. On June 2nd, Municipal Clerk Alex. Philip intimated his resignation, and tenders were asked for as his successor. On June 16, 1894, A. Smither was appointed, to take effect June 23. At the first meeting of the newly elected council of 1897, Ward 1 not having nominated a Councillor, "it was resolved, on the motion of Councillor McDermott, seconded by Councillor Stride, that Peter Byrne be appointed to fill the

vacancy." As Mr. Stride said in after years, "we did some very funny things in those days."

At the last meeting of the 1898 Council on December 17, "plans of a proposed Public Hall were submitted by Mr. Bailey, and strongly recommended to the incoming council," and on February 4, of the next year of 1899 "tenders were authorized to be advertised for in the Columbian and News-Advertiser for the building of the new Municipal Hall." This was Burnaby's first Municipal Hall. It forms part of the present Public Hall at Edmonds. At the next regular meeting of the Council on February 18, the tender of Mr. J. Allen to build the hall was accepted. The amount of his tender was $906.00. Mr. Bailey was paid 2½% for preparing the plans, totalling $22.65. The Council met in a body and inspected the building on June 30, but were not willing to accept it as finished, and met in Baker's Hall in New Westminster in council-meeting.

Up until that time no council-meeting had been held in Burnaby, but always in New Westminster. However, by the end of July the new Municipal Hall was completed to their satisfaction, and the Council met there for their first session in their own building on June 29, 1899. The photograph on page 136 was taken in 1903 and shows Councillor John Rumble and Reeve Peter Byrne with bicycles. Automobiles were still very rare.

On February 4, 1899, F. J. H. Shirley was appointed to succeed Mr. Smither. Others to follow in later years were Walter J. Walker, Benjamin T. Walker, Arthur G. Moore and Charles B. Brown.

George Black, "the laird of Hastings" died on December 21, 1896. The following obituary notice in the Columbian is here given as it outlines much of his activities during his life in B.C.:

"Yesterday morning Mr. George Black passed away at the Brighton House, Hastings. He had only been ill about a week, and until Sunday night it was not thought that his illness would prove fatal. Then, however, he took a turn for the worse, and it was seen that he was fast sinking. Cardiac paralysis was the cause of death.

"Deceased, who was 65 years of age was a native of Aberdeen, Scotland, and when quite a youth, emigrated to California during the gold excitement. While there, gold was discovered in Cariboo, and, in company with many others, Mr. Black left California for this then almost unknown province. He arrived on Puget Sound at what is now known as Whatcom and from there crossed to Victoria, subsequently removed to Hastings, where he was proprietor of the Brighton House up to the time of his death. Mr. Black was also at one time a resident of this city, where his genial features were well known.

"Deceased was very widely known in British Columbia and had many friends. His daughter May married Mr. E. A. Magee, barrister of Vancouver some few years ago, his eldest daughter having been drowned in the Coquitlam near her father's ranch.

"The funeral will take place on Wednesday morning at 10:30 from Hastings to the Sapperton cemetery, in this city."

Nicolai C. Schou, the first reeve of Burnaby to be elected by ballot in early 1893, came from Manchester, England, accompanied by his two sisters, in the very early 90's. His grandparents were natives of Norway who settled in England, where his father, on reaching manhood, took the oath of allegiance to the British Sovereign. Nicolai received a good education, became a solicitor well known in his native city, and was for several years an alderman there. He was ever a public-spirited citizen, gave much of his time and thought to civic and national problems, and was a prolific writer, possessing very high literary ability.

When in the late 80's the inland ship-canal to Liverpool was being considered, Nicolai C. Schou was one of its warmest advocates. The project was well in hand before he left England, although it did not reach completion until about three years afterward.

Observation having shown him the truth of the words of Berkeley that "westward the course of Empire takes its way" he responded to the thought, and migrated to B.C.

At that time Vancouver was expanding very rapidly, and had a population of about 10,000. The Central Park interurban was being built from New Westminster, and the C.P.R. had brought to western Canada's gateway a continual stream of residents for three years.

He decided that here was a locality bound to receive much greater expansion. His early efforts locally were along a literary line, with the leading Vancouver paper of that day: the News-Advertiser. Acreage on the Douglas Road was secured where the home was established, and where before long also settled the brothers L. Claude Hill and Bernard R. Hill. Charles F. Sprott soon followed, and subsequently he became Mr. Schou's brother-in-law.

Mr. Schou's aldermanic experience, his legal knowledge, and his public spirit were invaluable in the incorporation of the municipality, for it was realised that the opening up of the section by tramline was bound to result in suburban settlement.

Because the deed to the Douglas Road property had been registered in the name of Miss Schou, his sister, he was unable to offer his services as reeve at the time of incorporation, but this was corrected before the first election by ballot, and he became our reeve in January of 1893, which office he held until his death on Christmas morning of 1903. During those eleven years he was also very busy in his newspaper connections, continuing as a leading writer for the News-Advertiser and for the "Commonwealth," a farm journal published in New Westminster. He had, just before his death accepted a position with the Victoria Colonist. Vancouver records show that he was an alderman of the city for the year 1896; this was, of course, while he was reeve of Burnaby. Schou Street now forming the western mile of the Grandview Highway within Burnaby, and also the school located beside it are named in his honour.

Following the death of Reeve Schou, his brother-in-law, Charles F. Sprott became reeve. He had served as councillor from 1895 to 1903

and was now to serve as reeve for 1904 and 5. He then retired undefeated in any election and had always been elected by acclamation.

Born in Mayfield, Sussex, England, he arrived in Burnaby in the early 90's, locating near Mr. Schou beside the Douglas Road. He is responsible for much good government and legislation during his term of office. Perhaps one of the most important events was the acquiring of the water rights from the provincial government for 250 miners' inches of water from the Seymour Creek and the securing of the deed to D.L. 1441, comprising 207 acres which composed much of that stream's watershed. It is today the site of Lake Burwell, an artificial lake created by the Vancouver Water Board. This work, beside requiring a journey of eleven miles personally by Mr. Sprott to plant the stakes as required by law, included much additional work. The ownership of this property enabled the municipality to secure an advantageous agreement with the City of Vancouver for our water supply, during the subsequent regime of Reeve Weart.

C. F. Sprott

But ten years before this, when, in 1896, The Consolidated Railway Company, predecessor of the British Columbia Electric Railway Company, applied for a charter from the provincial government in order that they might acquire the Westminster and Vancouver Tramway's holdings they asked that they be allowed unrestricted rights to build on and along any street they wished in British Columbia. Mr. Sprott, then a councillor, was one of a delegation from the Lower Mainland who waited on the Legislature and raised very strenuous objections to those very wide powers. As a result, the following, which is part of Section 33 of that Act or charter gave the company power to build and operate "along such streets within the cities of New Westminster and Vancouver as the Mayor and Council of those cities shall direct, and under, and subject to any by-laws of the corporation of the said cities in that behalf, and along such roads between the said cities as may be specified by any municipality through which the same may be constructed."

Prior to 1906 the government had paid all costs of schools, but in that year, the Minister of Education proposed to have passed an Act that residents of each individual school district in the province be assessed a special tax, independent of any other municipal, provincial or federal tax, to be paid to the Trustee Board of that particular school, covering the entire cost of the school. Reeve Sprott vigorously opposed this, and the arrangement for one school board covering the whole municipality, with taxes payable to the municipal exchequer, and a stated yearly grant made to each municipality by the government as at present, was passed.

He was appointed a Justice of the Peace in 1897, and in 1911 he became a member of the North Fraser Harbour Board. His home was at 4205 Douglas Road.

On the first of January, 1900, Hastings Street extended eastward only to Renfrew Street, but in the Spring it was decided to open it as far as Cassiar Street, and the Provincial Government appointed James Gunn to supervise the work. In setting off the last charge of blasting powder required, the explosion was delayed for some reason, and Mr. Gunn, going to seek the cause, was instantly killed by the delayed blast.

The Barnet Sawmills, now having decided to commence operations, the Manager, Mr. Henry DePencier, found it necessary in travelling from Vancouver to the mills to go by way of this newly opened road to Cassiar, thence to the Douglas Road, along it to New Westminster, then by way of the North Road to Aliceville, from where he travelled west on the rough trail then referred to as "the Barnet Road." With buckboard or on horseback, he thus conveyed the pay-roll of the mill, and though the state of the roads were such as to preclude a speed of more than three or four miles an hour, he was never molested by holdup men. Persistent requests for a more direct route induced the Government to open Hastings Street from Cassiar to Barnet in 1903. The contract was first awarded to Charles McDonough, a groceryman of New Westminster, who proved to be quite inexperienced in such work. Having first cut down the timber, he proceeded to blast out the stumps, which so covered the logs with sand and gravel as to dull his saws, and he soon threw up his contract. The local M.P.P. was Hugh B. Gilmour, a very practical workman besides being a competent member of parliament. Visiting the work, together with John Sprott, the general roads superintendent, it was decided to send Hugh Gunn, a brother of the late James Gunn, then busy cutting down the hill on Fraser Avenue at 22nd Avenue, to rush the work through to Barnet. It is from H. B. Gilmour, the local M.P.P. at the time of the opening of Hastings Street through North Burnaby, that Gilmour Avenue received its name. It was about 1912 that Mr. Griffiths, principal of Gilmour Avenue school, being puzzled in deciding the proper spelling of the name of the avenue, appealed to the municipal clerk, Mr. Arthur G. Moore for an official ruling, and Mr. Moore, being apparently unacquainted with the historical background, decided that thereafter it should be Gilmore.

Hugh B. Gilmour was one of the most able mechanical engineers British Columbia has known. His father had been Master Mechanic for the Grand Trunk Railroad at Montreal for some years, and later with the Canadian Pacific at Winnipeg under Van Horne. Later he was Master Mechanic for the Great Northern Railroad in the States. Hugh followed in his father's footsteps, first with the Vulcan Iron Works and later with the John Abel Engine Works in Ontario. When his father came to Winnipeg as Master Mechanic for the C.P.R. in 1883, Hugh, his son, was appointed Master Mechanic at Calgary. The railroad reached Calgary that midsummer.

Hugh B. Gilmour was identified in the years following with much construction work during the building of the C.P.R. through the Rocky Mountains, the Selkirk Range and the Gold Range, to reach Vancouver.

Soon after the railroad reached the Coast, he came to Vancouver as local head of the Waterous Engine Works, which, under his management expanded rapidly.

He was an Alderman of Vancouver City in the following year, and later he represented Vancouver city in the Provincial Legislature, 1901, 2 and 3.

Mr. Gunn found the most difficult portion of the road to open was about three-quarters of a mile west of Barnet, where today the garbage dump is located. The ground there rises precipitously from the waterfront for more than 400 feet. The Dominion Government Geological Department published in 1923 "Memoir No. 135" which says: (page 7)

"The northern face of Burnaby Mountain near Barnet is so steep that large landslides,—most of which, however are of considerable age,—have occurred. The village of Barnet is situated on one of these."

The largest of these slides is the high ridge along the railway from opposite the garbage dump eastward almost to Kask's Camp. It was necessary that the Barnet Road cling to a narrow ledge which must be chiseled high up on the face of this precipice. Fortunately, there was a water-seam where the water continually dropping down the face of the cliff had so enlarged it that a crack about 3 inches wide paralleled the upper side of the present roadway. This he loaded with two boxes of powder strewn along the cliff and exploded simultaneously. The result was perfect, and the work was completed in record time. Mr. Gunn had stationed flagmen along the railway track below, but their services were not needed.

The exigency of the mill management was but one of the reasons for the opening of the road at this time. The B.C. Electric, having become convinced of the advisability of harnessing the water powers of B.C. were just finishing their power plant at Lake Buntzen and required a right-of-way for their high power line which it was proposed should span Burrard Inlet at Barnet. This consideration weighed heavily with the Government in arriving at its decision to open the Barnet Road. Up to this time, the short and rough road from Aliceville had been called "the Barnet Road," which from now onward designated the road from Vancouver. Their high-potential line was at once carried along the new roadway westward as far as Sperling Avenue, which, being then known as "the pole line road" was opened, as already outlined, by Herbert Gilley as far southward as Broadway. thence to the power-house at Griffiths Avenue, by the Company.

To Reeve Sprott, Burnaby owes a debt of gratitude for energetic and decisive work done personally on behalf of the municipality's prosperity and welfare. Not only did he secure the watershed of the Seymour for our water rights; the sharing of the costs of our public schools by the Provincial Government, and the safeguarding of our rights over our streets in regard to the street-car and tram operations within the municipality, but he displayed a most commendable diligence in the matter of

the upkeep of our roads. To his Council he reported on August 19, 1905 that "not only had the Council not been asked to accept the Hastings-Barnet Road, but the government had evidently given permission since making it to the British Columbia Electric Railway Company to traverse it from Barnet to the Pole Line Road without consulting Burnaby at all. He was therefore taking steps to get the road put in repair by the Government." This being brought to the attention of the government, a refusal to accept further responsibility was sent from Victoria, stating the liability of the municipality to look after its upkeep. However, by persistent demands, coupled with the statement that it was unjust to ask the Burnaby Council to assume responsibility over a road over which it had never had any recognized jurisdiction, a cheque for $500.00 was received on September 15, with the emphatic statement that it was to be considered the last! But in Burnaby they were dealing with a firm Council and Reeve, and on October 14 came a letter from Victoria offering an additional $750.00 "to be spent by the Burnaby Council on the sole condition that it shall be the last, and that henceforth the government should accept no responsibility insofar as the Hastings-Barnet Road is concerned."

Permission to open and use the Pole Line Road, (now Sperling Avenue) having been granted by the Government at Victoria, Reeve Sprott and Council tendered the deed to the right-of-way to the Company, which, had they accepted, would have placed the responsibility for its upkeep on the shoulders of the Company. They, however, declined to assume ownership of it.

One of the main paths through Central Park is named in his honor.

Indemnities of the reeve and councillors had remained ever since 1893 at $3.00 per meeting they attended, and on April 2, 1905, the council passed their accounts as follows: Reeve Sprott $21, Byrne 21, Hill 18, Stride 21, Evans 12, and Rumble 15. This was for the first three months of the year.

On August 13, Mr. Nicholson who lived beside Boundary Road appeared before the Council to ask that the beaver dams which had been built on or across Boundary Road be cut and the roadway repaired. This appears to have been at the present Dominion Bridge property there. It was then very much in the wild state. In the years 1904 and 5, Boundary Road from the Vancouver Road, that is, Kingsway, to the River Road was opened.

On February 1st, 1904, Walter J. Walker was appointed Municipal Clerk, replacing Mr. Shirley who did not apply for the position.

So sparse was the settlement and so small the population that only one poll for the municipal election was necessary, and that was in the Municipal Hall. All the old council were returned by acclamation except in Ward 1, where Peter Byrne received 15 votes, and his opponent 9, a total of only 24 votes cast. Early in 1905 the offices of Clerk, Assessor and Collector of taxes was combined and on February 1st Benjamin

George Walker was appointed to fill it, at a monthly salary of $65.00. A year later this was raised to $70.00. It was still the day of small things, for Dr. R. Eden Walker was re-appointed Health Officer at a salary or retaining-fee of $75.00 for the year. The legal firm of Martin, Cassidy, Weart and McQuarrie were appointed solicitors for the Corporation, at a retaining-fee of a like amount,—$75.00. The police force was still a one-man department, Mr. Peter Gray being paid $5.00 a month. Throughout the year his report had been "nil", speaking most highly for the law-abiding people of the municipality in that day.

On April 7, 1900, a contract was awarded to John Ledger to cut down the hill on the Barnet Road between Aliceville and Barnet for $200.00, and an additional $40.00 for building a new culvert there. In September of 1900, the Council was hastily called in special session as a result of word having been received that the Provincial Government had passed a grant of $1,500.00 for the improvement of the Vancouver Road, now Kingsway. It was the first grant made for the purpose, and it was decided by the Council to proceed with the work forthwith.

They decided that a grade 30 feet wide between ditches should be established, that it should be widened on the south side of the narrow roadway, and that the work be started from Boundary Road eastward. The whole council visited the site and acted as municipal engineers, laying out the work in about 20 chain sections. Plans were hastily drawn up, and tenders invited, so that the contracts might be awarded by the council at their next meeting. These were then awarded as follows: To Fred Thrussell, section 1, at $6.00 a chain, section 2 to Mr. Thrussell at $7.00, section 3 at $8.00 a chain, section 4 to C. M. Nicholson at $6.00, section 5 to Charles Farrand at $6.00, section 6 to J. G. Keefer at $6.00, section 7 to Thomas A. Fennell at $6.00, section 8 to Fred Thrussell at $7.00, section 9 to Chas. Farrand at $4.00 and section 12 to Ledger and Davis at $8.00. Thus by instant and assiduous attention ten gangs were set to work without delay in making a wide roadway in the late fall where only a narrow wagon trail had been.

There was much gravelling of wet spots on the high roads and punsheoning of wetter spots on the low roads in that year. The Council wrote the various members of the Legislature separate letters, asking for an additional grant, and in reply received assurances by separate letters from the Premier, the Public Works Engineer, and the following members: J. G. Brown, Thos. Kidd, H. B. Gilmour, R. G. Tatlow, Joseph Martin and J. F. Garden, that every endeavor to secure it would be given personally by them. Thus did the energetic council pursue the actual work of construction in good weather, and in the rainy season pursue as actively the preparations for more work in the coming spring. In the following March another contracting firm was set to work, that of Christensen, Bulman and Ablitt.

Bainbridge Avenue was opened by William Stevens who was awarded contract for the first section at $5.25 a chain and the second section at

$5.15 a chain, on the 16th of December, 1905.

On October 15, 1905, contract was awarded to Fred Thrussell to open about 20 chains of Deer Lake Road from the Royal Oak Avenue for $1.75 a chain.

In 1910, Cliff Avenue from Bismarck Street, which was renamed Kitchener Street during the First Great War of 1914-18, to Broadway, was opened by Antonio Reda for $4.50 a chain.

The first bridge over the Fraser River was opened in July of 1904, and shortly after, the Great Northern Railway placed their railway service along the northern shores of Burnaby Lake in actual operation. A siding not now in existence was built just east of the Pole Line Road, mainly for the shipping of shingle-bolts from the adjacent areas, and settlement of the district developed as a consequence. On January 15, 1906, the Great Northern Passenger train from Seattle ran into a fallen tree, one-half mile west of Burnaby Lake and the engineer, James W. Jones of Seattle was pinned under the wreckage, amidst a jet of escaping steam. He died within 15 minutes.

Even before the rails were laid along the shores of Burnaby Lake, settlers began to live there. No doubt the earliest was Paddy Flynn, who died in 1938. He had helped to lay those rails. Shortly after his arrival Walter V. Bainbridge, whose name survives in Bainbridge Avenue, located on a 25-acre tract of land fronting on the lake. It was part of D.L. 44.

"Beautiful Burnaby" owes much of its loveliness to the attractive Burnaby Lake, the largest lake within its borders. It was so named in early midsummer of 1859, and so attractive was it that a pleasure path was cut to its shores from the embryo city of New Westminster, through the almost impenetrable jungle of forest undergrowth beneath towering trees from the little clearing beside the Fraser, within two months of the arrival of Colonel Moody to reside there, in May of that year.

