

Socio-Historical Study

District of North Vancouver

Socio-Historical Service Infrastructure

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Note: Author of each chapter is Roy Pallant unless otherwise noted.

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DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 1

PART 1

EARLY PRE-EMPTION OF LAND - William Keene

CHAPTER 1

DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL SERVICE INFRASTRUCTURE EARLY SOCIO-ECONOMIC DESCRIPTIONS OF DNV Researcher: Roy J.V. Pallant

| PART 1 | Early Pre-Emption of Land by William L. Keene (formerly of Vancouver), Comox, B.C., 1941. | Source Reference |
|--------|--|---|
| • | <p><u>A Chronological Survey of the early history of the North Shore.</u> “As North Vancouver has been celebrating the fiftieth year of its incorporation it may be a fitting occasion to review the North Shore from the beginning. On the 7th January 1867, Hugh Burr purchased at auction held in New Westminster, the first 169 acres at what is now known as Seymour Creek, and on the 30th September he pre-empted 160 acres on the shore in Howe Sound. The Moodyville property was I understand purchased at the same auction but for this I will not vouch, as Mr. Ben Springer the Manager of the Mill assured me that under no circumstances would their property be included in any Municipality, therefore I did not press for further information, and I have consequently omitted the residents of Moodyville. The Indians on the four reserves, the men working on the Vancouver Water works construction at Capilano are also excluded from this review, as they had no personal interest in the lands.”</p> | <p>The text shown here is taken complete and verbatim from J. Rodger Burnes, <u>Saga of a Municipality in its Formative Days 1891-1907</u>. Burnes copied verbatim from the letter written in 1941 to the District of North Vancouver by William Keene, Clerk of the Council of the District of North Vancouver in 1898-1902. William Keene was persuaded to share his knowledge of early pre-emptions in the Municipal District. It is therefore written in the first person and is shown here complete with gramatical errors. William Keene died in 1952 in Comox B.C. For further information on William Keene see Pallant, Roy J.V., <u>Biographical Index</u> held by the District of North</p> |
| • | <p><u>Military Grants</u> “In 1871 and 1872 Military grants of 160 acres each were granted to four of the Sappers of the Royal Engineers, John Linn, Samuel B. Howse, William Edwards and Philip Jackman; and 157 acres were pre-empted by William Bridges.”</p> | |
| • | <p><u>Pre-Emptions</u> In 1874, 244 acres were purchased by S.P. Moody and Hugh Nelson for the Moodyville Company. In the next eight years viz from 1878 to 1884 only six pre-emptions totalling 885 acres and one purchase of 165 acres were taken up. In 1886, 22 pre-emptions of 3,501 acres and 4 purchases of 1,220 acres. In 1887, 37 pre-emptions of 4,468 acres and 7 purchases of 1,297 acres. In 1888, 3 purchases of 425 acres only. In 1889, 29 purchases of 3,617 acres and 2 purchases of 175 acres. But in 1890, 19 pre-emptions of 3,046 acres and 39 purchases of 6,444 acres. Therefore, at the end of 1890 there had been 22 722 acres taken up by 177 persons, practically equaling</p> | |

| PART 1 | Early Pre-Emption of Land by William L. Keene (formerly of Vancouver), Comox, B.C., 1941. | Source Reference |
|--------|--|---|
| | 26,733 acres taken up by 177 persons, practically speaking just one half of the total area. | Vancouver. |
| | <ul style="list-style-type: none"> • <u>John Rainey, Brighton Beach</u> “At this period who were the residents? Commencing on the North Arm there were John Rainey at what he designated Brighton Beach (which in the fall of the year when he was manuring his fruit trees with hump back salmon was far from it). Then C.P. Howse and his son in their pretty cottage covered with "Seven Sisters" roses looking over to Jug Island. Then a long stretch to Phibbs and Thompson's milk ranch at Seymour Creek. Continuing along the shore to Tom Turner's just west of where the ferry wharf now stands.” | J. Rodger Burnes, ibid. Minute Book of the Municipal District of North Vancouver meetings 1898-1902. |
| | <ul style="list-style-type: none"> • <u>John Thomas (Navy Jack)</u> Again following the shore to John Thomas (Navy Jack) just outside the First Narrows. Then on to Walter Erwin at Cypress Creek. J. Nelmes and Bill Spittal (The Capilano Post) were up the Capilano on the pipe road; ten actual residents in all. Discussions were frequent between the Seymour Creek and Capilano holders as they had no means of reaching their claims, although those up the Capilano had the advantage of the Vancouver Water works pipe line wooden rails on which to walk as the photo taken from the north end of the second Canyon shows. Many suggested that a meeting should be called to see what could be done toward forming it into a Municipality. This eventually was carried out and a meeting was held on the 19th November, 1890, in G.G. Mackay's (the Laird of Capilano¹) office on Pender Street, but only seven attended. It was decided to adjourn, those present undertaking to let as many know as possible when the next meeting would take place. | 1 George Grant Mackay (rhymes with apply) was aged 62 when he arrived from Scotland in 1888. Educated at the Royal Academy, he was trained as a surveyor and was already a well known business – man in Scotland. He had visited the USA and on his return to Scotland he wrote (published by Blackwood and Son and entitled) <u>On the Management of Landed Property in the Highlands of Scotland</u> . Having been impressed by products of Vancouver shown at the Glasgow Exhibition in 1883, he decided to come to Vancouver. He set himself up in the real estate business and built |
| | <ul style="list-style-type: none"> • <u>Petition Incorporation</u> On the 14th March the adjourned meeting was held at the same place, 22 present, G.G. Mackay in the chair, and George Meek acted as Secretary. It was unanimously agreed to petition the Government to incorporate it into a Municipality, and a petition was then and there drawn up and signed by all present. The petition was formed a few days later. News of the application to form it into a Municipality, encouraged a number of investors to make application for land in 1891 and the following year there were 25 pre-emptions for 3,786 acres, | |

| PART 1 | Early Pre-Emption of Land by William L. Keene (formerly of Vancouver), Comox, B.C., 1941. | Source Reference |
|--------|---|--|
| | and 41 purchasers for 4,276 acres taken up. | business and built a house on a cliff looking over the Capilano Suspension bridge. For obvious reasons he became known as the "Laird of Capilano". |
| • | <p data-bbox="338 488 608 515"><u>Newcastle Townsite</u></p> <p data-bbox="338 533 1174 1059">"Early in 1881 a syndicate mostly Nanaimo men started boring for coal on D.L. 775 next to Navy Jack's lot, and it was then spoken of as the Newcastle townsite. The Zinc claims known as the C.P.R. group just off the northern boundary of the Municipality, together with the opening up of the Mackay road from the old creek (now known as Mackay Creek) to the Capilano, but when finished was like a porcupine's back, the saplings having been cut about eighteen inches from the ground making it practically useless. However, this little stir of events stimulated matters and on the 15th July, 1891, the Government held an auction Sale, part of Timber Limit "G" (now West Vancouver) 175 lots comprising a total of 1368 acres were disposed of, and it was sincerely hoped that this would considerably increase the number of voters at the forthcoming election."</p> | <p data-bbox="1219 741 1426 976">For further information on G.G. Mackay see Pallant, Roy J.V. <u>Biographical Index</u>, held by the District of North Vancouver.</p> <p data-bbox="1219 999 1426 1077">Morten, James, <u>Capilano, Story of a River</u></p> |
| • | <p data-bbox="338 1088 448 1115"><u>Charter</u></p> <p data-bbox="338 1122 1034 1827">"On the 4th August, 1891, the charter for the Municipality of North Vancouver was received from Victoria and immediate steps taken for election of the Council. The inaugural meeting of the newly formed Municipality was held at Tom Turner's ranch on the 29th August, 1891. Present Reeve C.J.P. Phibbs, Councillors Turner and Thompson who were duly sworn in by Fred Schofield, J. Nelmes and C.E. Mahon were unable to be present. The second meeting was held at the milk ranch at Seymour Creek on the 12th September, 1891. A.E. McCartney acted as Secretary pro tem. The appointment of H.M. Hirshberg as Clerk, Treasurer and Assessor for the Municipality at \$30.00 per month was made. The Municipality was divided into four wards, and notice was given to introduce a by-law for \$40,000.00 for constructing a road from Deep Cove on the North Arm, to Eagle Harbour on Howe Sound. Williams Bros. and Dawson were appointed Engineers to survey the road.</p> | |
| • | <u>Keith Road</u> | |

| | | |
|--------|--|---------------------|
| PART 1 | Early Pre-Emption of Land by William L. Keene (formerly of Vancouver), Comox, B.C., 1941. | Source Reference |
|--------|--|---------------------|

“On 20th January, 1892, the newly elected council met at the Seymour creek ranch, Reeve C.J.P. Phibbs, Councillors Lindsay Phillips, A.E. McCartney, Adolphus Williams and Tom Scott. On the 28th March, 1892, tenders were called for the Keith Road, the total cost amounting to \$47,338.26.”

“On the 3rd October, 1892, a second loan for \$20,000.00 was authorized for apparently opening the Seymour and Capilano roads. On the 18th January, 1893, a new council was elected; Reeve J.C. Keith, T.H. Calland, W.H. May, J.C. Woodrow and A.E. McCartney. On the 24th H.M. Hirschberg resigned, and Fred Schofield appointed as his successor. On the 4th March, 1893, a case of small pox was reported to have broken out at Seymour Creek, and the Council adopted every precaution that it should not spread, although it was only one suspect. This cost the Municipality no less than \$532.68. Early in the year prospectors again had another try for coal and sank a shaft a little west of Moodyville (close to where 4th Street and St. Patricks are now located). This they abandoned as Otto Semisch and his friends decided to try again on a location about a mile on the west of the Capilano. On this they worked all the summer but without results. On the 8th March, 1893, a contract was let for building the first wharf at what is now known as Lonsdale Avenue.”

- Burrard Inlet Railway & Ferry Co.

“On the 1st April, 1893, a By-Law was passed authorizing the Burrard Inlet Railway & Ferry Co. to construct and lay rails etc. Later on they laid four lengths of rails on Chesterfield Avenue and this is as far as they got. Tenders were called for a road up Capilano Creek, but beyond removing the water works rails, there was little improvement. In May the road constructed by the Government in 1891, Mackay road, was finished by the Municipality. Early this year Jim Hartney and his crew started cutting shingle bolts on the lower portion of the townsite company's property, but unfortunately fire broke out in July sweeping everything in its path including hundreds of cords of fine shingle bolts. It, however, cleared the site particularly the lower portion. In August, two of the Capilano pre-emptors, J.B. Cornish and N.L. Keene, although they had done considerable work on their claims, decided to look around and see if there was any chance of obtaining a smaller lot nearer to the Inlet.

They spent innumerable weekends going over what was called the North Vancouver Land & Improvement Company's Property. The plans had been published a little earlier in the year, but when interviewing the Company, were informed that none of it was on the market. However, not discouraged, they later, through Mr. J.B. Ker, one of the Directors, again approached the Company but when asked to define the location, they could not definitely say as it had not been surveyed, but if Mr. Mahon would have some fixed points given, they would endeavour to locate it. Consequently he agreed to have flags placed at the N.E. corner of D.L. 275 and at a point due south on the Keith Road. Cornish and Keene, then as amateur surveyors, decided approximately the location. At their next interview the Company decided to sell them the 20 acres on condition that they immediately started clearing, and obtained no less than four others to participate and who would build and reside on same, also agree to conform with any deviation that might be made when the survey was done, and to wait for deeds until the Company was in position to give same."

"In reply to this they induced Mr. A.E. Crickmay, A.B. Diplock, A.E. Kealy and J. Williams to join them. The clearing was done and Keene was ready to build but the query was how to get the lumber from Moodyville. This was overcome as Mr. Fromme of the Hastings Shingle Mill, offered to haul it on sleighs, if he would cut a trail that he could get through; the trail on a line as near Lonsdale Avenue was cut, and the lumber brought up to about the junction of Eighth Street, the rest of the way he had to pack it as the trail was too soggy. On the 11th October, 1893, tenders were called for a ferry service. The Union Steam Ship Co. offered to call at the wharf, six return trips daily for \$100.00 per month was accepted. In 1894 very little movement occurred, the only thing of note was on the 3rd July, the South Seas Islander's obtained permission to use the wharf for an entertainment which was well appreciated by the crowd that come over on crafts of every make."

- Seymour Creek

"In the fall of the year Frank Dorman opened up a brick yard, the first industry outside the lumbering on the Roche Point property. On the 20th January, 1895, the bridges over Capilano and Seymour Creeks, were washed out by very

heavy freshet and five or six acres of the Seymour Creek ranch went at the same time. Financial matters were none too good at this period and on the 22nd of January the newly elected Reeve Dr. J.T. Carroll, and two of the councillors had to give personal notes to the Bank of B.C. for the total indebtedness of the municipality. On the 5th November petition for opening up Lonsdale Avenue to Fifteenth Street to enable Cornish, Crickmay, Diplick and Kealy to get in building materials. On the 15th, tenders were opened disclosing that the cost would be \$335.00. It was laid over and the petitioners agreed to see the Moodyville and N.V. Land Co. and a few days later reported that the two companies would each give \$100.00 toward the project. The cheapest road ever made in the Municipality. 21st January, 1896, the remnants of the Capilano bridge were ordered to be removed. During the summer Mr. Vaughan Ryhs staked his copper claims on Lynn Creek, and this recalls to my mind the "Golden Slipper" mine on Seymour best told as follows."

- "Golden Slipper"

"At the August meeting of the council, the minutes had just been read, when with a bang the door was flung open and a lady appeared. Addressing the Reeve in high flown words announced that she was Mrs. Leroy, the owner of the 'Golden Slipper' mine up the Seymour and wanted to know what they were going to do to the road up Seymour creek, as it was impossible to haul their supplies in or out. The reeve informed her that the engineer would be instructed to look into the matter, but later in the evening it was decided to send the road foreman, and upon his report being received a few days later, the reeve decided that it would be best to hand it to the Provincial Police to look into. A few days later the police officers went over but when they reached the creek were informed by some loggers that early but when they reached the creek were informed by some loggers that early that morning they saw a gang with a woman who they had noticed several times previously on the trail, leave the creek in two large dug out canoes with what looked to them as a still, and several tubs of mash and other paraphernalia heading for the Narrows."

- Mr. Walter Erwin

“From the 18th January, to the 26th June, 1897, there was an interregnum. Owing to an amendment in the Municipal Act every one disfranchised. The only qualified voter was Mr. Walter Erwin who came in to vote and cast his vote for himself. The Reeve instructed the Clerk to carry on as best as possible and induce the Government at Victoria to pass an enabling act to rectify the situation. In June 1898 a fire broke out in the middle portion of the townsite and those living there had a thrilling time for a while.”

- G.H. Dawson

“Late in the summer G.H. Dawson completed his survey of the townsite. On the 31st October, 1899, the contract was let for the North Vancouver Ferry and on the 12th May, 1900, the Municipal owned ferry, went into commission, and thereby North Vancouver came on to the map.”

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 1

PART 2

THE FORMATION OF THE DISTRICT OF NORTH VANCOUVER
AND THE SURVEY OF THE KEITH ROAD
BY WILLIAMS BROS AND DAWSON

CHAPTER 1
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SOCIO-ECONOMIC DESCRIPTIONS OF DNV
Researcher: Roy J.V. Pallant

PART 2 THE FORMATION OF THE DISTRICT OF
NORTH VANCOUVER AND THE SURVEY OF
THE KEITH ROAD BY WILLIAMS BROS AND
DAWSON - by Roy J.V. Pallant

Source
Reference

- Part 1 Chapman Land Surveying Ltd.

It is indeed rare that a small company which was already professionally established in 1886 as Land Surveyors and Engineers in Vancouver, could maintain its technical excellence and business integrity to the present time, 1996. But, such is the case with Chapman Land Surveying Ltd., which as Williams Bros. & Dawson were awarded the first and most significant land surveying contract of the newly inaugurated Corporation of the Municipal District of North Vancouver.

The following historic brief 1 is offered primarily to provide details of the process by which Williams Bros. & Dawson played a very significant part in providing an essential communicating road link across what was, in 1892 a vast tree covered tract of land on the North Shore of Burrard Inlet newly known as the District of North Vancouver.

The company then went on to be engaged in projects which were essential to the development of the City of North Vancouver, from its inauguration in 1907 and remains as part of the North Shore heritage to be enjoyed at the present time..²

Below are listed the various styles by which the company was known as evidenced by individual professional listings in early street directories, on business letterheads, from the pages of Municipal Minutes Books of first the District, then the City of North Vancouver, and from internal letters written by senior members of these two corporations.

1 As will be seen, the history of the present company Chapman Land Surveying Ltd. Can be traced back to 1886 and therefore prior to the formation of the Municipal District of North Vancouver in 1891. In fact, J.T.C. Williams was named as one of those individuals taking part in the Vancouver based meeting as North Shore land owners. See page 18 of this Chapter 1, Part 2.

2 This entire work is written by the Researcher Roy J.V. Pallant for Chapman Land Surveying Ltd. And is offered here with their permission. The information presented here was obtained by the researcher from company files, interviews with company principles and reference to the earlier minute books of the Municipal District of North Vancouver.

PART 2 THE FORMATION OF THE DISTRICT OF
NORTH VANCOUVER AND THE SURVEY OF
THE KEITH ROAD BY WILLIAMS BROS AND
DAWSON - by Roy J.V. Pallant

Source
Reference

Chronological History of Chapman Land Surveying Ltd.,
Suite 107, 100 Park Royal South, W. Vancouver, B.C.
V7T 1A2

- 1886 J.T.C. Williams - Engineer
Williams Bros.
Williams Bros. & George Dawson
- 1891 Williams Bros & Dawson
Williams & Dawson
G.H. Dawson, Provincial Land Surveyor
& Civil Engineer Molsons³ Bank Bldg.
- 1893 Williams & Dawson Land Surveyors
& Civil Engineers in the Ogle Block
510 W. Hastings St.:
Sydney Williams, P.L.S. and
G.H. Dawson, C.E., B.C.L.S
- 1896 George Dawson, spent time in the Kootney
District of British Columbia
- 1901 George Dawson, returned to Vancouver to
resume his practise.
- 1906 George Dawson was joined by John Elliott
Company became Dawson & Elliott with offices located
in the Williams 4 Building, 413 Granville St., Vancouver.
- 1911 George Dawson left the Company to become
Surveyor General of British Columbia.
- 1911 Mervyn William Hewett joined John Elliott.
- 1920's The Company of Elliott & Hewett moved to the
Yorkshire Building 5, 525 Seymour St., Vancouver.
- 1927 (approx.) Moved to 525 West Pender St.,
Vancouver.
- Mervyn William Hewett died.

³ See photograph
V.P.L. 5192 held
in the Vancouver
Public Library
newspaper
section.

1893/09/29 News
Advertiser, pg. 4,
Land Surveyor
advertisements
held in the Van-
couver Public
Library news-
paper section with
copy in the files of
Chapman Land
Surveying.

⁴ See
photograph
V.P.L. 7449
(marked) 1786
held in the
Vancouver
Public Library.

⁵ See
photograph
V.P.L. 10993
held in the
Vancouver
Public Library

PART 2 THE FORMATION OF THE DISTRICT OF
NORTH VANCOUVER AND THE SURVEY OF
THE KEITH ROAD BY WILLIAMS BROS AND
DAWSON - by Roy J.V. Pallant

Source
Reference

- 1930 John Elliott took his brother into the Company and re-named it John & H. McLean Elliott.
- 1953 Became Elliott, Elliott & Chapman, as they took in to the Company Mr. Ray Edward Chapman. The address remained 525 West Pender St., Vancouver.
- 1975 Ray E. Chapman took on his son, William Chapman styling the Chapman & Chapman, B.C. Land Surveyors.
- 1982 The Company included an additional Mr. Richard Martin for a period of seven years from 1982 to 1989 and the Company became Chapman, Chapman & Martin. When Mr. Martin left, the Company styling resorted to Chapman & Chapman.
- 1995 The father and son combination was incorporated in the present name of Chapman Land Surveying Ltd.

- The Partners' Years of Practice

Sidney WILLIAMS, L.S.
1891-1917

George H. DAWSON, P.L.S. #7
1906-1955

John ELLIOTT, B.C.L.S. #7
1911-1930
(Life Member #2)

Mervyn W. HEWETT, B.C.L.S. #66
1914-1956

Hector McL. ELLIOTT, B.C.L.S. #176
1914-1956

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Source
Reference

Ray E. CHAPMAN, B.C.L.S. #270
1946-present

William R. CHAPMAN, B.C.L.S. #526
1975-present

Richard J. MARTIN, B.C.L.S. #558
1977-present
(Partner 1982-1989)

- Employee Land Surveyors

James T. UNDERHILL, B.C.L.S. #146
1913 (Plan 4613)

P. Cameron MacDONALD, B.C.L.S. #610

David A. LePATOUREL, B.C.L.S. #591

Darryl J. MITCHELL, B.C.L.S. #689

Richard D. CLENDENNING, B.C.L.S. #518
1990-present

Harry E. HICKMAN, B.C.L.S. #624
1994-present

BIOGRAPHIES

- George Herbert DAWSON, P.L.S. #7
(1866-1940) 6

George Herbert Dawson was born November 22, 1866, in Quebec City. He was the son of Mr. and Mrs. J.T. Dawson of that city. He obtained his early education in Quebec, and graduated with a degree in civil engineering at McGill University. Mr. Dawson first worked as junior engineer on the ship's channel between Montreal and Quebec, later becoming assistant engineer in the building of the

6 This article was provided to the Researcher by Mr. William Chapman, May 1996 and was originally obtained from family sources of George Dawson which they in turn obtained from his resumes.

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Source
Reference

Canadian Pacific Railway bridge at Ste. Anne de Bellevue.

He first came to Vancouver in 1890, and after a short period as a an assistant City Engineer, he joined Sydney Williams and Mr. J.T.C. Williams, with whom, under the Firm name of Williams Bros. & Dawson, he carried on an extensive practice in land surveying and civil engineering for some years. During this time he was associated with the location of Keith Road, across North Vancouver from the North Arm of Burrard Inlet to Howe Sound, the design and survey of the townsite of North Vancouver, preliminary surveys and designs for a reclamation scheme over the area now known as "The Sumas Reclamation", and with some preliminary work in connection with the dyking of Lulu Island and Sea Islands; all this in addition to a very large general practice in the survey of lands, timber, townsites, etc.

In 1886 he went to the Kootenays and interested himself in mining operations for two or three years; did some exploration, and made some preliminary surveys in connection with Placer and Hydraulic Mining operations on the Fraser River near Big Bar. Then, after some months as assistant on the location of the Kettle Valley Railway, he returned to Vancouver in 1901 and resumed his practice as civil engineer and land surveyor. First as G.H. Dawson and after 1908, as Dawson & Elliott, he supervised the selection and survey of those extensive timber areas which now form the holdings of the Powell River Co. Ltd., made an extensive resurvey of the greater part of Hastings Township and of that portion of West Vancouver which is now occupied by the developments of the British Pacific Properties; besides carrying out a very large proportion of the surveys within the area of the City of Vancouver.

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Source
Reference

In 1911 the Government, owing to the great demand for lands in the interior of the Province along the constructed and projected railway, requested him to make some studies into the matter of the most efficient method of carrying out and controlling surveys on a larger scale than had heretofore been attempted. In the course of such studies he spent considerable time in Ottawa and at other places in Canada and the United States, and in 1911 took over the position of Surveyor General.

On his activities during this period there is no need to enlarge, as surely all members of the surveying profession still carry pleasant recollections of their dealing with him then. In 1917 he retired and took no further active part in the profession, but his ever keen mind and kindly heart prompted him to take a great and useful interest in many unobtrusive charities up to the time of his death.

He passed away in Victoria on March 28, 1940, leaving one sister, Miss Mary Fry Dawson. John Elliott, British Columbia Land Surveyors, who supplied much of the above information, finished his memo of Mr. Dawson with the following words:

The above summary is written by one who, as boy and man, for nearly forty years, as pupil, partner and friend, enjoyed the benefits of his wisdom and kindness, and who, although bound to him by law and for only three years, was bound for twelve times three years by those stronger bonds of respect and esteem which such wisdom and kindness engendered; and surely some old Roman must have had a presage of his coming when he coined the phrase:

NATURA LO FECE E POI RUPPE LA STAMPA
(Nature made him and then she broke the mold - Ariosto)

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Source
Reference

Footnote by G.S. Andrews

In the surveys branch in early 1930's, it was alleged that Dawson's acceptance of the position of Surveyor General in 1911 was on his own terms, that is, that he report directly to the Minister of Lands, and that his salary be higher than that of the Deputy Minister. In 1916, when told that his fine office in the new west wing of the buildings was required for the minister, he replied that they could have the office and the job. He quit.

- Mervyn William HEWETT, B.C.L.S #66 7

Mervyn W. Hewett was born at Birkenhead, England, on October 13, 1861, the son of Reverend William and Harriet (Richardson) Hewett. He was educated in the schools of Bromsgrove, Worcestershire and at Worcester College, Oxford.

Coming to Canada as a young man in 1883, he settled at Shell River, Manitoba, where he farmed for some eight years, save for the interruption caused by the North-West rebellion of 1895. He served through this as a member of "Boltons Scouts". During part of this period of farming in Manitoba, he sat as a member of the local Municipal Council.