Ensconced in the broad and pleasant valley through which ages ago the Fraser River rolled its turbid waters to the sea, it remained a shallow lake when, owing to the general rise of the valley above the sea, the river found a new outlet farther southward. That this occurred many centuries ago there is much to prove.

But when man first knew it, it was simply a pretty lake whose quiet waters lay peacefully at rest within a deep forest, and timid deer saw their reflected images in its limpid waters, and quietly grazed upon the luxuriant grasses and mosses which surrounded it. Myriads of waterfowl floated on its surface, and sought a covert of safety among the reeds. No white-capped waves swept its bosom, but deep within the silence of the wood it lay, a shimmering jewel in a setting of emerald green.

Early in the development of the West, its attractiveness was so fascinating that before Daniel Kelso and John Murray had cut the first tree to extend Douglas Street beyond the Royal Avenue in the Queen City, early in 1861, George Giles selected the most pleasing spot along the northern shores of the inland lake, and entered for a pre-emption

there. His record is dated November 28, 1860. The land was that which now lies between Government Road and Burnaby Lake. and extending from Bainbridge Avenue to Phillips Avenue. He appears not to have lived on it, for on May 29, 1862 he bought it from the government at private sale.

It was District Lot 44. On June 10, only two weeks after, he received a crown grant for it.

Walter V. Bainbridge, an Englishman, possessing considerable wealth, a native of Newcastle-on-Tyne, arrived in Vancouver in July of 1898. Having heard of the wonderful game paradise on the Pacific Coast of Canada, he was lured by the entrancing pleasures for the sportsman within the province, and decided to make it his future home.

Some college chums, (for Mr. Bainbridge was a graduate of Caius College, third largest of the many colleges affiliated with Cambridge University).—lived at Chilliwack, and to these he went on a visit. While there he did considerable hunting of bear, deer, etc., around Harrison Lake. After having made three trips to the homeland across the sea, he decided to locate at Burnaby Lake. Being a keen sportsman, the plentitude of game and its great variety was such as to surfeit the most luxurious desires. He sought a suitable site, and ultimately secured the best on the Lake shore. It was part of the former holding of George Giles.

The railway builders were just laying their rails along the right-of-way which he had already traversed through a deep forest many times before he bought his 25 acres, for which he paid $95.00 an acre. A fine house which still stands was built, and a boat-house erected on the lake shore. He cleared and planted to strawberries two and a half acres of it. and in one season sold $900.00 worth of berries. For some time it was unfenced, but eventually it became necessary to fence it to keep deer out. "They were an exaxsperating nuisance," he said, "and ate the leaves from the growing plants."

In 1905, a colony of beavers established themselves near the shore "just in front of my house, and I would hear the loud flap of their tails on the water, as they struck a warning note of approaching danger. I used to get castoreum and rub it on the rowlocks of my boat. and on my hands and boots, and at night drift silently amid the lily-pads among the beavers, watching them play, just swimming around. Castoreum," he continued, "is a secretion of the beavers, and it makes them excited." (The scientific name of the Canadian beaver is Castor Canadensis). "Another colony of beavers gave some considerable trouble to the Great Northern Railway by damming up their ditches near the station then called Burrard, but now known as Ardley."

The brothers Thomas and Robert Haddon, together with their brother-in-law, C. A. W. Fox located a mile east of Mr. Bainbridge, where Eagle Creek crosses Government Road. The stream forms the outlet to

THE BAINBRIDGE HOUSE SHOWING ONE OF THE ORIGINAL EAGLES NESTING NEAR IT, IN 1904

the old beaver dam a mile back in the forest, at the south-east corner of D.L. 138. A pair of Bald eagles, known as American eagles, had built their eyrie high above the waters of the little stream. From the uppermost branches of a giant spruce which still stands on its western bank, or soaring in wide circles high overhead, their piercing eyes would detect the innumerable salmon which crept leisurely up its limpid waters or with difficulty ascended the rapids.

The pleasant woodland stream with its banks of fern and moss-covered stones, its flowers of the forest, and its light and shade, sang its song and rippled in laughter to the timid deer in early morning as with noiseless tread it sought to quench its thirst before retiring to the covert of the wood, and the birds at noon-day flitted beneath the vine-maples to sip its waters. and bathe with fluttering wing at some tiny sand-bar.

These early settlers along the shores of the pretty inland lake were able thus to commune with nature unsullied by the hand of man.

But the logger was even now within a mile of them, felling the giant firs which had stood in their sylvan grandeur for years untold, and the shrill whistle of the donkey and of the swift locomotive presaged the coming of things yet to be, when commerce and industry should supersede the reign of unrestrained nature.

In 1908 came Colonel James Ward and Mrs. Ward, to Lozells. They were authorized to open a postoffice there, and to Mrs. Ward fell the honor of naming it. She had lived in Birmingham. England, and was a parishioner in the Anglican parish of Lozells in that city. Two streets of the city bear the name as well, and old associations with the city of her former life led her to choose that name.

With the railway service established by the Great Northern, and the spur provided at the Pole Line Road, shingle bolting provided work for men in the district, and a settlement gradually formed adjacent to the new B. C. E. Pole Line Road. According to one of those earliest settlers, Mr. G. C. Powell, these settlers arrived in the following order: George Holbrook, Charles Shannon, Jack Nelson, Mr. Dodd, A. Reda, Henry Sommer, John Amos and George Powell. Soon afterwards, came Jack Allen, Scotty Devine, J. G. Clark, J. Griffin, George Phillips, William Duthie, Harry Blane, J. Merton, Eugene Scuffi, John and Mary Dyck, Philip W. FauVel, Oscar Berry and George Broom. Mr. Duthie opened a postoffice at the corner of Broadway and Bainbridge Avenue in 1909. When he died in 1911 the postoffice was transferred to Cliff Avenue near Halifax, and the name changed to Lakemere. This was closed in 1912 because of lack of patronage.

Throughout the regime of Reeve Byrne, which covered the years 1906-7-8-9 and 10, Burnaby continued to grow steadily and healthily. His policy was one of careful advancement, and an avoidance of Capital Debt. Although the municipality had secured a water right of 250 miners' inches, there was no development of this right to the waters of Seymour Creek. Wells here and there were dug, and utilised. It was considered

safe to do this, as the population was scant and sparsely distributed.

Reeve Byrne is usually credited with being the first Burnaby resident to own and operate a threshing machine in the municipality. Before we describe it, it seems desirable to revert to the times around Burrard Inlet and the Fraser River some twenty years earlier.

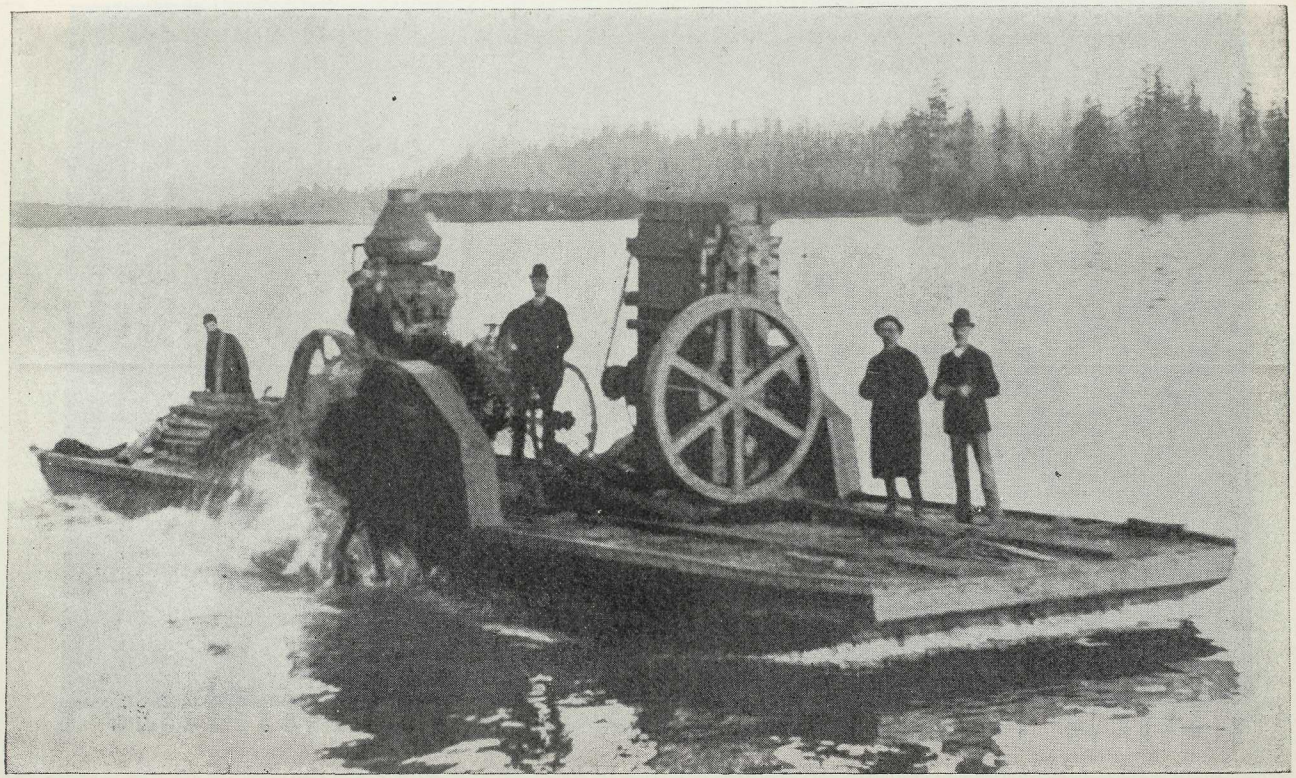
Peter Byrne

Lewis and Dryden's Marine History of the Pacific Coast describes "an interesting curio in the steamboat line" which was built in 1873 and run on the co-operative plan, because one of her owners possessed a square built scow, and the other a threshing-machine engine. They consolidated their interests, placing the engine on the scow, building a pair of side wheels to do the paddling, connected the engine to them with chain gearing, named the outfit the "Union" and were ready for business. She was 100% for progress, but had no reverse gear, and once it became necessary to stop her suddenly so the Captain jammed an old sack in the gearing and "she stopped as if she had hit a cliff." Ever afterward, she was known as "the Sudden Jerk." She was burned to a complete wreck on the North Arm of the Fraser, opposite the home of William Henry Rowling, where today Rowling tramstation is located on the Marpole Branch of the interurban.

Henry S. Rowling assisted in salvaging the wreck, which had burned on July 29, 1887. It had been thought advisable to wrap a line around the engine and fasten a buoy to the outer end of the line "so that if the engine fell through the bottom of the scow, the floating buoy would mark the spot." This precaution was followed for the last few years of her life.

Mr. Byrne came to Burnaby about 1883, and no doubt had seen this wonderful ship, to which the palatial steamship the Queen Elizabeth bears little resemblance, and copied it. The original registry of the Sudden Jerk states her boiler to have been of the locomotive type, "of unknown age." Mr. Byrne's vessel had an upright boiler, otherwise she was a sister ship of the original Sudden Jerk, of which there is no known illustration. The threshing machine as shown in the cut, was "of the upright type" as well as the engine. The men shown are Pat Byrne, resident in the area at the foot of Byrne Road, shown at the woodpile, Captain Stewart, of the "Alice," an early steamer on the Fraser, in front of the engine, and Peter Byrne with long topcoat. The others are not identified.

In 1909, the municipalities of the Lower Mainland having now approached a suburban stage, the B.C. Electric deemed it advisable to secure contracts with each, covering a series of years, so that they would be in a position to plan long term development schemes, and the municipalities were just as anxious to secure transportation for the populace within their borders. Much of that populace had not reasonable trans-



BURNABY'S FIRST THRESHING MACHINE

portation at the time, and was increasing rapidly. Consequently an agreement was made with Point Grey which should expire in April of 1950, another with South Vancouver was to expire on June 10, 1949 and one with Burnaby is due to expire on October 30, 1949. Thus it was thought a new agreement would be possible at about the same time covering the three municipalities.

By the terms of the "Railway Companies' Act" of 1896, the Councils were "respectively authorised to enter into an agreement" etc. regarding street railways with the Company. But an amendment to the Municipal Act passed at the same session of parliament contained a "limitation of powers" clause, stating that such agreement must first be sanctioned by a popular vote of the ratepayers. These two enactments, diametrically opposed to each other were passed by the same group of members of the Provincial House, at the same session. It was a certain Mr. Bumble, if Charles Dickens is to be believed, that declared that "the law's a hass."

Mr. C. M. Woodworth, of Point Grey. a lawyer, declared the agreement with Point Grey was void, not having been so submitted to the people. He with others, carried the matter to the lower courts of B.C. who declared the agreement intra vires, or within the law.

The case was then carried to the Supreme Court, which reversed the decision and declared the agreement ultra vires, or outside the law. The British Columbia Electric Railway thereupon carried the matter to the Privy Council of England, who, at the end of two years again reversed the last decision and declared the original agreement legal and binding.

Burnaby had made her agreement in Council only, the members which passed the agreement being Reeve Byrne, Councillors D. C. MacGregor, Eber Stride, Ronald L. Cliff, John B. Amos, Bernard R. Hill and W. F. Silver. Because of the uncertainty in regard to the decision withheld so long, but now, it was hoped, about to be given by the Privy Council, the Company were unable to proceed with the development of the work, and in 1913, while yet the decision was unknown and undetermined, since the municipality had now grown so that transportation was a crying need, the two parties in Burnaby, that is, Council and Company decided to submit the question to the people, thus fulfilling the conditions both of the Railway Act of 1896, and those of the Municipal Act, of the same year. The people agreeing, a new agreement was made in 1913. due to expire at the original time, October of 1949. Since this later agreement had been ratified by the people, it is known as a "franchise" agreement indicating that it has received the assent of those enfranchised, or having the powers of voting. This, the original agreement of 1909, is perhaps the most outstanding legislation passed by the Burnaby Councils during the regime of Mr. Byrne. As a result the Hastings East line, known as the Burnaby Extension was opened for traffic on December 22, 1913, during the regime of his successor, D. C. MacGregor.

Real estate became active on Vancouver Heights about 1908. Galt and McLellan cleared, rough graded all streets and lanes, laid seven miles

FIRST STREET-CAR AT CAPITOL HILL, DEC. 22, 1913

of sidewalks, seven miles of sewers and five miles of water pipes, in D.L. 186. Messrs. Ironside, Rennie and Campbell did the work, employing an average of 240 men for about two years. Cook houses and bunk-houses were all located at Pandora Street and Boundary Road. Supplies were usually shipped out over the B.C. Electric at night, so as to not interfere with street-car passenger traffic. The first two dwelling houses on Vancouver Heights were those of Mr. Peters where now stands Seton Academy, and the home of William Tough, at 3824 Eton Street. A brick powder magazine had been built at Esmond Avenue and Venables Street some years before this, and a trail led up to it from the Douglas Road. It was torn down in 1912. But before this, a Mr. Seymour, a bachelor had located at the corner of Carlton and Cambridge. His home was built there just before Christmas of 1908.

Farther south, Mr. and Mrs. John Hutchings built that house numbered 4317 Pender Street, beside the lane which at that time was simply a skidroad along which was hauled shingle-bolts to the Inlet. Indians and Chinese were cutting bolts all around them. Their water supply was from a shell-hole beside this skidroad. They had aristocratic neighbors, the only ones with whom Mrs. Hutchings could indulge in an afternoon chat. These neighbors traced their ancestry as resident in America before the landing of the Pilgrims in the Mayflower, for they were Indians. The lady who presided over this household cooked on a campfire and made baskets. Mr. and Mrs. J. C. B. Goodridge and Mr. and Mrs. Coldicutt soon followed. Messrs. Morden and Thornton sold that tract north of Hastings from Gilmour to Queens, the latter now known as Willingdon, and farther east, on the western slope of Capitol Hill, the Scott Brokerage retailed much of the land. Higher up on the eminence. G. A. Barret and Co. sold their subdivision naming it Capitol Hill. This name having become well known through much advertising, the Scott Brokerage used it for a time, but soon the former firm sued for, and obtained an injunction from the courts forbidding the use of the name Capitol Hill by it, or by any other real estate agency, since they had first employed the name locally, and had done much advertising of their property under that name.

The Scott Brokerage thereupon adopted a close praaphrase of the name, spelling it Capital Hill.

In ancient Rome, the Capitoline Hill was one of the seven hills on which the eternal city was built. On it they built the Capitolium, the centre of the first seat of government of the Roman Empire. Its crest held almost all of the temples and shrines to the various gods whom they worshipped. The Roman Forum, centre of oratory and learning was there. It was the civic centre of the city.

The city of Toulouse in France is laid out in like manner. From the Place Du Capitole, regarded as the centre of the city both geographically and civically, streets radiate in all directions. In Washington, U.S.A., the Capitol stands on an eminence in what was decided upon as the Centre

of the city, but is now somewhat to the eastward of the centre. It, as in Rome, houses both branches of Congress. Seattle, too, has its Capitol Hill, a commanding height, though not connected with the civil administration of the city.

Because of the historical associations connected with the name, the spelling Capitol has survived.

The land owned by the Barrett Company lay north of Pandora Street; below that street the land was owned by the several members of the Springer family, descendants of Ben Springer, who had come to B.C. in 1863 and had been Manager of the Moodyville sawmills. They owned the western three-quarters of D.L. 127; the eastern quarter was owned by Ross and Howard. The Springer property was bounded by Delta Avenue, Howard Avenue, Pandora Street and Parker Street.

When, in 1909, the first agreement with the B.C.E.R. was made for street-car service to the area, they subdivided their property, giving it the title of Eastholme. Frank B. Springer, being the eldest of the two sons, became, with the consent of the others, virtual head of the family firm. Having many other matters of business to deal with, however, an agreement was made with a firm then formed to handle the sale of the property. That firm consisted of R. H. Sperling, then General Manager of the B.C.E.R., Mr. W. S. Deacon and Mr. T. E. Wilson, both lawyers of Vancouver city. In all transactions dealing with the marketing of the property, Mr. Sperling was a silent partner. They had bought an interest in the subdivision.

Frank Springer

Through the centre of the property a street running north and south received the name Springer Avenue. (Frank Springer died in Paris in 1911. aged 31 years).

Glynde is the name of an ecclesiastical parish in Sussex two and a half miles south-east of Lewes and ten miles from Brighton; near there is the ancestral home of Mr. Sperling. Hythe is a seaport town on the Kentish Coast, the former home of Mrs. Ben Springer, the early teacher of Vancouver's first school, whose picture is shown on page 79. Ranelagh was the name of a famous place of amusement in the heart of London, opened in 1742. In Charles Dickens' "Tale of Two Cities," he has selected Ranelagh as a propitious place to propose marriage to Miss Manette.

Grosvenor is from another famous place in London of a later date. The Grosvenor Galleries of Art are considered to be the finest of their kind in that city. They are in the palace of the Duke of Westminster, but are open at times to the public.

Ellesmere was probably so named because of the memory of the Duke of Ellesmere. The former name of the avenue was Ross, but since there is an avenue not far distant called Rosser, (after General Rosser,

former Chief Engineer of the C.P.R. in 1881), it was deemed best to rename it. Its former name had been given because the owners of the land there were Ross and Howard, as mentioned. Howard still retains its original name.

In the municipal elections early in 1911, J. W. Weart became reeve.

ELLESMERE AVENUE AT HASTINGS, IN 1911

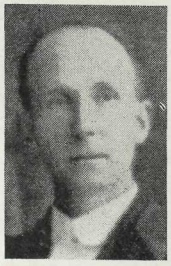
Born on July 17, 1861, in Lanark County in Ontario, he came to live in Burnaby in 1896. He was a school chum of Judge Foran in his youth. Possessed of a remarkable keenness of intellect, he was able to arrive quickly at the very foundation of any question engaging his attention. His convincing logic and his mastery of oratory made him a most valuable ally in obtaining, together with his confreres, the attainment of whatever they set out to pursue. Having lived so long in Burnaby, he knew its needs better than most men. Although we had possessed the right to sufficiently supply the 20,000 residents of the municipality with

the purest water, and owned 207 acres of the Seymour Creek watershed, eleven miles from the Inlet, the past Council had dug a well at Royal Oak on privately owned land upon which they had no legal rights and proposed to instal a local system of waterworks thereon. They were about to drill another in East Burnaby to serve that section in like manner. In Vancouver Heights five miles of water main had already been laid and seven miles of sewer pipe had been laid and it became evident that with such multiplicity of small local systems, each in fast growing communities with large populations that things must be rectified. Health was paramount, and an abundance of untainted water an absolute necessity. Our 250 miner's inches to which we had the right must be brought to the residents.

There being today an almost universal lack of knowledge as to the meaning of a "miner's inch," it is here given. It is the amount of water which will flow through a one-inch square hole cut horizontally through a two-inch plank in a 24-hour period, when the water is kept at a six-inch height above the top of the hole. 250 inches is computed to be sufficient, if properly used, to serve adequately a population of 250,000 people.

As it may be difficult to measure this at times, our Provincial Government has decided, (Revised Statutes of B.C., 1914, Chapter 271), that a miner's inch shall be considered legal if computed at .028 cubic feet per second. This amounts to 100,000 barrels daily, clearly enough for Burnaby for some time to come.

Vancouver was contemplating the building of a 30-inch main down the Seymour, and they were approached by Reeve Weart asking upon what terms they would consider enlarging this pipe from a 30-inch diameter to 32. Eventually we emerged with such an agreement in perpetuity for an annual payment of $7,000.00, that amount being computed to be the interest on the extra cost. This development stands as a monument to the efficiency of Reeve Weart in advancing a project so necessary to the health and welfare of the people of Burnaby.


J. W. Weart

To the writer, Mr. Weart related the inside story of the building of Kingsway in 1912. He was travelling from Calgary by railway and chanced to have as fellow passenger Sir Richard McBride, then Premier of B.C. They discussed the necessity of a good highway between New Westminster and Vancouver. The premier suggested that if the municipalities were willing to pay half the cost, the province might consider the proposition. Reeve Weart argued that the municipalities should not have to pay over 25%, but the whole question was only tentatively discussed. No official action was possible at such a time. It was Sunday, and on Monday night Reeve Weart summoned his Council in an emergency session, and had Mr. Griffiths, a shorthand writer in attendance and then and there

OFFICIAL OPENING OF KINGSWAY IN 1912

dictated a letter to the Government stating that the Council agreed to the proposal of the government and asked that the work be undertaken as soon as possible under the terms agreed upon, viz. that Burnaby be responsible for 25% of the cost. In December of that year tenders were called for, and the whole Council paid an official visit to Victoria to affirm that this was their understanding of the mutual agreement, and to clinch the bargain if possible. The incoming council of 1913 did the rest, including the naming of the highway: Kingsway. Mr. Weart was later elected to the provincial Legislature, and became its Speaker.

Those two years of 1911 and 1912 saw the greatest expansion of settlement in Burnaby until recent times. Money was spent freely, water supplied in abundance to the settlers, many roads and sidewalks were built, and the vexed question of transportation taken up with energy.

The present municipal hall was built mainly out of current taxes. When he left office taxes were only 10 mills on the dollar on improved lands, and 20 on wild lands.

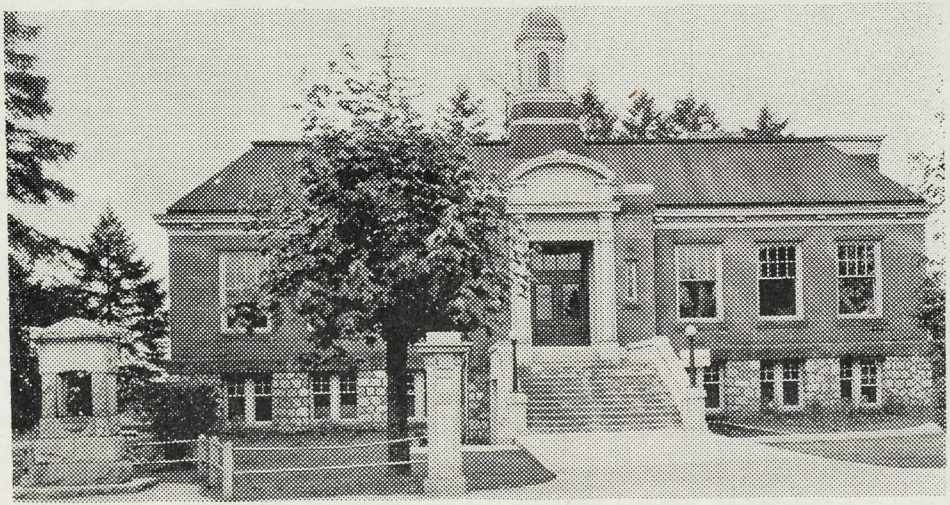
Several of our municipal employees entered the service of the Corporation. and are still there after 35 years of service betokening faithful and efficient work. These include Mr. Richard Bolton, Controller, and Mr. Charles B. Brown the Municipal Clerk. Councillor Wm. Philps was, for thirty years, Assessor, retiring on superannuation recently. Mr. A. MacPhee also only recently retired after constant service since the time of Reeve Weart.

Fred Liddell MacPherson

The Public Works about to be undertaken in early 1911 demanded the services of a competent Engineer, and this was realised in the person of Mr. Fred Liddell MacPherson.

Mr. MacPherson is a native of Ayrshire, and went to the primary school of Tarbolton to which went Robbie Burns. At Alloway only a few miles distant is the cottage wherein Burns was born and in the churchyard there he rests. In the city of Ayr are "the twa brigs," and close at hand sweet Afton flows gently beside the grave of his Highland Mary. It is not far to the "banks and braes of Bonnie Doon," immortalised by the silvery tones of Scotland's bard.

Mr. MacPherson is now in the service of the Provincial Government at New Westminster. In 1911 the Burnaby Lake interurban was completed. Horne-Payne station where it enters Burnaby was named in honor of R. M. Horne-Payne, the first President of the B.C. Electric, who, having come to Canada looking for investment of British capital, in 1894 recommended the purchase of the local lines from the Consolidated Railway Company. He devoted most of his after life to the development of the system. He died ni London in January, 1929. The substation there was erected as a power station of the Stave Lake Power Company, which built their line along the Johnston Road, agreeing



THE PRESENT MUNICIPAL HALL, BUILT 1911

to widen that road from 66 feet to 99 feet by the purchase of a 33 foot strip on its northern side. This was never done, the hard times consequent on the shadow of the impending World War No. 1 so depressing the market for electricity that the development was unwise. Their agreement with Burnaby called for a payment of $1,200.00 a year for the ensuing five years, commencing in 1912. The Company was absorbed by the B.C. Electric some years later.

It was at this time that the Johnston Road was renamed Broadway.

R. M.
Horne-Payne

Ardley station where the line crosses the Great Northern Railway was first named Burrard by the railway company, but a letter from Mr. C. O. Jenks, vice-president of the company states that "on account of the similarity with Burnaby Lake, the next station eastward" (on the G.N.R.) "the name was changed to Ardley on July 1, 1909."

Murrin was named after W. G. Murrin for many years General Manager of the B.C.E.R., retiring in 1946.

Sprott Street and station were no doubt named after Chas. Sprott, for nine consecutive years a councillor and two years reeve of Burnaby, elected continuously by acclamation. He was for over forty years resident in the neighborhood of the station. It had been thought by some that the name may have been given in honor of John Sprott. (no relation of C. F. Sprott) who was for many years provincial road foreman.

Vorse is named from C. B. Vorse, construction engineer of the B.C.E.R. at the time the line was built.

Laurson received its name from Vigo Laursen, the solicitor of the company at the time. He was a brother-in-law of the late Councillor Charles Rummel. He retired only recently.

Stormont commemorates U. Stormont, the roadmaster of the line during construction.

Cariboo is at the crossing of Cariboo Road, an old name given because there, beside the old "pleasure path" cut to Burnaby Lake in July of 1859, a returned miner called "Cariboo Jack" built his cabin on his return from the golden Cariboo minus the gold.

It was in 1912 that the Highland Park cut-off which shortened the route of the Central Park tram by two miles was built, calling for new stopping-places as the settlers gathered along the line.

Mead station is near the old home of George Mead, who, having bought twelve acres from the estate of the Rev. Edward White, first missionary to New Westminster, (see page 21), developed quite a large fruit farm on it, and erected one of the finest residences in the district. He had come to New Westminster in 1878.

Elsona is named after the New Westminster Superintendent of the

Courtesy Vancouver Daily Province.

This was one of the earliest homes in the Burnaby Lake area. Built in 1891 by Charles F. Sprott with the assistance of Bernard R. Hill, it still stands at 4205 Douglas Road. It is now the home for the aged Danish people, and is known as Dania House.

B.C. Electric at the time of the opening of the cut-off. He was W. H. Q. Elson, born in London, Ontario in 1862.

Leeside commemorates the memory of John Andrew Lee, proprietor of a large departmental store in New Westminster, and Mayor of that city for three years. In early life he was a poor boy. and rose to his position of affluence entirely by his own efforts.

MacGregor reminds us of D. C. MacGregor, for four years Councillor, and Reeve in 1913, (see page 118). It is quite likely that this station was created in 1913.

The Duke of Connaught visited B.C. about 1912, and Connaught Hill appeared in consequence. Samuel L. Prenter was assistant to the transportation superintendent. in Vancouver at that time. He died some years ago. Prenter station will keep his memory green.

Fraser Arm is so named because there the tram crosses Gilley Avenue, running down to the North Arm of the Fraser River.

Ex-Councillor Charles Rummel came to B.C. in 1892, and was one of the B.C. Electric's oldest employees. Asked why Highland Park was so named he wrote:

"Mr. Hemlow, who was the first ticket agent and manager of the interurban lines seems to think that the name Highland Park was given by Mr. Semple, the first roadmaster. There was no station there in the early days.

"The section was being logged over by Gilley Brothers. and it looked very park-like before the loggers came on the ground, and the oldest conductor seems to think that it was named Highland Park because people thought that some day the government who owned a considerable tract of land about there would make a park reservation similar to the one at Central Park."

The name Royal Oak is one used in very many places throughout the British Empire. It was first given to the pollard oak in which Charles II. of England hid after the defeat of his army at the battle of Winchester, September 3, 1651. (A pollard oak is one which has been pruned back to thicken its head, which becomes denser in consequence). It is in the northern part of Shropshire. The Royal Oak Hotel had been built about 1892, alongside the Vancouver Road, and when the settlement necessitated a station on the tramline, it naturally took that name. The hotel was built by Levi Morris.

MacPherson is a fairly modern stop. It is where MacPherson Avenue crosses the original line. MacPherson Avenue was named in honor of Burnaby's first municipal engineer, Fred L. MacPherson. (See page 157).

Jubilee dates from 1897, the year of jubilee in the reign of Queen Victoria, who was crowned in 1837. In the illustration showing the early stop there, note the wire in the centre of the track. It was considered necessary in that day to provide a complete circuit for the electrical current. It was stayed with cross wires to the rails on both sides, so

that passing cows or hogs, both of which then roamed at will, could not displace it, leaving it on either rail where a passing tram would sever it. In a few years electrical engineers learned that the rails themselves would furnish the required completion of the circuit, for while not so conductive they had a far greater cross-section. They were bonded together at each joint by copper wire, and the central cable discarded.

Alex Dow

Dow Road station was so named because Alexander Dow, member of the financial firm of Dow-Fraser bought property adjoining it, on what was afterward named Dow Road. Mr. Dow died on October 8, 1919.

Patterson reminds us of Dugald Campbell Patterson, a Burnaby school trustee in 1912 and 1913. Mr. Patterson combined in himself the blood of three of the proudest clans of Scotland, that of the Campbells of Campbellton, the Pardons of Partick and the Patersons of Rutherglen. Partick is a suburb of Glasgow on the west; Rutherglen is a southern suburb. Mr. Patterson, who adopted the double "t" in the spelling of his surname, came to Canada in 1884, and to Burnaby in 1889. He was a civil engineer, and proprietor of the Vulcan Iron Works of New Westminster.

Alexander McKay. a carpenter bought acreage running from the Vancouver Road to the tramline, and when the need for a tramstation arose, he gave 33 feet of his property on its eastern border for a right-of-way to it. Mr. Keefer who owned the adjoining land on the east gave the other half of what came to be called McKay Avenue, and the station was named McKay.

D. C. Patterson

The wife of the tram company's first president, Mayor Oppenheimer was a native of that part of New York City known as Manhattan Island. In its centre one of the most famous public parks had been laid out in 1858, and though originally a wild swamp, it became through a masterpiece of landscape gardening, the celebrated and world famed Central Park. It is two and a half miles long and half a mile wide. It is situated centrally between the Hudson River and the East River. When a crossing point midway between New Westminster and Vancouver required a name, it became Central Park.

The property consisting of 196 acres donated to the Westminster and Vancouver Tramway Co. in 1894, was named Collingwood when subdivided and sold. An early settler on Joyce Road, at 45th Avenue, was Peregrine Joyce. He developed quite an extensive fruit orchard on his land there, and the boys of the neighborhood paid nightly visits to it. Mr. Joyce got in bad with his neighbors. The first tramstation was called Collingwood, the second became Joyce. That name was anathema in

the neighborhood the signboards of Joyce and Collingwood (there were no buildings) were exchanged at night time by the populace around Joyce, only to be taken back to their original locations in the morning. When this had been repeated several times, it was decided to create East Collingwood and West Collingwood. The name of Joyce Road remained, to name the highway there.

Earl's Road ran past the home of an early settler, Mr. Earl. Knight Road was named similarly, after Mr. Shelton Knight.

The late Robie Lewis Reid, K.C., L.L.D., wrote many years ago that "the Gladstone Hotel was completed in July of 1885." But how should he know? In a recent letter to the writer Mr. Reid wrote:

"Let me tell you a story,—a true one. In the latter part of August, 1885, a young chap from Nova Scotia had just succeeded in getting a license to teach school in British Columbia. He had come to New Westminster from Victoria. He heard that a school at Granville was open, so. being stony broke, he walked over there, but found that another person who had got his license, at the same time had been engaged, so he walked back to New Westminster that afternoon. He met the man who had secured the Granville school, and found that he also was engaged to teach the school at Clover Valley" (we call it Cloverdale now). "He gave his resignation to the young fellow to take out to the trustees and probably get the school. So the next morning he jumped his hotel bill and set out on foot south. I was that young fellow." Mr. Reid died on February 6, 1945. Mount Robie Reid north of Stave Lake is named in his honor, and beside it towers Mount Judge Howay, both officially named by the Geographical Board of Canada. They were comrades and friends, members of the legal firm of Howay and Reid in New Westminster for many years.

Any station named Gladstone required another near at hand named Beaconsfield and so, across a deep ravine near Gladstone arose the station of that name.

When you pass Beaconsfield perhaps you may be reminded of his description of Gladstone. Speaking at the Riding School in London, on July 27, 1878, he shook his fist at his political opponent branding him as "a sophisticated rhetorician, inebriated with the exuberance of his own verbosity, and gifted with an egotistical imagination that can at all times command an interminable and inconsistent series of arguments to malign an opponent and glorify himself". And that's that! But in Vancouver, the depths dividing these two have been bridged with a long bridge, and all who visit Beaconsfield, pay a courtesy call on Gladstone the very next minute.

In 1912, no shadow of impending disaster darkened the face of a prosperous land: no cloud of war dimmed the bright sun of a universal belief in a continuous progress of peace and plenty. Real estate agents thrived and fattened in the firm belief of a greater opulence on every hand. Land sales were made without the least heed being given to the

titles of the vendors as real owners of the lands they sold. Many properties were turned over inside of twenty-four hours at enhanced prices, by their new owners, and settlers appeared with crude homes where naught but forest had been a few days before. In the northern sections of Burnaby this was perhaps most in evidence. The top of Burnaby Mountain was all surveyed into lots and many of them sold long before any road led there. To within half a mile of the North Road, the virgin forest was dotted with the surveyors' stakes.

Charles A. Bodie sold the plateau a thousand feet above the sea, calling it Scenic Heights. Samuel Frederick Munson sold its western slopes as Hastings Grove. His activities illustrate the trend of the times. A biographer wrote of him:

"He purchased a tract of 160 acres in North Burnaby and founded the town of Hastings Grove. He put into operation a motor-bus system between the property and the terminus of the Vancouver street-car line," (at Boundary Road). "He erected a spacious store building and a large rooming house containing more than thirty rooms both of which are rented." (The store was contained in one small room on the ground floor, the "rooming house" was the upstair or second floor of the same building, and had only eight rooms, and the "system of motor-buses" was one in number, the driver of which is still awaiting his pay for his services). "There is a Methodist Church in the town, the streets are all graded and all the improvements are of the highest order." (Mr. Munson, owing to pecuniary embarrasment contributed nothing to the cost of the church which was long since removed from its site in the forest and stands beside Glynde Avenue in Capitol Hill). The graded streets are overgrown in many cases with the forest, and their location beyond recognition. Some there are which still remain, and have been improved by the municipality long after Mr. Munson lost all financial interest in the property. To reach this new "town," the municipality opened Curtis to First Avenue, Mr. Munson agreeing to contribute a third of the cost of the lumber required, estimated at $3,000.00. He did pay a third of that, $333.00 giving two notes for a like amount, payable in 30 and 60 days, the payment for which Burnaby still awaits.

Such was the optimism prevailing, that he is reputed to have sold 1100 lots inside of three months, without one of the purchasers examining the title in the Land Registry office.

Scenic Heights reverted to the municipality within a few years, and is now dedicated as a Public Park to the Metropolitan Park Board of Greater Vancouver. These are but typical instances of the wildcatting of the era before the war of 1914.

Anyone who bought property in D.L. 135, known as "Hastings Grove Addition," and some were widows without other means, lost their all, for Mr. Munson had paid only $1,000.00 on the subdivision for which he agreed to pay $160,000.00, and in consequence the owners foreclosed their

mortgage, and regained full possession of the property which they resold to others.

No consideration was allowed for the unfortunates thus losing their life's earnings.

The store-keeper of Hastings Grove's "spacious store building" was Mrs. Eudora Jane Lochead, who, after a year as such, decided to build her own store, and the Hastings Grove store closed its doors. The building became a dwelling house. Of the many who came with the first influx in 1911 but few remain. In the earlier days of the settlement, Hastings Street was a mud road, and passengers in the two-horse democrat which was the first bus had to walk part of the way.