Mr. Hewett came to Vancouver in 1891, his first job in this Province being as axeman on the survey of the Lulu Island Branch of the Canadian Pacific Railway. He evidently found his vocation, for, save a few years devoted to mining, he followed surveying in some capacity for the balance of his life.

In 1895 he served as an assistant to George Dice Corrigan, P.L.S. #10, on a large exploratory survey of the West Coast of British Columbia from Knight Inlet northward to Cape Caution, and from Swindle

7 This article provided to the Researcher by Mr. William Chapman, May 1996.

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Source
Reference

Island northward to Stephen Island, near Prince Rupert for the princely sum of \$50 per month.

Unfortunately, Mr. Corrigan accidentally shot himself with a double barrelled shotgun while heading to try to get a shot at some geese that had lit in the bay. Due to the remoteness of the site and despite numerous efforts to obtain medical treatment, Mr. Corrigan died. Mr. Hewett smashed the gun after the accident occurred, angry that he had not protested against its usage, and determined that it would not hurt anyone else.

In these early days he was associated mostly with Sydney Williams and with G.H. Dawson, afterwards Surveyor General of the Province. There is hardly a real old-time surveyor who did not have the benefit of "Hughies's" assistance at some time or other.

About 1907 he definitely decided to make land surveying his life work. Although he probably had plenty of scholastic attainments to have entitled him to a shortened period of articles, he made no attempt to use them.

At the age of 46 he sat for his preliminary examination, served three years under articles, and obtained his commission in April 1911. At this time, Mr. G.H. Dawson, with whom he served his apprenticeship, was made Surveyor General, and the Firm then known as Dawson & Elliott was reorganized as Elliott & Hewett.

In 1912 the special survey of the City of Port Moody was entrusted to Mr. Hewett. This, one of the largest special surveys ever undertaken in the Province, occupied him until the end of 1914. Then, at the age of 54 years, he enlisted as a Sapper in the Canadian Engineers, served through the Great

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War, and returning a Lieutenant in April 1919, resumed his place in the Firm of Elliott & Hewett, which he occupied until his death on August 19, 1930.

Mervyn Hewett was a painstaking and accurate surveyor and an exceptionally good mathematician. In many places, however, he is perhaps remembered for his prowess in the woods as a younger man, where his ability as a direct and rapid traveller was remarkable. A man of exceptional stature, over six feet four inches in height, he was always willing to undertake more than his share of any hardship or difficulty.

The writer of these lines, to whom he was for years a very helpful partner and a generous friend, cannot help feeling that with his passing "There hath gone a glory from the earth". 8

8 Author of this line is unknown though the statement is endorsed by the current principals of Chapman Land Surveyors.

- John ELLIOTT, B.C.L.S. #7
1883-1966
Life Member 1955

John Elliot was born in Sauble Falls, Bruce County, Ontario on April 16, 1883, and was brought by his parents to Vancouver at the age of eight, where he received his education in the public schools, having the distinction of being the first pupil graduated from the Fairview Public School into the High School. Leaving school he was variously employed, but after a period spent as a chainman, he decided that his lifetime vocation lay in land surveying, and in 1903, he was articled to G.H. Dawson, B.C.L.S.

John received his commission #7 as a B.C. Land Surveyor in April 1906 and entered partnership with G.H. Dawson, B.C.L.S. in 1908. The partnership

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Source
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continued until 1911 when Mr. Dawson became Surveyor General of British Columbia, whereupon the partnership of Dawson & Elliott became Elliott & Hewett, which continued until 1930, when Mr. Hewett died.

From 1930 until 1955 the Firm consisted of John Elliott and his brother Hector McLean Elliott, when, in the latter year, they were joined by their nephew, Ray E. Chapman, B.C.L.S. #270.

John Elliott was a member of the Board of Management for the Corporation in 1916, 1917, 1918, Vice-President in 1919 and 1920 and President in 1921 and 1922.

During John's long career he carried out many important surveys, both at the instance of the Government and for private parties. In 1931, after the Peace River Block became part of British Columbia, he supervised the first surveys of that area to be made for the Provincial Government.

His nephew, Ray Chapman, worked on the crew in 1931.

Prior to becoming a British Columbia Land Surveyor, John was variously employed as:

- errand boy in dry goods store of H.H. Layfield at 70 Cordova St., Vancouver;
- labourer on public works construction in the Fraser Valley;
- in 1901 in the Custom's Service at Skagway, Alaska.

John made a close study of the legal aspects of surveying and his knowledge was valuable to the various committees upon which he served. As far back as 1912, he served on a committee set up by the Government to consider the revision of the Land Registry Act.

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John was identified with town planning for many years. He was the Corporation's representative on a committee set up to study and report on town planning during its early days and was a member of the Point Grey Town Planning Commission which drafted the Point Grey Zoning Bylaw.

This came into effect in 1926. He served continuously from 1931 on the Vancouver Zoning Board of Appeal as the appointee of the Provincial Government, until 1931, at which time he was recognized by resolution of Vancouver City Council for his "outstanding contribution to the progress of The City of Vancouver".

When the Corporation celebrated its 50th anniversary in 1955, John Elliott was one of the first four distinguished members to be elected to Life Membership.

John will be remembered by some of our present day members as a poet and philosopher, often spending many hours talking with the younger members outside the meeting rooms during annual meetings.

John died May 8, 1966

- Hector McLean ELLIOTT, B.C.L.S. #176 ⁹
1889-1970
Life Member 1967

Hector McLean Elliott was born February 10, 1889 at Owen Sound, County Grey, Ontario. He came to Vancouver in November 1891 with his parents, C.S. and Isabella Elliott.

He attended Fairview School, the first school west of Cambie and south of False Creek. He entered

⁹ Written reference contained in the Chapman Land Surveyors Ltd. Files as part of a then (April 1996) unpublished book on Land Surveyors of British Columbia.

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Vancouver High School in 1902 and attended McGill University (B.C. Branch) in 1907-1908.

In 1904 Hector started working on survey crews during school holidays. In 1904 he worked on land ties for the Nicola Branch C.P.R. under J.F. Garden, D.L.S., L.S. 1907 saw him on a pack train up the Lillooet Trail with G.H. Dawson, B.C.L.S. on mineral claims.

In 1908, he worked as a chainman on the re-survey of Timber Limit 'G' in West Vancouver. He was articulated to his brother, John Elliott, B.C.L.S. #7. He received his commission #176 in 1914. In 1914 he was in charge of field work for a "special survey" in North Vancouver, and he made the first surveys of the Burwell Lake Seymour Watershed.

During the First World War, Hector held the rank of Lieutenant in the 72nd Seaforth Highlanders of Canada, and later in the 231st Battalion, C.E.F.

In 1923 he surveyed the Cheakamus River for the City of Vancouver, selected the present dam site and ran the flood line.

In 1925 he went to California to see how they surveyed their land. He was in charge of a project locating boundaries of grants previously marked by stones buried in the ground, compass bearings to prominent features, etc.

In 1926-27 he was field surveyor for the Greater Vancouver Water Board locating access trails to lakes, laying out tunnels, and topography of the Upper Seymour Valley.

In 1936, he and his brother John were appointed surveyors for the British Pacific Properties and during the next twenty years they laid out the

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extensive subdivision now known as the British Properties in West Vancouver.

Mr. Elliott served a term on the Board of Management of the Corporation, and was President in the year 1937.

From 1940 to 1945 he worked for Bralorne Mines surveying and obtaining crown grants for about 150 mineral claims in the Bridge River and Yalakom areas and in the Omineca District. In 1945-1955 he surveyed numerous subdivisions in North and West Vancouver, including Capilano Highlands, Forest Hills, Canyon Heights, and the access road to the Grouse Mountain Ski Lift.

Hector retired from active practise in 1956. He was married with no children.

Hector died in 1970.

- Earle James MURRAY ¹⁰
1888-1970

Ernie Murray came to West Vancouver in 1925 from his ranch in Lousana, Alberta. Originally from Grenville, Quebec he came to Alberta in 1910, took out a homestead and worked as a surveyor on the location of the Grand Trunk Railway which runs between Calgary and Edmonton.

Between horse ranching and hunting, he enjoyed life on the rolling hills of central Alberta.

On his arrival in B.C. he did not immediately find a job in his special field of surveying and engineering. He had to settle as grade foreman on the road construction which was taking place in West Vancouver at that time.

¹⁰ Supplied by his son, Jim Murray to Bill Chapman, current principal of Chapman Land Surveyors Ltd. in written form and contained in the Chapman files.

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Source
Reference

However, it was not long before an opening as an instrumentman occurred in the Engineering Department of the Municipality. For a number of years he worked as rodman and chainman under Major Dufeane, and earlier, James Duncan, the Municipal Engineer.

During the Depression Years he supervised the relief crews for the Municipality.

It was not until sometime in 1936 when the Guinness family bought a large portion of the undeveloped part of the Municipality that Mr. Murray got back into the true roll of engineering. It was at that time that the Municipality needed to know the true nature of the land which constituted the British Pacific Properties.

Because of his intimate knowledge of the Municipality, the Reeve and Council chose him to make a detailed study of the terrain of the land involved. This meant a complete topographical study of the mountain side of West Vancouver from the Capilano River to Horseshoe Bay in an east west direction and from the Wentworth area to the Hollyburn ski camp. The topography was done on a grid system with contour changes at 10 foot intervals.

When the study was complete the Municipality closed the land transaction with the Guinness Family at \$7/acre for what is now called the British Pacific Properties.

After the Properties land survey Mr. Murray returned to his duties as Municipal Superintendent of Public Works.

He held this position until retirement with the exception of a period during the Second World War when he filled in as a Municipal engineer.

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Source
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After retirement, he went to work for the Properties as their consultant in the logging of their land. 11

11 Interview with Bill Chapman, B.C.L.S. April 17, 1996

NB: Ernie Murray supplied hand carved survey posts (from old cedar snags in the undeveloped B.P.P. Lands) both Dad and Ed Richardson, B.C.L.S. for many years. There was one month in 1969 when Ernie, his son Jim, and his grandson Dave were all on the payroll at Chapman's.

12 William R. Chapman, current principal of Chapman Lands Surveyors Ltd.

- Ray Edward CHAPMAN, #271 12
23 May, 1996
Celebrating 50 years as a Commissioned
British Columbia Land Surveyor
Life Member 1981

#526 British Columbia Land Surveyor May 23, 1996 in his speech commemorating the 50th anniversary of his father Ray Chapman as a commission BC Land Surveyor. The celebration was held in the No. 1 Park Royal office of Chapman Land Surveyors Ltd. on May 23, 1996 and attended by a large group of invited guests, mostly Commission BC Land Surveyors, together with then Mayor of the District of North Vancouver, Murray Dykeman and Researcher Roy J.V. Pallant.

Dad was born in Vancouver 3 November 1908. He attended Simon Fraser School at 16th Avenue and Manitoba Street for one year and Fairview School at Broadway and Granville for seven years before entering King Edward High School at 12th and Oak where he graduated.

Dad entered UBC in 1925 at the age of 16 and completed first year Arts and three years of Engineering. The first two summers found him working at Chapman's Motor and Machine Shop. He acquired his first car in the winter of '26 - a 1911 Model 'T' Ford and worked the summer of '27 at Britannia Mines where he decided he did not want to become a mining engineer. Dad then worked two summers at the Capilano Timber Company Sawmill in North Vancouver. During the second year at the Mill Dad stayed at an uncle's home on a waterfront property where Kew Cliff Road stands today and remembers driving his 1923 Nash to work with no traffic on Marine Drive. In 1930 Dad worked on the renovation of the old Vancouver

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Hotel at the southwest corner of Georgia and Granville (now Eaton's).

In the summer of 1931 he had his first experience in surveying working for his uncle, John Elliott, in the Peace River Block which had just been added to British Columbia. With the onset of the Great Depression the survey industry came to a grinding halt for many years. During the '30s Dad worked with the Elliotts most summers, some with Hector Elliott in the Bridge River country on mineral claims, and once with John and Hector in Takla Lake area (see photo). While he articulated to his uncle in 1934, Dad did not work fulltime again at surveying until 1943.

From 1931 to 1937 he worked in his father's bowling alley, Chapman's Recreations, on Seymour Street (part of the building later held the survey office of Hermon and Hermon, BC Land Surveyors). From 1937 to 1939 he worked for Stonehouse Motors (later Colliers) on Georgia Street selling Chev-Olds-Cadillac and from 1940 to 1943 back at the Bowling Alley.

In 1943, Dad heard from Hec Roberts, BCLS that the R.C.A.F. was looking for surveyors in their C.M.U. Division (Construction and Maintenance Unit) to layout camp sites, airstrips, and buildings on the northern coastal islands and the N.W. Staging Route. Dad promptly joined up with the rank of Sergeant.

He came out of the Air Force immediately after the war ended, wrote and passed his Professional Exams and became a British Columbia Land Surveyor in 1946, fifty years ago today. After working for John and Hector Elliott from 1946 to 1949 on surveys in the British Properties and the Capilano Highlands and elsewhere, he joined the

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Legal Surveys Division, Department of Lands, Parliament Buildings, Victoria, and worked there from 1949 partnership as Elliott, Elliott & Chapman from 1952-1960 before going out on his own and setting up an office in West Vancouver.

The majority of Dad's work was in North and West Vancouver but he also worked on various projects throughout the Province including a Special Survey in Prince George, numerous mineral claims around Kamloops, and many surveys for Kelly Douglas all over the Province during their expansion years with new Super Valu stores. He also did extensive work on the ski hill at Cypress Bowl for private developers and on a proposed ski hill at Powder Mountain, and he laid out the Roller Coaster at the Pacific National Exhibition. The plan we have prepared for this occasion shows the many subdivisions he created in West Vancouver during these years and his continued involvement.

I articulated to Dad and became a B.C.L.S. and partner in 1975. Richard Martin, B.C.L.S., joined as a partner for seven years, starting in 1980. We have had and continue to have many valued employee Land Surveyors and Staff.

Dad served on the Corporation of British Columbia Land Surveyors from 1959 to 1963 and was President in 1963. He was made a Life Member of the Corporation in 1981. He has been a member of the West Vancouver Rotary Club since 1965 and continues to be a valuable Partner in Chapman Land Surveying Ltd.

Many of his employees, associates and clients are present today and I hope you all enjoy this celebration. The purpose of this brief history is to give one and all a starting point to recall old memories.

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- Part 2 - Setting the Historical Scene
- By the end of the Nineteenth Century the various individual pre-emptors of North Shore homesteads as well as the Moodyville Sawmill Company, gradually allowed their property to pass into the hands of individual speculators. 13
- With the incorporation of the City of Vancouver in 1886 14 and the arrival of the transcontinental Canadian Pacific Railway train in 1887, these speculators were considering and realising that this might be the time to reap some financial gain from their investments. There were several for example who were convinced that, the Canadian Pacific Railway would expand their own operations or that of their subsidiaries on to the North Shore, by way of train transfer, scows ferries, a bridge or a tunnel. Likewise in 1888, a private company, The Vancouver Water Works Company, had built a water pipeline across First Narrows to Vancouver from an intake on the Capilano River.
- While the total number of property-holders is not at present established, there were, by count in the Municipal Minute Book, at least forty-three living in the vicinity of Vancouver who took an active part in the proceedings of the early months of the new Municipality. 15
- On December 29, 1890, a meeting 16 of the North Shore Property Owners was held in the office of Rounsfell and Company, of Vancouver. Twenty-eight men attended this meeting and twenty-six at a subsequent meeting. In stating the reason why the meeting had been called, the chairman pointed out "the great advantage it would be to the property owners" on the North Shore if a municipality was formed there. All attending declared themselves in favour of such a move and a committee was appointed "to see what could be done in the matter". It is interesting and perhaps significant to note that Mr. J.T. Williams (of Williams Bros.) was

13 Pre-emptors such as Ira N. Sacket, Calley Lewis, Alexander Merryfield, Josiah Charles Hughes, Fred Howson, John Lynn, "Gassy Jack" Deighton, for example.

14 Internal letters of the Lonsdale firm of Bankers of Liverpool and London, England. Personal interview August 1994 with Timothy Heywood Lonsdale. Only some sections of this interview taped.

15 See DNV Socio-Historical Service Infrastructure, Chap. 2, Part 9, Leonard Scott as a typical example.

16 Minute Book "North Vancouver Municipal Meetings" 1890-1891, handwritten by W.S. Weeks. Williams Bros. were at the time active surveyors. For example, the first recorded climb of Grouse Mtn. (1211 m. high) was made in 1894 on a non-existing trail by Sydney Williams, surveyor and his companion, Phil Thomson, printer. Continued ...

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named among those twenty-eight men present at the meeting of December 29, 1890 and among the twenty-six men present at the subsequent meeting of January 3, 1891. He was also second on the list after chairman James Cooper Keith of those same twenty-six men who agreed to subscribe to the preliminary expenses of incorporation. Mr. J.T. Williams subscribed \$10.00 as did most contributing to the total \$205.00 collected. While there is no evidence in the Street Directories to substantiate, it would seem that Mr. Williams may have either owned property on the North Shore, was planning to purchase property, or was simply a supporter of local government controlled development of the North Shore. At a second meeting on January 3, 1891, the question was raised as to whether Moodyville, the settlement as a sawmill operation that had been initiated in 1862, should be included in the new municipality. It was agreed to write to Mr. R.P. Rithet 17 in Victoria for his consent. Robert P. Rithet's reply when received was to the effect that he did not wish DL272 and DL273 occupied by the mills and township to be included in the proposed new municipality. This was understandable though unfortunate since at that time 1891 Moodyville mills were in full production, cutting lumber and shipping it to various parts of the world. This industry would have been a significant initial source of tax revenue had it been included. There was also established communication between Moodyville by small tug boats. There was no wharf at that time in North Vancouver so existing tugs and the early form of ferry boat would not call there.

- It was resolved therefore by the property owners to exclude District Lots 272 and 273 from the confines of the new municipality as requested by R.P. Rithet.

Continued – B.C.
Historical News,
Summer 1996, Mary
DeZwart, "A Merry
Tourist Party – Jessie
McLenaghan in
Vancouver, 1906"

17 After Sewell Moody
lost his life on the
"Pacific" November
1875, Hugh Nelson
reorganised the
company to include
himself, Andrew Welch
of Welch Rithet and
Company, Victoria,
James Burns, M.W.
Tyrwhitt Drake, Pete
McQuade and Captain
John Irving. When
Welch died in 1888
Robert Patterson Rithet
bought out his interest
and took over the San
Frisco business of
Welch and Company.
The Victoria business
was incorporated under
the style of R.P. Rithet
and Company of which
Rithet was president
Nelson returned
when he was
appointed to the
senate in 1892.

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- In order to defray the cost of incorporation proceedings a number of the property owners guaranteed the preliminary expenses on the understanding that they would be repaid from the first taxes when the municipality had been formed. One of the guarantors, Alan E. McCartney, 18 being a Surveyor, was instructed to draw, as required by law, a map of the new municipality to accompany a Petition to the Provincial Legislature in Victoria.
- A former petition signed by those pre-emptors, property owners and residents who favoured a municipality was presented to the Provincial Government, and on August 10, 1891, letters patent approving the corporation were issued in the name of the Honourable Hugh Nelson, formerly of Moodyville, and now Lieutenant-Governor of the province.
- This document defined the boundaries of the municipality and provided for the establishment of a municipal government. It decreed that: -
 - “all that land commencing at a post marked GFB situated on the westerly shore of the North Arm of Burrard Inlet, being the northeast corner of lot numbered 872 in the District of New Westminster; thence west along the north boundary of said lot 872 to the northwest corner thereof; thence in a westerly direction to the northeast corner of lot numbered 956; thence west along the northern boundary of the said lot numbered 956 to the northeast corner of lot numbered 985 19 situated on Seymour Creek; thence west along the northern boundary of said lot; thence in a westerly direction to the northeast corner of lot number 875; thence west along the northern boundaries of lots numbered 875 and 874 and a line produced to the intersection of the coast line on Howe Sound; then southerly along the coast line to Point Atkinson; thence east along the coastline and the North Shore of Burrard Inlet to a post in the southwest corner of lot numbered 273; thence north along the west boundary of said lot to the northwest corner; thence east along the northern boundary of said lot numbered 273 and lot 272 to the northeast corner of said lot numbered 272; thence south along the east boundary thence easterly along the shoreline to Roche Point; thence northerly along the west shore of the North Arm of Burrard Inlet aforesaid to the point of Commencement and containing 100 square miles

18 Later to be Councillor.

19 This apparently should read Lot 957 according to later maps and the account recorded also in Woodward-Reynolds, Kathleen Marjory, "The City and District of North Vancouver", 1943, pg. 50.

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Source
Reference

more or less should be organised as "The Corporation of the District of North Vancouver".

- The Letters Patent 20 went on to instruct that the Council shall consist of four Councillors and a Reeve, and the whole number present at each meeting shall not be less than three. Nomination shall take place at the poll, (if any), shall be held at the residence of Mr. Thomas Turner, situated on Lot 271, Group 1, New Westminster District.

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

- It was further stated "that if necessary an election shall be held on August 29th at the same place"

... The first meeting of the council shall be held on the first Saturday after the day of election at the residence of the said Mr. Thomas Turner at 12 noon. 21

20 The B.C. Gazette reads ...for the purpose of receiving nominations for the officers of the new municipality and that Frederick Schofield, J.P. was appointed Returning Officer.

21 The original document is held by the District of North Vancouver.

- John Rodger Burnes, 22 himself a British Columbia Licensed Surveyor, states that a few electors gathered at the polling booth on the properties at the foot of what was then a commercial logging road and now Lonsdale Avenue. It was found that there were just enough electors present to fill the offices. Without a ferry it was difficult at that time to reach the North Shore except by rowing boat or sailing boat.

22 Burnes, John Rodger, Saga of a Municipality in its Formative Days, 1891-1907 p. 19

- Tom Turner's Ranch

A brief background description of this piece of property is essential here since it was the birth place of the District of North Vancouver and by bequest of heritage, also the civic and societal foundation on which the City of North Vancouver was built some sixteen years later.

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- By intent or otherwise, its boundary served as a survey datums point for:
 - a) the location of the Keith Road 1891;
 - b) the location of the first intended and partially laid railway line on the North Shore;
 - c) the first major commercial skid road which extended from the property line on DL271, Group 1, erratically north- ward up the line of what was to become Lonsdale Avenue to what was later 29th Street (Boundary) taking a big oxen turning circle from what was later Chesterfield Avenue on to 29th Street, around Tempe Crescent and northeastward to Princess Park and the vicinity of the rock quarry at the western end of what was to become Dempsey Road in Lynn Valley;
 - d) the policial boundary between electoral Wards 2 and 3 formulated at the District of North Vancouver Council Meeting of 8th October 1891, in the office of the Clerk of the Municipal Council Mr. M.H. Hirschberg in Vancouver.
- The story begins in 1869 and illustrates that the property did not exist at this geographical point by haphazard homesteading and is therefore even more to be respected as a heritage site. Tom's own home was built in 1892 at the foot of Chesterfield Avenue. The property was a popular resort for pioneer picnics on an adjoining field of grass in a grassless tree covered land. The shore of Burrard Inlet was in front and the British Union Jack flew above; all else was forest except "The Mission", the Indian Settlement to the west.
- William Bridge pre-emption record 667, April 2, 1869, wrote, "It was on the North Shore, one mile west of Moody's Mill". So the waterfront west of the mill was being occupied at this time and William Bridge occupied and a "few months" later pre-empted, the quarter section, afterwards surveyed as Lot 271. During that interval of "a few months" John (Gassy Jack) Deighton sought title to twenty acres

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of this land, bounded on the west by the Indian Village, and having a frontage of ten chains. ²³

²³ See attached photograph Burnes, John Rodger op cit p.20

- Deighton's claim revived dissatisfaction among the Indians, who again sought government protection. It appears that the Squamish tribe had entered the Inlet about 1860, and selected a campsite on the foreshore. Many of them soon found work at Moody's Mill, and so the seasonal camp developed into a permanent village.
- Perhaps because of their own slim claim on the land, their resulting feeling of insecurity made them resentful of white men settling nearby, and made several attempts to have the land surveyed and Gazetted as a reserve. Despite the recommendation of government officials, this was not done, and the Indians had no legal claim to the land on which their Church and associated village was built. It was in 1868 that the church was built in the village and it was the next year Gassy Jack proposed to build a house, as the Indians said, "in the midst of our village beside our Church".
- Chief Snatt immediately appealed to the office of the Chief Commissioner of Land and Works and Jack Deighton was obliged to cease his house building. Chief Snatt again asked for this land to be set aside for an Indian Reserve. He told a touching story, claiming that the Squamish had camped at the site for many years before the white man came to the Inlet. While admitting that they had not resided permanently on the land, but following the custom of their people had come and gone, he claimed that they always left some of their people behind to occupy the place. At this time ²⁴ he said, their village consisted of fifty families and sixteen single men. He asked for two hundred acres with forty chain of frontage. This frontage, Chief Snatt said, extended twenty chains each side of St. Patrick's Church. Probably with special reference to Deighton's claim, Snatt maintained that the twenty chain of frontage on Moody's Mill side was

²⁴ 1869

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absolutely essential, since the corresponding stretch on the west side was largely mud flats and unapproachable at low tide. It was on the east side he said that the Indians wished to build their homes.

- As a result of Snatt's appeal, this reserve was laid out by the authority of the Governor on the spot. On November 25, 1869, the land was gazetted as Indian Reserve No. 1 containing thirty-five acres. In the same notice on an area of one hundred and eleven acres west of Lot 469 was set aside as Reserve No. 3. 25
- Meanwhile the claim of William Bridge remained. It would appear that even before Bridge, a man named Trim had staked his claim, probably in 1864 and had planted apple trees there. Apparently he did not apply for pre-emption rights, and so Bridge was able to file his claim.
- There is not trace of a Certificate of Improvement, but Bridge did not allow the claim to lapse. According to J.R. Burnes, 26 Bridge was an old English sailor who jumped ship. He had an Indian wife and children. He planted an orchard, made a small garden, created a pasture for cows, made a splendid little farm and sold milk.
- He died and is buried there on his own land before he obtained his Crown Grant, the latter being issued in 1883 to James Charles Prevost, Administrator of Estate. The property passed into the hands of Bridge's nephew Thomas Turner, and the claim became known locally as "Tom Turner's Farm", by which name it was known for many years.
- The cottage of board and batten with cedar shake roof, stood approximately two hundred yards west of Lonsdale Avenue. Tom Turner supplied Moodyville with vegetables and Hastings Sawmill with milk. He was very patriotic, very British, and finally went back to England. 27

25 British Columbia Sessional Papers, 1875 Indian Land Question, Papers relating to both reserves still exist. Grant, J.N. Burrard Inlet in Early Times British Columbia Magazine, June 1911, pp. 487-497.

26 Burnes, John Rodger, op. cit., p. 20 who (see photograph) copied the caption of Major Matthews seen at the lower edge of the image of Tom Turner's Ranch house.

27 Burnes, John Rodger, ibid.

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- About 1902, Pete Lawson built his notable first hotel north of this orchard; it was famous for Sunday afternoon crowds and was later destroyed by fire.
- Therefore, at the Ranch of Thomas Turner Esq. 29th August 1891,
A meeting of the New Municipality of the District of North Vancouver was held this day at the residence of Thos. Turner Esq.
- Chas. J.P. Phibbs Esq., the Reeve, and Councillors Turner and Thompson having been sworn in by Fred Schofield Esq., (JP), the Council opened, the above named Councillors being present. 28 The Reeve took the chair. After a few minutes conversation it was moved by Councillor Thompson and seconded by Councillor Turner
"That this Council do now adjourn until Saturday the 12th of September at the Milk Ranch at Seymour Creek." 29
- At the Residence of C.J.P. Phibbs Esq. 12 September 1891 30

As scheduled, a Council Meeting was held here at the Milk Ranch of the Reeve Charles J.P. Phibbs located near the mouth of the Seymour River and across from Cutter Island. Present with the Reeve were Councillors Thompson, Turner and Nelmes. 31 Alan E. McCartney acted as Council Secretary pro tem. 32
- Applications for the position of Clerk of the Municipality were read: from J.J. Cowderoy, A.J. McPherson, W.S. Weeks and Murdoch Cameron. However, Mr. M.F. Hirschberg who happened to have a business office in Vancouver which could be rented, and who happened to be present at the Council Meeting, offered his services for the position. 33

28 Two elected Councillors did not attend this first meeting. One was Councillor Nelmes and presumably Councillor Thomas who did not attend any council meetings and resigned October 30, 1891 to be accepted on the same date.

29 The residence of Reeve C.J.P. Phibbs

30 District of North Vancouver Minute Book No. 1 1891-1900 p. 1.

31 J. Nelmes lived in the Capilano Valley.

32 Note CD ROM version of the minutes do not indicate the page number of the handwritten original.

33 DNV Minute Book No. 1, 1891-1900, p. 1, Meeting No. 2

Numbering for reference purposes from here on in will indicate the meeting number and date of meeting as clearly shown on the CD ROM version of the Municipal Minutes.

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- Moved by Councillor Thompson and seconded by Councillor Nelmes that Mr. Hirschberg be appointed Clerk, Treasurer and Assessor for the Municipality at a salary of thirty dollars per month from 1st September and was required by motion to prepare an assessment roll for 1891. Alan E. McCartney offered his gratuitous services in assisting the Clerk in making the assessment papers and prepare an estimate of the cost of the trunk road envisaged from Indian Arm to Howe Sound. Remembering the agreement among the North Shore property owners to defray the cost of incorporation proceedings, on a motion from Councillor Thompson seconded by Councillor Nelmes, the Clerk was instructed to collect the amount subscribed from the various gentlemen as a guarantee fund. 34

34 At this meeting Fred Schofield received \$10.00 for swearing in the new Council.

- Part 3 The Entrance of Williams Bros. and Dawson into North Vancouver District History

Council Meeting 8th October 1891 in the office of M.H. Hirschberg - Present: Reeve Chas. J.P. Phibbs, Councillors Turner, Thompson and Nelmes

- By motion of Councillor Nelmes, seconded by Councillor Thompson and carried, the Municipality was to be divided into four political wards with the following boundaries : 35

35 Minutes of Council Meeting No. 3.

Ward No. 1 - Comprising all the property situated between the west side of Capilano Creek and Howe Sound.

Ward No. 2 - Comprising all the property situated between the east side of Capilano Creek and a line starting at the south-east corner of Lot 271 on the shore of Burrard Inlet to the Municipal Boundary. 36

36 Alongside the property of Thomas Turner.

Ward No. 3 - Comprising all the property to the east of said line and the west side of Seymour River.

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Ward No. 4 - Comprising all the property lying between the east side of Seymour Creek and the North Arm of Burrard Inlet.

Moved by Councillor Thompson and seconded by Councillor Turner that the legal advisors of the Corporation be requested to draw up bylaw authorising the issue of \$40,000 Debentures by the Corporation, repayable in fifty years bearing eight percent interest, said interest to be paid half yearly for opening up a road from some point at Howe Sound to some point on the North Arm of the Inlet.

- It was further moved that Messrs Yates, Jay and Russell be the Solicitors for the Corporation and the remaining part of the corporate year at an enumeration of \$75.00
- A letter was received from Messrs Williams and Dawson and was read by the Clerk applying for the position of Land Surveyors and Engineers. 37
- Immediately following this motion on the Minutes was the historically significant record of the offer of Debentures at par as per his letter of the 7th of October be accepted as proposed by Councillor Nelmes, seconded by Councillor Thompson. 38
- The communicating road link across the District of North Vancouver had financing in place and a reputable Firm of Land Surveyors and Engineers to position the route and draw up contract specification. What was still missing and would be for ten years to March 1902, was a sufficient number of property owners to provide the necessary tax base to maintain day to day municipal operations while repaying the loan. 39
- Having been awarded on October 8, 1891 the position of Land Surveyors and Engineers to the Council, not by contract, but on an invoice submission acceptance basis, Messrs. Williams

37 The omission of the style "Bros." here in these original handwritten minutes was a secretarial error.

38 Meeting No. 3, October 8, 1891
DNV Municipal Minutes Book No. 1

39 This immediate acceptance with no alternatives considered or requested on a project of such physical and political magnitude must lead only to the conclusion that Mr. J.C. Williams had very successfully put forward the company attributes during the preliminary meetings of the Property owners of December 29, 1890. When he is recorded as giving his views to the assembled owners and seconding the proposal to form a working committee.

DNV Minutes Book No. 1, Meeting No. 4, October 30, 1891.

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Source
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Bros. and Dawson were instructed at the meeting of October 30, 1891 to report to the Council at their next meeting, the best location of a road from some point on the North Arm of the Inlet to some point on Howe Sound.

- At the Council Meeting of November 19, 1891 a mere twenty days after the instruction, George Dawson himself attended the Council Meeting at Mr. Hirschberg's office in Vancouver to report on his labours in connection with the road from the Inlet to Howe Sound. This was a distance of some thirty miles of road, with many mountain streams and with three major river crossings over the Capilano, the Lynn and the Seymour, all of which were often raging torrents requiring substantial bridges. The road ran through a terrain which had in part been selectively harvested of trees, ie. the land was not by any means totally clear to clearly and accurately establish acceptable grades.
- Seemingly George Dawson's presentation of his twenty day survey was so complete that the Council, after considerable discussion decided to lay the matter over until their next meeting.
- In the afternoon of December 3, 1891 the meeting held as usual in Mr. Hirschberg's office in Vancouver with Reeve Phibbs, Councillors Mahon, Thompson, Turner and Nelmes present, Williams Bros. and Dawson received the one and only Council issued specification for the Keith Road which read:

"That the proposed road followed the road known as "Keith Road" to lot 676 and that from thence the Engineer find the best route over the Seymour Creek and Lynn's Creek to the North East corner of lot 272 thence along the north of 272 and 273. That it starts again at the most suitable point on the western boundary of either lots 547 or 544 for a road to cross the Capilano at some point near the north of lot 764 and from there to locate a road to Eagle Harbour or Fishermans Bay, keeping if possible, within a reasonable distance from the waterfront so as to combine a good view with a good grade."

40

40 DNV Minute
Book No. 1,
Meeting No. 6,
December 3, 1891.

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- Then on the motion of Councillors Mahon and Tom Turner it was resolved
"That the resolution be passed by the Council of the 8th of October as far as it refers to the making of a road from some point on Howe Sound to some point of the North Arm, be amended to include additional roads up the Seymour Creek and Capilano Creek Valleys." 41
- At the meeting held on Boxing Day 1891, communications from Williams Bros. & Dawson were read stating that owing to extreme bad state of the weather, they did not feel themselves justified in putting the Municipality to the expense of having a survey party in the field and as soon as the weather would be in a more settled state they will push the work forward with all possible speed.
- On January 20, 1892 the same Reeve Chas. J.P. Phibbs, and new Council comprised of Councillors E. Lindsey Phillips, Alan E. McCartney, Leonard Scott of Scott's Ranch and Williams, met in the office of the Clerk Mr. Hirschberg.
- At this meeting a note was sent to George Dawson requesting the amount so far spent on engineering up to the date of the next meeting. On the 25th January 1892, George Dawson of "the Firm Williams Bros. & Dawson be instructed to survey and locate the proposed road for construction from the west boundary of block 544 or 547 to Fishermans Bay.
- At the same meeting the amended bylaw was introduced to enable the Municipality to raise by loan the sum of \$40,000 for the purpose of constructing roads from some point of the North Arm of Burrard Inlet opposite White Rock to Fishermans Bay on Howe Sound, but now also for roads up the Capilano and Seymour Creek Valleys.

41 There was the existing Pipeline Road running up the east side of the Capilano River as built in 1888, but it was more of an access to the Water Intake and double pipe run than a civic road.

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- By February 15, the Board of Works of the Council requested a meeting with George Dawson around matters re "Main road". 42
- Then on February 23, 1892 a communication was received from R.E. Palmer, C.E. enclosing specifications and the account for the Seymour Creek Road. With loose and a very general specification that the Council had no other choice than offering to Williams Bros. & Dawson there had to be problems with both the main truck road (Keith) and the north south feeder roads, passing over lots either currently owned but not yet developed or pre-empted. Williams Bros. & Dawson and indeed the Council had three immediate problems with the locating of all proposed roads:
 - a) All lots or parts thereof which had been purchased, or were in the process of purchase or pre-emption were filed at the Land Office in New Westminster. Therefore the road locating parties had to rely upon timely and accurate written communications from New Westminster on the status of lots;
 - b) Many of the lots were located on the land title map only but had no survey stakes in position;
 - c) All this having been said, there was the consideration, that all the lots whether pre-empted or owned would be due course, ie. twelve to eighteen months, be annulled by non-payment of Municipal taxes. Therefore, under such circumstances, the road routing should have right of way. However, without ample opportunity to view and comprehend an accurate representation of the route of all roads, giving the right of way to the road was immediately undemocratic. Therefore, the Council Board of Works, and thereafter the Land Surveyors, had to face troublesome negotiation with a number of developers who suddenly found their rights infringed by the appearance of the survey party; then still later, the encroachment of the road construction contractors.

42 While "Keith Road" was a courtesy name the Council were well aware of the importance of the road terming it "Main Road" and "Trunk Road" in the minutes.

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- In addition was the overall problem of accurate survey plotting in a tree covered terrain.
- The first recorded indication of these problems surfaced in the Board of Works Meeting of 23rd of February 1892 when in the office of Warren Baker & McCartney 43 in Vancouver where Councillor Alan E. McCartney reported having met with Mr. Wulfsohn 44 concerning the passage of the trunk road through Lot 274 and who at that time had not objected to the route, provided it ran east and west as per the yellow route line on the Williams Bros. & Dawson plan. The Board also interviewed James Cooper Keith re North Vancouver Improvement Co. to ensure that the Company had no objection to the routing of the road shown by the yellow line.
- At this Board of Works meeting Mr. Palmer, C.E. presented his report of survey made up Seymour Creek according to instruction, together with plan and construction specification which were considered satisfactory by the Board and made ready to hand to the Council.
- It was at this same meeting of February 23, 1892 45 that it was officially suggested that this main trunk road from the North Arm to Howe Sound would be known as the Keith Road; that the road up Seymour Creek to be known as the Lillooet Road; that the road up Capilano would be known as the Capilano Road and that the line from Lot 190 to Keith Road be known as the Seymour Road. 46
- The council also requested George Dawson to expedite his written report and construction specifications after locating the Trunk Road and to endeavour to locate a more direct route from Lot 559 to Eagle Harbour if practical.
- On February 29, 1892 there was read a communication from MSM Co. 47 re the road to the Municipality through their property at an angle viz. Lot 552, stating that such a road would seriously

43 Councillor Alan E. McCartney was also a British Columbia Licensed Surveyor (BCLS).

44 Mr. Wulfsohn was a subdivider who would later work for the Weston Development Company.

45 DNV Minute Book, No. 1, meeting 13, Feb. 23, 1892.

46 Now known as the Seymour Parkway which included the then high flow velocity McCartney Creek.

47 MSM Co. not identified.

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- interfere with the plotting and laying out of their property.
- In that same meeting was read a note from George Dawson expressing regret at not having been able to furnish the Council with specifications for construction of the Keith Road and to add to the burden, the letter from Mr. Wulfsohn was sent to George Dawson to ensure the road route would be as shown by the yellow marker line on the previously submitted plan.
 - At the Council Meeting of March 7, 1892 and in preparation for road building to commence, James F. Garden 48 recommended J.F. Chick as Inspector of Roads and enclosing testimonials to that effect.
 - The Clerk was at that time instructed to call for tenders under instruction from the Board of Works for the construction of Keith and Seymour Roads to be completed not later than October 1, 1892, giving a construction period of no more than six months.
 - It would seem also that Mr. Garden's recommendation of Mr. Chick was not accepted since the Clerk was instructed to advertise for a proper person to act as Inspector of Roads, together with acting as Constable during the construction period.
 - On March 28, 1892 there was read a communication from the Deputy Provincial Secretary in Victoria, B.C. acknowledging receipt of Copy of Bylaws from George H. Dawson handling "Report and Specifications" for the Keith Road and from J.F. McGuigan covering the Capilano Road.
 - The Council moved that Mr. J.F. Garden C.E. be engaged to accompany Vancouver City Engineer, Colonel Tracey to locate the Capilano Road in the interests of the Municipality and submit a report. This move was supported by a Petition from one, E. Hancox and about twenty others requesting that the road up Capilano be located.

48 Garden Ave. in
Lower Capilano
named for James F.
Garden.

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- In addition, showing that the work in progress on the heavily wooded North Shore was not going unnoticed by the concerned public, there was read to the Council a petition from one, Leonard Witt and about one hundred others, demanding that no Chinese labour would be allowed to be employed in the contracts about to be awarded.
- There was a further petition written in the spirit of the building of roads from one Harry Proctor and about fifty others praying that a survey be made from some point on the Main Trunk Road on the west bank of Lynn's Creek to the top of Lynn Creek Valley. 49
- At the Board of Works meeting of Saturday, March 25, 1892 the following tenders were received for the Keith Road:
In sections from R. Balfour from North Arm to Capilano Drive from Capilano to Howe Sound; J.J. Tierney from North Arm to Capilano.

49 This road was built after Pipeline Road to the City of North Vancouver and was a southerly extension of Centre Road Lynn Valley and known as Mountain Highway from Second Narrows to Upper Lynn (Borthwick) and on to the Grouse Mountain Chalet.

J.J. Tierney Tender:

| | |
|--|----------------------------|
| Grading | 30 ½ ¢ per l.f. |
| Earth cutting | 25 ¢ per yard ³ |
| Round lumber in Cribwork put in place | 6 ¢ per l.f. |
| Round lumber in culverts | 7 ¢ per l.f. |
| Round lumber in small trestles | 10 ¢ per l.f. |
| Corderoing | 20 ¢ per ft. |
| Sawn plank PM ft. | \$20.00 |
| Split Cedar | \$ 7.00 |

This tender being the lowest it was recommended to be awarded to J.J. Tierney.

- The west section of Keith Road i.e. from Capilano to Howe Sound was tendered by D. McGillivray and R. Balfour.

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The following tender from Balfour:

| | |
|---------------------------------------|---------|
| Road complete per lineal foot | 38 ¢ |
| Earth including loose rock | 20 ¢ |
| Solid rock | \$1.50 |
| Logs in Culverts put in place/lin.ft. | 8 ¢ |
| Cribwork | 6 ¢ |
| In small trestles | 12 ¢ |
| Corderoying | 16 ¢ |
| Road brushed | 15 ¢ |
| Lumber in bridges per 1000 ft. B/W | \$20.00 |

Then tender being the lowest was recommended to be awarded to Mr. Balfour but Councillor Williams believing that this section could be built for less, did not recommend any tenders west of Capilano.

- The bridges in stations 1037, 547, 580, namely Seymour, Capilano and Lynn's Creek amounting to \$10,128 was tendered for and accepted by R. Balfour, his being the lowest.
- It was recommended by the Board that the road from Station 382 to the crossing at Capilano River be located in a direct line which saved about three quarters of a mile of road construction.
- Likewise, at the same meeting it was moved that:
"The Contract for the Seymour and Lillooet Road be let to J. Hartney".

"The Contract for the Keith Road from North Arm to Capilano be let to J.J. Tierney".

"Bridges to R. Balfour with the west section of Keith Road to be discussed further".
- Councillors Leonard Scott and Alan McCartney moved that in awarding the contracts, a clause be inserted excluding Chinese labour except if it can be shown to the satisfaction of the Council that no white labour can be procured. 50

50 Chinese
Labour, DNV
Minute Book, No.
1, meeting 16,
March 26, 1892.

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- On Tuesday March 29, 1892 the tender of Mr. Balfour for the section of Keith Road west of Capilano was discussed between Councillor Alan McCartney and George Dawson with the object in view of possibly reducing the cost:
 - 1) Clearing 33 feet in place of 66 feet would be saving of 32 acres at \$16.00 per acres = \$512.00;
 - 2) Making the road 14 feet instead of 16 feet would be a saving of two acres at \$100.00 = \$200.00;
 - 3) Cribwork 8 feet in place of 10 feet for a distance of 1000 feet would be \$300.00.TOTAL \$1,012.00. 51
- At the expense of having a much inferior road, Mr. Balfour suggested taking the line further up the hill and avoiding rock cuts and cribwork; this would shorten the distance greatly, would be a bit less expensive. This would increase the grades, but not to any great extent.
- At this same meeting Mr. John English, a qualified engineer was appointed Road Inspector and Constable for the building of the Keith Road. At the taxpayers eventful expense, he purchased a sailing boat and sails to convey himself to various points on the route of the road. His salary was set initially at \$75.00 per month commencing April 11, 1892.
- From the foregoing it will be seen that every effort was made in negotiation and discussion between Council members and Williams Bros. & Dawson to keep costs down to the minimum. However, the final carrying out of the work contracted in 1892 involved a further loan of \$20,000, in debentures at 7% interest. These two loans being raised at a high rate of interest, made necessary a special tax rate, thus imposing a heavy burden upon the few property owners who comprised the tax rolls. 52 It was therefore a cruel blow when in 1905 a Fall freshet 53 carried away the Capilano and Seymour

51 Board of
Works meeting
March 29, 1892.

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

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bridges soon after their final completion at that period of bridge construction.

- In addition, the financial standing of the District of North Vancouver was so poor, and its assessment value so small that it was found impossible to raise a further loan with which to rebuild the bridges or carry out other improvements to the road even when demanded by property or impossible when simply used as access to property. 54
- In consequence, development was at a stand still for several years. Disenchanted landowners allowed their property to go on tax arrears sale rather than pay tax assessment.
- In an attempt to retain public confidence, between 1895 and 1899 the Municipality bought in large areas of land at tax sale, thus rendering its financial position still less stable. Practically all landowners of this period were speculators, resident elsewhere. In 1897 for example, it was found embarrassing that only one person living within the District qualified, as a resident owner for Councillor, that being Walter Erwin 55 of Point Atkinson Light House. The District drifted along for seven months without a Council, pending the passage of a special amendment of the Municipal Elections Act for its eventual relief. Such a state of affairs still further discouraged the rate payers and the period of stagnation continued until 1902. In the first decade of its life, the total assessed value of the land in the Municipality declined by nearly \$300,000.
- However, Keith Road, or trail as it really was, did remain passable for some years. It served as a connection between the different parts of the new Municipality as was intended by the 1891 Council. Despite the numerous re-routings of the road during construction required to satisfy, or pacify, the various pre-emptors who found and objected to the road passing through their property. This, together with the drastic planned realignment of the road

53 Freshet, see Express, August 25, 1905.

54 A Municipality was, at that time at least, permitted to borrow up to 20% of its assessed value according to Revised Statutes of British Columbia 1955, Vol. 2, p. 2958 which includes the 1892 period.

55 As required by the Municipal Clauses, Act, 1876, 59 Victoria, Chap. 37. The only person qualified was Mr. Walter Erwin a Light House Keeper who owned what is now Light House Park as a cattle ranch.

Election Act amendment
Municipal Elections Act 1897, 61, Victoria, Chap. 68.

PART 2 THE FORMATION OF THE DISTRICT OF
NORTH VANCOUVER AND THE SURVEY OF
THE KEITH ROAD BY WILLIAMS BROS AND
DAWSON - by Roy J.V. Pallant

Source
Reference

over the years, Keith Road can still be traced by its original or replacement name.

- It is interesting to note that the location of the bridges was recognised as "Good Locations" for many years and today there are bridges in the same location.
- The road itself was located in the easiest place to build and of course with no thought of car or truck transportation. The name Keith Road remains to the present time in many parts of the original location. It commemorates the name and the good work of the second Reeve of the Municipality, J.C. Keith, Esq., who was an inspired advocate of the prospects of greatness of North Vancouver.
- The trail through dense forest was surveyed by Williams Bros. & Dawson in difficult weather conditions and seasons. While under pressure to deliver by a Council most eager to see a communication corridor to all parts of the Municipality in use. They needed desperately more homesteaders to raise the tax base and pay off loans and mounting expenses. Yet the land surveyors produced plans and specifications from which the successful contractors were enabled to bid and maintain their quote prices if not their estimated delivery. And throughout all, there was the ever present threat of a hold or cancellation of contract and the real fear of not being paid for work completed. This undoubtedly gives evidence of the skill and experience of Williams Bros. & Dawson. It provides clear understanding of why in 1911, George Dawson was selected to become Surveyor General of British Columbia 56. Likewise it shows why in 1996, after several continuously linked name changes, the Firm of Chapman Land Surveying Ltd. remains to continue the company tradition of 1891; services are offered directly to the client to be negotiated to obtain mutual satisfaction and project success.

56 It is of great interest that throughout this 1891/92 period of construction there is no evidence whatsoever in the District Minute Book that Williams Bros. & Dawson were paid for their work or additional expenses, neither were there any appeals for payment from the Company.

PART 2 THE FORMATION OF THE DISTRICT OF
NORTH VANCOUVER AND THE SURVEY OF
THE KEITH ROAD BY WILLIAMS BROS AND
DAWSON - by Roy J.V. Pallant

Source
Reference

- Part 4 Additional Projects on the North Shore

In addition to the Keith Road initial construction project of 1891 and 1892, George H. Dawson was involved in preliminary clearing, realignment and modification of the sections of Keith Road and of Second Street with A.E. Cleveland of Cleveland and Cleveland 57 and involving contractor E. Perkett.⁵⁸ This occurred in the Fall of 1901 and Spring of 1902.⁵⁹

- Earlier in 1895 the North Vancouver Land and Improvement Company employed George Dawson to survey Lots 271, 544, 545, 546, 547, 548, 549 and 550 and lay out roads and in 1897 a small influx of families arrived to purchase lots. The company had been incorporated in August 1891 with stock worth \$500,000 the principal shares owned by J. Mahon in England. Mahon sent his brother Edward to become President of the Company and also become an active member of Mahon, McFarland and Mahon who sold much of the Company's land in later years. Other share holders were J. Balfour Ker and of course, James Cooper Keith.
- George Dawson is also mentioned as surveying and laying out roads for the Heywood Lonsdale family of Shropshire, England, Maritime Bankers who employed James Pemberton Fell as their representative. The land they acquired were lots 264, 265, 266 and 555. The survey work was mainly done in the area presently north of Fell's Fill and around Heywood Park.
- In 1903 the North Vancouver District Council built a ferry wharf at the foot of Lonsdale Avenue to accomodate the Union Steamships ferry service.
- Later, on the arrival in North Vancouver City of Engineer George Hanes, a concrete wharf was built by him during 1909-1910 which again George Dawson was called upon to survey.