Where now a paved concrete road runs down the hill near Shellburn, the axles levelled the soft mud, and men and women took to the slashings alongside the trail which was minus of sidewalk, in order that the team might be able to draw the light vehicle up the hill. But things were booming, and Mrs. Lochead conducted a dining hall in the store building with the assistance of her cousins Emma and Marion, and her son Willie was bull cook supplying wood and water.

Over sixty steady boarders were accommodated during the summer of 1912, and tents dotted the landscape all around the dining-room to accommodate the overflow.

In the dining-room were held the public meetings of the Hastings Grove Ratepayers' Association, the first of its kind in that part of Burnaby, and during the winter following a series of concerts were held there fortnightly. Local talent only participated, there were no refreshments and no admission fee. A neighbor furnished an organ, several others brought violins, a harmonica or two, the neighborhood had some good vocalists, and the programmes were prepared carefully in advance, and included dramatic acts of no mean order. A friendly house of social intercourse resulted, and in such proceeding Mrs. Lochead took a leading part, enlivening the gathering with her violin, and acting the part of an admirable hostess. The author has still an autographed copy of sheet music of her own composition, and her poetry is in the Vancouver City Archives.

A feature of these entertainments was the reading of the local newspaper which was written in script by one of the local literati. It dealt with local matters only, and though perhaps it was not strictly true in all details, that it created much merriment is strictly true. North Burnaby's first floriculture exhibit was held in this hall in the fall of 1912, and a widespread garden contest culminated in the display then made. Prizes are still shown with pleasure by the oldtime residents.

In 1913 Mrs. Lochead decided, with true business foresight to locate at the corner of Sperling and Hastings, where there was as yet, no building of any kind. Her building was the nucleus of Lochdale, and her hall above the new store became the social centre of the settlement. No postoffice served the district up to that time, the one at Lakemere on

Cliff Avenue was too far from the line of travel to and from Vancouver. She decided that one was necessary, and in response to her petition largely signed throughout the district it was granted.

The author of this work built her store and circulated her petition. Being requested to suggest a suitable name she chose Lochdale as a first choice . In this, too, the author had a part. It is a flat section of country around there, and her surname supplied the first half of the name given.

Mrs. Lochead

Mrs. Lochead died in North Vancouver on February 2, 1937. In the memory of the pioneers her kindly and genial manner will remain a pleasant reminiscence of the days that are no more.

The main street through the Lochdale settlement came gradually to be known as Sperling Avenue. For years it had been known as "the pole line road." It is also the main central highway through Burnaby.

Rochford Henry Sperling was born in London, England on February 9, 1876, and is a son of Henry Reginald Sperling, a financial magnate of that city, who was one of the first men to become interested in the British Columbia Electric Railway Company, and its predecessor, the Railway Syndicate of 1896.

The son having been a student of Eton and of the electrical branch of studies at Faraday House in London where he qualified as an electrical engineer, came to Canada in 1896. In 1902 he was consulting engineer with the Lillooet, Fraser River and Cariboo Goldfields, Ltd.

The following year he became the Victoria Superintendent of the British Columbia Electric Railway there, of which he became the General Engineer the following year of 1905. The same year he was General Manager of the Vancouver Gas Company, of the Victoria Gas Company, of the Saint Nicholas Estate Company, of the Vancouver Power Company, and of the Vancouver Island Power Company. In 1914 he was elected a Director and Assistant to the Chairman of the B. C. Electric Co. Ltd., in London. It was during his residence in Vancouver that Sperling Avenue was named in his honor. Another street of that name is in Shaughnessy Heights in Vancouver, and a station on the Chilliwack interurban is so named. He is a member of the British Institute of Electrical Engineers and of the American Institute as well.

In 1915, in London he became Captain of the Royal Engineers during World War No. 1, Assistant to the Controller of Aircraft Production, and

to the Ministry of Munitions, General Manager of the National Aero Engine Factory at Hayes, England in 1918, and of the National Aircraft Factory at Waddon the same year. After the war, he became Manager of the British Vegetable Oil Extraction Company and in 1919 he was with the Trinidad Central Oilfields in the Island of Trinidad, in the British West Indies.

He is now Vice-President of the Canadian Celanese Company, Limited, and resides at Drummondville, Quebec. His wife is the former Miss Fleurette Lily Huntley MacPherson of Vancouver.

R. H. Sperling

Curtis Street is named in honor of a Mr. Curtis, employee of Burnaby at the time of its opening.

Cliff Road is named after Charles E. Cliff, for six years Councillor of Burnaby. The life history of Mr. Cliff illustrates that "fortune favors the resolute." He worked for five years under bond not to quit as an apprentice to a tinsmith. His princely salary at the first was $100.00 a year. Having served his time he worked a 10 hour day for $1.25, and during that time he married a lady who must have had an abundance of courage. When the big fire in New Westminster threw him out of employment by burning his employer's factory down, he cleaned out his chicken house and began making butter cans for the local creamery. He had no money and no machinery, nevertheless he stayed resolutely with the job, and in time his factory turned out from 250,000 to 300,000 cans daily. He finished his life in affluence.

Winch Street was so named because the real estate firm of R. V. Winch and Son sold the property through which it ran. Sommer Street, (which should be the proper spelling) is named in memory of Henry Sommer, a German who lived and died where the street crosses Sperling.

Duthie received the name because William Duthie lived near and kept the Duthie postoffice at the south-west corner of Broadway and Bainbridge in 1911. Phillips Avenue was named after George Phillips whose early home was east of that Avenue, and north of the present Lougheed Highway. When, in 1916, Mr. Phillips persuaded Burnaby to cut a road from Phillips Avenue to his residence, it was named George Street.

The Lougheed Highway was named after the Minister of Public Works, Nels Lougheed, when it was decided to open it from Vancouver. He was a member of the logging firm of Abernethy and Lougheed.

It was in 1910 that North Burnaby opened its first store. Having bought property the year before at the foot of Capitol Hill, J. C. B. Goodridge built a rude shack beside the trail we today call Hastings Street, then a narrow trail where two teams had no room to pass between Queens Avenue, (now Willingdon) and Ross Avenue, (now Ellesmere Avenue). To clear the site both he and his family walked from Victoria

Drive out the mud road four miles during holidays. Their public utilities were few; water from a spring where now Gamma and Albert meet, and where the shake huts of Japanese shinglebolt cutters stood beside the skidroad; light from a coal-oil lamp or tallow dip; postoffice at Cedar Cove where Victoria Drive ended at Burrard Inlet, four miles away; the nearest grocery store at Victoria and Hastings, and no neighbors save the Chinks and Japs who were busy cutting shingle-bolts. But optimism ran high, and many prospective settlers passed their rustic home to spy

out the land around Capitol Hill. They usually came on foot or with horse and buggy occasionally, which bumped over the corduroy roadway in Vancouver Heights and negotiated the mud road before their door. In 1911 the occasional auto and an increased flow of prospective settlers gave promise of better times, and they decided to build a store. Their daughters, Maud, Alice and Gwen were the pioneer merchants of Capitol Hill. Their place of business was beside an apple-box set beside the road and their stock in trade was oranges only.

One fine day there appeared riding down the winding trail where Delta Avenue now crosses it, a knight in armour, (or so it seemed), with a following of retainers, the bright sun glittering on their armour. Drawing rein and lifting his visor, he desired to know what recompense

was required by the fair damosels for a dozen of the luscious fruits of a distant land, at Capitol Hill's earliest mercantile emporium.

Bidding his retainers pay double, and courteously declining to accept the change, the gay cavalier and his retinue of knights departed. It was Reeve Weart who, gaily caparisoned on spirited steed, was inspecting the Hastings Road. He dubbed the merchants his "little orange girls." It was their big day!

In 1912 the settlement had developed sufficiently to warrant a post-office, and it was opened in the Goodridge store, to operate there continuously for 33 years. The road was planked soon after, mainly to provide a passable thoroughfare to the subdivisions of Scenic Heights and Hastings Grove. It was paved with concrete in 1927, by the M. P. Cotton Company.

The Capitol Hill School was soon a necessity. It was built on the western side of Ellesmere, half a block south of Hastings, in 1913. This building was burned down in the spring of 1924. It had been used for a Community Hall for some time previously, a new school having been built in a more central place where it is now located. In the illustration, the pupils are, from Left to Right in the back row. Jack Daniels, Councillor John S. R. Jones, Maud Goodridge, Emily Blackman of Hastings Grove, Sarah Turnbull of Hastings Grove, Carrie Spicer the teacher, Miss Bryce, Clarence Jones of Lochdale, and Hector McLean.

Middle Row L. to R., Bill Daniels, Marion Yates, now Mrs. Bob Beckman of New Westminster, Wilfred Dickenson, Gwen Goodridge, now Mrs. Wm. Lister of Point Grey, Lily Hartley, now Mrs. Edward Armstrong, Norman Fryer, and Cyril Dickenson.

Next line below. Albert Fryer Herbert Hartley, Charley Lock, and Reed White. In front. Billy Almond, Billy Hall, Alice Goodridge, now Mrs. David Norman, Harry Hartley an unknown and Wesley Daniels.

And now, over in Germany Kaiser Wilhelm and his satellites were preparing to extend the German Empire, and though doubtless his intended victims were in some measure aware of his warlike preparations, the general public of Burnaby knew little of what was about to transpire.

The times of affluence were gradually giving place to those of a necessary hoarding of the nations' wealth, and the money barons of the British Empire were tightening their purse-strings, girding for the fray. One business matter, however, demanded the attention of the populace in Vancouver Heights, Capitol Hill and Lochdale. The agreement had been signed by both parties providing for it, in October of 1909, but no move had been made by the B.C.E.R. to implement that agreement, owing to there being some doubt as to its legality. That question was before the Privy Council and their decision was withheld for two years. In order to clear the matter, therefore ,it was proposed to submit the question to the electorate, and this was done in the Spring of 1913. It being approved, the construction of the line proceeded forthwith, and the first street-car arrived at Capitol Hill in December, 1913.

Meanwhile, Burnaby had elected a new reeve in Councillor MacGregor. (See page 118). Like his Municipal Engineer, Fred L. Macpherson whose native locality had been so enriched by the immortal Burns, so that of Mr. MacGregor had been enriched by the work of Sir Walter Scott. He who so touched the heart strings of humanity, while yet a plowman was a contemporary of the intellectual poet and novelist beside the Tweed. Scott was 25 years old when Burns died at the age of 37.

In a valley in western Perthshire known as Glen Lyon, surrounded by the Trossachs on the south and the Grampians on the west, Mr. MacGregor spent his youth. Not more than 20 miles away lies Loch Katrine, where dwelt "the lady of the lake", and in that neighborhood, declared Scott "I was in the habit of spending some time every autumn".

Glen Lyon is the ancestral home of the MacGregor clan, and Mr. MacGregor named the fine residence which he erected beside the "glen" down which ran a stream or "burn" on its way to the Fraser, Glen Lyon. It was the stream beside which the Royal City logging camps had been "on the Wintemute Place," in 1887. Today it is the Borstal Home for boys.

To Mr. MacGregor and his Council fell the necessity of clearing away the uncertainty regarding the legality of the B.C. Electric agreement of 1909. His Chairman of Transportation was A. V. C. MacPherson, known familiarly as "Happy Jack." Burnaby had then six wards and from each ward was appointed two men to work with the Council in this work; nineteen men in all.

After long discussions, never without serious differences of opinion, and interviews with General Manager Sperling, it was agreed to submit the whole agreement to the electorate, and, as already stated, it was approved. Happy Jack went overseas and died in battle beside the Dardanelles, in 1917.

The financial institutions were all tightening up their purse-strings when Mr. MacGregor became reeve in 1913. Although the "coming event" had not yet cast its shadow perceptibly in Burnaby clearly enough to be properly interpreted, there can be little doubt that sinister international events of very somber aspect were recognised as approaching, by diplomats and in high financial circles. It became very difficult to borrow money. The ratepayers had voted in favor of borrowing $1,716,000.00 for roadwork and general expansion of public utilities but the money market was extremely unfavorable. The reeve was granted an expense account of $1,200.00 and he went to London to endeavor to float the loan, but his errand proved fruitless. Municipal employees were unpaid for almost six months, and were compelled to borrow money to maintain their families. Outside workmen threatened to sue the municipality, and The Employees' Sick Benefit Society loaned the munciipality a portion of its funds. At Christmsatime the Reeve loaned Burnaby $20,000.00 to pay salaries and to enable the staff to enjoy the holiday season as best they could.

Being unable to sell their bonds, which were in the form of long-term debentures, the council issued short term "treasury certificates" bearing 6% interest, for a three-year term, whereas the authorised debentures were to have borne 4½ and 5%. During the dark days of Burnaby's experiences the best offer obtainable for them was 66.90, the letter containing this remarkable offer containing the comment that "any banker will admit that this is a remarkably good offer for your bonds".

It was in this time of adversity, darkened by the shadows of the approaching world conflict, when the giants of the financial world were preparing for the fray, that Reeve MacGregor retired from the political arena of Burnaby's affairs. In the following years he served his country with the rank of Major of the Seaforth Highlanders.

A development of great possible import had taken place in North Burnaby in 1911. The first Oil Refinery in Western Canada was planned at Impoco, on the shores of Burrard Inlet, and had it not been that the Council of Burnaby refused to close the staked out streets, which were never developed, it would have been erected there. As it was, the site was cleared of forest, tanks 93 feet in diameter and 35 feet high were built, a railway siding, an office building, wharf and mooring dolfins, and a warehouse were built there in early 1911.

The Imperial Oil Company bought fifteen acres to the west of this site for their proposed refinery but from necessity abandoned the site, and developed their refinery at Ioco instead. It was the first big venture into the oil storage business in Western Canada. Prior to this, petroleum oils principally kerosene or coal oil, had been brought in cases not barrels around Cape Horn, but with the crossing of the Rockies by the C.P.R., coal oil came first in carloads of cases ,then in railway cars of wood with square tanks inside, and their contents dumped into the only bulk storage tank in British Columbia at the foot of Cambie Street, on False Creek. In February of 1912, this storage station in Burnaby received a total of 125, 542 Imperial gallons of refined oil, and 1,006,799 gallons of fuel oil. It was situated at Berry Point on the northern edge of D.L. 189.

Impoco continued to grow and shipments were frequent to Kamloops, Vernon, Victoria and New Westminster, and to the east as far as to Nelson. Coastwise steamers called there for large shipments of gasoline for the canneries up the coast, and it became a busy point. Railway engines called daily to take out cars for eastern points. As many as 20 men were employed there, with shipping staff and office employees.

Today the whole site is overgrown with good sized trees and nothing remains to show that there once existed the original nucleus of the oil industry in Western Canada.

It was in the latter end of 1913, when Burnaby was passing through her darkest days that Hugh Murray Fraser of the financial House of Dow-Fraser was nominated as reeve to pilot the ship of state to a fairer harbour. His principal election cry was the retrievement of Burnaby, and so well did he accomplish this that a leading financial house said:

"If the people of Burnaby realised what they owe to Reeve Fraser, they would rear a monument to his memory a hundred feet high".

Mr. Fraser's parents were natives of one of the glens of Perthshire in Scotland, as his predecessor Reeve MacGregor had been. They settled in Perth county in central Ontario. Hugh M. was born there in the city of Stratford on December 28, 1866. He first came to Vancouver in 1895, and with a school chum of Stratford, formed the financial firm of Dow, Fraser, and Co. in 1900.

Hugh M. Fraser

On asssuming the reeveship, he diligently set to work to redeem the municipality from the financial difficulties with which it was enmeshed. The treasury certificates were not redeemable for three years, and were finally redeemed in May of 1916. In that year the bonded debt of the municipality was reduced from over three millions to slightly over two and a quarter millions, and this upon an actual payment of considerably less than half a million in taxes.

This statement, apparently impossible on the face of it, is strictly in accordance with the facts. No less than $716,000.00 was cancelled from our debts in this year, saving in interest $37,000.00 yearly, well over a hundred dollars a day. How was it done? It was fortunate that over $400,000.00 of the proceeds from the sale of the treasury certificates was still in hand, in 1914, and although insistent demands were made for its expenditure, to such demands Reeve Fraser gave invariably the reply: "Not so long as I sit in this chair shall it be spent; it must assist in the retrievement of Burnaby."

"The Daily Bond Buyer", published in New York, the supreme authority on the sale of bonds, advertised on March 16, 1916, that $1,716,000.00 worth of Burnaby Bonds are offered to be sold at the best price obtainable". These had been held in escrow, just as a pawnbroker holds his pledges, and when Burnaby tendered the cash for their redemption an injunction was issued by the courts of New York forbidding the delivery of the bonds. In this situation, the Burnaby Council sought the advice of the late Joseph Martin, known as "fighting Joe".

The author, being a member of the council, was a member of that delegation, and remembers the advice given. "If they want to play marbles, invite them to your own back-yard".

Mr. Fraser stood pat, and in the Vancouver Province of August 8, 1916, is the statement that "Reeve Fraser quietly called Spitzer-Rorick's little bluff, who have been forced to withdraw their injunction proceedings at their own cost". All these interesting proceedings were well known at the time, but have long since passed from the public mind, and since there are now many later arrivals amongst us, it is well that they be recorded both for them and for posterity in justice to this public servant who deserves the utmost gratitude at our hands.

The "Advertiser" of London, Ontario had stated that "the town of Burnaby wanted to pay off $1,250,000.00 worth of treasury certificates six months before maturity, and when John Wolhage appeared before Justice Donelly in New York Supreme Court seeking an injunction to restrain The Equitable Trust Company from relinquishing the bonds of Burnaby, Justice Donelly enquired where the town was located".

The Financial Post and the Monetary Times made very favourable comments on the situation, the latter remarking "Spitzer-Rorick withdrew their suit in the New York courts, and will pay all legal costs in connection with the action".

Their document releasing Burnaby from all liability is such a gem of legal loquacity that we herewith reproduce it in part. Having acknowledged the receipt of payment in full, they declare they "have remised, released, and have forever discharged, and by these presents do for ourselves, our heirs, executors, administrators and assigns remise, release and forever discharge the said, The Corporation of the District of Burnaby of all and from all, and all manner of action and actions, cause and causes of actions, suits, debts, dues, sums of money accounts, reckonings bonds, bills specialties covenants, contracts, controversies, agreements, promises, variances, trespasses, damages, judgements, extents, executions, claims and demands whatsoever in law or in equity which against the said The Corporation of the District of Burnaby, we, or the said firm of Spitzer-Rorick and Company ever had, now have, or which our heirs, executors or administrators or assigns hereafter can, shall or may have for, upon, or by reason of any matter cause or thing whatsoever FROM THE BEGINNING OF THE WORLD to the day of the date of these presents".

It is presumed from the length of "these presents" that the said firm of Spitzer-Rorick were charged so much a word from the legal lights who threw such an illuminating light on the matter in hand. And, as we shall see, they tried in vain to get Burnaby to pay the bill.

As the mariner sails the charted course, he pays strict attention to the buoys and lighthouses which mark some dangerous reef or shoal, and to the beacon lights along the shore. In like manner, for our present and future safety and welfare are the records of the past valuable to us, and herein lies the greatest value of history.