57 Later Dr. Cleveland of Cleveland Dam fame.

58 See Chapter 7, Part 7 of this work on successes of E. Perkett.

59 Ernest Cleveland articulated as a land surveyor under George Dawson. It is therefore likely that the latter's aid was suggested by Engineer George Hanes on this highly controversial project.

PART 2 THE FORMATION OF THE DISTRICT OF
NORTH VANCOUVER AND THE SURVEY OF
THE KEITH ROAD BY WILLIAMS BROS AND
DAWSON - by Roy J.V. Pallant

- At the same time the long drawn out battle over the benching of Lonsdale Avenue by Engineer Hanes was literally being fought in North Vancouver City Hall. Again George Dawson, in association with the Land Survey Firm of Cleveland, Cleveland and Dawson were required to set the permanent grades on all streets of the City. The final grades were much and widely discussed even in Seattle and Boston and benching bylaws were not passed until February 1910.⁶⁰

Source
Reference

⁶⁰ Later in the June 1914 Royal Commission on Indian Affairs, Hanes, then Mayor, complained that if the Mission Reserve had not been Gazetted to the Indians in 1869, a Trunk Road could have been built from there to the higher level at an easier grade than Lonsdale Avenue had to be.

Monday, May 20, 1996

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 1

PART 3

WILLIAM J. TRYTHALL, PRINTER
AND HIS CABIN ON GROUSE MOUNTAIN - 1897

CHAPTER 1
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SOCIO-ECONOMIC DESCRIPTIONS OF DNV

Researcher: Roy J.V. Pallant

| | | |
|--------|---|----------------------------|
| PART 3 | WILLIAM JOHN TRYTHALL - Printer, and His Cabin on Grouse Mountain – 1897 | Source <u>Reference</u> |
|--------|---|----------------------------|

- Rarely has a Trythall been mentioned in accounts of the pre-history and early history of the District of North Vancouver and then the Trythall is referred to as Ed Trythall. This is erroneous since the builder and owner of the much used cabin located where the trail to the summit of Grouse Mountain meets Mosquito Creek is William John Trythall, Vancouver based printer and book binder of Trythall and Son.¹

- William J. Trythall Senior was born and educated in Cornwall, England and on June 22, 1863 married Julia Mary Trewartha in Truro, Cornwall, England.

- The family came to Vancouver in 1888 and William Trythall established that year the print shop and book bindery of Trythall and Son located at first on Seymour Street, Vancouver and later at Richards and Cordova.

- The “son” referred to here is William Trewartha Trythall Junior who was born in 1867 in Plymouth, England, was educated there and was 21 years old when the family arrived in Vancouver.

- The company of Trythall and Son was one of only three printers in Vancouver in those early days: the News Advertiser which was later taken over by the Vancouver Sun and a plant operated by Robert Mathison.

¹ The term “pre-history” is used here by the researcher as being the years prior to the incorporation of the District of North Vancouver on August 4, 1891.

Mosquito Creek was formally and unofficially known as Trythall Creek in the 1890s.

- Among William T. Trythall's printing achievements was the programme issued for the Art, Historical and Scientific Association of Vancouver. The company also produced the second Vancouver City Directory in 1890 and a number of other leaflets and programmes concerning old time functions held in Vancouver.
- William Trewartha Trythall was a member of the executive of the Vancouver Veterans Association and was greatly interested in Masonic affairs being a member of the Acadia Lodge No. 22 AF and AM and Mount Herman Lodge No. 1 AF and AM.
- William junior and his wife Minnie had one daughter, Marjorie. William had three sisters who became Mrs. H. Peake of Vancouver, Mrs. G.S. Sturtan of Spokane, Washington and Mrs. Victor Smith of Seattle, Washington. He had two brothers: Howard Ernest Trythall of Vancouver and Roy W. Trythall of North Vancouver. ²
- William T., his wife and daughter lived in the family residence at 1045 West Thirteenth Avenue, Vancouver.
- He died aged 65 years in Vancouver General Hospital after a two week illness although he had been ailing for a number of years.
- The Trythall print shop and book bindery had been in operation for 42 years at the time of his death on December 15, 1932, the family having arrived in Vancouver 44 years ago in 1888. ³
- William T. Trythall was People Warden in St. Georges Church, an Anglican Church with building permit issued April 10, 1911 in what was then Fairview, immediately south of the present (1997) Vancouver General Hospital, and located at 3075 Laural Street. ⁴

² See later comment
on Roy Trythall.

³ Vancouver Sun,
December 15, 1932.

⁴ This church was
officially closed 1997 to
become a Hospice
Centre for the
Vancouver General
Hospital. The pipes of
the great organ are now
(1997) incorporated in
the pipe organ of St.
Martin's Anglican
Church, 195 East
Windsor Road, North
Vancouver.

- The funeral service was held on the Saturday following his death at 3:00 p.m. with the service being conducted by Rev. M.H. Jackson, M.A. assisted by Rev. C.C. Owen. The interment was at the Masonic Cemetery and Mount Pleasant Undertaking Co. was in charge of arrangements.

- In the "Weekly Outlook" newsletter of St. Georges Church of December 18, 1932, Rev. M.H. Jackson wrote:

"The news of the death of our dear good friend Mr. Trythall came as a shock to the members of St. Georges Church.

He was one of those big-hearted kindly men, never aggressive but quietly winning his way into our hearts. We will miss him greatly as a friend.

His love and loyalty to his Master made him a good servant of the church. He joined St. Georges congregation about 10 years ago. Not long after he became an active worker as a member of the general committee.

For the last 4 years he has been peoples warden. His whole heart was in his work for the church. As long as his health permitted he was always faithful at his post. One of the last things he said to the Rector was, 'I hope I will soon be able to undertake my duties in the church again.' Instead God has called him to a higher service.

Our deepest sympathy goes to his wife and daughter and we pray that the loving Father will comfort and strengthen them in their great bereavement." 5

5 Taken from St. Georges archives which are now located at the Vancouver Theology College, UBC.

The Trythall Cabin in Trythall's Clearing by the Side of Trythall's Creek 6

- Major Matthews, Vancouver historian and archivist 7 states that with the exception of loggers cabins like that of John Cowan, a District of North Vancouver employee, this was the first mountain cabin on the North Shore mountains. Erected on the lower end of a long narrow strip of mountainside DL883 of forest in which about two acres had been slashed and about fifty yards from Mosquito Falls 8.

6 Later Mosquito Creek.

7 Trythall file, City of Vancouver Archives.

8 Located at the northern end of Prospect Road.

- William J. Trythall Senior of William J. Trythall & Sons, owned 160 acres. It became a welcome halfway halt for climbers of early years, when the ascent of Grouse Mountain was a three days arduous journey, that one day from the Lonsdale ferry landing straight north up what was to become Lonsdale Avenue to Trythalls, a second day to the summit, and a third day's journey back to the ferry.

- The cabin served as a first aid post for the injured or to thaw frozen hands or feet. In the heat of summer it was the only place where thirst could be quenched. 9

9 Before the summit.

- The door was left open and for many years climbers used the cabin as a convenience.

- The Trythall family used it on holidays and similar occasions, especially Howard Trythall, a bachelor, who spent his weekends there. 10

10 See family comments here-after.

- A twelve acre parcel of land was sold to the municipal waterworks of North Vancouver who built a dam. In 1954, the Grouse Mountain chairlift started nearby. The cabin was ultimately abandoned by the Trythall family and vandals smashed the cabin along with others 11 close by on the Grouse Mountain Trail in 1936.

11 The Brundage cabin as one example, see Chapter 7, Part 8 entitled "Uncle Harvey Brundage".

- Tracing the history of this remarkably long standing and valuable artifact of North Shore social history should start at 1894. Mary De Zwart writes:

"The first recorded climb of Grouse Mountain had been made twelve years earlier (that would be 1894) on a non-existing trail by Sidney Williams, a surveyor and Phil Thomson, a printer."

12

12 B.C. Historical News, Summer 1996. Article by Mary De Zwart entitled "A Merry Tourist Party. Jessie McLenaghan in Vancouver 1904".

- It so happens that Sidney Williams was a partner in the surveying and civil engineering firm of Williams Bros. and Dawson 13 , who in 1892 received the contract for the survey, specification writing and construction supervision of the Keith Road, the first civil road on the North Shore that even today serves to link Howe Sound to the North Arm of Burrard Inlet.
- Thomson and Williams were not alone on that trip since they had with them several friends, including W.G. Edwards, photographer, and Ernest A. Cleveland, who many years later became Chief Commissioner of the Greater Vancouver Water District - GVWD.
- It was this party that named the mountain "Grouse Mountain", because of the blue grouse they shot on it. That hunting climb was made on October 12, 1894, and on that same trip Dam Mountain and Goat Mountain were named. The former so named because of a view from it of the first Vancouver Waterworks 14 supply dam on the Capilano River, built 1888 together with the second dam a short distance further north. Goat Mountain was so named because the same party shot two goats on it.
- This date of the initial ascent of Grouse Mountain fits well with the account of E.G. Baynes, one of the party of nine young men mentioned above who regularly took an hour to row across to Tom Turners house located 200 yards west of the foot of Lonsdale Avenue. They pulled the boat up and, on this occasion, on May 24, 1897, walked due north through the trees, finally coming out right at the "old" log cabin. 15
- The young friends who climbed Grouse Mountain that day were: Cam Van Horne; George Van Horne; Harry G. Selwood; Fred Abbot; Pierce Lloyd; Will Wright; Lorne MaHaffie; Roy McGowan; E.G. Baynes. Baynes 16 says that half of the group slept in the cabin and half outside - the snow that day lay 15 inches deep on the

13 Now Chapman Land Surveying Ltd. of West Vancouver. See Chapter 1, Part 2 of this work.

14 Then a private company.

15 Population of Vancouver in 1889 when Baynes arrived was 5,000.
At that time, except for Moodyville, the North Shore was one mass of trees.

16 Interview of E.G. Baynes, pioneer, by Major Matthews, 24th September 1953 when Mr. Baynes was 83. Mr. Baynes confirmed the contents of the interview with a hand written memo, copy in the Vancouver City Archives.

trail. Next morning, September 25, 1897, they started for Grouse Mountain on a very poor trail arriving that night; each took food and a blanket. Next morning was fine weather and they had pictures taken, two of these were later hung in the men's room at the Grosvenor Hotel, one showing heavy snow and the other showing a light covering of the trail. That night the group of friends rowed back across Burrard Inlet in their hired rowing boat.

- This account proves that the Trythall cabin existed in 1897.
- The Trythall cabin mentioned here was in a clearing on a bank overlooking what became Mosquito Creek. The trail, some 3 1/2 miles from the waterfront was made by John Cowan, a logger, who lived in a cabin close by William John Trythall Senior and his son William Trywartha, both of Trythall & Son, and City Printing Works. William J. Trythall arrived in Vancouver with his family from Plymouth, England in 1888, immediately setting up his printing works on Seymour Street, north of Dunsmuir, on the west side.
- In January 1891 William Trythall bought District Lot 883 of 160 acres running north and south and located at what is now the north end of Prospect Road, north-west from the north end of Lonsdale Avenue where the Grouse Mountain trail meets Mosquito Creek.
- The cabin was built in stages and completed in 1892 in a two acre section which was slash cleared. The door was always unlocked. It was used by the Trythall family members and many other parties passing by, including the E.G. Baynes group in 1897. ¹⁷

¹⁷ See accompanying images.

- By 1902, at the time of the climb of Arthur Tinniswood Dalton and his father ¹⁸ , the section of the trail from East Rockland up to Mosquito Creek was known as Pig Alley because Chinamen who lived there, kept pigs on it.
- When the Hall of the Municipal District of North Vancouver was located, before 1907, at the lower end of Lonsdale just above 1st Street East and in 1911 when it was located in Lynn Valley at Lynn Valley Road and Fromme Road, William J. Trythall Senior would hike down from his cabin to visit the Clerk of the Municipal Council to obtain orders for printing and for special custom designed ledgers. ¹⁹

¹⁸ See accompanying image and its caption by Major Matthews.

¹⁹ Until recently (1997) the DND archives contained four of these hand crafted custom ledgers.

Further Evidence ²⁰

²⁰ Vancouver City Archives.

- Trythall's Clearing Lot 32 DL883 - In a conversation of October 1, 1953 between Major Matthews and William J. McGuigan, son of James McGuigan, nephew of Dr. W.J. McGuigan, Mayor and Thos. F. McGuigan, Vancouver City Clerk, William J. McGuigan stated:

"This old map of Grouse Mountain Scenic Railway, proposed as you see in years gone by, but never started, shows that Trythall's place was on Lot 32, block 883, more or less at the north end of Lonsdale Avenue, and quite close to Mosquito Creek.

As I first remember it, in 1905 when I first went up Grouse Mountain, there was a log shack; a log shack, on the clearing, but it was not on the banks of Mosquito Creek, nor did I ever see anyone in it. Trythall may have cut the trees down, I don't know, but, if he did, as they say he did, and as I suppose he did, then he just left them where they fell; it was just slashed timber. He may have had more land there in the first instance, but this one lot 32 is all this map shows".
- In this instance, Mayor Matthews asks:

"What was the reason; why did all those early men of Vancouver pre-empt land up on the Capilano Creek, Mackay Creek and Mosquito Creek; there was a regular epidemic of pre-emptions in 1887 or 1888? We have a map with their names on each.

- McGuigan replied:

"My father James McGuigan, owned a whole district lot just south of the present Cleveland Dam, he paid \$1.00 an acre for it, and sold it for \$5,000, for 160 acres. I think it must now be the suburb they call "Canyon Heights". Then, Dr. McGuigan, my uncle who was Mayor, he had 160 acres on the west side of Seymour Creek. He paid \$1.00 an acre for it, too. He held it for many years, then when he was ill, before he died, he sold it to Dr. Langis.

The reason they pre-empted was simply that there was land up there available for one dollar an acre. Most of the land around Vancouver had already been pre-empted. So they thought it might be a good thing for their descendants. So far as I know, that was the only reason." 21

21 Text signed by
Major Matthews.

Comments of Mrs. Roy Trythall

- Conversation on December 30, 1952 between Major Matthews of the City of Vancouver Archives and Mrs. Roy Trythall. She lived then at Irvines Landing, Pender Harbour in the Gulf Islands, B.C. She brought with her a number of photographs and negatives of Trythall's Clearing. 22 She was at that time visiting her daughter Mrs. H.R. Grimwood, 1849 Grand Boulevard, North Vancouver and was leaving the next day for Victoria where she will stay with her son Dr. Roy H. Trythall Junior, dentist, 2129 Sundown Road, Victoria.

22 Copies of these
images shown here
and others are
available in the City
of Vancouver
Archives.

- Mrs. Trythall stated:

"I was born in Plymouth, England and first came to Vancouver in 1905 when I was fourteen; then I came a second time in 1911 and married Mr. Roy Trythall (Senior) at the First Baptist Church, Nelson Street. I have five children, four living. They are, in order of birth, Edwin, Gwendoline, Dorothy (deceased), Roy and Joyce. Edwin has a flower shop in West Vancouver; Gwendoline is Mrs. Templeton in Edmonton. Roy is the dentist and Joyce is Mrs. Grimwood. All of the original Trythall family are deceased excepting Mrs. E. Victor Smith, the daughter of Mr. and Mrs. William John Trythall (Senior) the original pioneer. She lives in Portland, Oregon." 23

23, 25, 27, 29
Personal interview
between Major
matthews and Mrs.
William J. Trythall
signed yb Major
Matthews with copies
held in the City of
Vancouver Archives.

"When I first came in 1905 we sometimes went to Trythall's Clearing. You see, my father Joseph Willoughby, of Plymouth was the nephew of Mrs. William J. Trythall. her name before marriage had been Willoughby and my name was Willoughby. My mother, my sister and myself stayed in Vancouver for one year while my father went to Japan. When war 24 broke out

24 This was the
Russo-Japanese
War.

he was interned and died there. We never received one single item of his possessions, family silverware and so forth. Then, in 1906, my mother, sister and I went to Japan, then after we had been in Japan two years we went back to England. My sister had to go to school. My mother died in England, my sister and myself came to Vancouver. My sister married, several years afterwards a Mr. Milne. He is in Scotland and so is she.” 25

“Mr. Trythall’s cabin was on a ridge. In front of it was a steep bank dropping down to Mosquito Creek. The creek circled around so that, on the level of the cabin, it was to the east of it. The falls were to the east of the cabin, and, from what I remember about on the same level as the cabin, about level with it. We had to carry our water with pails. After I was married in August 1911 we frequently went up there for weekends. People climbing Grouse were always dropping in to get some water for drinking, if for nothing else, for it was the only water supply until they got to the top. Somewhere nearby below there was a winding road where a logger had a cabin. His name was John Cowan, and I think, I’m almost sure, this photograph 26 was taken by Mr. Dalton in the cabin.” 27

“The Trythall boys had hobbies. Roy, my husband was the yachtsman, Howard was a bachelor and almost always spent his weekends at the cabin. It was always considered as his property.”

“Mrs. Trythall confirmed that, “about 1935 we went up there one day and found the whole cabin had been wrecked by vandals. They had thrown the stove 28 down the bank and it was smashed. The logs had been pulled out of the side of the cabin, and thrown down the bank. We never bothered again; we abandoned it.” 29

- Water Works Acquires Ten Acres

“Ten acres, right at the bottom were sold to the Waterworks. They put in a dam and two big water tanks for the City of North Vancouver water supply 30 . I have not been up there for fifteen years. The cabin was just where the falls were and I fancy the falls must have disappeared, destroyed when they built the dam. They were not more than 50 to 75 yards from the cabin and the dam was about the same distance. Mr. William J. Trythall’s land, as I understood, was long and narrow and ran right up the hill. He owned 160 acres. After his death 31 in 1932, we lost it for non-payment of taxes; we did not consider it worth keeping.”

26 Important for environmental details and trail history and confirms previous statements.

Mount P71.N.31, City of Vancouver Archives

28 The stove was cast iron.

30 The Waterworks had possession of that land from at least 19 August 1915. See photo with single tank which was first employed. Capacity 60,000 gallons.

31 See “Province” December 15, 1932, page 29A with long obituary.

Descendents of Mr. and Mrs. John Trythall, Senior

Six Sturtions

Three Smiths

Two Peakes

Five Trythalls in a single family

One Trythall

- Seventeen descendants in all. 32

Canvassing for a Connecting Trail from Mosquito Creek to
Capilano Road and its Maintenance

On March 30, 1906 William J. Trythall of City Printing Works, Vancouver, paid the Express a visit on Wednesday. Mr. Trythall has owned a ranch north of the town for a number of years and has always been convinced of the ultimate success and importance. 33

- At the North Vancouver District Council meeting of May 8, 1914, a letter from William J. Trythall was read, pointing out to the Council the desirability of a through trail to connect Mountain Drive 34 with Capilano.
- The Council resolved to empower the Board of Works to act in regard to the construction of a trail to connect Mountain Drive, North Lonsdale and Capilano by way of the Trythall Clearing on the trail to Grouse Mountain and the Scenic Railway right-of-way. Application for such work was made by Mr. W.J. Trythall who urged a connection from the bottom of DL883 to a foot bridge made in DL397 by the Scenic Railway clearing. Engineer (John Robert) Cosgrove stated that the trail could be covered for three quarters of the way over existing registered road allowances and the balance of 1,200 feet on locations ultimately reserved for roads. 35
- On March 26, 1920 Trythall and Son wrote to Reeve and Council requesting the District of North Vancouver to rebuild the foot bridge and Mosquito Creek 36 to the Grouse Mountain Trail.

32 Threndyle
"Skiing" The
Greater Van-
couver Book.
Davis,
Chuck,.The
Linkman Press,
Surrey,1997,
p.596.

Note: Skier
Steven Threndyle
states that
around 1922 soft
drinks and
candies could be
purchased from
Trythall's cabin.

33 Express, North
Vancouver, March
30, 1906.

34 Former name
given to what is
now Rockland
Road East and
Prospect Road.

35 DNV Minutes
Book, No. 6, p.
158. May 7,
1914. Reeve
May, Aldermen
E.H. Bridgman;
Kay; Jack Loutet;
MacLurg; Peter
Westover; Ward.

36 Note present name
of creek was by this
time adopted by
popular selection ie.
Mosquito Creek.

PART 3 WILLIAM JOHN TRYTHALL - Printer, and His
Cabin on Grouse Mountain – 1897

Source
Reference

- It was resolved by Councillors E.H. Bridgman and Percy Ward that the District day gang should take this work up when other work allowed. 37

37 Express, March 26, 1920.

At that time work was in progress on the Mosquito Creek water intake for the City of North Vancouver. The day gang camped on site and likely used Trythall's cabin. The rebuilt foot bridge was therefore designed and hand built on site. See illustration of the previous bridge on DL1345 taken Feb. 2, 1912 but of similar rustic design.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 1

PART 4

THE STATUS OF DEVELOPMENT IN 1911 - J.J. Woods

CHAPTER 1
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SOCIO-ECONOMIC DESCRIPTIONS OF DNV
Researcher: Roy J.V. Pallant

PART 4 EXPRESS: Easter Progress and Development
Edition, Friday, April 14, 1911
The Tyrol of North America by J.J. Woods

Source Reference

- Burrard Inlet possesses two great features. The first and foremost is its unequalled harbour consisting of in its land locked shores some sixty miles of foreshore. Port Moody situated at the extreme east end is the original terminus of the C.P.R., and which position it still holds. Vancouver is only a branch line built closer to the ocean to accommodate the ocean liners that are constantly unloading their cargoes for distribution to the western part of the Dominion and the United States. Secondly, the Inlet possesses some of the most beautiful scenic views obtainable in the province. The north arm about six miles east from the entrance of the harbour, stretches away to the north about fourteen miles and with its several bays affords the busy men of the city some of the most picturesque and lovely homes to be found in any country. The principal places of interest are Belcarra, Bidwell Bay, Covecliff, Deep Cove, Woodlands, Brighton Beach and Indian River. The last named possesses a fine tourist hotel built on the water's edge and affords the visitor with excellent sport, salmon fishing in the fall, the writer having hooked seven in one afternoon. The shooting is good, bear, deer and grouse, almost at its doors and for the energetic who care to climb the mountains about 2,000 to 3,000 feet high there is good goat shooting. Brighton Beach is fast gaining in popularity. It is reached by ferry and the many pleasure motor boats that are always looking for locations to unload their picnic parties find here an ideal spot. It is also close to the B.C. Electric power house which well repays any visitor who cares to drop off and see one of the greatest engineering feats of the Pacific slope

for a tunnel has been bored through two miles of a mountain to feed a lake from which the power is obtained for the street railway and lighting of the cities of Vancouver, North Vancouver and adjacent neighbourhood. Woodland is a near neighbour and contains some very pretty cottages and homes and one of the most sociable communities. Fine boating, fishing and mountain climbing are part of its many attractions. Deep Cove possesses a large stone quarry and with its excellent deep water is destined to be a commercial point of great importance. Covecliff, an old paradise of the camper and picnicker is fast becoming a fashionable summer resort. Some fine cottages are being built and its boasts of the best bathing within the Inlet, having a level beach and warm water after the sun has played on the sands at low tide. It has the great advantage of being reached by land as well as water as the municipality has just completed the new road to Deep Cove which adjoins the property. The shores of the North Arm are a succession of giant rock bluffs intercepted by benches at the mouth of the mountain streams that flow in with a mountain range on either side rising almost perpendicularly to 1,000 to 4,000 feet. In the early summer many beautiful waterfalls are passed and any visitor would lose the treat of one's lifetime if they did not take in the run up to Indian River. The early history must have been very exciting for one finds immense beds of clam shells on the level spots near the water bespeaking Indian feasts and camps and a large number of spear and arrow heads bespeak of Indian warfare. One also finds many chisels and stone hammers which show how the renowned dugout canoes were formed in the early days. The owners of Covecliff, when seeking a name of an old timer were asked why not call it as we have for years "Paradise?" On a warm summer day the view of the mountain peaks covered with snow are very refreshing and from Racoon Island and further up one sees to the north the high peak of Mt. Garibaldi, with its ever snow capped peak some 12,000 feet.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 1

PART 5

A GREAT RESIDENTIAL AREA 1911 - Jack Loutet

CHAPTER 1
DISTRICT OF NORTH VANCOUVER

DNV SOCIO HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SOCIO-ECONOMIC DESCRIPTIONS OF DNV
Researcher: Roy J.V. Pallant

PART 5 EXPRESS: Easter Progress and Development Edition,

Friday, April 14, 1911 by Jack Loutet

NORTH LONSDALE Early History and Development

Source

- A Great Residential District

Reference

- In May, 1902, Mr. Thomas S. Nye became the owner of District Lot 2026 in exchange for the scrip given him by the government for services in South Africa. At this time access to this lot could only be had over a rough trail with an uphill walk of over two and a half miles and there were many who questioned Mr. Nye's wisdom in settling on what they took to be the barren slope of Grouse Mountain.
- About 15 years before this the "farthest north" resident of North Lonsdale had built his shack in D.L. 880. This was John Cowan, who daily walks to his work in North Vancouver and back at night and has done so for over twenty years.
- Later there settled next to him David Ferguson who cleared up a large tract of very beautiful property adjoining "Cowan's ranch". About this time Bill Eggie pre-empted D.L. 617 and sold 120 acres to the N.V. Land & Improvement Co. at \$150 per acre. In the hard times that followed this was allowed to go for taxes and in 1906 the Municipal Council sold the land at \$41 per acre.
- For many years those three were the only settlers at North Lonsdale and in 1902 began a new era when Mr Nye commenced to build a "shake" house on what is now block "A" D.L. 2026.
- All the material for this house was packed by the builders over the trail, which was very rough.

PART 5 EXPRESS: Easter Progress and Development Edition,
Friday, April 14, 1911 by Jack Loutet
NORTH LONSDALE Early History and Development
- A Great Residential District

Source
Reference

- Sixty-eight trees were lying across the trail and made it hard work to take in material and supplies.
- At this time Lonsdale Avenue was open only as far as Fifteenth Street and beyond was timber and burnt logs.
- Real estate in Vancouver had begun to improve in 1903 and the demand for land in North Vancouver showed signs of increasing.
- In this year Mr. Musson, now resident on Nye Street, purchased block "F" from Mr. Nye at \$25 per acre or \$125 for the block. Today it may be noted in passing that this block is valued at \$30,000.
- In 1904 the next sale was made, block 30 being sold to a tea merchant in Vancouver for \$40 per acre and the same year Mr. S.B. Green of this city purchased Block 21 at \$60 per acre.
- The year 1905 saw Lonsdale Avenue opened to Queen street, a 16 ft. roadway through standing timber. Mr. Nye then built the house at present occupied by him at the corner of Queen street and Lonsdale Avenue.
- With the opening of Lonsdale Ave. a few began to realize the possibilities of a property so favorably situated and the demand for acreage which previously was spoken of as "Grouse Mountain" 1 property showed a steady increase.
- The opening of Queen street west in 1906 replaced the old trail and became the main road to the skidroad running northeasterly through D.L. 2026, D.L. 799.

1 Actually while the property was on what was known then as an extension of Grouse Mountain, that section later was named Fromme Mountain.

PART 5 EXPRESS: Easter Progress and Development Edition,
Friday, April 14, 1911 by Jack Loutet
NORTH LONSDALE Early History and Development
- A Great Residential District

Source
Reference

- In 1907 Mr. Nye commenced clearing the property on Lonsdale lately purchased by the District Council for park purposes. In the same year Lonsdale Avenue north of Queens was opened and this road was continued later through D.L. 785. Settlers now began to trickle in slowly and in 1908 the necessity of a water supply became evident. In 1908 the necessary pipe was laid on Lonsdale Avenue and fed from a small stream in D.L. 785. Soon another creek had to be called upon to supply the increasing demand and now it is found necessary to build a dam on the Mosquito to adequately provide for the growing settlement. During the period under review this section had been ravaged by fire occurring in 1907 and destroying practically the timber remaining in District Lots 2026 and 799 and the North part of 786 and 787.
- In 1907 Lonsdale Avenue was cleared and graded to its full width under the Local Improvement system and during this summer will be rocked and sidewalks laid.
- In May, 1910, the North Lonsdale Ratepayers' Association was formed and after the first meeting sent a delegation of twenty to interview the council on matters of importance to the district. In spite of, or perhaps because of their numbers, they were courteously received and since then they have worked in harmony with the council in promoting schemes for the advancement of North Lonsdale. Until the present year the east and west sides of Lonsdale were in different wards and this unsatisfactory state of affairs was finally disposed of by including all North Lonsdale in one ward, i.e. Ward III.

PART 5 EXPRESS: Easter Progress and Development Edition,
Friday, April 14, 1911 by Jack Loutet
NORTH LONSDALE Early History and Development
- A Great Residential District

Source
Reference

- The first street lights were installed in December, 1910, and the cost of the telephone was reduced early this year. The macadamizing of Queen, King and Nye streets is now well in hand and petitions are in for similar work on St. James and Sussex (now to be called Coronado).
- A brief description of the position of North Lonsdale, though so well known to North Vancouver people may interest strangers from Vancouver and points further afield. Fifteen minutes on the ferry and ten minutes on the Lonsdale car lands one within two blocks of the city limits, the commencement of North Lonsdale. This section lies on the south-westerly slope of the foothills at an elevation of 600 to 700 feet immediately below the steep ascent of Grouse Mountain ². The average grade of the land is about 7 per cent, north and south and in parts to the east of Lonsdale is quite level. To the west the slope varies from 5 to 8 per cent. The soil is somewhat rocky in parts but when the small boulders are removed a splendid garden can be made and peaches, apples and other fruits grow to perfection.
- Except for the very rare mountain mist it is quite free from fog and it is quite a common occurrence for a resident to leave there in bright sunshine to go to work in the heavy fog lying over Vancouver and the harbor. North Vancouver property is nearly all view property but undoubtedly the finest site of the north shore is the sun setting behind Vancouver Island as viewed from the 600 foot level at North Lonsdale. In clear weather the smoke of the various sawmills at Nanaimo can be clearly distinguished and to the south Vancouver, False Creek and the Fraser river lie before one like a map.

² Again, while the property was on what was known as an extension of Grouse Mountain, that section later was named Fromme Mountain.

PART 5 EXPRESS: Easter Progress and Development Edition,

Friday, April 14, 1911 by Jack Loutet

NORTH LONSDALE Early History and Development

- A Great Residential District

Source

Reference

- An article on any part of Canada is incomplete without a list of the stores, churches and schools but here it is sufficient to say that these are present in North Lonsdale and will no doubt improve in quantity and quality with an increased population.
- North Lonsdale, unlike most parts of the North Shore does not aspire to industries but is content to remain a residential section and to become the premier residential district of Greater Vancouver.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 1

PART 6

**THE ACME OF RESIDENTIAL LIVING 1912 -
George S.B. Perry**

CHAPTER 1
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SOCIO-ECONOMIC DESCRIPTIONS OF DNV
Researcher: Roy J.V. Pallant

PART 6 EXPRESS: Empire Day Prosperity Edition
May 27, 1912 by George S.B. Perry
District of North Lonsdale
The Acme of High-Class Residential Living

Source
Reference

- While many men have made large fortunes and many others have secured a comfortable competence through the enormous increase in land values following the rapid growth and development of North Vancouver, both city and District, no one has suffered loss while these gains were being made. But one man at any rate missed the opportunity to make a big fortune when he refused to give ex-trooper T.S. Nye \$1000.00 for the 160 acres South African grant he had secured with his military scrip in North Vancouver.
- This is no fairy-tale. Mr. Nye a well known resident and veteran of the South African war, selected what is now known as District Lot 2026 on which to file his South African Scrip granted by the British Columbian Government. At that time the location seemed both a long way back in the bush and a long way up the hill from the settlement of North Vancouver nestling on the shores of Burrard Inlet.
- Mr. Nye must have thought so too or he would not have offered it at \$1000.00 and the man who turned down the chance was sure of it. He offered Mr. Nye \$500.00 for the timber on the land if Mr. Nye would keep the land. This bargain was duly made and carried out. Mr. Nye sold the timber and kept the land and in consequence has reaped a reward far beyond his original expectations. District Lot 2026 is directly in the path of Lonsdale Avenue, North Vancouver's main artery (running) from the Waterfront north. Much of it is now surveyed in City Lots and many of the lots are now built upon

although Mr. Nye still retained a large proportion of his 160 acres. The section of North Vancouver District known as North Lonsdale surrounds and includes Mr. Nye's military grant. North Lonsdale is perhaps to be considered the most progressive of the suburbs adjoining the City of North Vancouver proper. This may be partly because it can be considered as the (only) closed-in section not within the City boundary.

- Lonsdale Avenue, the City's main thoroughfare is extended right through the centre of North Lonsdale. It is a beautiful street, 80 feet wide and the Municipality has been clearing to the full width and grading it and now has a splendid 46 feet Macadamized roadway down the centre. The Street car line which now ends at the North Boulevard, is only about three blocks away from the settled portion of North Lonsdale and it is the expectation of everyone that the B.C. Electric Company include the extension of this line at Lonsdale Avenue for some considerable distance in the very near future.
- With regard to roads North Lonsdale has finer thoroughfares than has been made in any part of the City. The Municipality has been very progressive in opening all the streets as fast as possible, and where a settlement requires it, permanent roadways have been made and side-walks laid down. There are already four of the main streets in this section Macadamized and in first class shape, while there are many miles of side-walk already built.

- Every City advantage is enjoyed by the residents of North Lonsdale: telephone, municipal water supply, electric lighting both for houses and the street has been installed. The water system which serves this District has a separate intake to that of North Vancouver City and the rest of the District. It is supplied from Mosquito Creek. The Municipality maintains a well equipped fire station which is served by a volunteer brigade.
- When some of the streets were being opened a large rock cut had to be made on Windsor Road. A portable rock crushing plant was installed and the rock which was taken out of the cut was turned into Macadam to surfacing other streets which were being graded. In this way a very great advantage was gained and a considerable economy effected.
- The area property included in North Lonsdale is about two miles in length east and west, by about one mile and a quarter from the city boundary. It may be described as a purely residential district, essentially a place like home although a few streets have been established on some of the main thoroughfares for the immediate needs of the residents for the settlement contains about 180 families, all or most of whom have business connections of some sort, either in North Vancouver City or across the Inlet.
- The whole are of North Lonsdale may be described as a gentle slope to the north and north-west with a maximum grade of about 7 percent. It rises with fine regularity, the elevation of the City boundary being some 550 feet above sea level and running to about 900 feet at the north limit of the developed section.

- A fair proportion of the land has been cleared, many of the purchases of the Lots in the District having at once set to work to improve them with a view of building their houses. The types of houses erected in the District so far have always been considerably above the average. There never was a stage when shacks were the rule. Judging from houses at present under construction or projected, which is a fair criterion, the standard of residents building is likely to be raised rather than lowered. The prices existing for a residential property in North Lonsdale are also a pretty safe guide for future buildings. It is a District where speculation value has not been a consideration on the part of those becoming residents. The people have been willing to pay the price for the privilege of living there. The height above sea-level is alone distinct advantage for considerations of health, climate and view. It is a fact that doctors have in more than one instance recommended patients to seek a 42/43 home in some part of North Lonsdale for the benefit of the higher altitude and convenient atmospheric conditions part of North Lonsdale for the benefit of the higher altitude and convenient atmospheric conditions.
- The view from almost any portion of the North Lonsdale section has got to be seen to be appreciated. The gentle but steady and regular rise of the ground prevents the dew being shut off in most instances. From some parts the panorama including the harbour of Burrard Inlet, English Bay, Stanley Park, and all over the south and east and west is perfect and complete.
- A very important and attractive feature of North Lonsdale is that much of the area is subdivided in 100 feet lots. Where the lots are smaller nearly every purchaser has secured several for making a home. This feature alone ensures the permanence of North Lonsdale's ideal conditions. Very little of

what might be termed 'kitchen garden land' has been brought under cultivation in this District, most of the residents having developed their grounds along ornamental lines; flowers, lawns and shrubbery being profuse.

- There are quite a number of private tennis courts in the district. One modern house, a picture of which is shown on page 41 ¹ now under construction, has ground of five acres in extent, laid out in ornamental design with most picturesque effect. In these grounds alone some 4,000 bulbs and shrubs have been planted.
- The Municipality has cleared and is preparing to improve a large block of land known as North Lonsdale Park, well situated at the centre of the district. These grounds while affording a place for affordable public recreation will be improved along landscape ideas. Walks and flower beds and plantation of shrubbery being designed when the Park is completed.
- The need for education has not been overlooked in North Lonsdale. There is large and well equipped school in a central location with a complete staff of teachers. This is of course, a part of the North Vancouver school system. St. Thomas' Church, a neat structure at the corner of Queens Road is an institution which shows that the Community is an intelligent and thoughtful one. ²
- The Chesterfield School for boys which has long been located at 14th and Lonsdale has secured a site in North Lonsdale and will create a handsome building in that district where a department will be added. It is also announced that the Church of England will soon build a permanent Church here in North Lonsdale.

¹ Photograph to be found on page 41 of the EXPRESS Newspaper, May 27, 1912 as stated here, does not copy well from the Microfiche but may be seen in the 1912 film held at the City of North Vancouver Library – re: Department.

² Researcher's Note: This may not be a factual statement but is in keeping with speculative view of a real estate agent, namely George S.B. Perry.

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| PART 6 | EXPRESS: Empire Day Prosperity Edition May 27, 1912 by George S.B. Perry District of North Lonsdale The Acme of High-Class Residential Living | Source Reference |
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- Recent improvement has been the opening of a new Post Office at the corner of Lonsdale Avenue and Kings Road. This is called North Lonsdale, B.C. The new Post Office is located in a neat office building just completed by Messrs. Jack Loutet and Company, the pioneer real estate in that section. They have just moved into their new office from their old one which was the first to be opened at North Lonsdale.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 2

PART 1

**ALICE SUGDEN, THE FIRST POSTMISTRESS
IN LYNN VALLEY 1906**

CHAPTER 2
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY POSTAL SERVICES
Researcher: Roy J.V. Pallant

PART I ALICE SUGDEN, THE FIRST POSTMISTRESS IN
LYNN VALLEY 1906

Source
Reference

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- Postal service on the North Shore of Burrard Inlet dates back to 1874 when permission was given to establish a post office in Moodyville (Moody's Mill) on March 1, 1874. Mr. D.S. Milligan became the first Post Master. **1** At that time, the mail was brought in from Granville in Coal Harbour (later a part of Vancouver) by a side wheeler scow tug, built in the year 1874 and owned by Moody's Mill. This post office served as a mailing centre for all the North Shore, including logging companies, individual loggers and settlers on the mountain slopes. **2**
 - August 10, 1891, the District of North Vancouver was incorporated. The steadily growing community one and one half miles to the west of Moodyville, in the vicinity of the ferry wharf, growing tired of fetching and carrying down the trail that was Esplanade and First Street **3**, made application for a post office.
 - Permission was granted on August 1, 1902, with Mr. E.H. McMillan appointed postmaster.
 - Moodyville post office was then closed and the name "North Vancouver" was given to the new post office. This was the first post office in the District of North Vancouver and was housed in the store of E.H. McMillan located at Lonsdale Avenue and Esplanade. **4**
 - This post office later became the first post office in the City of North Vancouver when in 1906 the Provincial Legislature granted a North Vancouver City delegation's wish to secede from the fifteen year old District. The North Vancouver City Incorporation Act was passed, later amended and effected on May 13, 1907.

1 Canada Post Archives, Ottawa and Walter M. Draycott, Early Days in Lynn Valley, pg. 47.

2 Cf chapter on Graham Logger and Chicken Farmer

3 First Street was the original Indian trail connecting the villages and food gathering camps along the North Shore. It ran from Capilano River to east of the Second Narrows, and as now, passed through the site of Moodyville.

4 See collection of slides of Lower Lonsdale held in the North Vancouver Museum and Archives.

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- At that time Lynn Valley was the second largest settlement outside Moodyville. Logging operations centred in Lynn Valley and the mill industry was the attraction which drew settlers here together with the opportunity to purchase on time payment basis, subdivided land on which to build a house and enjoy a garden while having a mill nearby to obtain finished building materials.
 - The settlement was referred to as "Shaketown" because of its collection of cedar-shake buildings which had steadily grown. It is recorded that a 125 name petition **5** was forwarded to Ottawa in March 1906 for establishment of a post office there.
 - Before the petition could be granted, the suggested name "Lynn Valley" for a post office had to be altered to "Lynn Creek" because another post office bearing the name of "Lynn Valley" had been granted in the province of Ontario.
 - The selection of the name "Lynn Valley" by the petitioners was interesting in that the settlement of Shaketown, complete with company stables, a mill and the road and flume junctions, was all centred around the relatively minor water course, Hastings Creek. One explanation of this phenomenon may be that the trend for home building was, for some unexplained reason, to the north of Lynn Valley Road (old Pipe Line Road). That made the selected post office site at 1535 Kilmer Road central to housing and the upper mill on Mill Street.

5 Entry and associated correspondence contained in the Dominion Registry of Post Offices and Postal Operators held in the current Post Office Building in Ottawa and correctly recorded in Draycott's "Early Days in Lynn Valley" page 47.

PART I ALICE SUGDEN, THE FIRST POSTMISTRESS IN
LYNN VALLEY 1906

Source
Reference

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- MRS. ALICE SUGDEN AND 1535 KILMER ROAD

“After the necessary arrangements had been made, the post office was authorized on May 23, 1906 and placed in operation on July 1, 1906, with Mrs. Alice Sugden appointed in charge as postmistress on August 1, 1906.” **6**

6 Draycott, loc. cit., pg. 24
“Early Days in Lynn Valley”, pg. 24 and 47.
 - Alice was born at Brighton, Ontario and came to British Columbia in 1898. Owning the only horse and buggy in Lynn Valley, Alice had obliged her fellow settlers by bringing their mail from McMillans store and post office before application had been made for a post office in her home. Being well educated Alice had been prevailed upon to take the position of postmistress. The office was contained in one of the buildings on the Sugden property.

7 See sketch drawn by Kelvin Hunt, of the Sugden house and associated outbuildings drawn from memory as a neighbour. Kelvin Hunt was the son of Mrs. Margaret Hunt, immediate neighbour of Alice and George Sugden.
 - As may be seen from the accompanying illustrations **7 & 8**, the post office was operated from the centre of three attached out buildings, the post office having a cedar shake bell cast roof. At first, the multipaned top hinged window was raised to a ceiling hook to serve and later the stable type door was opened by its top section which swung to the south towards the house. Later still, as business increased, post office clients entered the building to a serving counter top. All three positions had window wickets (grills.) **9**

8 See sketch of layout of Sugden yard to establish location to present (1993) buildings.

9 Drawn by Frank Hunt. Both artists are sons of Mrs. Peggy Hunt (nee Williams).
 - From the house and from the post office windows both east and west facing could be seen the Sugden garden dotted with fruit trees. **10**

10 See photo of post office taken by Mr. J.R. Suter, subsequent owner of property.
 - Between the house and the wood shed was a huge cherry tree from which the Sugdens netted \$100.00 by selling the fruit. **11**

11 See second sketch for cherry tree location and Draycott, loc. cit., pg. 47 for fruit yield.

PART I ALICE SUGDEN, THE FIRST POSTMISTRESS IN
LYNN VALLEY 1906

Source
Reference

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- There were few roads, the trip to obtain one's mail necessitated following skid roads and trails. A shingle bolt flume near the Sugdens house had a double-plank walk attached wherever gullies and low ground intervened, otherwise a skid road served as a walk alongside.
 - Such then was the mode of travel, and no one complained. Finally, one crossed over a small bridge and across the flume where a wooden notice board warned of the danger of shingle bolts proceeding down the flume. **12**
 - The main section of the actual house 1535 Kilmer Road was once a hall on Esplanade East in the City of North Vancouver. It was dragged from the original site on a log skid. A notice nailed to the wall indicates the original address of the hut.
 - 1535 Kilmer Road and all its out buildings is now demolished. As can be seen by the second sketch showing the property layout, the drive way, or better, cart track to the house was opposite the Graves **13** house, 1530 Kilmer Road which remains, and is located on the north side of Kilmer Road. Trees overhung the driveway and Vine Maples grew along the south side of the road towards the west.
 - Thames Creek continues to flow south to the west of the Graves house and through a box culvert which had not been installed between 1906 and 1912 and instead a simple wooden bridge existed over the creek.
 - Just a few hundred yards from Thames Creek and to the east of the Frank Williams house, 1553 Kilmer and built in 1924, is East Thames Creek which joins Thames Creek south of the property.
 - Between 1906 and beyond 1925 this creek was not culverted or bridged at Kilmer and was subject to flooding of the creek bed and the Williams property.

12 This restored board is held by Kevin Seel of Kamloops, who used to work in the District Assessment Department (see Chapter 4, Part 4 of this work). It was found by his grandfather J.R. Suter, owner immediately subsequent to the Sugdens.

Sign retrieved by Mr. James Seel and held by his son, Kevin Seel of Kamloops and Florence Seel of North Vancouver.

13 Chief of the Lynn Valley Volunteer Fire Brigade and DNV employee (see card in Heritage Inventory Research file) held in DNV Planning Department.

PART I ALICE SUGDEN, THE FIRST POSTMISTRESS IN
LYNN VALLEY 1906

Source
Reference

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- The fruit trees on the property of 1535 were part of a large orchard some of which still exists on the north side of Kilmer Road and were part of the properties on what is now Fircrest Drive.
 - “To bring mail from the foot of Lonsdale Avenue, Mr. George Sugden hitched a sleek trotting mare by name of "Bess" **14** to the Surrey with his wife Alice at the reins. She would then set out for a not-too-comfortable ride. Plain dirt roads were just that, there was no fill or Macadam on the Lynn Valley roads. Poncheon or corduroy covered wet stretches of the road; heavy wagons hauling shingle-bolts and firewood made long deep ruts that were water filled during the rainy season. This slowed progress and rattled the teeth. These daily trips must have tried the patience of Alice Sugden, though according to Walter Draycott, she never complained.” **15**

14 See photo of Alice Sugden with "Bess" in the shaft of the Surrey.

15 Draycott, loc. cit., pg. 48
 - “She battled the elements like a true pioneer, through cold, blustery wind, frost and snow. The buggy possessed a hood, an asset going with the wind but the opposite when returning. On some occasions she took a companion to assist in the case of an accident since it was a day's travel there and back with no halfway house to call in for a hot drink.” **16**

16 See photograph
 - Occasionally her husband George would take the trip to ensure the safe passage of the mails of His Majesty Edward VII. **17**

17 W. George Sugden was a stationary engineer at the upper mill for the McNair's and later operated a donkey engine in the woods
 - In the event of a possible "hold-up" or an attack by a cantankerous bear or cougar, a loaded revolver was always carried. The energetic, fearless young woman gave faithful service for six years; she would have continued but her home was no longer the hub of the fast growing settlement.
 - “The building of the Fromme Block provided a centralization there of business establishments. Therefore, on July 1, 1912 the Lynn Creek Post Office transferred to the Fromme Block with Mr. F.M.J. Barker appointed as postmaster. The date of Mrs. Sugden's resignation was May 15, 1912, though she continued to assist until the new location was established.” **18**

18 Draycott, loc. cit., pg. 48

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 2

PART 2

**POSTAL SERVICES IN THE FROMME BUILDING
IN LYNN VALLEY FROM 1912**

CHAPTER 2
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY POSTAL SERVICES
Researcher: Roy J.V. Pallant

PART 2 POSTAL SERVICES IN THE FROMME
BUILDING IN LYNN VALLEY FROM 1912

Source
Reference

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- “Mr. F.M.J. Barker, with his brother George as assistant postmaster, operated the post office in their grocery store in the Fromme Block located to the east of the intersection of Lynn Valley Road and Mountain Highway or Centre Road, as it was known in 1912.”

 - “In the month of February, 1916, F.M.J. Barker with a party of other Lynn Valley men, left to serve overseas in the First Great War, leaving his brother George in charge of the post office.”

 - “On returning from the War Zone, F.M.J. Barker tendered his resignation as postmaster; it was accepted on the 19th day of December 1919. His assistant, George, carried on until Mr. Richard Thompson became the owner of the store and was duly appointed postmaster on February 9, 1920. His daughter Mary officiated as assistant in the post office. They continued until Mr. Thompson resigned on September 11, 1923, though his daughter continued for a while longer.”

 - “About this time, the post office became a separate entity, being operated in conjunction with a confectionary store next to the grocery in the same Block.”

PART 2 POSTAL SERVICES IN THE FROMME
BUILDING IN LYNN VALLEY FROM 1912

Source
Reference

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- “According to the records, 1 A.R. Love, a former soldier was "selected" on November 10, 1923 by the Civil Service Commission for the position of post master. Instructions were issued for his appointment but there is no record of such an appointment at Ottawa, though his wife served as assistant postmistress for a brief period.” 2
 - “However, on December 29, 1923 Mr. Love "declined his appointment", having taken the position of janitor in the Municipal Hall located then at Lynn Valley Road and Fromme Road, Lynn Valley.”
 - “In the meantime, a man arrived from Rosebud, Alberta, a former village postmaster, a non-veteran, who acted as assistant postmaster until his official appointment as postmaster at Lynn Creek on March 1, 1924. This suggests a political appointment in the opinion of Walter Draycott, since he says the policy at that time called for preference for civil service appointments to be given to war veterans, all things being equal. However, he, Cecil Arthur Vigor, with his gracious, obliging wife as assistant, held office up to January 10, 1947, but lingered on to "break-in" his successor.”
 - Harold Sterling Chambers succeeded Vigor, after a term as assistant until his appointment on April 1, 1947, to the office of postmaster; the affidavit of his wife was legally witnessed by Walter M. Draycott himself on April 5, 1947.
 - “This couple held the position until December 31, 1952. The status of the post office was changed to Sub-Office Vancouver - Lynn Creek on April 1, 1949.”