It might be gathered that the attitude of Reeve Fraser during the period of these negotiations was one of autocracy. This it was not intended to be inferred, for the reverse is true. In this connection we cannot do better than to quote from the Vancouver Province as follows:

"On taking office in January, 1914, Reeve Fraser called together the heads of the various departments and said: 'gentlemen, I have been elected with a mandate to retrieve the financial position of the municipality. Now, I know nothing about municipal business, but I believe it should be conducted along the lines of ordinary business. I may be wrong about that. There may be something in the Municipal Act to which the

ordinary rules of business do not apply. If so, I want you to tell me, because I need your advice and your help. I therefore propose to call you together once a week for consultation'." It was after many such consultations with Clerk Arthur G. Moore and Treasurer Richard Bolton, it was decided to issue Serial Bonds for $1,000,000.00.

The scheme was approved by the Provincial Municipal Inspector, and the Premier of the province gave his written assurance of co-operation, for it was necessary to pass enabling legislation. The law allowed a borrowing power of 20 per cent. of the assessed value of taxable property, and Burnaby was now perilously near that deadline.

The type of municipal bond now proposed was new in the realm of municipal finance, but warmly approved by the bond dealers of the East. Owing to the Treasury Certificates of the regime of Reeve MacGregor having been negotiated for a three year term, it was not possible to redeem them until 1916, and it is then that the plans outlined reached fruition. Burnaby was also fortunate in having as Chairman of Finance the late Councillor Angus MacDonald, whose civic experience in Vancouver, and his municipal experience in Burnaby had covered more than ten years on the Aldermanic Board and on the Council of Burnaby. His advice and counsel were at all times valued and highly appreciated. To these men as loyal co-workers with Reeve Fraser, we owe a goodly measure of gratitude. And that they were loyal to the cause in hand the following letter to the Burnaby Advertiser appeared from Mr. MacDonald on August 25, 1935, some nineteen years later:

"To The Editor,

Dear Sir:

I read with pleasure the article in your last issue in regard to the work of Reeve Fraser twenty years ago, written by Ex-Councillor George Green, and wish to say it is true in every detail. I was Chairman of Finance that year of 1916, and know that in carrying out the work as outlined, the whole council worked harmoniously for the good of Burnaby, more so than in any other year of my municipal experience. The entire council reposed the greatest confidence in Reeve Fraser as a financier and readily followed his lead.

My personal contact with him as Chairman of Finance was one of complete harmony throughout the year, Angus MacDonald."

To the firm adherence to strict business principles in the unswerving pursuance of the public trust imposed upon him, Reeve Fraser proved himself a strong leader. When the Spitzer-Rorick firm agreed to withdraw their ill-advised injunction, they tried to impose as a condition that "Burnaby will have to pay $1,250.00 legal fees in connection with it." They received a telegram the same day in reply: "Will not pay legal fees demanded. This is final."

The days of 1914 were those of the hardest times Burnaby has ever seen, and there was no relief from municipal, provincial or dominion

government. So stringent were the necessities of the general ratepayer, that none were allowed to work over two weeks at a time, and a rotation of men, including foremen, was in effect on all roadwork. In 1915 the City of Vancouver established camps for 250 men to clear their site for a cemetery in District Lot 143 in Burnaby.

There was no road from Vancouver to this site, and supplies for the camps were hauled up the former skidroad of the Connor Lumber Company who had logged the area in 1904, on sleds built beside the skidroad for the purpose. The municipality was asked to join Vancouver City in providing a road but refused, in order to discourage the creation of any cemetery in Burnaby. Letters were sent from the Council to the Provincial Medical Health Officer, Dr. Fagin, in protest, but the clearing of the cemetery proceeded without delay. Today, in 1946, there are four additional cemeteries within her borders, the Jewish Cemetery in D.L. 172, Ocean View, south of Central Park, the Masonic Cemetery south of Vancouver Heights, and Forest Lawn in the centre of the municipality.

Wages then were $2.40 per day of eight hours, and taxes had been doubled in 1913 from 10 to 20 mills on improved land and from 20 to 40 on wild land. It was not easy to withstand the insistent demands for the spending of the money in hand for public works. When the author returned from overseas in 1919, Mr. Fraser reminded him that though he did not go overseas, he was busy fighting the savages at home.

Thomas Sanderson

In 1919, Thomas F. Sanderson was elected reeve. He was a native of Cambusnethan, a thickly settled parish in northern Lanarkshire in "the land o' cakes and heather." It is situated on the northern bank of the Clyde, about fifteen miles above Glasgow. It is a coincidence that the parents of his predecessor, H. M. Fraser, had been natives of that part of Scotland, coming from the county of Perth, scarcely thirty miles northward. D. C. MacGregor was a native of Perth, and D. C. Patterson was born in Glasgow. Engineer MacPherson came from Ayrshire, and his home was within twenty-five miles of Cambusnethan. It too, has its historical associations. The name signifies "the plain, or wide valley, formerly the home of Nethan or Nathan, King of Scotland." Thereabouts, some 250 years ago, roamed in the wooded glens of the locality, an outlaw noble, (much as did in later years under the greenwood trees of Sherwood Forest farther south Robin Hood and his merrie men)—Sir William Wallace, who later became the hero of Scotland and "Guardian of the Realm." Wallace himself was born within a few miles of Cambusnethan, and in that neighborhood all his activities for the freedom of Scotland took place. Falkirk, where he defied the King of England, is but seventeen

miles away, and Stirling Bridge where he cut to pieces the enemies of Scottish freedom is distant only twenty-two miles. It is just there, too, almost under the shadow of Stirling Castle, where a little stream, or, as the Scottish have it, a "burn" called the Bannock issues forth from the hills to meander across a scant two miles of swampy marsh to the Forth, was fought by Bruce of Scotland, the battle of Bannockburn.

Mr. Sanderson was a literal descendant of those brave "Scots wha hae wi' Wallace bled, Scots wham Bruce has often led,"—whose deeds, after more than six hundred years, still ring their paean of victory, and a clarion call to the fight for freedom and the right!

But "peace and commerce hath their victories as well as war," and Industry is the chief handmaiden to a country's success, and it is pleasant to remember that there too, in the valley of the Clyde have been developed the finest draft horses in the world with which we pursue that success in the line of peaceful agriculture, the Clydesdales. (Our Provincial Coat of Arms bears the motto Splendor Sine Occasu, literally Prosperity and Peace.)

From this historic locality went the family of Mr. Sanderson when he was a lad of eleven. He was born on July 10, 1878, and in 1889 they sailed to Chili to make their home in a new world. Seven years later the youth of eighteen came to Vancouver, and since his arrival he was closely identified with the activities of Vancouver and Burnaby. Mrs. Sanderson, who still survives him, was formerly Miss Ellen Jane Garvin. A daughter is Mrs. J. E. Rawden, and two sons, Thomas, one of Burnaby's foremost educationalists, and Gordon are still with us.

Early in the century, Mr. Sanderson became president of the Central Park Agricultural Society, and largely through his untiring efforts its annual exhibition became one of the outstanding events of the province. In its development he had the able assistance of the late Maxwell Smith, Dominion Fruit Inspector, who, coming to live at Central Park in the middle 90's was ever an enthusiastic booster of that district as a naturally endowed locality for fruit and flower production. In Smith Avenue, the name of Maxwell Smith is perpetuated.

Mr. Sanderson was a prominent Conservative, being, in fact prominent in anything to which time allowed him to give his attention, because of his inherent ability. In 1924 he was the local candidate for the Provincial Legislature, though unsuccessful. In the field of politics he found congenial and warm friends in the Honorable Mr. Tatlow and Mr. Carter-Cotton.

Of his work as reeve of Burnaby, perhaps the most outstanding was the passage of the "conservation of assets by-law," the effect of which was to enforce the reservation of all monies received through the sale of tax-sale lands, to be used in the lessening of the debenture debt of the municipality. Two special Acts of the B.C. Legislature were passed to give this principle the sanction, and the force of Provincial

law, following the action of the Burnaby Council. The Burnaby Conservation of Assets Act was passed in 1921, and the Burnaby Municipal Act was passed in 1923. It is Chapter 77 of the Revised Statutes of British Columbia, 1923.

There is no doubt that the action of ex-Reeve Fraser in the "retrievement" of Burnaby's financial standing in the money markets of the world had placed the credit of the municipality on a much higher level, and when, owing to the aftermath of the war which ended in 1918, Burnaby found it necessary to borrow by way of debentures $400,000.00 during 1919, on a six year term, they received from The British American Trust Company an offer to float the loan at 99.09, which offer they accepted. The issue called for a 6% rate of interest, doubtless a factor in making it so attractive.

Prior to 1919 Burnaby had no cemetery within her borders, although the City of Vancouver had cleared a part of D.L. 143, north of Burnaby Lake for one. Our municipality had by then existed for more than 25 years. New Westminster had from necessity set aside and used her first cemetery within a year or two of the birth of the settlement there. It was beside the Douglas Road at 10th Avenue, and it was in continuous use until in 1871 the Fraser cemetery received its first interment. Over that first grave there stands a monument inscribed as follows:

"Sacred to the memory of A. S. W. Black, M.D., Born at Bo-ness, Scotland. Aged 38 years, who was killed on the night of the 26th of March, 1871, by a fall from his horse while hastening to fulfil his professional duties."

Dr. Black was so universally esteemed that the public clamored to do him honor in death, and a subscription list of donations to build that monument was circulated, with the stipulation that no subscription should exceed $1.00, so that everyone might contribute. It was not as a necessity that this was done but in answer to a public demand.

Gifted with an abundance of urbanity, and of native ability, Dr. Black was always a prominent member of any social function which he attended, the star entertainer. On Saturday evening he was a guest at the home of Mr. and Mrs. H. V. Edmonds, Mrs. Edmonds being the sister of Mrs. Black. Late in the night a message came from Burrard Inlet that a logger had been seriously hurt, and in the early hours of the morning, Dr. Black set out to render surgical and medical aid. The morning was cold and blustery. Descending the Douglas Road hill, where today Burris Street joins the Douglas Road, his horse stumbled on one of the many loose pieces of punsheon then laid in some wet spot, and threw its rider into the ditch, rolling on top of him. Probably the rider was riding with a slack rein, possibly half-asleep, and the horse's fall was unchecked.

At half past ten on Sunday morning Malcolm Nicholson, who lived beside the Douglas Road midway between Rayside Avenue and Sperling, was on his way to church in New Westminster. Mr. Nicholson never

This reproduction of Emily Carr's painting of Deadman's Island is here used by kind permission of the owner of the original, Mrs. D. O. Irving. It is Deadman's Island as it was in 1904.

missed attending the Presbyterian Church and invariably walked. He saw the horse, cast with its feet in the air, and endeavored to help it up when he discovered its dead rider underneath. Being unable to extricate the horse from its uncomfortable situation and seeing that the rider was dead, he set out and alarmed the people of New Westminster, who at once set out in force and brought the unfortunate rider and his steed, which was none the worse for its long time of enforced inactivity.

Dr. Black was a prominent Freemason, and two of his fellow craftsmen, Lance-corporal John Murray, Royal Engineers, and his son Hugh, who until within a few years ago lived at New Westminster, owned the land now forming the Fraser cemetery, and arrangements were made for the opening of the Masonic cemetery, which was the first section of the present large cemetery to be used. A long obituary in the local paper of New Westminster gives full details of the largest funeral ever held in that city.

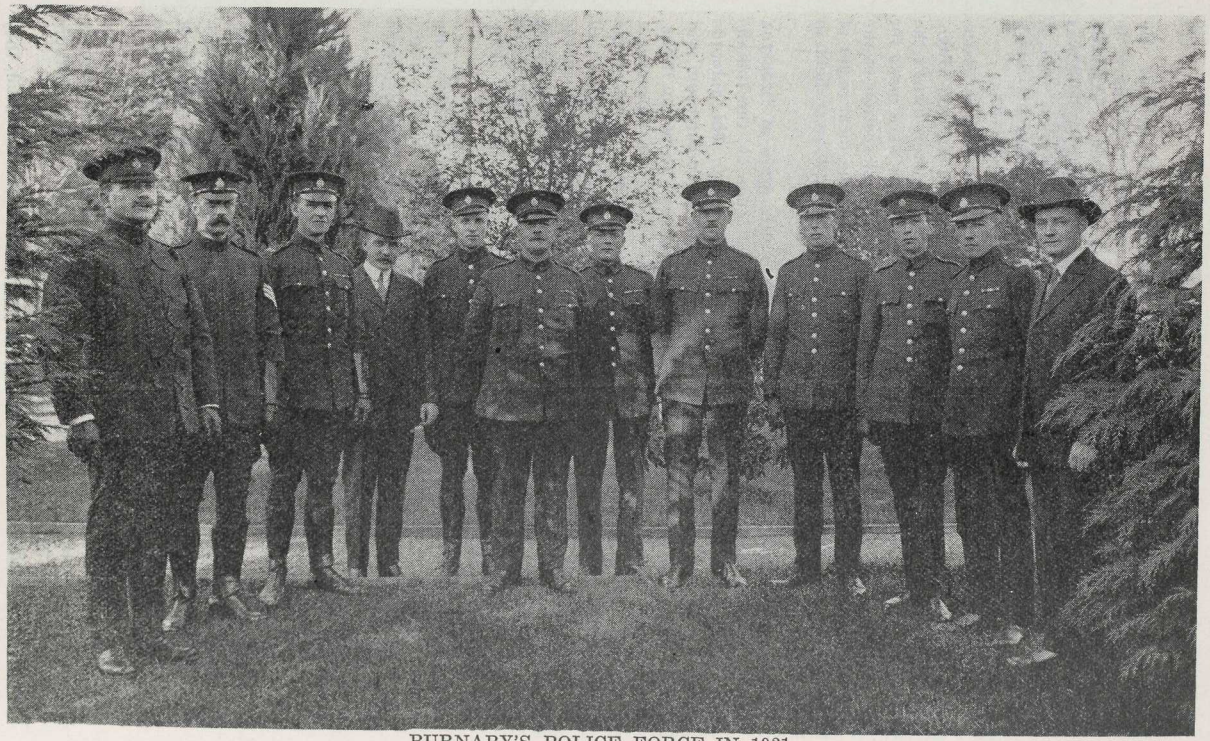
Around Burrard Inlet, the first burials of whites were at Brockton Point and on Deadman's Island. As mentioned on page 50, the Indians had disposed of their dead from times immemorial there. The quietude and the proximity to their villages of Whoi-whoi and Homulchesin, yet located as it was, where there was no menace to the health of the living, all combined to make the locality a very fitting one. It was, moreover a pretty spot. The golden sunlight of a setting sun fell aslant between the trees to tinge the scene with mellow light, and the gentle rise and fall of the tides twice daily as they mirrored the beauty of the wooded shores or scintillated with brilliancy as a gentle breeze played over the waters enhanced the beauty of the scene. And in the still night a deserted sea and silent forest kept vigil over the little island and its honored dead, and myriads of stars burned their tapers over their graves.

It was not until the City of Vancouver had been born to grow into a lusty infant in the family of Canada, that Mountain View was set aside, and burials ceased on Deadman's Island. Squatters' cabins then appeared along the shores, forming a pretty picture, whose attractiveness has been caught by one of British Columbia's most gifted artists, Emily Carr. The picture reproduced by kind permission of the owner, Mrs. D. O. Irving, shows Deadman's Island as it appeared about 1904.

As mentioned, it was not until some fifteen years later that Burnaby first became a place with a cemetery in actual use. It was Ocean View.

It was early in 1919 that a report came to the council that an application had been made to the Provincial Government to allow the opening of a portion of D.L. 150 as such. The council at once vigorously protested but the government, acting on the recommendation of the Provincial Medical Health Officer approved the opening in January. Its development and use was at once proceeded with. The municipality immediately asked that they be empowered to tax the company, as a money-making concern, but the application was refused.

But though the company provided for the interment of the dead, they



BURNABY'S POLICE FORCE IN 1921

proved by immediate action to be themselves very much alive to their own interests, and demanded payment of $250.00 for a strip of land claimed by them to properly belong to D.L. 150, but used by Burnaby as part of Patterson Avenue. A dispute followed, resulting in the municipality having the locality re-surveyed, following which they paid $275.00 to the company, and an additional $21.00 to the surveyor. The company were not even asleep.

The total municipal estimates for the year 1919 amounted to $431,351.00, for all purposes. Of this amount, the School Board estimates including ordinary and extraordinary expenditures were $60,943.83, a total of slightly over one-seventh of the total levy. Today the School estimates are usually about one-half the total levy.

In November occurred the death of one of Burnaby's prominent servants, Chief of Police William Parkinson, who fell a victim to the Spanish Influenza, then ravaging Western Canada for the first time. His successor was Chief Constable Devitt. The illustration of his staff given herewith is from a photograph taken about 1921. Their names are, from left to right: Chief Devitt, Sergeant David Maxwell, Constable Parker, Reeve Sanderson, Constable Bob Henderson, Const. Hatt-Cook, Const. Jack Woolens, Const. Peter Kelsberg, Const. Jeffreys, Const. Eddie Godwin, Const. Waddell, and Commissioner Matthews. It is worthy of note that Sergeant David Maxwell shown therein, some years later endeavored to capture the notorious bandit Bill Bagley, who some time later paid with his life on the scaffold. The situation did not permit Sergeant Maxwell to summon aid, and he received the fire of the bandit's gun as a result of his heroic effort, in the middle thirties.

A proposal was launched in 1919 to run a railway up the side of Seymour Creek to a point above the intake from which Burnaby receives its water supply in Lake Burwell. Strong protests were at once sent to the Provincial government, and a reply came stating that their objections would receive the most serious consideration. The proposal of the railway company was later abandoned. It would have meant the pollution of our water supply.

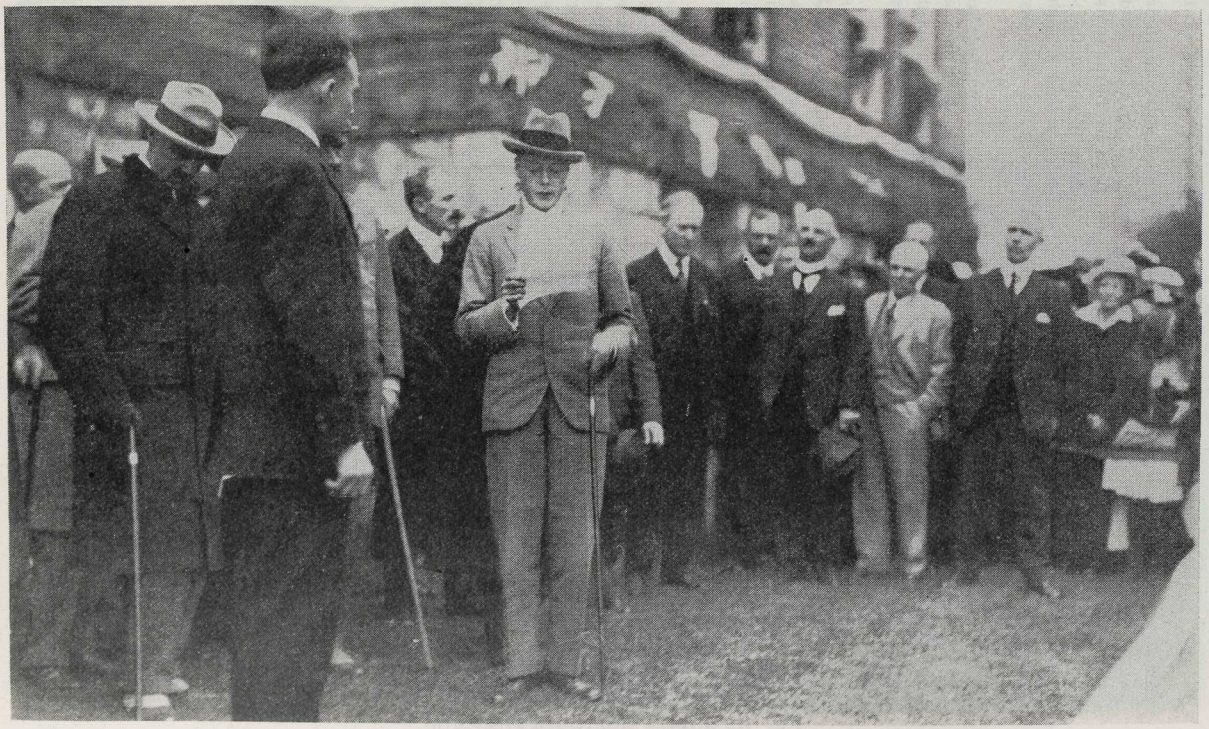
On September 29, 1919, the heir to the throne of Great Britain, then the Prince of Wales, visited Burnaby, spending a half-hour at the Municipal Hall. Today he is known as the Duke of Windsor.