1 Draycott, "Early Days in Lynn Valley", p. 48, correctly quoting from The Dominion Register of Post Offices and Postal Operators held in Post Office Building, Ottawa.

2 Draycott, loc. cit., pg. 48

PART 2 POSTAL SERVICES IN THE FROMME
BUILDING IN LYNN VALLEY FROM 1912

Source
Reference

- “Walter Frederick Pyke, the next postmaster, took immediate possession the following new year, January 1, 1953, that being the date of his appointment and taking ownership of the confectionary and stationary store, which appears to have been part of the condition of transaction on receiving a postmastership. There had to be a means of livelihood other than operating the post office.” ‘No feasible business plan, no appointment.’
3 “However, ill health forced this pleasant and obliging couple to retire from business. The date of Fred Pyke's resignation was June 24, 1953.” 4
- “William Alexander College succeeded on July 2, 1953 according to the records. He was ably assisted by his wife in postal duties. They served the public with a smile which was and remains sometimes difficult in a post office when rapid deliveries are in constant demand from the civil servants who have little or no influence over such matters.” 5
- After eleven months of meeting the public they decided to try the grocery business next door. William A. College resigned as postmaster on June 1, 1954.
- Mrs. Ester Lillian Hartwig took over to become the second appointed postmistress to have charge of the Lynn Creek Post Office. The date of her appointment was June 1, 1954, being the same day as the College resignation. Mrs. Hartwig's husband Carl, had participated in the Second World War; he held the usual dual tasks of assistant postmaster and letter-carrier or postman. The Hartwigs rearranged and enlarged the post office facilities to meet the demands of the invading families locating in the area and also the new sub-division of Westlynn.

3 Researcher's Note.
The confectionary and
stationary business
failed, therefore, the
Post Office was
transferred.

4 Draycott, loc. cit., pg.
48

5 Draycott, loc. cit.,
pg. 48

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- Christmas mail had always been a severe trial but in the 1950s to 60s those years of rapid development in Lynn Valley, the strain increased enormously. Post boxes were stuffed to the limit and had to be emptied several times during the day. How different from the days in the early 20's when John M.S. Duval brought the mail from the North Vancouver Post Office at First Street and Lonsdale Avenue by way of the streetcar. Parcels had to be collected by the addressees at North Vancouver, at Vancouver Post Office or the Customs office. Settlers now had increased, and so had their relatives and families abroad, all affecting the post office facilities. **6**
 - "Scores of bags containing both letters and parcels were hurried to North Vancouver during the two weeks prior to Christmas. A tea or coffee break was out of the question. It was a steady rush for eight full hours each day for the postmistress and her two assistants who learned the hard way about that abrupt and ill-mannered section of the mailing public."
 - "On November 24, 1958, Mrs. Hartwig sold her business, Lynn Valley Variety Store to Mr. Reid of Reid's Pharmacy, Westlynn, who also acquired permission for the transfer of the section in which payments were made by local residents of telephone, electric light and gas bills."
 - "On the same day, Mrs. Hartwig was succeeded by Mr. Stanley Hoskins as postmaster."
 - "This transfer of location for the Post Office caused an uproar; several Lynn Valley groups, business and ratepayers associations, Canadian Legion No. 114 and the Community Club sent a telegram to Ottawa. The Postmaster General threw back the

6 Draycott, loc. cit., pg.
48

- plea to the Vancouver Post Office who replied, 'The transfer is only temporary, pending the postal department's final selection of a permanent location'."
- "On November 24, 1958, the Lynn Creek Post Office was transferred to Reids Pharmacy in the Westlynn Shopping Centre, one thousand yards or so westward. Mrs. Margaret Barabash*, formerly of Cheam in England, assumed the duties of Assistant Postmistress, virtually in charge of the post office and she was still serving that same position in 1972." **7**
 - "Meanwhile the 1912 decision to leave the northern end of Lynn Valley had to be rectified some fourteen years later when the Lynn Valley News reported:
"With population increasing in numbers towards the northern end of Lynn Valley, it apparently has become a necessity to establish another post office. On Monday last, April 3, 1926, Mrs. E. Hendricksen was sworn in as postmistress, with Mrs. L.L. Hossack as assistant.

Mrs. Hendricksen who has received her Commission from the Government at Ottawa to establish a post office will proceed immediately to have alterations made to her store to accommodate the public. The new post office will be known officially as 'Upper Lynn sub post office'". **8**
 - "The Hendricksen post office was located on Lynn Valley Road at Dempsey, just a short distance from the location of the Sugden Post Office on Kilmer near Hoskins. Similar to the MacLeod Post Office and General Store at Capilano, the Hendricksen Post Office and General Store at Upper Lynn was located at the street car terminus **9** with a 20 minute street car arrival and departure service. Hendricksen's Post Office and General Store rose to the situation and sold refreshments to the travelling and mailing public." **10**

7 Mr. Barabash was a steel worker at Britannia Mines for some years according to Harold Fromme of Lynn Valley.

8 Lynn Valley News, North Shore Press, April 30, 1926

9 See photograph of streetcar

10 Researcher's Note: The General Store remains on the same site with the same type of business but is in the year 2000 not a postal outlet.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 2

PART 3

**POSTAL SERVICES IN NORTH LONSDALE
- Loutet's Hall**

CHAPTER 2
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY POSTAL SERVICES
Researcher: Roy J.V. Pallant

PART 3 NORTH LONSDALE POST OFFICE AND
 LOUTET'S HALL

Source
Reference

-
- The post office named by the Dominion Post Office in Ottawa as NORTH LONSDALE POST OFFICE was established 1st May 1912.

 - On May 7, 1912 District Councillor Jack Loutet stated that there was a unanimous desire in North Lonsdale for a post office, the most suitable location being at the corner of Kings Street East ¹ and Lonsdale Avenue. The council at that time endorsed the necessity of the scheme. ²

 - On March 28, 1912 District Council authorized at an evening meeting, the construction of a sidewalk to accomodate the North Lonsdale Post Office which was erected on a site between King Street East and Windsor Road on the east side of Lonsdale Avenue. ³

 - At first the post office itself was north of what became known as "Loutet's Hall" which was adjacent. The "Hall" ⁴ was intended as a parcel storage space but because of the serious local need for a meeting room, it became so immediately. It was opened in 1912 and was frequently used by the congregation of St. Thomas' Church ⁵ located on the north west corner of Queens Road West and Lonsdale Avenue and by the North Lonsdale Ratepayers Association.

 - Jack Loutet became the first Post Master May 12, 1912.

¹ Later a bylaw changed all "streets" in the District to "roads".

² Council minutes of 1912.

³ Presently (2000) occupied by an apartment house.

⁴ See Pallant, Roy J.V., "The History of St. Martins Church North Vancouver".

⁵ Became Saint Martins November 11, 1919.

PART 3 NORTH LONSDALE POST OFFICE AND
LOUTET'S HALL

Source
Reference

- When the post office first opened a lane **6** was allowed north of the building to provide access for the pick up and delivery of mail to the rear of the building. Access to what became Loutets Hall on the south and the post office to the north was through a door opening onto Lonsdale Avenue. Both Loutets Hall and the post office itself had windows to allow light inside but turning left to visit the post office required walking down a very dark corridor with a bronze grill on top of a counter at the bottom. A scary experience for children running errands to the post office or accompanying their parents or older siblings. All remember the polished linoleum on the floor of the corridor.

6 Which remains in 1995
- By January 28, 1913 a general delivery service was established at the North Lonsdale Post Office to cater for persons and families moving in and around the area of North Lonsdale, isolated as it was from the city and any other community. Such a service also replaced "General Delivery" at Moodyville Post Office which had closed and which had been used for decades by loggers living in camps and individual shacks and tentshacks on the mountainsides.
- On September 1, 1914 a contract for delivering the mails between North Vancouver City and North Lonsdale was awarded to Mr. H. Dumas. On and after October 1st, 1914, two mails daily served North Lonsdale. Mails closed at 0800 hours and 13.20 hours and were due 08.40 hours and 13.40 hours.
- "A poll was conducted in Loutets Hall adjacent to the post office which due to lack of available alternative space served as a polling station." **7**

7 The following items of North Lonsdale Post Office news are taken from an editorial in the North Shore Press, April 30, 1920.

PART 3 NORTH LONSDALE POST OFFICE AND
LOUTET'S HALL

Source
Reference

- “In April 1920 seventy-five post masters in British Columbia resigned their positions complaining that they were not being paid a steady salary but ‘payment was on the basis of revenue, that is to say the value of stamps sold’.”
- “In North Lonsdale as elsewhere, mail was incorrectly addressed mainly due to the lack of cadastral numbers and mail addressed to Kings Street or Kings Road North Vancouver ended up in the City of North Vancouver. The correct address was ‘Kings Road, North Lonsdale Post Office’. All this caused much extra work and unfair complaints for delayed and lost mail.”
- “The resulting income for Post Masters was thereby considered insufficient and could not be considered a living wage.”
- “The standard day became fourteen hours and no provision was made to allow for holidays.”
- “So by 1915 Post Master Geo. H. Keene also ran Sunset Stores Grocery.” ⁸
- By May 1921 at least post office boxes were available at a price. Some examples of users of this facility are: ⁹

⁸ Researcher's Note:
The two rooms which hitherto had served as a postal counter and parcel storage changed in 1915 to being some form of shop and a postal outlet. The specific use of these two rooms changed from time to time.

⁹ North Shore Press of date stated.

Advertisement -

| | |
|----------------|---|
| May 20, 1921 | L.F. Grant AMEIC BLLS Box 9 North Lonsdale |
| June 23, 1922 | PO Box 13 L.A. Matthews |
| September 1922 | PO Box 3 T.C. Rae |

PART 3 NORTH LONSDALE POST OFFICE AND
LOUTET'S HALL

Source
Reference

- On December 28, 1923 there appeared a want advertisement for "a young woman to assist in the store and make herself generally useful. Apply North Lonsdale Post Office." **10**
- On October 10, 1927 the North Shore Press reported that the Annual Meeting of the North Lonsdale Ratepayers and Residents Association was held at St. Martins Hall **11** on Monday, October 6th. The question of a free carrier service was again taken up and discussed. The result was that further representation was made to the Postmaster-General for the extension of free mail delivery service to that portion of the North Lonsdale District being considered for this service in Ottawa.
- All ratepayers were requested to have house numbers conspicuously displayed. These numbers could be easily obtained from the Municipal District Hall still located in Lynn Valley at Fromme Road and Lynn Valley Road.
- The District Council was also asked by the Association to have the street intersections properly named as this was a Dominion Government requirement before free mail delivery could be authorized.
- Post Masters at North Lonsdale Post Office were as follows:

May 1, 1912 to March 7, 1913
Jack Loutet

May 1, 1913 to May 12, 1915
Mrs. M.E. Kershendorff

June 16, 1915 to March 22, 1926
Geo. H. Keene **12**

November 1926 to July 15, 1932
H.A. King

August 31, 1932 to June 17, 1946
R. McArthur

10 Then adjacent to the
Post Office

11 At this time, the hall
was located under the
church which on August
30, 1927 had been
turned 90 degrees to
Windsor Road and
placed on piles. See
Pallant, St. Martins, op.
cit.

12 See Chapter on Senior
Staff Alexander Philip
elsewhere in this work

PART 3 NORTH LONSDALE POST OFFICE AND
 LOUTET'S HALL

Source
Reference

- Note: In 1915 George H. Keene was postmaster and owner of Sunset Stores Grocery.
- The designation changed from "North Lonsdale BC" to "Vancouver - North Lonsdale" on July 1, 1946.
- The site of the North Lonsdale Post Office is occupied **13** by 3120 and 3142 Lonsdale Mews apartment house.

13 In 1995.

Note: A 35mm slide of the North Lonsdale Insurance & Real Estate office of Jack Loutet is contained in the North Vancouver Archives.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 2

PART 4

NORTHLANDS POST OFFICE - Skinners Store

CHAPTER 2
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY POSTAL SERVICES
Researcher: Roy J.V. Pallant

PART 4 NORTHLANDS POST OFFICE - SKINNERS
STORE, Mount Seymour Parkway, formerly
Keith Road

Source
Reference

-
- In the ten years before 1934 when the Second Narrows Bridge was ready for use, some development had gone ahead east of Seymour Creek. Earle Birney ¹, the Canadian writer and poet, recalls travelling down Keith Road over Seymour River Bridge in the 1920s.
 "The last few miles of the road ran through virgin forest," he said. "It was really a one-way road with passing places about every half mile; you had to keep your wheels on the mill-planed boards to keep from bogging down in the rain soaked earth and had to be prepared to drive backwards if you met another vehicle." ²
 - In the 1920s, the municipality had begun routine upgrading, dumping piles of sand, tar and heavy oil on the road surface. Prior to that Keith Road had been kept open by clearing the ever encroaching bush and filling mudholes. ³
 - In 1927 Mr. and Mrs. Frederick George Bramble went up to see an area called Northlands. Because they liked it so much, the Brambles decided to move from West Vancouver and build a home there.
 - Northlands was a total wilderness area and the Brambles would arrive on weekends with their coal oil lamps for light and use a well for water.
 - Soon after, Messrs. Smith and Reeve, two real estate agents, were selling 33 foot and 66 foot lots. Requests were being made to the municipality for a waterline to service each lot.
 - Mr. and Mrs. William Skinner built a store and managed to get a post office, calling it Northlands.

1 See file on Malcolm Lowrie and the Roche Point Squatters' huts.

2 Sparks, Dawn; Borden, Martha, Echoes Across the Inlet, 1989, p. 22

3 Sparks, et. al., loc. cit., p. 23

PART 4 NORTHLANDS POST OFFICE - SKINNERS
STORE, Mount Seymour Parkway, formerly
Keith Road

Source
Reference

-
- Mr. Bramble, while working for B.C. Electric Railway, was able to get electricity for lighting to the area. Residents were given the rural rate and conditions and had to pay for their poles.
 - By 1928 Northlands also had a church. Thus began the early development of the area known today as Seymour Heights.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 2

PART 5

DOLLARTON POST OFFICE - Cummins Store

CHAPTER 2
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY POSTAL SERVICES
Researcher: Roy J.V. Pallant

PART 5 DOLLARTON POST OFFICE - CUMMINS
STORE

Source
Reference

-
- Some of the earliest pioneers of the Roche Point area was Percy Edgar Cummins and his wife Ethel. 1
1 Sparks, Dawn, 35. al., Echoes Across the Inlet, 1989, p. 64
 - In 1919, attracted by the natural beauty and wilderness of the area, he and his wife bought four acres of land for \$400 an acre along where the Dollarton Highway is today. 1
 - They had a house built within four months and settled and lived there for the next 46 years. 1
 - Percy was a hard working man. He kept a dairy on his land and delivered milk locally. 1
 - He was also employed as a labourer at the Dollar Mill. He stayed with the company until 1930, earning his way up to lumber inspector. 1
 - In 1929 the sawmill shut down temporarily and Percy Cummins decided to go it alone, opening and operating a store. 1
 - It was simply known locally as "Cummins Store". 1
 - Percy, being a businessman, was very interested in the development of Dollarton and ran for council in Ward 4. He remembers getting all the men at the mill to vote for him and getting in "swimmingly". He represented the area from 1930-32, part of the last council before the District went into receivership. 2
 - While on council in 1930, he was appointed to a special committee which was to look into job opportunities for the unemployed in North Vancouver.

2 Researcher's note: To attend council meetings Percy had to drive from Dollarton to Lynn Valley Road at Fromme Road where the District Council Hall was located at that time. Note also that while being generally known as Percy, he was listed as "E.P. Cummins" in the Minute Book.

PART 5 DOLLARTON POST OFFICE - CUMMINS
STORE

Source
Reference

-
- Percy was involved in recommending the construction of Dollarton Highway, which would provide seven miles of "first class road communication between Dollarton, North Vancouver and Vancouver." **3**
 - His store was located on the new highway and as a garage and post office "Cummins Store" became a main stop for Deep Cove Stages Ltd., the first bus service in the area.
 - This was a focal point for the community much as John Moore's store in Deep Cove, providing groceries, postal service, garage, transportation service, a meeting place for conversation and even a water supply for the squatters who came across to his store from the beach.
 - Percy Cummins went from being a dairy farmer and Dollar Mill employee to becoming a store keeper, postmaster, justice of the peace, notary public and member of the North Vancouver District Council, giving memorable service to the Dollarton community.

3 Researcher's Note:
This was part of a make
work project initiated in
1930 by Reeve Julius
Fromme of Lynn Valley to
help the many jobless at
that time.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 2

PART 6

**INDIAN ARM POST OFFICE - Canada's Only Full
Time Floating Post Office**

CHAPTER 2
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY POSTAL SERVICES
Researcher: Roy J.V. Pallant

PART 6 INDIAN ARM POST OFFICE, Canada's Only
Full-Time Floating Post Office

Source
Reference

-
- Canada's only full-time floating post office was operated on Indian Arm prior to the 1920s until 1971. **1**
 - Before 1920 Harbour Shipping Company had been carrying mail along Burrard Inlet for the Post Master General of Canada.
 - In 1920 Captain Staulker bought out the Harbour Shipping Company for \$16,000 and the name changed to Harbour Navigation Co. It was Harbour Navigation that had begun servicing the North Arm in 1908, under the name of New Brighton Ferry Company with a regular ferry service.
 - The SS "Belcarra" delivered passengers, supplies, livestock and mail up the Arm.
 - During the summer months the ferry ran every day and three days a week in the winter.
 - Captain Staulker was postmaster and piloted the post office for more than thirty years, from 1920 to 1951.
 - A blow from the horn of the "Scenic" was a friendly sound to every resident along the Arm.
 - With the "Scenic" Captain Staulker made the trip three days a week in the winter and six days a week in the summer.
 - The Burrard Inlet postmark was a much sought-after souvenir of the area.
 - The summer months were the busiest time on the Arm for the postal station, with the great influx of vacationers. **2**

1 Sparks, Dawn, et. al,
Echoes Across the Inlet,
1989, p. 39.

2 Sparks, Dawn et.
Al, Echoes Across
the Inlet, 1989, p. 41.

PART 6 INDIAN ARM POST OFFICE, Canada's Only
Full-Time Floating Post Office

Source
Reference

-
- The trip from the foot of Gore Avenue in Vancouver to Wigwam Inn is a distance of 20 miles but the "Scenic" would cover close to 55 miles after completing the wandering route.
 - An empty 5 gallon gasoline can, hoisted at the top of a pole, signalled to Captain Staulker to pull into a dock and pick up a passenger.
 - Harbour Navigation played a vital part in the North Arm's link to Vancouver and North Vancouver. Its boats brought famous tourists like Sarah Bernhardt, to the magnificent views. **3**
 - These boats were a life-line for residents, delivering groceries, mail and people.
 - The vessels involved were the Hollyburn, Harbour Princess, Beaver Lolobee and Enilada and Scenic. **4**

3 Sparks, Dawn, et al
Echoes Across the Inlet,
1989, p. 41.

4 See also
Woodlands Post
Office.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 2

PART 7

WOODLANDS POST OFFICE

CHAPTER 2
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY POSTAL SERVICES
Researcher: Roy J.V. Pallant

PART 7 WOODLANDS POST OFFICE

Source
Reference

-
- The general store at Woodlands was owned and operated by Jessie Squire who, with her husband Percy moved to Woodlands in 1936. **1**
 - Percy Squire was an Air Raid Patrol warden (ARP) during World War II and was instrumental in starting the Woodlands Ratepayers Association. **2**
 - Jessie was Woodland's unofficial postmistress for 29 years. As postmistress she would meet the MV "Scenic" of Harbour Navigation and deposit the outgoing mail aboard the boat. She would receive the incoming mail, sort it and look after letters for residents who were away. **3**
 - A local resident Mrs. Anderson stated that she was well aware of the amount of free time Jessie Squire gave for her neighbours because she had helped her on many occasions in operating both the Post Office and the general store. **4**
 - The "Scenic" brought in mail and passengers three times a week during the winter and every day during the summer.
 - A path was kept between North and South Woodlands so that the residents could walk in to pick up their mail as well as the milk that the crew of the "Scenic" would unload on the government wharf.
 - Woodlands residents depended heavily on the services of Harbour Navigation whether it was for transportation, mail services or groceries. Their boats were the lifeline to the mainland. But how would they signal to the captain of the MV Scenic when someone wanted to go aboard? A system
- 1 See also Canada's only full-time floating post office.
- 2 Sparks, Dawn, et. al., Echoes Across the Inlet, 1989, p. 51
- 3 Captain Staulker of Harbour Navigation being the official post master.
- 4 Sparks, Dawn, Echoes Across the Inlet, p. 51.
- 5 Sparks, Dawn, et al, Echoes Across the Inlet, p. 52.

was agreed between Harbour Navigation and Woodlands residents to alert the Captain to come into the wharf and pick up the passengers. The signal was an oil can painted white, raised on a pulley to the top of a pole on the dock. When the can was at the top of the pole, it meant there was someone waiting to hop on board for the trip to Vancouver. **5**

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 2

PART 8

CAPILANO, B.C. -

NORMAN MACLEOD'S POST OFFICE & GENERAL STORE

CHAPTER 2
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY POSTAL SERVICES
Researcher: Roy J.V. Pallant

PART 8 CAPILANO B.C. - NORMAN MACLEODS
POST OFFICE AND GENERAL STORE

Source
Reference

- Norman McLeod, as the name might indicate, was a Scotsman having been born in 1873 in Kinlochbervie, Sutherlandshire, Scotland, a town below Cape Wrath, on the northern tip of Scotland. **1**
- At 13 years of age Norman McLeod left school and joined his father's ship, a sailing vessel. For the next seven years he sailed the seven seas, including many trips around Cape Horn. Norman was known by his customers as being a veritable store house of tales of the sea. He had vivid memories of those long ago days when it required stout hearts to withstand the rigours of his chosen calling. Some of the longer jaunts were of three and four months duration. **2**
- It was in 1904 that Norman decided to forsake the sea and he then joined the Glasgow Salvage Corps. About this time he married Miss Annie MacLeod of Clashnessie. In 1910 Norman left Glasgow in the Anchor-Donaldson's "Sicilian". It was an 18 day journey to Vancouver by ship and train. **3**
- Norman McLeod's first job in Vancouver was with the Roger's Sugar Refinery on Commissioner Street on the Vancouver Burrard Waterfront. After two years at this work he left the refinery and went to work as a shipping clerk for the David Spencer departmental store in what he termed "the horse and dray days". **4**
- On July 1, 1912 Norman McLeod established his home at 1180 West 22nd Street, Capilano with his wife Annie **5** and their Glasgow born children John and Anne.

1, 2, 3, 4 Four personal interviews between the Researcher and Anne McLeod, daughter of Norman McLeod in June 1997.

5 Anne McLeod who spells her name Ann, continues to live in the family home in 2000. Anne became a member of the teaching staff at Lord Selkirk School in Vancouver. Her brother John worked for Stewart Sheet Metal. Capilano born Norman McLeod Jr. worked with Christie and Brown Agencies in Vancouver.

- Having established a base to operate in his home, he started a hobby destined to become internationally famous. He "launched" the Glenside Kennels specializing in Airedales, his dogs winning many championships including the Canadian in Vancouver and Pacific Coast championship in Portland, Oregon, U.S.A. **6**
- An incident occurred on May 24, 1921 which completely changed Norman's life, that of his family's and indeed the quality of life of the 200 people who then resided in the Capilano area. On that day Norman and his three children John, Anne and young Norman Jr. were returning home from a dogshow on the Capilano Streetcar. As the streetcar stopped outside the house, a second streetcar carrying the usual crowd of Suspension Bridge visitors rammed the first streetcar. Norman and Norman Jr. were thrown from the vestibule of the car and Norman Sr. sustained permanent injuries to his leg. **7**
- As a result of this accident Norman was unable to return to his employment at Spencer's and decided to purchase the Capilano Post Office shack from a Winnipegger named Cook. The then well-known "Pop" Smith was his landlord. "Pop" was famous for the five-cent glasses of water that he sold to tourists viewing the famous Capilano Canyons on land owned, at that time, by the B.C. Electric Railway.
- In 1921 Norman McLeod became Post Master and took over the little Post Office "Shack" at the end of the Capilano Street car line at Bowser, located today between 22nd and 23rd Streets. With the help of two or three pioneers, Mr. MacLeod built his General Store, incorporating the small wood frame Post Office. He served the whole of the Capilano area - from what is now Norgate Park to the top of what is now Capilano Road, formerly Pipeline Road, where the Capilano and the northernmost houses ended at Prospect Avenue. The road then went on to the first and second sites of the City of Vancouver

6 Anne McLeod
interviews, June 1997.

7 Tom Meglaughlin,
radio celebrity, singer,
Esso Service Station
owner and long term
Capilano Resident.

intake and Dixon Kells Hotel. This includes the land west of Mackay Creek, and the land on the west side of Capilano River that is still part of the District of North Vancouver. Any letter, postcard or parcel to anyone living in this area was simply addressed "Capilano, B.C.", and it all arrived at Mr. MacLeod's General Store and Post Office. The mail then had to be picked up by recipients who for the most part came on foot. This situation remained until the Second World War, during which time house numbers were designated as more streets were roughed out in the wilderness preparatory to a mail delivery service being set up after the war. **8**

8 Based on personal interviews of Ann MacLeod, daughter of Norman MacLeod, January 1994 by Mrs. Irene Alexander, International Calligrapher and long term resident of Pemberton Heights.

- The MacLeod General Store and Post Office was truly the centre of the community and Mr. MacLeod was so much more than the shop keeper and Post Master. He had the only telephone in the area - cost to the user was 4 cents per call with the admonition that they should not tie up the telephone for too long.
- By the mid twenties, Mr. MacLeod had a car which enabled him to pick up supplies as well as make deliveries. The weekends saw the day trippers getting off the street car in front of his store with their picnic baskets to hike up to the Capilano Suspension Bridge. For those who found the walk difficult, Mr. MacLeod would drive them up for a cost of 15 cents. Along with selling groceries, there were hardware items and dry goods. There was also a corner often occupied by local pioneers and others to sit around a pot-bellied stove in cold weather before trekking home with supplies.
- The back room of the store served as a "Medical Centre" and Mortuary on more than one occasion! Because there were no proper roads or street lighting in that area, it was common to bring sick persons to the MacLeod's Post Office as a central "reception room" for a visit from Dr. Martin or Dr. Dyer. A tragedy occurred when a man who frequently came with his young son to fish in the

Capilano River, slipped on the rocks and was drowned. The young boy ran to Mr. MacLeod's store to summon help. The body was later brought in to the back of the store.

- The MacLeod's never lived at their store. Norman built a home for his wife and children, in the dense bush at what is now 1180 West 22nd Street, which still remains. Norman's daughter Anne came to Canada with her parents. They arrived in North Vancouver when she was three years of age, and has lived in the house for eighty-three years. **9**
- The construction of the Trans-Canada Highway cut through Pemberton Heights in the early sixties. The store itself was demolished when Keith Road was extended down to the access road from Capilano Road to the Highway going east. Even the piece of ground the store was on no longer exists because of these events. **10**

9 Interview with Anne McLeod, January 1994.

10 The land on which McLeods Store was built is beneath School Street and presently beneath the Trans-Canada Highway. See Photograph.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 3

PART 1

INTRODUCTION

CHAPTER 3
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY CHURCH HISTORY OF LYNN VALLEY
Researcher: Roy J.V. Pallant

| | | |
|--------|--------------|---------------------|
| PART I | INTRODUCTION | Source Reference |
|--------|--------------|---------------------|

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- | | | |
|---|---|---|
| · | <p>The spiritual needs of the early loggers who built shacks in the area now known as Lynn Valley were cared for by visiting pastors. A small log cabin was built on District Lot 2022 owned by T.A. Allan and on a site later occupied by the existing 1458 29th Street beside the Moodyville road which was later a logging tote road and still later Ross Road. 1</p> | <p>1 See T.A. Allan file under this address.</p> <p>Ross Road was much realigned in 1911 from the route of the tote road.</p> |
| · | <p>For one isolated year, 1896, services were conducted here regularly by the Reverend Ebenezer Robson (Later Doctor Robson) who was dearly loved by all loggers. At this time, Dr. Robson reached the settlement by the road to Moodyville, later Pipe Line Road and currently Lynn Valley Road. 2</p> | <p>2 See DNV Biographical Index on Rev. E. Robson contained within this work.</p> |
| · | <p>“On April 8, 1860 the first Methodist Church in British Columbia was dedicated in New Westminster. From these headquarters, Rev. Ebenezer Robson on June 19, 1865 crossed Burrard Inlet to Moodyville and conducted the first religious services for white people ever held on the inlet with 15 men attending held out of doors on a grassy spot. From that time onward, regular preaching was maintained at Moodyville with services held variously in the lumber mill cookhouse, the school house and the hall of the Mechanics Institute. 3</p> | <p>3 Howay, F.W., "Early Settlement on Burrard Inlet", B.C. Historical Quarterly, Vol. 1, April 1937, p. 101 ff</p> |
| · | <p>In 1899, Ebenezer Robson returned to Lynn Valley or Shaketown, as it became known at that time, and preached in the same hut on T. Allans property. From the North Vancouver Ferry he walked in over the skid road carrying his umbrella as a walking stick, or as a shelter from the rain. Very often Dr. Robson went for Sunday dinner to the home of Mr.</p> | |

- Julius Martin Fromme, one of the first actual residents of Lynn Valley and first house owner. **4** One Sunday he preached from the incident of Martha and Mary, **5** and Mrs. Fromme and Mrs. P. Westover were the only women present. Whatever he said in his sermon he was quite ready to concede to Mrs. Fromme at dinner that he liked the Marthas very well.
- Mrs. Fromme's name was Martha, while Mrs. Westover's was Mary. Services were next held in the Boarding House **6** of the Hastings Shingle and Manufacturing Company. Mr. J.M. Fromme was at that time foreman of the camps.
 - In 1904, the first school house was built on what later became Church Road, services were then held in this building by both the Anglican's and the Presbyterian congregations. **7**
 - Dr. Robson did a great deal of house to house visiting and everyone was glad to meet this fine Christian gentleman. It was Mr. W.G. Sugden **8** who frequently went with a horse and buggy, to bring from the ferry either Dr. Robson or others who came to take charge of the services in his stead. Those who helped Dr. Robson were William Savage, William Savage Sr., B.C. Alexander and H.H. Stevens, later Minister of Trade and Commerce. **9**
 - A Union Sunday School was organized in August 1907 with Mr. Nelson as first superintendent. On April 1, 1909 the Sunday school teachers belonging to the Church of England (Anglican) congregation withdrew and formed their own Sunday school.

4 Woodward- Reynolds, Kathleen Marjorie, A History of the City and District of North Vancouver who quoted from:

Rev. J. Westler Miller, The Western Recorder, January 1933, p. 12 who quotes from: see footnote 5

5 The Holy Bible, Matthew 26: 6-13

March 14: 3 – 9

John 12: 1-11

Referring to the story of sisters Mary and Martha in which it was Martha who busied herself in the kitchen preparing a meal for Jesus.

6 The Boarding House was located in the camp on the south side of Ross Road opposite the house of J.M. Fromme.

7 See details under St. Clements Church ff. In this Chapter.

8 W.A. Sugden was the husband of Alice Sugden, first Post Mistress of 1535 Kilmer Rd., Lynn Valley.

9 Miller, J.W., loc cit., p. 12

-
- The honour of conducting the first Church of England (Anglican) service on the North Shore is accredited to Rev. H.J. Underhill, Rector of St. Pauls Church, Vancouver. It was held at the home of Mr. A.E. Crickmay **10**, which was located on 15th Street, on March 16, 1899.

10 Draycott, Walter Mackay, Early Days in Lynn Valley, p. 50

See photograph of this house in Burns John Rodger, North Vancouver 1891-1907, p. 24.
 - The following August, the Rev. Underhill held the first celebration of Holy Communion (Eucharist) at the home of Mr. W.L. Keene in North Vancouver. Regular services were begun in October of 1899 by the Venerable Arch Deacon Pentreach, M.A., DD at the home of Mr. James Burnes located at the corner of 8th Street and Lonsdale and later held in Dorman's Shack **11** at the corner of 13th and Lonsdale. In October 1899, Rev. John Antle, later founder of the Columbia Coast Mission was appointed the first Missionary in charge. **12**

11 Frank Dorman was a brick maker with plant at Roche Point.

12 Draycott, loc. cit., p. 50.
 - On April 22, 1900, the Rev. D.D. Moore was placed in charge. In this year the original Church of St. John, the Evangelist, was built at the present site, the south west corner of Chesterfield and 8th Street on land donated by Mr. Edward Mahon. St. John the Evangelist was formally opened by the Right Reverend John Dart, M.A., DD on October 28, 1900.
 - In 1902, the Rev. C.J. Brenton assumed the work of the Mission for a short time. In 1903, with the assistance of Mr. R. Marsden **13** as lay reader, the Rev. J.H. Underhill again took responsibility for the St. John Mission. In 1905, R. Marsden went to England to be admitted to Deacon's Orders, returning in 1906. During his absence his place was taken by Mr. A.H. Scriven, B.A. who afterwards founded Chesterfield School for Boys **14** and Kingsley School for Boys **14** both located in the District of North Vancouver.

13 Rev. R. Marsden became head master of St. John's College at the north end of Grand Boulevard.

14 See chapters on both of these schools in Chapter 5 of this work.

- By 1907 the number of parishioners had increased to warrant a larger building and in consequence the original church was enlarged to accommodate twice the former seating. The Rev. J. Hugh Hooper was appointed the first Vicar of St. John the Evangelist on August 4, 1907. On March 3, 1909, the corner stone of the second church **15** was laid by the Venerable Archdeacon Pentreath, and on March 31, 1909 St. John's became a self-supporting parish. Rev. J. Hugh Hooper went on to see the founding of St. Clements in Lynn Valley in 1909, St. Agnes of North Vancouver in 1910 and St. Thomas of the District of North Vancouver in 1910, all beginning as mission churches.
- In spite of the presence of St. John at Chesterfield and 8th Street and the much nearer St. Agnes on Grand Boulevard, it can be readily understood why the Church of England congregation in Lynn Valley required a "Chapel-at-East", as a Mission Church would be described in those days. Attending Divine Services at St. John's necessitated walking the long distance on a plank road, skid road and forest trail existing in 1909, with women wearing long dresses and button up shoes on a hot summer day, and with the skid roads **16** covered in fish grease to allow the logs towed by oxen and horses to slide more easily. The only horse and buggy in Lynn Valley was that belonging to Alice Sugden **17** the post mistress which could only travel on a plank road and had only two seats. The B.C. Electric street car service did not open to Lynn Valley until 1910. St. Clements Church had to become a reality.

The original church is known as The Anne McDonald Hall and is located at Presentation House.

15 This church was destroyed by fire in 1989.

16 Draycott, Walter, Early Days in Lynn Valley, p. 50

17 See Chapter 2, Part 1 of this work on Alice Sugden.

- It should be noted here that the Presbyterian Church minute book, a black backed ordinary copy book was found by Walter Draycott in the effects of Hugh Duncan McCall who was according to Draycott, **18** "a firm unwavering, conscientious adherent of the Presbyterian Church". Draycott writes that at the time the Presbyterian Church thought fit to merge into the United Church, McCall preferred to cling tenaciously to the faith of his forebearers; his father, the Reverend Angus McCall, a Presbyterian Minister in Eastern Canada, had founded eight parishes. So with that background, Hugh D. McCall stayed with the ship.

Researcher's Note:
Walter Mackay Draycott was in possession of the minute books of St. Clements Church by acquisition for protection purposes and of Lynn Valley Presbyterian Church by rescue. It is by this means he was enabled to write accurate statements as to what was agreed upon at meetings and in most cases advise variations and deviations from his own observations. Where this is not so or omitted, a note from the researcher is inserted in parenthesis and noted. All names listed have been included to allow the fullest knowledge of the varying pioneer activities on individual basis.

18 Draycott, loc. cit.,
p. 55

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 3

PART 2

ST. CLEMENTS CHURCH 1909

CHAPTER 3
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY CHURCH HISTORY OF LYNN VALLEY
Researcher: Roy J.V. Pallant

PART 2 ST. CLEMENTS CHURCH
The First Church in Lynn Valley
3400 Institute Road

Source
Reference

-
- The first Lynn Valley school was a planed lumber single roomed hut located by the western side of the log tote road which is now Church Road in Lynn Valley. **1**

1 See photograph
Draycott Early Days
in Lynn Valley, p. 42.

 - “In 1904 the site for the school was cleared on the south side of Mountain Creek where it suddenly turns east from its natural southward flow. The playground was cleared on the north side of Mountain Creek and a small wooden bridge was built to connect the two sites.” **2**

2 Draycott, op. cit., p.
38.

 - “On ceasing to function as a school, the hut became the second Lynn Valley Community Hall and the first Institute Hall. In this small building constructed of local rough hewn timber and hand-made cedar shakes for the roof, divine services were held by Anglicans and other denominations, pending the building of St. Clements Mission.” **3**

3 Draycott, op. cit., p.
51.

 - On May 6, 1908, "the Rev. J.H. Hooper, Vicar of St. Johns Parish, North Vancouver visited Lynn Valley calling upon sundry people, and spoke to them concerning the expediency of starting Church of England services in the Valley". This was the beginning of St. Clements. **4**

4 St. Clement
Church Records

 - This resulted in a meeting on May 17, 1908 where in it was agreed that the Rev. J. Hugh Hooper would begin taking services of worship on the 4th Sunday after Easter in the school house. The attendance at this service was 16 and the offering was \$1.15. The

PART 2 ST. CLEMENTS CHURCH
The First Church in Lynn Valley
3400 Institute Road

Source
Reference

-
- work was carried on by Rev. Hooper, assisted by Mr. A.H. Scriven as lay reader. **5** In addition to his own parish work, until the scheduled completing of St. Clement's Hall at Easter 1909, a fortnightly service was to be taken by Rev. Hooper or his lay reader. Owing to the school house being used by other Christian bodies, some difficulties arose as to the arranging of times of services but this was amicably overcome. **6**
- 5 Mr. Scriven was Principal of Chesterfield School and later Kingsley School
- 6 St. Clements Church Records
- On October 12, 1908 a meeting was held to discuss building a church to serve the requirements. The Rev. J. Hugh Hooper was appointed chairman, a man tall in stature and with kindly disposition that held people spellbound and always willing to oblige. Perhaps appropriate for the occasion, 12 people were present. These "disciples" were: C.C. Caliphronas (son of an English clergyman), J. Tyler, E.V. Stewart, T. Thompson, F.M.J. Barker, Fred Dutton, E.J. Down, J. Neate, Henry Worth, lawyer, Alfred Buckley, B.A., W.R. Maginnis and Mrs. W. Davison. It was decided to make a start. Committees were appointed to undertake various aspects of the project. **7**
- 7 Draycott, loc. cit., p. 51.
- See Biographical Index for details of these individuals.
- By November 2, 1908 a lot was purchased on the north side of Mountain Creek, the same site as was previously occupied by the playground of the first school house. Just a few stumps and roots had to be removed before building could commence. The lot was purchased for \$150.00 with easy payment of \$3.00 per month arranged and pledges made by the congregation to cover. **8**
- 8 Draycott, loc. cit., p. 51.
- St. Clements Church Records held either in the church office or at Anglican Church Archives, UBC campus.
- The Financial and Building Committee who made these decisions were Messrs. H. Thompson, Vicar's Warden, with Vestrymen Downs and J. Neate with Mr. Caliphronas serving as secretary. **9**
- 9 Church Records and Draycott, loc. cit., p. 51. Held either in the church office or at Anglican Church Archives, UBC Campus.

PART 2 ST. CLEMENTS CHURCH
The First Church in Lynn Valley
3400 Institute Road

Source
Reference

- By December 21, 1908 total contributions towards the cost of the church amounted to the surprising sum of \$234.00; of this total \$80.00 was raised by the untiring efforts of the Womens' Auxiliary through the medium of various entertainments, sales of work, home cooking and similar activities, all under the leadership of Mrs. J.H. Arnott. The figure of \$234.00 was surprising when it is considered that at that time a labourer earned \$1.25 to \$2.00 per day and a school mistress received \$60.00 per month. Mill men worked a 10 hour day, six days per week. **10**

10 Draycott, loc. cit.,
p. 51.

- In the meantime, religious services continued to be held in the school house, conducted by Rev. J. Hugh Hooper with Mr. A.H. Scriven as lay assistant.

- At that time with a steady increase in population, several new roads were opened by the council of the District of North Vancouver. When Centre Road (now Mountain Highway) was completed north from Lynn Valley Road (formerly Pipe Line Road) to Dempsey Road, the old tote road or main skid road was abandoned. That part of the tote Road passing by the site of the proposed Anglican Church, or mission, was forthwith closed; the District Council ordered a north-south road to be made nearby. As this became the main access leading to the church, it was given the name of Church Road. **11**

11 Draycott, op.
cit., p. 51.

- "On Sunday, January 16, 1909 within the school house, Bishop Dort of the Diocese of New Westminster "... held the first Confirmation Service for Lynn Valley Anglicans, assisted by the Rev. J. Hugh Hooper. Mrs. Buckley, wife of the school master, was the organist. The Maginnis and Neate families were among those 12 candidates confirmed on that occasion. That congregation numbered 16 and the collection totalled \$1.15. The candidates

12 Draycott, op. cit.,
p. 51.

and
St. Clements Church
Records

PART 2 ST. CLEMENTS CHURCH
The First Church in Lynn Valley
3400 Institute Road

Source
Reference

were prepared by Rev. J.H. Hooper and Rev. C.E. Butler." **12**

- "The population of Lynn Valley or "Shaketown" at that time numbered 200 persons, and almost all the population attended some form of religious gathering." **13**

13 Draycott, loc. cit.,
p. 51.

- "Work proceeded rapidly on the new church and on March 9, 1909 it was finished on schedule and in time for Easter which that year fell on April 11th." **14**

14 Draycott, loc. cit.,
p. 51.

- On March 31, 1909, at a meeting of the Financial and Building Committee, the name St. Clements was made an official selection and the church was then separated from St. John the Evangelist Church in North Vancouver. As a result of an appeal by Rev. J. Hugh Hooper of St. John, a grant of \$300.00 was obtained from St. Paul's Church, Vancouver to help start the parish in its first year. **15**

15 St. Clements
Church Records.
There is surprisingly
no mention of this
grant from St. Pauls
in "Faithful People of
God" by Beth
Lawrence but it is not
mentioned at all.

- "Palm Sunday, April 3, 1909. The new church building was so near to being furnished that the Sunday School held its first meeting on that date under care of appointed superintendent Mr. E.J. Downs with 15 children attending." **16**

16 St. Clements Church
Records

- "Easter Day April 11, 1909 was a high day with the congregation attending the first service in the new building, conducted by Rev. C.E. Butler, principal of St. John's College, an off-shoot of the Church of St. John the Evangelist and located at the top of Grand Boulevard in line with the Lynn Valley street car line in the City of North Vancouver." **17**

17 Draycott, Walter,
Early Days in Lynn
Valley.

- There were 12 communicants at that service of Eucharist. **18**

18 St. Clements Church
Records

PART 2 ST. CLEMENTS CHURCH
The First Church in Lynn Valley
3400 Institute Road

Source
Reference

- The Mission Hall was, as agreed at the meeting of October 12, 1908, 32 feet long and 22 feet wide with rough sheeting outside and finished inside as well as it was possible. The building was intended to serve as a Parish Hall and used pro tem for church services. For that reason the hall was located at the back of the lot (ie towards what is now Institute Road) leaving the front of the lot (towards Church Road) for the more permanent building. **19**
- The hall was located at right angles to the old school and with the entrance to the north end; a porch was added later. The hall was therefore southwest of the school house and just a few yards behind it. The entrance to the school was at the east end towards what became Church Road. **20**
- On the following Sunday, April 18, 1909, the Ven. Archdeacon Pentreath conducted the formal opening of the new church building which was crowded to the doors with 100 people and \$31.00 was contributed to the building fund. The Rev. J. Hugh Hooper, Rector of St. John assisted at that service pending the arrival of Mr. Gillies who had been assigned to this incumbency. **21**
- From this date a regular weekly service was held with Holy Communion (Eucharist) held monthly. **22**
- The first Easter Vestry Meeting (Annual Vestry) was held on April 21, 1909. The Rev. J.H. Hooper remaining in sole charge of the Mission even though it was officially separated from St. John. **23** As he was shortly to resign this part of his charge, he suggested that the congregation elect both (Priests

19 Researcher's note

20 Harold Fromme photograph (attached) showing relative position of church to school. This is an official school photograph.

21 Draycott, loc. cit., p. 51. and St. Clements Church Records

22 St. Clements Church Records

23 Researcher's Note and St. Clements Church Records

PART 2 ST. CLEMENTS CHURCH
The First Church in Lynn Valley
3400 Institute Road

Source
Reference

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- | | |
|--|--|
| <p>and Peoples) wardens. Messrs. Harry Thompson and Worth were so elected. 24</p> | <p>24 Researcher's note.</p> |
| <p>· On April 27, 1909. At a meeting of the Church Committee, it was decided to borrow \$200.00 to pay off sundry accounts in connection with the new building. 25</p> | <p>25 St. Clements Church Records</p> |
| <p>· At a General Meeting of the congregation on May 19, 1909, it was decided to make an addition to the building, for the purpose of adding a Vestry and a Sanctuary for the Communion Table (the Altar) which could be shut off from the Hall (Nave) when not wanted for sacred purposes. 26</p> | <p>26 St. Clements Church Records</p> |
| <p>· The Rev. H.H Gillies, curate of St. John's Church North Vancouver, took charge of the services at St. Clements from July 4, 1909. He threw himself into the work with great self denial and perseverance but in some way did not meet with the hearty support of the congregation. One branch of his work was appreciated and bore lasting fruit. He took the greatest pains with the children both in discipline and knowledge. In this he laid a foundation on which his successors' built. 27</p> | <p>27 St. Clements Church Records either in the church office or at the Anglican Church Archives, UBC.</p> |
| <p>· During 1909, it was found that the finances were falling behind, failing to meet the current expenses and sinking fund, and a decision was made to raise a loan on the church property for \$500.00, in the hope that when this was exhausted, the parish would have attained sufficient strength to warrant its continuance. The efforts of the sub-committee to raise funds proved unavailing. 28</p> | <p>28 St. Clements Church Records</p> |
| <p>· On March 10, 1910, the church secretary (C.C. Caliphronas) was instructed to arrange a private loan from England, a subject which had been discussed for some time, and at an interest rate of</p> | |

not more than 9 percent. The committee laid out the terms and conditions for the loan application which were accepted by the (unidentified) patron in England without comment. The mortgage having been arranged, all debts were paid off. The outside of the Hall was covered with Rustic, a "Bee" being held for this purpose. The work was finished by contract and the outside of the building was painted in July of 1910.

- On August 31, 1910 (St. Paul Church Vancouver) reduced the annual grant from \$300.00 to \$100.00. Also at that time Rev. H.H. Gillies resigned and the Rev. C.W.B. Haslan, assistant at Chesterfield Boys School was hired to take one weekly service and no parochial work. **29**

29 Researcher's note

- In February 1911, Rev. J.E. Rowe of Chesterfield School took charge and Mr. Haslam was retained as Curate. **30**

30 Also Vicar of St. Thomas at the same time.

- In September 1911, Rev. J.E. Rowe resigned and in October 1911, Rev. A.E. Bruce was accepted by the Church Committee with the stipulation that he lived within the Parish of St. Clement. He did not fulfil this part of the engagement and his relations with the church committee were not at all amicable resulting in Mr. Bruce tendering his resignation as of March 4, 1912. **31**

31 St. Clements Church Records

- The Bishop **32** requested Rev. M. Jukes to take charge of the parish temporarily until he could appoint a replacement. Rev. Jukes remained until May 13, 1912.

32 Bishop Adam Urias de Pencier

- On May 14, 1912, Mr. N.J. Thompson, a student from Trinity College took charge of the Mission, helped by Deanery clergy for celebrations of Holy Communion. He was ordained Deacon December 8, 1912 and ordained into Priestly Orders June 7, 1914. **33**

33 Researcher's Note. Since he was not ordained Mr. Thompson was not allowed to conduct Holy Communion Services until December 8, 1912.

The Bell and Tower

- On completion of the church building, discussions immediately began on how to obtain a church toll-bell. The quest for such a bell was left to a committee of two, who searched the lower mainland. Financial stringency compelled them to purchase a bell that had seen service with the railway. Such a bell was found on a defunct locomotive across the Fraser Delta. This bell was first hung on a temporary bar affixed to a pole above the vestry and according to Walter Draycott's diary: "On Sunday 24th August 1913, W. Mackay Draycot **34** was accorded the honour of ringing the first bell at St. Clements. Alternate turns at ringing will be taken with Mr. H.B. Wish." **35**
- About two months later, a permanent bell tower was erected on the (then) north end of the roof above the vestry. The tower and bell were erected by Messrs. Harry Haswell a carpenter assisted by F.M.J. Barker, a grocer, Mr. J. Pinnell and Walter Draycott himself. It was also tolled on Hallowe'en nights by parties of roving boys until a guard was posted annually. **36**

34 Draycott's spelling

35 Draycott, op. cit., p. 52.

36 Draycott, loc. cit., p. 52.

Exhortations from the Incumbent

- Here are extracts, in part from Rev. Thompson's letter to parishioners of April 1914 printed in "The North Shore Churchman", Vol. No. 6.

"Now that we have shown our interest let us keep it up. Let each one try to attend at least one service every Sunday, we have over seven families in the parish (Anglicans this is) and there is no valid reason sufficient to give to God why every one of us should not attend His House at least once a Sunday. I am not asking more than this, because our church is not big enough to hold you all. It's a simple matter of making up your mind the day before and of being firm in your resolution ... If there had been no Church here you would probably be the first to cry out for one. Will you not help it along? You will give all kinds of excuses for not attending but very few of them are acceptable in the sight of God. Who knows this better than the Parson to whom you make them? Some have told me they did not attend the services because we lit the candles. Now on that account I have not lighted them for some time except at Holy Communion. In this way I have tried to help you. It's your turn now to show what you are made of."