Reeve Sanderson gave him a hearty welcome and school children sang a song of dutiful subjection, and loyalty.

Speaking to the gathering of adult citizens and the Reeve and Council, he said:

"I am most grateful to you for your most cordial reception. It will be a pleasure to me to tell my father, the King on His throne of the fine loyalty of the people of the District of Burnaby. I know the devotion to British institutions and British unity shown by your gallant response and loyalty to the British Flag.

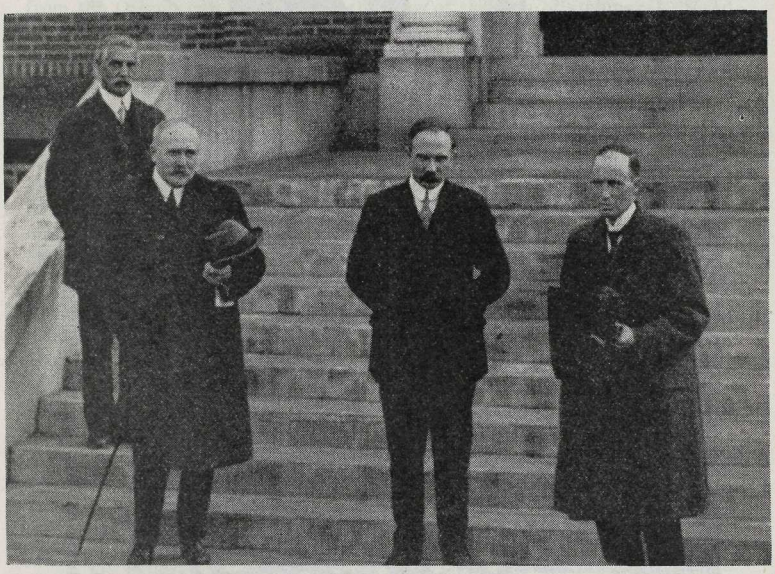
"I also wish to sympathise with you for the loss of so many gallant



THE PRINCE OF WALES AT EDMONDS 1919

men, and please convey my sympathy to the bereaved parents. I wish you all the prosperity and happiness possible."

Some time later the Honourable Arthur Meighen, then Prime Minister of Canada visited us, and was received by Reeve Sanderson on the steps in front of the Municipal Hall.



WHEN PREMIER ARTHUR MEIGHEN VISITED EDMONDS

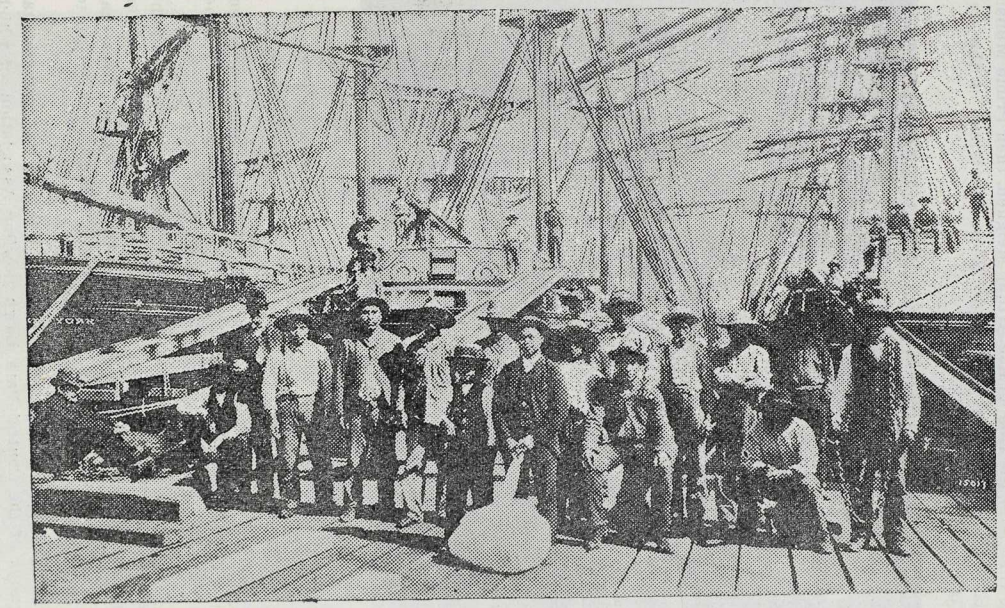
L. to R. His aide-de-camp, Reeve Sanderson, Premier Meighen. Up the steps, Clerk A. G. Moore.

When some years later, we had a visit from the King and Queen, time did not permit of their stopping to receive our most joyous welcome. It was in the time of the Commissionership of Hugh M. Fraser.

Always interested in matters of education, he was a member of the first united Burnaby School Board. Prior to that time, 1906, each school had a separate board of trustees whose jurisdiction extended over that particular school only, and it was in 1906 that one Board was set up to cover all of the schools in Burnaby, as at present.

With the growth of the district wherein he lived, he was instrumental in the forming of the Central Park Lawn Bowling Association, of which he remained President for many years.

In a busy life, he found time to act as chief accountant for the B.C. Mills, Timber and Trading Company, the successors of the Hastings



THIS IS THE STEVEDORING CREW OF THE MOODYVILLE MILL ABOUT 1898.
It illustrates the volume of shipping from Burrard Inlet, at that time.

Sawmill Company, which together with the Moodyville Sawmills had been for so many years supplying the world with some of the best timber the world produced. The record of the Hastings mills for uprightness was known in many foreign lands. Mr. Sanderson recalled how John Hendry had said that after the Hastings Mills had operated for some 25 years and the C.P.R. had established the Empresses on the run from the Orient, and now in 1891 the first of the line of steamers entered the harbour, "the engineer of the Hastings Mill used up so much steam in whistling a welcome that it was necessary to shut down for four hours." While we believe this, there are thousands who wouldn't.

A writer in the Vancouver Province wrote that "when the first Empress dropped her patent mud-hook in Hong-Kong harbour, I was there. She lay in Gentleman's Row, and her gleaming paintwork, shining brass and fiddle-bow gave her the appearance of an oversize yacht. On the bank at Kowloon was a stick of timber 14 x 14 inches, and 30 feet long, and painted on its side was the advertisement, 'from the Hastings Mills.'

Sitting on the poop deck of the ship was a Chinese comprador, a sort of go-between or retail merchant in the lumber trade. He was waiting for our Captain to dicker for cargo. In those days we still traded —black dog for white monkey, thousand feet of lumber for fifteen mats of rice, and so on. I asked the Chinese where the Hastings Mill was. 'Him Melica,' he replied. 'Him that fella lumber one. He speak fifty feet, all light, him speak 50,000 feet, you catchum too. Thata fella alle same,' he said pointing to the straight seams on the ship's deck, meaning of course that the Hastings Mill people were as straight as the seams he pointed out."

In the upbuilding of this splendid reputation and its maintenance, Mr. Sanderson contributed in no small way in his life at the Hastings Mills. He passed away at the early age of 57, mourned by many who had known him, and in the ever darkening skies of a forgotten past, the memory of his unselfish endeavors casts a pleasing glow, which will not fade for many years to come.

"Time runs his ceaseless course, the men of yore.
Who danced our infancy upon their knee,
And told our wondering boyhood legend's store,
Of their strange ventures happ'd by land or sea,
How are they blotted from the things that be!"

One of the councillors serving under Mr. Sanderson in 1920 was Alexander Kenneth McLean, and in the following year Mr. McLean became reeve. A native of Russell County in Ontario, born in 1866, he came to British Columbia in 1889, and for some years worked at the Brunette Sawmills in New Westminster. Following this he tried his luck in mining in the Kootenays, and when in 1898 the gold rush to the Yukon started, he went along. He was in Skagway during its most hectic days, and was one of the miners through whose efforts the reign

of "Soapy Smith" was terminated. Establishing a business as a trader at Fairbanks, he continued to live the life of a sourdough for a few years, eventually removing to Alberta where he operated a ranch until, in 1919, he came to reside in Burnaby. As reeve he served for six years. A candidate for the Provincial Legislature, under the banner of the new party originated by the late Senator McRae, he had as opponents both Ex-Reeve Fraser and Mr. Brown, an employee of the Municipal staff at Edmonds. In this election the private citizen, Mr. Brown, was elected, and the two ex-reeves were retired for a time from public affairs.

For several years Mr. McLean was associated with N. H. MacQuarrie of New Westminster in the real estate and insurance business. He died in October of 1938.

A. K. McLean

Mr. McLean realised the injustice of the municipality having to pay for the utilities which were supplied to the thicklier settled communities in the way of roads, sidewalks, street-lights, schools and the many developments demanded by the thickly settled areas through the taxing of the rural areas which had no such facilities, and foresaw that unless this was corrected, much of the outlying lands would inevitably revert to the municipality, thus lessening the available taxes. To correct this he proposed a zoning of the municipality, in which the sparsely settled portions actually being used for agricultural purposes should be taxed at a lower rate than the strictly residential areas. He asked the Provincial government to authorize such a measure, but it turned the proposition down.

Although many of the ratepayers advocated the imposition of taxation on improvements, he declared against this, with the result that during his regime the percentage of lands reverting to the municipality increased rapidly. Some owners abandoned their holdings, which included whole subdivisions, at this time. The sale of these outlying properties was not feasible, inasmuch as purchasers would need roads and water, for which the municipality had not the money.

In 1925 the Greater Vancouver Water Board asked Burnaby to agree to removing the intake of its water system from a point 200 feet above sea level to one six hundred feet above sea level. This was desirable from their standpoint, so that a gravity system would be able to convey water over the Central Park ridge to the south slopes of Burnaby and beyond. Central Park has an elevation of 460 feet above the sea. The original bargain made in 1912 by Reeve Weart, which was in perpetuity and called for the supplying of 250 miner's inches to Burnaby was at this time cancelled. The gravity system had this advantage of dispensing with the pumping station on Vancouver Heights to all areas higher above the sea, and there were other considerations beside. However, in

1944, Burnaby, having then only 35,000 residents to use water, paid for a total of 1,731,450 gallons of water, an average of more than 135 gallons for each resident daily. A family of four would average 15½ barrels daily. The old pipes laid in 1912 were then 12 years old, and were unable to withstand the increased pressure, which amounted to about 260 pounds to the inch, in the lowest levels.

Nevertheless the regime of Reeve McLean was looked upon as one of much good government, and his endeavors were always considered to have emanated from an unselfish endeavor to serve Burnaby honestly and efficiently.

C. C. Bell

In 1927, C. C. Bell, who had served as a councillor under Reeve McLean was chosen as reeve. A native son of B.C., and a long time resident of Burnaby, he brought to the service of the municipality a fund of legal knowledge, gained in a legal practice of years in Vancouver. One outstanding principle advocated by Mr. Bell was the necessity of taxation of improvements, in order that those who enjoyed the advantages of suburban life with its attendant amenities, should bear a more equitable portion of the municipality's burdens. He saw that while taxpayers there were clamoring for improvements in their particular localities, and were always able, because of their greater voting powers to carry any money by-laws submitted, the rural vote was relatively smaller in numbers and therefore powerless to save themselves from the necessary increased taxation from which they received no benefit. But the major portion of the populace felt only that to tax improvements meant just an increase of their own taxation, and Mr. Bell was defeated after his first year, when Mr. McLean again occupied the reeve's chair, for 1928.

W. C. Burdick became reeve in 1929, for one year only. It was a year of quiet government without marked action beyond the general routine of the work. That year is usually referred to as the year of the lowest ebb in the country's history, and times were extremely hard over the whole continent. Among them was William A. Pritchard, a labor man of many years' standing. Mr. Pritchard was prominent in labor troubles in Winnipeg before coming to Burnaby, and had now resided in the municipality for several years. He was reeve in 1930. He had served on the Council under Mr. Burdick.

W. C. Burdick

The financial crisis of 1929 still lingered on our doorstep, and work was scarce and money tight . Mr. Pritchard was considered by the laboring classes as a very desirable reeve for the times, being recognised as a man of firm resolution in the interests of

labour, and his support was very considerable with men and women in their ranks.

Most stringent times were resulting in hardship outside of Burnaby on all sides, and the well-known attitude of Reeve Pritchard brought additional working-class residents to share a more sympathetic shelter from the storm, in Burnaby. But for three years it increased in intensity, and in December of 1932, the municipality having defaulted in the payment of interest on her bonds, a bond holder, T. St. Etienne De Wolf made application for the appointment of a Receiver or Commissioner to replace the Council. A new section of the Municipal Act had been passed at the previous session of the B.C. Legislature, numbered 467, which provided that "where any municipality for any reason fails to provide for the payment of either the principal money or of the interest on any debentures issued, it shall be lawful for any creditor or any elector to apply to the Supreme Court for an order authorising the appointment of a Commissioner." Proceedings were based on a $25.00 interest coupon, which had been unpaid, but it was stated that default had been made amounting to $6,000.00.

Wm. A. Pritchard

But the action of the Supreme Court was anticipated by the Council themselves, and on December 22, 1932, the Burnaby Broadcast, the principal newspaper within the municipality said:

"CRITICAL POSITION LEADS COUNCIL TO ASK FOR THE APPOINTMENT OF A COMMISSIONER.

"Sitting in a chilly atmosphere at the municipal hall Tuesday night, the council decided to take immediate action to request the government to appoint a Commissioner for the municipality forthwith. There was no coal available to heat the municipal hall, all dealers having refused to deliver supplies with so much owing to them.

"Reeve Pritchard who had returned from Victoria during the afternoon, reported his failure to get a loan to carry on. Due to storekeepers having refused to fill further relief orders, there were, he said, fourteen families who were unable to obtain relief, and the North Burnaby relief office had been picketed by unemployed who refused to permit the relief staff to issue further orders.

"The reeve said that he had taken the matter up with one of the larger stores, personally, and had recommended the Manager to speak to Victoria, and as a result the store had opened up a limited amount.

"Councillors agreed that the climax had come, and that they had no alternative but to throw the whole of the problem on the hands of the provincial government, who were wired, asking for the immediate appointment of a commissioner."

As the exigencies of the situation had deepened, the council had arranged with Mr. Horace L. Brittain, of Toronto, widely recognised as an authority on municipal management to come and examine conditions and to recommend a remedy, and Mr. Brittain had spent several weeks at the hall, with that object. His report is very lengthy, but we give some details of it, for this time of stress was one of the highlights of Burnaby's history.

He declared that "unsound policies, and inefficient administration, together with decentralised organization are responsible for our unfortunate condition."

In the months just past, bond-holders holding Burnaby's promise to re-pay a $1,000.00 bond, had turned them back to the municipality at $700.00 each.

Mr. Brittain's report continued:

"The records of the municipal clerk's office are commendable in form and extent; the records of the engineering office seem to be adequate, but the fact that there have been nine engineers since 1909," (Burnaby's municipal engineer had been asked to resign on January 16, 1918, "as there is now no necessity for such an official", and on April 2, 1918, a new engineer had been appointed. The discharged engineer has stated that the reason was that he had told the reeve he had voted for his opponent at the last election).

Henry V. Edmonds

Since the appointment of his successor two months later, there were eight engineers within the next fourteen years.

"These changes," reported Mr. Brittain, "had made it impossible for proper planning and control."

The police department "has every appearance of an effective police unit, and partizanship has not interfered with its efficient service."

He criticised severely the relief department, asserting that "it is evident that there is little if any control over price, quality or quantity, these depending upon the particular store in each case, and the amount of value actually received on orders is very problematical.

"On the 3rd of September," the report continues, "the municipality owed merchants $97,052.00, and, when it is borne in mind that there are $19,500.00 unpaid salaries of employees, it is evident that these two classes are bearing a heavy burden willingly for the public good. A spirit of great harmony exists amongst the municipal staff, and this 'esprit de corps' is a splendid benefit to Burnaby.

"I am convinced that all considerations of a partizan nature will have to be laid aside, and a united action must be taken at once, and vigorously. Even if a swift return to prosperity should alter the situation superficially for the better, existing conditions will soon bring about a

return to the present difficulties which are fundamentally the culmination of a long period of unsound policies and inefficient administration."

The temper of a considerable percentage of the residents is illustrated by the report in the public press that on "Monday, December 19 a delegation attended the Council meeting and demanded greater relief, one of the delegation stating that 'it is up to you as a council to do something about it! If you don't, then we are going to do it ourselves. Your hope for law and order in this municipality is pretty slim'."

Some time later, a delegation "from the Burnaby Workers' Organisation" addressed the commissioner demanding:

1. That no work be instituted until the demands presented by the delegation are met, namely: that all work be paid for at 50c per hour, and that each worker be allowed to earn $15.00 additionally beyond the relief scale.
2. That a Complaint Committee be recognised.
3. That all contract work be immediately abolished and.
4. That all persons over the age of 16 years be granted full adult allowances both for food and shelter."

The commissioner advivsed that "relief would be continued under instructions and in accordance with the policy of the Provincial Government and that he could not recognise any Complaint Committee, but that individual cases would receive consideration if submitted personally."

Notwithstanding these sweeping declarations of Mr. Brittain condemning the administration of Reeve Pritchard, during his three years of office, his sympathetic attitude toward the ones most in need, won for him a wide feeling of respect.

During his administration, the Capitol Hill area was resurveyed with the central thought of providing for contour streets to replace the checker-board street system first planned on paper in some real estate office down-town regardless of the topography of the land. It was then that the Empire Drive and the Capitol Drive were laid out to secure a more easy gradient to the higher levels, which have an altitude of over 600 feet above the sea.

He strongly advocated the development of the plateau on the crest of Burnaby Mountain into a public park, but it was not dedicated as such until in 1941, Acting-commissioner Richard Bolton set it aside for that purpose.

It is not to be wondered at that this vantage spot was called Scenic Heights. Well over 1100 feet above the sea, one's vision extends for fifty miles southward, down the broad expanse of The Straits of Fuca and of Puget Sound, which are dotted with the white wings of sailing ships, and the trailing smokes of steamers. Round about on the east, north and west towering mountains raise their glistening pinnacles to the sky, southward the snowy crest of Mount Baker and its companion Mount Rainier form an imposing skyline; eastward the golden rays of a rising

sun mark out in contrasting colours of a glorious background, the jagged outline of the Hope Mountains, whose snowy slopes wall in the Fraser Valley. At one's feet are spread in panoramic display the wooded slopes of Beautiful Burnaby, stretching to the Valley of the Lakes below. And as the twilight of evening falls, the lights of incoming steamers entering the Lions' Gate, laden with the wealth of the Orient and of the Antipodes move across the western scene. From these heights may be seen the brilliant lights of Canada's third largest city—red, yellow and green, which sparkle and scintillate as legion as the stars above them. And, in the far distance, the heights of Vancouver Island form a purple silhouette against the western horizon.

Five years before Burnaby was born, two bands of steel threaded their winding way along the sea-shore to carry the commerce of a world through our municipality to deposit it in the holds of giant transocean steamers just beyond our boundaries.

This fairyland, now set aside will be developed not alone as a show-place of Burnaby, but for the pleasure and the enjoyment of the populous cities at its feet.

The activities of Reeve Pritchard in having the northern slopes of Capitol Hill made more accessible, and in its being laid out as a locality of many parks is most commendable, for from those slopes is to be seen a vista which embraces all the beauties of forest and sea, of vivid green of deciduous trees, intermingled with the more somber tints of the evergreen, the slaty grey of the rocky mountainside, of fleecy clouds floating lazily overhead in an asure sky, and the deep blue of Ocean. Men agree that here, nature has painted a scene not surpassed in all of British Columbia.

John Bennett

But having from necessity asked the Provincial Government to assume the management of the municipality, it appointed John Bennett, an ex-alderman of Vancouver but not now on that Board, and Mr. Bennett held his first meeting in early 1933. Offering himself as a candidate for the Legislature at the ensuing elections, he was superseded by John Mahony. Mr. Mahony had been for some years Government Agent in Vancouver, but had been superannuated. Mr. Mahony held his first meeting on October 11, 1933. There appeared little that either of these gentlemen could do to improve Burnaby's financial situation, and their regime was one of routine management.

When the first commissioner was appointed on December 31, 1932, Burnaby's total debenture debt was, including a bank temporary loan, $3,945,441.67, greater than at any time in her history. To this over-burdening debt, was added the serious burden of the relief situation.

In the first year of a commissionership, 1933, the municipality's share of the relief of her residents entailed the expenditure of $147,677.56, an average of approximatly $400.00 a day. In 1935 it necessitated an expenditure of $700.00 a day. In that later year, the provincial government paid an additional relief payment on Burnaby's behalf of more than $850.00 daily, so that the combined cost of relief in 1935 was $1,500.00 a day. Beyond this, it was thought advisable to provide work so that some of our settlers might earn enough in addition to pay their taxes then in long arrears, and thus retain ownership in their properties and homes. In 1934, this amount which was paid solely by the municipality, was $32,862.46, and in 1935 it was $41,410.86. In 1936 it was $35,633.05. But beyond this again there was still a necessity to grant compassionate allowances to women, and to men of advanced age incapable of work. This compassionate allowance for the whole ten years of commissionership totalled $3,805.73.

J. Mahony

Faced with these extremely heavy burdens, it was impossible to pay the interest on the monies we had borrowed by way of debentures, and not one cent of interest was paid to those who had lent Burnaby the money to build her roads, her waterworks, and the multitude of public works carried on throughout the years past. The inevitable situation occurred, and those who had hoped to be paid the interest promised, sold their bonds wherever they could, in some cases for thirty-five cents on the dollar. We became solvent once again because those bond-holders agreed from necessity to forego all interest accumulated, and this amounted to $1,039,000.00. In the latter months of 1942 an agreement was reached whereby the borrowed money should bear 2½% only for the first five years; 3½% for the next ten years, and 4% for the balance of the unpaid periods of the various loans. Having come to a definite understanding with our creditors, we have been permitted to govern ourselves by means of an elected Council since 1942.

On March 1, 1933, Municipal Clerk Arthur G. Moore tendered his resignation, to take effect on March 31. His assistant, Charles B. Brown, became his successor. Mr. Moore was a native of London, England, of which city his father had been named a freeman. Mr. Moore having emigrated to Canada had been a resident of the Fraser Valley for some years, giving attention to the rearing of Jersey cattle. Upon retirement he took up residence on Russel Avenue in Burnaby where he still lives.

Mr. Brown is a native of Ongar, in Essex County of England. It was from this neighborhood that Cassivelaunus, the famous leader of the ancient Britons led them forth to oppose the hosts of Julius Caesar during the second invasion of the Romans in 55 B.C., and it was from

there that Boadicea, Queen of the Iceni, led her army with such valor to oppose the Romans in 62, A.D.

An equestrian statue "to a British Queen who was never conquered," occupies a prominent position on the bank of the Thames, near the Houses of Parliament of Great Britain.

The country around Ongar is rich in remains of many a tesselated tower and keep, moat and drawbridge which protected numerous castles of Roman times in later years.

Chas. B. Brown

As a young lad, Charles B. Brown came to British Columbia in 1903, and he has been associated with the municipality ever since. When his education was complete he served for some time in the Engineering Department of the Public Works of Burnaby under Fred. L. MacPherson.

Having responded to the call to arms to defend the Empire overseas, he, upon his return, entered the Clerk's office under Arthur G. Moore, whom he succeeded in March of 1933.

The family is one of the most highly respected in Burnaby. Of his father, Percy B. Brown, a writer wrote many years ago:

"His genuine worth, and his devotion to all that is right, just, and elevating, make him a man whom to know is to respect and honour."

Accompanying the cut of our most recent municipal clerk is one of the earliest, Alfred Smither, who was clerk from 1894 to 1899, more than fifty years ago. Mr. Smither resigned because of ill-health. A daughter, Mrs. J. Ades, lives at 726 Tenth Street in New Westminster. Mrs. Ades has the burned minute-books of the municipality mentioned on page 136. Though badly damaged, much of their contents are still quite legible. They are souvenirs of the earliest times of the local Councils.

Alfred Smither

It was in January of 1934 that a gathering of property owners met at McKay to consult and to act in unison if possible to save their ownership in their homes, which they feared they were about to lose. They were desperately in earnest, and sent an urgent appeal to the provincial government to make some change in the management of Burnaby's affairs. Doubtless the Victoria officials were in as much of a quandary as were the property owners of Burnaby. However, remembering the good work of Ex-Reeve Fraser in former times, he was appointed as commissioner, a position which he held until he died in December of 1940. It was in the last year of his commissionership that the provincial government made an arrangement with the bond-holders, who agreed to cancel all the interest on all bonds, which had accumulated, and to fur-

ther agree to a less rate of interest as already outlined.

For two years the municipality was governed by commissioners in Victoria, first under Commissioner Gilchrist and later under Commissioner Bracewell.

During these two years, Richard Bolton, the Controller of Burnaby's finances for many years, and the employee with longest service, acted as acting-commissioner. Entirely free from the criticism of the elector, answerable only to the Provincial Government through the Commissioner at Victoria, it appeared to be a splendid arrangement.

Mr. Bolton being for so long associated with the financial department of municipal government with which he had long since familiarized himself, filled the position with ability. When, after two years, the people clamored for a reeve and council, self-government was again resumed, the first reeve elected being William Tate Willson.

Mr. Willson had lived in Burnaby since 1912, and had been a councillor in 1927. He lives at 2713 Cassie Avenue, near Dow Road Station. He is a native of Lincolnshire, where, on March 2nd, 1883, at Hogsthorpe, he was born. His forefathers have been the leading auctioneers in that part of England for over three hundred years, continuously. The little village of his birth is only six miles from Spilsby, where the annual leasing of the surrounding fens is held. The fen country there extends from the celebrated "wolds" to the sea, and is composed of the richest alluvial soil in all of England. Submerged forests are still to be seen all along the coast there, reminders of times when the sea shore was much farther out. At Spilsby was born Sir John Franklin, at Somersby Alfred Tennyson, at Woolsthorpe Sir Isaac Newton, and at Little Bytham the late Deputy-minister of Municipalities, Mr. Bridgeman. It is a land of song and story. Sir Walter Scott wrote of the glories of Boston in his "Ivanhoe," and Jean Ingelow wrote her charming ballad about "the high tide of Lincolnshire," at Boston. Kingsley wrote of Hereward The Wake, whose castle stood at Bourne. The "Red Inn" there is still pointed out as the spot where Guy Faulkes and his men plotted the gunpowder plot.

Wm. T. Willson

Mr. Willson followed the meat and grocery business for some years, and when 23 years old came to Canada, settling at Calgary, the centre of the Canadian meat country, where, two years after he married Miss Clara Jenkins, native of Gloucester, England. They came to Burnaby in June of 1912. As was natural in a native of the fens, he was an enthusiastic horticulturist, and in his 35 years of residence here, he gave considerable time the pursuit of that attractive work. He is a life member of the South Burnaby Horticultural Association. In January

of 1940, he gave the first of a series of lecturés on "The Vegetable Garden of Wartime," designed to show how to grow enough vegetables on a plot 30 x 90 feet to feed a family of five with fresh vegetables, and a sufficient amount in addition to can for a year's supply. This first lecture was delivered in the Labor Hall at Jubilee. It being so a propos in wartime, it was reported in the Vancouver Province, with the result that scores of requests for copies were received from all parts of the province. Mimeographed copies were sent out by the hundreds, and Mr. Willson gave his original lecture in Vancouver no less than ten times. From this local beginning, the title was changed to "Victory Gardens," and spread all over the American continent.

"As a result," says Mr. Willson, "thousands of tons of food were shipped to our allies, and that was the greatest thrill of my life." He was Chairman of the Victory Loan Committee when Burnaby residents subscribed over a million dollars. Today, after serving Burnaby for two years as its reeve, he is living quietly amid his flowers and vegetables, delighting with Mrs. Willson in them for public exhibition, for which they have taken over three thousand prizes, firsts and seconds, besides many silver trophies, gold, silver and bronze medals, and many certificates of merit. This almost unbelievable list is most certainly something for which not only the recipients, but all of the residents of Burnaby may well be proud. Lawn bowling is an added recreation of this versatile resident of Burnaby. An extended biography is to be found in "Who's who, in B.C. during 1944, 45 and 46". Being defeated for the reeveship in 1947, he declares himself solidly behind his opponent, the present reeve, because of his being the choice of the people. Thus has Mr. Willson shown himself to be a man of the highest type of character.

The elections having decided in favor of George Andrew Morrison as reeve for the year 1947, we give what particulars of his life heretofore are available. Born at Wapella, Saskatchewan on May 20. 1899, he attended the local schools of the village, commencing his education at the early age of four. Wapella is set in the midst of the bread-basket of North America. The poet of nature, William Cullen Bryant describes those rich lands as follows:

"These are the gardens of the desert, these the unshorn fields, boundless and beautiful, for which the speech of England has no name, the prairies."

G. A. Morrison

As a youth Mr. Morrison was a member of the local band, in which, too, Mayor Jack Cornett took a part. As may be imagined, Jack Cornett played a cornet.

Mr. Morrison, on attaining manhood, was in the employ of the Canadian National Railway where his advanced education in mathematics served his company well, for to him fell the computing of the acreage of the many fragments of land of all shapes, which were acquired by the company. On coming to Burnaby he originated the Burnaby Adver-

tiser, which paper has risen steadily through the years under his management as editor, until, on election to the reeve-ship in 1945, he relinquished its management. Under Mr. Morrison Burnaby has continued to advance in development.

Owing to its position between two fast growing cities, practically the only ones in all the Lower Mainland, and with its yet unfilled acres awaiting the artisan, the small fruit or vegetable gardener, the city clerk or business man, to come and build his suburban home close to the city, it has filled up to some extent, and will continue to fill up with newcomers from distant lands and from the prairies. To those new-comers we hope this review of the Burnaby of the past may prove of interest.

APPENDIX A

MUNICIPALITY OF BURNABY

(R) REEVES

1892 to 1932, and from 1943 to 1947.

(C) Commissioners from 1932 to 1942.

Bell, Charles Clare .....(R) 1927.
Bennett, John .....(C) 1933 (part).
Bolton, Richard .....(Acting Comm.) Dec. 1040 to Dec. 1942.
Bracewell, B. C. .....(C) 1942 (part).
Burdick, W. C. .....(R) 1929.
Byrne, Peter .....(R) 1906, '07, '08, '09, '10.
Fraser, Hugh Murray .....(R) 1914, '15, '16, '17, '18.
" " " (C) 1934, '35, '36, '37, '38, '39, '40 (died in office)
Gilchrist, R. S. .....(C) 1941, 1942 (part).
MacGregor, Duncan C. ....(R) 1913.
McLean, Alexander Ken. ..(R) 1921, '22, '23, '24, '25, '26, '28.
Mahony, John .....(C) 1933 (part), 1934 (part).
Morrison, Geo. Andrew ....(R) 1945, '46, '47.
Pritchard, William A. .....(R) 1930, '31, '32.
Sanderson, Thomas F. .....(R) 1919, '20.
Schou, Nicolai C. .....(R) 1893, '94, '95, '96, '97, '98, '99, 1900, '01, '02, '03.
Shaw, Charles R. .....(R) 1892.
Sprott, Charles F. .....(R) 1904 '05.
Weart, J. W. .....(R) 1911, '12.
Willson, William Tate .....(R) 1943, '44.

APPENDIX B

MUNICIPALITY OF BURNABY

CLERKS

1892 - 1947

1892—Philip, Alex. From October 8, 1892 to June 23, 1894.

1894—Smither, Alfred. June 23, 1894, to February 4, 1899.

1899—Shirley, F. J. H. February 4, 1899, to July 6, 1901. Mr. Shirley applied for three months absence, but failed to return.

1901—Haszard, A. DeWindt (pro tem). July 6th, 1901, to first meeting of 1902 council.

1902—Walker, W. J. February 1, 1902, to March, 1905 (resigned).

1905—Walker, Benjamin George. March, 1905, to March 2nd, 1908.

1908—Saunders, Charles Thomas. March 2nd, 1908, to April 30, 1911.

1911—Griffiths, W. Municipal Comptroller appointed with Moore, Arthur G., as assist. Clerk from April 30, 1911, to Jan., 1912.

1912—Moore, Arthur G. January 2, 1912, to April 1, 1933.

1933—Brown, Charles B. April 1, 1933 to

APPENDIX C

MUNICIPALITY OF BURNABY

COUNCILLORS

First Election October, 8, 1892.

Allen, James C. .....1914.
Amos, John B. .....1909.
Anderson, James .....1907, '08.
Ball, Harry .....1945, 1946, 1947.
Beamish, William Randolph ..1943, '44, '45, '46, '47.
Bell, Chas. C. .....1926; Reeve '27;
Bennett, John ..... Commissioner '33 (part).
Bevan, Wm. .....1914, '15, '16.
Bolton, Richard .....(Acting Commissioner, Dec., 1940 to 1943).
Bracewell, B. C. .....(Commissioner 1943 (part).
Brenchley, Wm. .....1892, '93.
Brine, George .....1894, latter part of, (see Wm. Johnston).
Britton, Frank M. .....1912.
Brown, A. E. .....1932.
Burdick, W. C. .....Reeve 1929.
Burne, Peter .....1894, '95, '98, '99, 1900, '01, '02, '03, '04, '05.
Reeve 1906, '07, '08, '09, '10.
Campbell, A. E. .....1924.
Carter-Smith, Jas. .....1895, '96, '98, '99, 1900, '01, '02, '03.
Cliff, Charles .....1897, '98, '99, 1900, '02, '03.
Cliff, Ronald L. .....1907, '08, '09.
Coldicott, Thos. D. .....1910, '11, '13, '15, '16, '20.
Collier, R. B. .....1923.
Cridland, Chas. .....1897.
Dingle, Walter .....1943, 1944.
Edgar, Robert M. .....1918, '19, '21, '22, '23, '24.
Edwards, Harry .....1930.
Engberg, Hans .....1923, '24, '25, '26.
Evans, Alexander Esson .....1904, '05, '06.
Farquharson, Alex K. .....1908.
Fau Vel, Philip W. .....1912, '13, '14, '15, '17.
Fraser, Hugh Murray .....Reeve, 1914, '15, '16, '17, '18.
Commissioner, 1934, '35, '36, '37, '38, '39.
Gartlan, Joseph Paul .....1943, '44, '45, '46, '47.
Gavin, F. J. .....1921, '22, '23, '24.
Gibbs, Courtney B. .....1925.
Gilchrist, R. S. .....1941, 1942 (part).
Gray, J. .....1926, '27, '28, '31, '32.
Green, Geo. .....1916.

MUNICIPALITY OF BURNABY

REEVES AND COUNCILLORS (Continued)

Green, Malcolm Fitzgerald ....1947.
Griffin, Marcus .....1906.
Hall, Fred .....1925.
Hall, W. .....1926.
Haszard, Arthur DeWindt ....1892.
Hatherly, N. F. .....1932, '43, '44.
Hill, Bernard R. .....1904, '05, '06, '09.
Hill, E. J. .....1927.
Hill, L. Claude .....1892, '93, '94, 1910.
Holdom, Walter J. .....1916.
Johnston, William .....1893, '94, 1st part; (died in office June 16).
Jones, John S. R. .....1946.
Ladner, Thos. E. .....1923.
Lambert, Lawrence .....1927, '28, '29, '30, '31, '32.
Latham, W. .....1893.
Lawson, Guthrie L. .....1919, '20, '22, '23.
Ledger, W. H. .....1897.
Lench, W. H. .....1931, '32.
Lewis, V. J. .....1943, '44, '45.
Lomas, Arthur .....1917.
Love, Jesse .....1901, '04, '05, '06, '07.
McDermott, William .....1892, '94, '95, '96.
MacDonald, Angus .....1911, '12, '13, '14, '15, '16, '21.
McGregor, Duncan C. .....1909, '10, '11, '12. Reeve, 1913.
McKee, Hamilton Johnson ..1908, '10, '11.
McLean Alexander Kenneth 1920. Reeve, 1921, '22, '23, '24, '25, '26, '28.
MacPherson, A. V. C. .....1913.
MacSorley, Chas Willoughby 1946, '47.
Madill, W. H. .....1912.
Mahony, John .....Commissioner, 1933 (part); 1934 (part).
Martin, H. .....1931, '32.
Matheson, John .....1943, '44, (died March 31, 1944).
Mayne, Thomas W. .....1912, '13.
Moore, Gordon S. .....1926, '27.
Morrison, George Andrew ....(Elected as Councillor April 22, 1944.) Reeve 1945, '46, '47.
Mulgrew, John .....1917, '18.
Murray, John .....1914, '15, '16, '17, '18, '24, '25.
Neville, R. .....1924.
Philps, William Parker .....1945, '46, '47.

MUNICIPALITY OF BURNABY

REEVES AND COUNCILLORS (Continued)

Planche, H. H. .....1926, '27, '28.
Pritchard, Wm. A. .....1928, '29. Reeve, 1930, '31, '32.
Reid, William F. .....1925.
Richmond, C. S. .....1918, '19.
Robinson, Ralph .....1896.
Rose, Walter S. .....1914.
Rumble, John .....1903, '04, '05, '06, '07, '08, '10, '11.
Rummel, Charles .....1920, '21, '22, '23, '24, '25.
Russell, Frank J. .....1919, '20, '21, '22.
Rylett, W. G. .....1929, '31.
Sanderson, Thomas F. .....Reeve, 1919, '20.
Schou, Nicolai C. .....Reeve, 1893, '94, '95, '96, '97, '98, '99, 1900, '01, '02, '03 (died in office Dec. 25, 1903).
Shaw, Chas. R. .....Reeve 1892.
Shaw, F. H. .....1930.
Shewbrooks, Bernard .....1928, '29, '30.
Silver, W. F. .....1909.
Skinner, Johnson Albert .....1907.
Smith, R. A. .....1925, '26, '30.
Sprott, Charles F. .....1895, '96, '97, '98, '99, 1900, '01, '02, '03. Reeve, 1904, '05 all by acclamation.
Stride, Eber .....1894, '95, '96, '97, '98, '99, 1900, '01, '02, '03, '04, '05, '06, '07, '08, '09, '10, '11, '13.
Ward, James .....1915, '17, '18, '19.
Weart, J. W. .....Reeve, 1911, '12.
Webb, G. J. .....1917, '18, '19.
West, J. G. .....1927, '28, '29, '44, '45, '46, '47.
Wheatley, Joseph .....1929, '30, '31, '32.
White, Reed A. .....1920.
Willson, William Tate .....1927. Reeve, 1943, '44.
Wilson, Joseph Edward .....1943.
Wilson, Kenneth Campbell ..1945.
Wilson, T. Edgar .....1928, '29, '30, '31.
Wollard, John .....1892, '93.
Young, J. H. .....1921, '22, '23.

APPENDIX D

REEVES AND COUNCILLORS

1892 to 1939

1892—
October to December.
Reeve Chas. R. Shaw.
Counc. Wm. Brenchley.
" A. DeWindt Hazzard.
" L. Claude Hill.
" Wm. McDermott.
" John Woolard.

1893—
Reeve Nicolai C. Schou.
Counc. L. Claude Hill.
" Wm. Brenchley.
" Wm. Johnston.
" W. Latham.
" J. Woolard.

1894—
Reeve Nicolai C. Schou.
Counc. L. Claude Hill.
" Wm. McDermott.
" Peter Byrne.
" E. Stride.
" Wm. Johnston (died in office).
" George Brine (latter part).

1895—
Reeve Nicolai C. Schou.
Counc. Wm. McDermott.
" Jas. Carter-Smith.
" C. F. Sprott.
" E. Stride.
" P. Byrne.

1896—
Reeve Nicolai C. Schou.
Counc. Ralph Robinson.
" E. Stride.
" Wm. McDermott.
" Jas. Carter-Smith.
" C. F. Sprott.

1897—
Reeve Nicolai C. Schou.
Counc. Chas. Cridland.
" E. Stride.
" Chas. Cliff.
" C. F. Sprott.
" W. H. Ledger.

1898—
Reeve Nicolai C. Schou.
Counc. P. Byrne.
" E. Stride.
" C. Cliff.
" Jas. Carter-Smith.
" C. F. Sprott.

1899—
Reeve Nicolai C. Schou.
Counc. P. Byrne.
" Eber Stride.
" Chas. Cliff.
" Jas. Carter-Smith.
" C. F. Sprott.

1900—
Reeve Nicolai C. Schou.
Counc. P. Byrne.
" E. Stride.
" C. Cliff.
" Jas. Carter-Smith.
" C. F. Sprott.

1901—
Reeve Nicolai C. Schou.
Counc. P. Byrne.
" E. Stride.
" Jesse Love.
" Jas. Carter-Smith.
" C. F. Sprott.

MUNICIPALITY OF BURNABY

REEVES AND COUNCILLORS (Continued)

1902—

Reeve Nicolai C. Schou.
Counc. P. Byrne.
" E. Stride.
" C. Cliff.
" Jas. Carter-Smith.
" C. F. Sprott.

1903—

Reeve Nicolai C. Schou.
Counc. P. Byrne.
" E. Stride.
" C. Cliff.
" Jas. Carter-Smith.
" C. F. Sprott.
" John Rumble (by elect.)
(all others by acclamation)

1904—

Reeve C. F. Sprott.
Counc. P. Byrne.
" E. Stride.
" Jesse Love.
" Alex. E. Evans.
" Bernard R. Hill.
" John Rumble.

1905—

Reeve C. F. Sprott.
Counc. P. Byrne.
" E. Stride.
" Jesse Love.
" Alex. E. Evans.
" Bernard R. Hill.
" John Rumble.

1906—

Reeve P. Byrne.
Counc. Marcus Griffin.
" E. Stride.
" Jesse Love.
" A. E. Evans.
" B. R. Hill.
" John Rumble.

1907—

Reeve P. Byrne.
Counc. J. A. Skinner.
" E. Stride.
" Jesse Love.
" Ronald L. Cliff.
" James Anderson.
" John Rumble.

1908—

Reeve P. Byrne.
Counc. Alex K. Farquharson.
" E. Stride.
" R. L. Cliff.
" Hamilton Johnson McKee.
" James Anderson.
" John Rumble.

1909—

Reeve P. Byrne.
Counc. D. C. McGregor.
" E. Stride.
" R. L. Cliff.
" John B. Amos.
" B. R. Hill.
" W. F. Silver.

1910—

Reeve P. Byrne.
Counc. Duncan C. McGregor.
" E. Stride.
" Thos. D. Coldicott.
" H. J. McKee.
" L. Claude Hill.
" John Rumble.

1911—

Reeve J. W. Weart.
Counc. D. C. McGregor.
" E. Stride.
" T. D. Coldicott.
" H. J. McKee.
" Angus MacDonald.
" John Rumble.

REEVES AND COUNCILLORS (Continued)

1912—

Reeve J. W. Weart.
Counc. D. C. McGregor.
" Frank M. Britton.
" W. H. Madill.
" Angus MacDonald.
" P. W. Fau Vel.
" Thos. W. Mayne.

1913—

Reeve D. C. McGregor.
Counc. E. Stride.
" A. V. C. MacPherson.
" T. D. Coldicott.
" P .W. Fau Vel.
" Angus MacDonald.
" T. W. Mayne.

1914—

Reeve H. M. Fraser.
Counc. Wm. Bevan.
" Walter S. Rose.
" James C. Allen.
" P. W. Fau Vel.
" Angus MacDonald.
" John Murray.

1915—

Reeve H. M. Fraser.
Counc. Wm. Bevan.
" T. D. Coldicott.
" James Ward.
" P. W. Fau Vel.
" Angus MacDonald.
" John Murray.

1916—

Reeve H. M. Fraser.
Counc. Wm. Bevan.
" T. D. Coldicott.
" Geo. Green.
" W. J. Holdom.
" Angus MacDonald.
" J. Murray.

1917—

Reeve H. M. Fraser.
Counc. Arthur Lomas.
" G. J. Webb.
" James Ward.
" P. W. Fau Vel.
" John Mulgrew.
" John Murray.

1918—

Reeve H. M. Fraser.
Counc. C. S. Richmond.
" G. J. Webb.
" J. Ward.
" R. M. Edgar.
" J. Mulgrew.
" J. Murray.

1919—

Reeve Thos. Sanderson.
Counc. C. S. Richmond.
" G. J. Webb.
" J. Ward.
" F. J. Russell.
" Cuthrie L. Lawson.
" R. M. Edgar.

1920—

Reeve Thos. Sanderson.
Counc. A. K. McLean.
" T. D. Coldicott.
" C. Rummel.
" R. A. White.
" G. L. Lawson.
" F. J. Russell.

1921—

Reeve A. K. McLean.
Counc. J. H. Young.
" F. J. Gavin.
" C. Rummel.
" R. M. Edgar.
" A. MacDonald.
" F. J. Russell.

REEVES AND COUNCILLORS—(Continued)

1922—

Reeve A. K. McLean.

Counc. J. H. Young.
" F. J. Gavin.
" C. Rummel.
" R. M. Edgar.
" G. L. Lawson.
" F. J. Russell.

1923—

Reeve A. K. McLean.

Counc. J. H. Young.
" F. J. Gavin.
" C. Rummel.
" R. M. Edgar.
" G. L. Lawson.
" T. E. Ladner.
" R. B. Collier (died in office)
" H. Engberg (took office April 18th).

1924—

Reeve A. K. McLean.

Counc. R. Neville.
" F. J. Gavin.
" C. Rummel.
" R. M. Edgar.
" A. E. Campbell.
" J. Murray.
" H. Engberg.

1925—

Reeve A. K. McLean.

Counc. R. A. Smith.
" Fred Hall.
" C. Rummel.
" Wm. Reid.
" C. B. Gibbs.
" John Murray.
" H. Engberg.

1926—

Reeve A. K. McLean.

Counc. R. A. Smith.
" J. Gray.
" W. Hall.
" Gordon S. Moore.
" H. H. Planche.
" C. C. Bell.
" H. Engberg.

1927—

Reeve Chas. C. Bell.

Counc. J. G. West.
" J. Gray.
" Lawrence Lambert.
" G. S. Moore.
" H. H. Planche.
" W. T. Willson.
" E. J. Hill.

1928—

Reeve A. K. McLean.

Counc. J. G. West.
" J. Gray.
" Lawrence Lambert.
" W. A. Pritchard.
" H. H. Planche.
" B. Shewbrooks.
" T. E. Wilson.

1929—

Reeve W. C. Burdick.

Counc. J. G. West.
" W. G. Rylett.
" L. Lambert.
" W. A. Pritchard.
" Jos. Wheatley.
" B. Shewbrooks.
" T. E. Wilson.

REEVES AND COUNCILLORS—(Continued)

1930—

Reeve W. A. Pritchard.

Counc. R. A. Smith.
" F. H. Shaw.
" L. Lambert.
" H. Edwards.
" J. Wheatley.
" B. Shewbrooks.
" T. Edgar Wilson.

1931—

Reeve W. A. Pritchard.

Counc. H. Martin.
" W. G. Rylett.
" L. Lambert.
" W. H. Lench.
" J. Wheatley.
" Jas. Gray.
" T. Edgar Wilson.

1932—

Reeve W. A. Pritchard.

Counc. H. Martin
" A. E. Brown.
" L. Lambert.
" W. H. Lench.
" J. Wheatley.
" Jas. Gray.
" N. F. Hatherly.

1933 to 1942, inclusive, under a commissionership.

1943—

Reeve. Wm. Tate Willson.

Counc. Joseph Wilson.
" Walter Dingle.
" Wm. Randolph Beamish.
" John Matheson.
" Joseph Paul Gartlan.
" Vernon James Lewis.
" Norman F. Hatherly.

1944—

Reeve W. T. Willson.

Counc. James Gower West.
" Walter Dingle.
" W. R. Beamish.
" John Matheson (died March 31, 1944).
" George Andrew Morrison. (elected by-election April 22).
" Joseph Paul Gartlan.
" Vernon J. Lewis.
" Norman Hatherly.

1945—

Reeve George A. Morrison.

Counc. J. G. West.
" Wm. Parker Philps.
" W. R. Beamish.
" Kenneth Campbell Wilson.
" J. P. Gartlan.
" Harry Ball.
" V. J. Lewis.

1946—

Reeve George A. Morrison.

Counc. J. G. West.
" W. P. Philps.
" W. R. Beamish.
" John S. R. Jones.
" J. P. Gartlan.
" Chas. W. MacSorley.
" Harry Ball.

1947 —

Reeve George A. Morrison.

Counc. J. G. West.
" W. P. Philps.
" W. R. Beamish.
" Malcolm Fitzgerald Green.
" J. P. Gartlan.
" C. W. MacSorley.
" Harry Ball.

APPENDIX E

FIRST COUNCIL AND SUBSEQUENT MAYORS OF VANCOUVER

(Names not included in index)

1886—Mayor M. A. MacLean.
Counc. Robert Balfour.
" Chas. A. Caldwell.
" Peter Cordinier.
" Thomas Dunn.
Counc. Joseph Griffiths.
" E. P. Hamilton.
" L. A. Hamilton.
" Joseph Humphries.
" Joseph Northcott.

MAYORS

M. A. McLean ..... 1886, '87
David Oppenheimer ..... 1888, '89, '90, '91
Fred Cope ..... 1892, '93
R. A. Anderson 1894
Henry Collins ..... 1895, '96
William Templeton 1897
James F. Garden ..... 1898, '99, 1900
T. O. Townley 1901
Thomas F. Neelands ..... 1902, '03
W. J. McGuigan 1904
Fred Buscombe ..... 1905, '06
Alexander Bethune ..... 1907, '08
Charles S. Douglas 1909
Louis D. Taylor ..... 1910, '11
James Findlay 1912
T. S. Baxter ..... 1913, '14
Louis D. Taylor 1915
Malcolm McBeath ..... 1916, '17
R. H. Gale ..... 1918, '19, '20, '21
Chas. E. Tisdall ..... 1922, '23
W. R. Owen 1924
Louis D. Taylor ..... 1925, '26, '27, '28
W. H. Malkin ..... 1929, '30
Louis D. Taylor ..... 1931, '32, '33, '34
Gerald Gratten McGeer ..... 1935, '36
George Miller ..... 1937, '38
Lyle Telford ..... 1939, '40
J. Cornett ..... 1941, '42, '43, '44, '45, 46
Gerald G. McGeer 1947

APPENDIX F

CIVIC OFFICIALS OF NEW WESTMINSTER

(Not included in index)

A charter was issued to New Westminster as a Municipality on August 9th, 1860, and the first Municipal Council convened on August 15, 1860. Leonard McClure was elected President, and members of the original Council were Ebenezer Brown, J. A. R. Homer, W. J. Armstrong, Henry Holbrook, and W. E. Cormack. In the succeeding years the Presidents were:

1861, John Ramage,
1862, " "
1863, Henry Holbrook
1864, Robert Dickenson,
1865, William Clarkson,
1866, John Robson,
1867, Henry Holbrook,
1868, Captain William Irving,
1869, W. J. Armstrong,
1870, " " "
1871, W. Clarkson,
1872, James Cunningham.

On August 15, 1872, letters patent were issued creating New Westminster a city. The following have been the Mayors:

1872, James Cunningham,
1873, " "
1874, '5, Robert Dickenson,
1876, '7. T. R. McInnes,
1878, Henry Holbrook,
1879, W. D. Ferris,
1880, '1, Robert Dickenson,
1882, Loftus R. McInnes,
1883, Henry V. Edmonds (8 mths.)
Robert Dickenson, (4 mths.)
1884, '5, '6, '7, '8, Robert Dickenson,
1889, John Hendry (6 mths.),
W. B. Townsend (6 mths.),
1890, '1, John Brown,
1892, W. B. Townsend,
1893, D. S. Curtis,
1894, Henry Hoy,
1895, '6, '7, B. W. Shiles,
1898, '9, Thomas Ovens,
1900, '01, J. G. Scott,
1902, '3, '4, '5, '6, '7, '8, '9,
W. H. Keary,
1910, '11, '12, John A. Lee,
1913, 4, 5, 6, 7, 8, 9, A. W. Grey,
1920, '1, '2, J. J. Johnston,
1823, 4, 5, 6, T. S. Annandale,
1927, 8, 9, 30, 31, 32, 33, A. W. Grey,
1934, 5, 6, 7, 8, 9, 40, 1, 2, F. J. Hume,
1943, 4, 5, 6, 7, W. M. Mott.

APPENDIX G

MAY QUEENS OF NEW WESTMINSTER

(Not included in index)

1870—Nellie McCall, (Mrs. E. S. Scoular)
1871—Elizabeth Irving, (Mrs. E. W. Spencer)
1872—Marion Bonson, (Mrs. Henry Hoy)
1873—Marina Morey, (Mrs. L. A. Brown)
1874—Janet Harvey, (Mrs. G. Turnbull)
1875—Mary Scott, (Mrs. Robert Kelly)
1876—M. A. Johnston, (Mrs. C. Warwick)
1877—Gertrude McBride, (Mrs. W. Allison)
1878—(interregnum)
1879—Lena Eickhoff, (Mrs. W. H. Keary)
1880—Florence Hubbard, (Mrs. Burkhart)
1881—Maude Williams, (Mrs. C. A. Welsh)
1882—Josie Eickhoff, (Mrs. Leishman)
1883—Maggie Rogers,
1884—Mamie Wise, (Mrs. E. Mackenrot)
1885—Annie Turner, (Mrs. J. R. Grant)
1886—Dollie Mead, (Mrs. F. S. DeGray)
1887—May Douglas, (Mrs. T. J. Lewis)
1888—Helen Ross, (Mrs. Walter Chamberlain)
1889—Maud Hatherly, (Mrs. William Gifford)
1890—Maisie McPhaden, (Mrs. G. Wood)
1891—Emily Gardener, (Mrs. W. L. Stark)
1892—Gladys Townsend, (Mrs. W. Turner)
1893—Beryl Briggs, (Mrs. W. F. Edmonds)
1894—Gertrude Moncreif, (Mrs. W. Cannon)
1895—Dorothy Thompson, (Mrs. W. Cameron)
1896—Ella Cotton, (Mrs. W. M. Russell)
1897—Maggie Gifford, (Mrs. Gowan McGowan)
1898—Ethel Ross, (Mrs. Horace Dorer)
1899—Alvina Munn, (Mrs. A. E. Alderdyce)
1900—Alexie Ewen, (Mrs. W. Gilbert)
1901—Aldyn Hendry, (Mrs. E. W. Hamber)
1902—Mollie Fletcher, (Mrs. Harry Latham)
1903—Winnie Keary, (Mrs. Roy English)
1904—Manuella Briggs,
1905—Alice Macnamara,
1906—Myrtle Starrett, (Mrs. Len O'Leary)
1907—Annie Tidy, (Mrs. Sid Herring)
1908—Kathleen Dashwood-Jones,
1909—Helen Hale, (Mrs. Ralph Hunt)
1910—Mary Keary, (Mrs. Gordon Carmichael)

MAY QUEENS OF NEW WESTMINSTER (Continued)

1911—Kathleen Welsh, (Mrs. T. R. Selkirk)
1912—Annie Staton, (Mrs. W. E. Wiltshire)
1913—Jean McPhail, (Mrs. K. M. Bishop)
1914—Eva Atkinson, (Mrs. Joseph Geigerich)
1915—Bessie Anderson, (Mrs. J. A. Sampson)
1916—Evelyn Dawe, (Mrs. Donald Ure)
1917—Louise Cunningham, (Mrs. J. N. Burnett)
1918—Loretta Murphy,
1919—Evaline Brooks, (Mrs. Wilson)
1920—Evva McMaster, (Mrs. Bert Timms)
1921—Margaret Tremeer,
1922—Irene Esther Carpenter,
1823—Betty Whiteside,
1924—Esther Elofson,
1925—Elsie Hogg,
1926—Norah Turner,
1927—Mary Alice Groves,
1928—Margaret Gould,
1929—Frances Schnoter,
1930—Christeen Hay,
1931—Frances Miller,
1932—Christeen MacDonald,
1933—Dorothy Hume,
1934—Kathleen Finlayson,
1935—Margaret Clark,
1937—Patricia Nevard,
1938—Shirley Hudson,
1939—Edith Augustine,
1940—Marguerite Barner,
1941—Jacquie Overand,
1942—Gwendolyn Milledge,
1943—June Brown,
1944—Joan Smith,
1945—Doreen Burris,
1946—Sally Purvis.

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F. indicates footnote.

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