- He then explained the reason for lighting the candles. Truly it was a strongly worded letter but his reverence should have known the financial strain and straits in which his parishioners would care to attend church without a coin to put in the offertory plate. And that was the case with many of them throughout Depression Days. **37**

37 Draycott, loc. cit.
p. 52.

The Vicarage

- The Vicarage Building Fund was lagging behind progress of construction, but the children of the Sunday School, numbering nearly fifty, fulfilled their promise to sell bricks to build the Vicarage Chimney; of course they never handled the bricks, the buyer bought them "sight unseen..." and that was how the chimney was built. **38**

38 Draycott, loc. cit., p.
52.

- The Rev. J.N. Thompson was ordained in June 1914 at St. Paul's Vancouver, and resided with his wife at the corner of Mountain Highway (then Centre Road) and Doran Road. They moved into the Vicarage on November 2, 1914. Meanwhile, in September 1914, the Girl Guides started under the superintendency of Mrs. Esdaile. And in November as the Thompsons moved in, the vicarage lots were graded and finished by voluntary labour and the Vicarage completed and paid for except for \$350 loaned by Synod at 5 percent interest, to be paid half yearly in \$75.00 payments. **39**

39 St. Clements
Church Records

40 Researcher's Note:
There remains no
record of what those
pages contained unless
they are part of the
estate of W. Draycott so
far undiscovered.

- NOTE: "seven pages written by the incumbent 1912 - 1916 have been obliterated by assent from the Bishop, Warden and Rural Dean as deemed unnecessary for future records." Church records. 40

- The Vicarage was dedicated by the Rev. Rural Dean J. Hugh Hooper, followed by a housewarming party, held on Saint Clement's Day, November 23, 1914. Rev. and Mrs. Thompson were duly welcomed, especially since they were newlywed. **41**

41 Draycott, loc.
cit.,
p. 52

- During 1914, there were 73 Church of England (Anglican) families, 14 celebrants, 235 baptized members, 130 confirmed but only 14 attended Holy Communion. Fifty families were fairly regular in attendance on Sundays. 46 to 50 children attended Sunday school. **42**

42 Draycott, loc. cit.,
p. 52.

Church Location North to South

- Peculiar though it may appear, the little elongated church was placed north-south instead of east-west as is the ancient custom. (**43** All altars in Christendom, Mohammadism and Judaism must face towards Jerusalem and are therefore located accordingly in whatever part of the globe they happen to be). It was an oversight and had to

43 Researcher's
Note.

-
- remain thus - parallel to the skid road. (Presumably when a proper church would be built it was intended to position the building East to West, that is to say at ninety degrees to Church Road and therefore parallel with the first Lynn Valley schoolhouse placed in 1904. The altar was, of course in a south position and the entrance to the church being by a north door.) This situation was not altered until the church was removed to St. Clements by-the-brook site after the first World War. **44**
- 44 Draycott, op. cit. p. 53.
- Under the expert guidance of craftsman Harry Haswell, the church land was fenced and a lych-gate erected at the Church Road entrance. **45** A gravel walk, bordered with large round stones, was laid from the entrance to the church door and vestry. The incumbent Rev. Norman J. Thompson, worked as diligently as the other helpers, even taking his turn pushing a wheelbarrow loaded with gravel. All work was rendered free of charge by Rev. Thompson, Haswell, Pinnell and Walter Draycott. **46**
- 45 Draycott, op. Cit. p. 53
- 46 Draycott, loc. Cit., p 53.
- The Choir was conducted by William Hardy and comprised George Barker grocer and assistant post master; Henry Worth; Harry Haswell, carpenter; Walter Mackay Draycott; Mrs. F. Graham; Mrs. F. Arnott; Mrs. W.J. Pinnell who was also the organist; Mrs. R. Esdaile also in charge of Girl Guides; Miss Bessie Johnson and Miss Neate. Church parties were held each year to seaside resorts. The church land was cleared of all stumps and graded for grass sward. Hardy flowering plants and shrubs were set in a border around the building; Mrs. Esdaile who among her other talents was an ardent plant lover, kept them in order. **47**
- 47 Mrs. Esdaile lived with her husband on Esdaile Road, located between Baird and Fromme Road.

- In December 1914 an auxiliary to the Red Cross was formed by the wife of the Rev. J. Norman Thompson; the group met at St. Clements vicarage for sewing. In August 1915 meetings, all agreed and scheduled, **48** were held at the home of the ever versatile parishioner, Mrs. Esdaile on Doran Road, until the end of World War I.

48 Draycott, loc. cit.,
p. 54.

- During that time, \$304.11 was collected through the medium of concerts, teas, raffles and entertainment. \$213.75 was spent on wool, supplied through the District Council. The following list of garments and other items gives proof of the ability of these ladies and of their splendid efforts: **49**

49 Draycott, loc. cit. p.
54.

848 suits of pyjamas
297 shirts
906 pairs of socks
385 personal property bags
306 hot water bottle bagcovers
230 stretched caps
36 face wipes
118 laparotomy stockings
56 pillows
6 pillowcases
10 body belts
10 pairs of wristlets
4 helmets
3 sweaters
2 pairs of gloves

- During the incumbency of Rev. J.N. Thompson, a number of received gifts to the church were recorded: A communion plate donated by Rev. A.A. Darrel and Mrs. R. Thompson Tinn in 1912. Two cruets by Mrs. Thompson Tinn; two brass vases from Mrs. Stein; a brass Alms dish and plate from Mr. H. Worth; Hymn Board and numbers from Messrs. Wish and Fisher; Bell by different members

PART 2 ST. CLEMENTS CHURCH
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Source
Reference

of the Bell Committee and the incumbent; Bell tower by Mr. H.B. Haswell; the outside cross on the church by Mr. A. Fisher. Choir stalls were donated by the Womens' Auxiliary (WA). Sets of altar hangings, also green curtains for Vestry doors, kneelers for the sanctuary and the Communion Rail by the W.A. The same ladies finished the inside of the Vestry. **50**

50 St. Clements Church Records (handwritten set only) – Minutes of St. Clements Auxiliary of the Red Cross and

Researcher's note on identification of these items located throughout the Church combined buildings before dismantling of the original church on Church Road (see later note in this chapter on the extant remains of the original church and its transportation over to Institute Road.

51 Draycott, loc. cit. p. 54. Bridgman spelling is correct.

Home Coming Reception

- On May 3, 1920 in the Institute Hall, Reeve H. Bridgman **51** and the Council of the District of North Vancouver gave a Ratepayers Reception to nearly 200 who had returned from the war to North Vancouver District. Not to be outdone, the Parish of St. Clement's followed later with a reception, entertainment, dancing and refreshments in honour of those parishioners who had taken part in the war. The Rev. E.M. Searles sang a Devonshire country faith song.
- The Rev. R. Ascon was in charge of the church from March 19, 1916 to September 1917. **52**
- From October 1, 1917 to October 31, 1926, the Rev. E.M. Searles was in charge. He enjoyed "nine happy years with the congregation of St. Clements". He recorded also in the Church History that the vicarage, its lot, and the church building was sold to purchase one acre of land (on Institute Road where the existing church is located).
- The Vicarage was paid-off simply because there being no Vicar just after the war, the vicarage was sold to Mr. J. Kirkland (who kept a hardware store in the Fromme Block). **53**
- Rev. N.J. Thompson had moved to Edmonds near New Westminster.

52 St. Clements Church Records at the church.

53 Researcher's note. Historical notation from the diary of Walter Draycott (his spelling) that on January 20, 1920 the Annual Vestry took place with only 12 present. Next day, January 21, 1920 Lynn Valley experienced a "severe earth tremour".

PART 2 ST. CLEMENTS CHURCH
The First Church in Lynn Valley
3400 Institute Road

Source
Reference

-
- Rev. E.M. Searles had charge of both St. Agnes (just west of Grand Boulevard) and St. Clements. It was an awkward and distressing situation at St. Clements with no income following the war. At that time other denominations had their resident ministers, with wives to assist them. Some parishioners attended elsewhere, even Vancouver. **54**
54 Draycott, loc. cit., p. 54.
 - In the spring of 1923 all schools, churches, theatres and institutions were closed by orders of the Medical Health officers of the Municipalities. **55**
55 Draycott, loc. cit., p. 54.
 - The ban in the District of North Vancouver was lifted on May 4, 1923 but St. Agnes Parish took no changes and announced in the Press: "Sunday, May 6 - Owing to the smallpox epidemic, there will be no service at St. Agnes Church." The ruling was followed at St. Clements where morning and evening services were conducted by the Rev. E.M. Searles. The usual routines of "sales of work and teas were continued by Mrs. Phoebe Anne Johnson, president of the Women's Auxiliary." **56**
56 Draycott, loc. cit. p.54.

The Young People

- Attendance at Sunday schools showed only minor fluctuation though an average was maintained. The adolescents above 12 were another matter; for want of a leader they were drifting elsewhere. Some did join the St. Agnes Young Peoples until St. Clements formed its own YPS. Sensing the difficulty, Walter McKay Draycott (as an ardent Botanist and Geologist) conducted parties on Saturdays into the wilds to examine flora and geology to wear down some of their surplus energy.
- On Sunday 17 February 1924, St. Clements was honoured by a visit from the Reverend Al

Sovereign, Rector of St. Marks, Kitsilano, which had the largest Sunday School attendance west of Winnipeg. No wonder, with such a man at the helm; resolute in ecclesiastic teaching he believed in the practical side of life also, for he was an admirer of the "wide open spaces". From the pulpit he exhorted parents to think of their children's future. To drive home the point, the following Sunday, March 5, 1924 saw the visit of Rev. W. Simpson. He was superintendent of Anglican Sunday Schools. It did have the effect of bringing back some of the flock. **57**

57 Church records at St. Clements office.

- On Saturday, April 19, 1924, a confirmation service was held at St. Clements at 8:00 p.m. but since most men worked a 10 hour day, six days a week there was no choice. The impressive service was conducted by the Lord Bishop of the Diocese (of New Westminster), the Right Reverend Adam Urias de Pencier, D.D., assisted by Rev. E.M. Searles and other dignitaries of the Church. The next day was Easter Sunday 1924 when there was no sleeping in for the parishioners of St. Agnes. Holy Communion was celebrated there at 7:15 a.m. and Matins at St. Clements at 8:30 a.m. Therefore speed was the order of the day for Rev. Searles (incumbent of both parish churches over two miles apart). **58**

58 Draycott, op. cit., p. 55.

- At a special service held in St. Clements at 7:00 p.m. the choirs of the two parishes combined under the leadership of Mr. W.H. Godfrey. The inspiring musical renditions gladdened the listeners. Both ears and eyes were rewarded by attendance. As it was Easter, the feminine fashions were dazzling. The little church was filled to capacity. For the benefit of the latecomers, the windows were left open to permit them to hear the service and the music. Of course, they too, stayed for the "fashion show". **59**

59 Draycott, loc. cit.,
p. 55.

PART 2 ST. CLEMENTS CHURCH
The First Church in Lynn Valley
3400 Institute Road

Source
Reference

- The stirring services and other events of April 1924 had evidently revived the parishioners. They filled the Institute Hall to enjoy a fancy dress dance given under the auspices of the St. Clements Womens' Auxiliary. Resourceful and energetic, Mrs. J.T. Summerfield **60** ably assisted by Mrs. H.R. Gunning had charge of arrangements. It was the most brilliant social event ever held in Lynn Valley before or since. Henry VIII danced with Marie Antoinette, Sir Roger de Coverly with pretty Jane Seymour, a Pirate with Queen Mary I, Julius Caesar with Mary Queen of Scots, and so on. A newly organized Lynn Valley Orchestra provided music. **61**
- On October 26, 1931, Rev. J. Newton Sykes was placed in charge of the parish. Scouts, cubs and young peoples groups were organized. **62** The inside of the church was decorated. (Rev. John Newton Sykes was Principal of Chesterfield School for some years and was incumbent at St. Martins Church from June to September 1926.) **63**

60 See more on Mrs. J.T. Summerfield in DNV Heritage file on 1401 Dempsey Road) Researcher's note: She was the mother of Mr. Roy Summerfield (still alive in 2000) and wife of Summerfield of Real Estate fame.

61 This was the second Institute Hall, large enough to house the B.C. Music Festival and opened on February 7, 1912.

62 St. Clement's Church Records

63 Researcher's note: See chapter of this work St. James Street E., Hose Reel Station.

Church Building Moved

- During May 47, 1926 the original church building was rolled on logs by Poole Construction of Vancouver **64** from its north-south position alongside Church Road to an east-west position on Institute Road on the acre of land the church had purchased earlier.
- On May 11, 1927 a war memorial designed and financed by Walter Mackay Draycott was unveiled in the presence of 100 people. A western end vestibule was added to the original church building on its new site in June 1927. **65**

64 St. Clement's Church Records and

William S. Gilmour long term resident, long term teacher and principal of Lynn Valley school complex and teacher at Roche Point. He is still alive in 2000.

65 St. Clements Church Records

PART 2 ST. CLEMENTS CHURCH
The First Church in Lynn Valley
3400 Institute Road

Source
Reference

-
- A paid organist was employed and an organ purchased for \$285.00 but with no funding in sight to pay for either.
 - On July 1, 1927 charge taken over by Rev. C.B. Reynolds, M.A. ordained deacon at St. Clement's on October 2, 1927. **66**
 - Rev. C.B. Reynolds was ordained priest at St. Clements on December 23, 1928 consenting to remain in charge, but as a "non-resident" and free to engage in the week in remunerative work. The Diocese was thereby enabled to appoint a priest in charge without making any grant to augment the local stipend of \$600 per annum. **67**
 - On September 6, 1931, the Rev. H.B. Allen was appointed to be in charge of St. Clements during the absence of Rev. C.B. Reynolds, who while being granted leave of absence had exceeded that period and parishioners felt Rev. Reynolds should be made Rector. Even as late as October 1933, Rev. Reynolds was claiming action. During Rev. Allens incumbency, a Young Peoples Club was formed and a young peoples Badminton club.
 - In December of 1940, Rev. Allen passed away, having suffered an illness for two or three years in 1938 and 1939.
 - In January of 1941, the Rev. Canon Hinchcliffe took charge. There was an improvement in finances, attendance and renewed life in the church and Sunday school, but in 1944 the Women's Auxiliary experienced difficulty in operating their hall as most young people were engaged in war service and war efforts and it was eventually turned over to the

66 St. Clement's Church
Records

67 St. Clement's Church
Records

Church committee for a Parish Hall. The Hall became a financial burden and it was decided to sell it, but it burned to the ground before the sale was completed. Insurance collected paid for improvements to the church but further debts were incurred and thus renewing church life. Canon Hinchcliffe's health was declining in his "advanced years". **68**

68 St. Clement's
Church Records

- In 1952, Canon Hinchcliffe resigned, and the Rev. Canon J. Leigh (retired), formerly of the parish of St. Agnes assumed charge of St. Clements to avoid a break in the services conducted in the parish.
- In September 1955, Rev. T.D.B. Bragg came from Saskatchewan with his young family and took charge of the parish. A reception was held to welcome him and say farewell to Canon Hinchcliffe.
- At this point the official "Church History" records in any form cease. Meanwhile, the minute books of the church were in the hands of historian Walter Draycott, some of which are evident in the above text.
- Though Rev. T. David B. Bragg stayed only two years, the congregation built a rectory for him at 3405 Church Street and a youth group was begun. (It is noteworthy that this young priest became the Bishop of the Diocese of Huron in Southern Ontario.) **69**
- From 1957 to 1974 Rev. John Low was in charge. The new church, a panabode structure was built in 1959 for \$35,000 plus many donations of materials and the devoted labour of parishioners. His wife Elizabeth sketched the "stations of the Cross"

69 St. Clement's
records continued
unofficially by Larry
Terrace of St.
Clement's
congregation.

installed in the new church. The Liturgy was improved and the Sunday school expanded, thanks to Father Low's talent for teaching, and the work of many faithful parishioners. Following his heart attack in the 1960s, Mr. Jim Corp, a faithful Lay Reader, assisted Father Low with the Parish. He was a strong and vibrant influence. **70**

70 St. Clement's later unofficial records.

- The original church building which had been used as a Sunday school, was dismantled in the mid 1960's.
- On April 1, 1975 the Rev. Ron Barnes, his wife Beverley and their four children arrived. The present rectory was built and the old rectory sold. The Lower Hall was finished and connected to the Parish Hall with a tunnel. The parking lot was expanded and paved. The symbol of St. Clement, a large anchor was installed next to the church **71** and a new organ purchased.
- In more recent years, the Memorial Garden and terrace were built with a ramp for wheelchair access. A digital piano was purchased and new lighting installed in the chancel, giving greater scope for the employment of drama in the church. **72**
- Father Ron Barnes moved to St. John the Evangelist, Port Moody, in September 1988 after 13 years of service to the church and community and was replaced by Rev. Ronald Hunt, the present incumbent.

71 See inscription below:

St. Clement's today is a close knit Christian family. It is active in learning, fellowship and outreach. The worship is Eucharistic, contemporary, family centred, and joyful. Groups are available for all ages; the Sunday school, the study groups, cursillo groups, fellowship groups and a large marriage preparation program.

72 St. Clement's unofficial history found on recently printed leaflets welcoming new visitors.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 3

PART 3

LYNN VALLEY PRESBYTERIAN CHURCH 1911

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY CHURCH HISTORY OF LYNN VALLEY
Researcher: Roy J.V. Pallant

Source
Reference

- 1 Rev. J. Westley
Miller, The Western
Recorder, Jan. 1933,
p. 12

2 St. Andrews is located on St. Georges Avenue, North Vancouver.

3 Miller, loc. cit., p. 12

- “At the end of that year Mr. Wall arrived on the North Shore. He did not see his way clear to take work, on the work as missionary. It was therefore on January 5, 1908 that Mr. Julius Martin Fromme consulted the Session of St. Andrew's Church. It was decided to try and organize a Board of Management in Lynn Valley, and to ask for a new missionary. Mr. W.R. Davis was appointed in May 1908.”
- “As a result of this appointment, a public meeting was held in the "Old School House", Lynn Valley's first school built in 1904 and also used at that time by the Church of England congregation. It was also used as the first Institute or community centre in which to hold political meetings, dances, local entertainment, indoor games and community parties.” 4
- “These terms of use caused both congregations to think. The school had been considered a proper place for them to conduct Divine Service but on its becoming an "Institute", that was a different and improper matter and both congregations felt urged to build their own separate places of worship as soon as possible, while the Methodists acted some years later.” 5
- Accordingly, the first General Meeting of the Presbyterian congregation took place at the residence of Julius Martin Fromme at what is now 1466 Ross Road in Lynn Valley in the heart of Shaketown, on October 20, 1908. Those present were: Mrs. J.M. Fromme, Messrs. M. McDonald, A. Allan Jr., A. Anderson, John Dwar, Robert Mitchell, W.A. Davis (appointed Missionary to this congregation), H.D. McCall, W.Burrill, J.M. Fromme, Austin McNair. The purpose of the meeting was to consider the advisability of building a Presbyterian Church in Lynn Valley.

4 Walter Mackay Draycott, Early Days in Lynn Valley, 1972, p. 55.

also History of Lynn Valley, p. 12 by the same author.

See chapter on Lynn Valley Institute.

5 See Part 4 of this chapter on the Methodist congregation.

Draycott, Early Days in Lynn Valley, p. 56 ff

- Mr. W.A. Davis was (as appropriate) appointed Chairman and Austin McNair joint owner of Hastings Shingle Co. was appointed Secretary protem. ⁶

⁶ McNair and his brother were owners of the Hastings Shingle Co. until they sold it to Mr. T. Allen.

- On a count it was found that about 20 adults, comprising heads of families and single men, have signified their willingness to help.
- It was moved by Hugh Duncan McColl and seconded by J.M. Fromme that a building committee of seven members be appointed. These were Mr. J.M. Fromme, Mr. T.A. Allan, Mr. H.D. McColl, Mr. A. Anderson, Mr. W. Burrill, Mr. M. McDonald and Mr. A. McNair. Mr. W.A. Davis was appointed convener. Mr. T.A. Allan moved that Mr. McDonald be appointed Secretary and Treasurer of the building committee. Mr. McColl moved that a subscription list be opened at this meeting. The resulting subscriptions were as follows:

| | |
|-----------------|-----------------------------|
| Mr. H.D. McColl | \$50.00 |
| Mr. W.A. Davis | 25.00 |
| Mr. T.A. Allan | \$25.00 |
| Mr. J.M. Fromme | - the site for the building |
| Mr. A. Anderson | - 1 week's work |
| Mr. W. Burrill | 7 - 1 week's work |
| Mr. M. McDonald | - 1 week's work |

⁷ W. Burrill was English and lived on the road named for him.

Mr. J.M. Fromme gave the site for the building on the condition that the building be erected free of debt. ⁸

⁸ Minutes of First General Meeting of the Presbyterians at the residence of Mr. J.M. Fromme, October 20, 1908. See Early Days in Lynn Valley, loc. cit. p. 56.

- "Over four months passed before another meeting was called, this one on March 3rd, 1909, at the residence of J.M. Fromme, with Mr. W.A. Davis, Missionary presiding. It was recorded in the minutes of this meeting that the Ladies Aid to the Mission had collected about \$100.00 which was a large amount in those days, when a good artisan's pay was about \$2.50 to \$3.00 per 10 hours (and this

was more especially the case when it was considered that in a population of just over 200 plus transients, the Women's Auxiliary of St. Clements were simultaneously on a similar canvas)[of the community]." **9**

9 Draycott, "Early Days in Lynn Valley", loc. cit. p. 57.

(Researcher's note)

- According to Walter Draycott, no mention was made in the minutes of the names of the women who composed this very diligent Ladies Aid unit, however, Mrs. J.M. Fromme advised Walter Draycott "... in July 1949 that the names were as follows: Mrs. W.A.Davis, wife of the Minister, was appointed president.
Mrs. J.M. Fromme, Mrs. Peter Westover,
Mrs. J. McEwan, Mrs. Earle Waghorn,
Mrs. Ralph Whipps and Mrs. T. Lewis. **10**
- For her diligence and capability in conducting the Ladies Auxiliary, Mrs. W.A. Davis was presented with a magnificent handmade quilt. This article of comfort had hundreds of signatures sewn into its pattern; besides the names of residents of the North and South Shores of Burrard Inlet, there were names of people from Eastern Canada and as far south as California. Each signature represented a contribution in money toward the Building Fund for the proposed Presbyterian Church in Lynn Valley. By this unique method a sum well over \$100 was collected; the originator of this novel idea was Mrs. J.M. Fromme, whose husband had donated the church land at the corner of Lynn Valley Road and Draycott. **11**
- At this second meeting, Mr. W.A. Davis reported that the Ministerial association of Vancouver, B.C. had appointed Rev. J.A. Logan of Westminster Hall, and Rev. J.D. Gillam of St. Andrew's Church, North Vancouver, a committee to see how the Lynn Valley Presbyterian Mission was getting on as far as collections were concerned, and to report back.

10 Draycott, loc. cit. p.57

11 Draycott, loc. cit., p. 57.

(The land donated was actually a continuation of the Fromme garden which followed the west side of Hastings Creek).

"Money makes a mare to go", is an old adage - and a true one.

- After the meeting had seen that in all only about \$200 was promised and in hand, including that provided by the Ladies Aid, it was decided that this was not nearly enough to start building. It was therefore moved by Mr. J.M. Fromme, seconded by Mr. H.D. McCall that this meeting adjourn until April 7th of 1909 of about that date, at the call of Mr. W.A. Davis, convener of the Building Committee. In the meantime, each member of the Building Committee must see what additional subscriptions could be secured towards the building fund.
- In the meantime, while the congregation was concerning themselves with fund raising, the St. Andrews Session tried to arrange for a communion service to be held in Lynn Valley, on February 11th, 1909 and again on April 4th, 1909 (which probably prompted the above meeting). But the communion was put off on both occasions. **12**
- "It was quite evident that progress was not being made by the men-folk, for the Building Committee did not meet again until the following June 7, 1909, at the home of Mr. W.A. Davis, who presided." **13**
- "T.A. Allan, Jr. reported that Lewis and Sills (of Vancouver) had very kindly agreed to donate nails which would be needed in the new church building." **14**
- "Mr. J.M. Fromme reported that the Rat Portage Lumber Co., Vancouver, had agreed to supply \$20 worth of lumber for construction." **14**

12 Miller, loc. cit.,
p. 12.

(Researcher's note)

13 Draycott, loc. cit.,
p. 57.

14 Researcher's note:
Items quoted here are
selected from the
Presbyterian Mission
minutes of March 3,
1909 shown in detail
on page 57 of
Draycott's Early Days
in Lynn Valley.

- "Mr. W.A. Davis reported that G.A. McBain, Vancouver, had promised to donate \$25.00 when the building was started." **14**
- "In these reports nothing new had been added until the tall figure of Julius Martin Fromme rose to speak. In words that came slowly, distinct and decisive, a trait of his, he stated he had been requested by the Ladies Aid to hand to the treasurer the sum of \$33.85 and further that he had a cheque ready to hand in which covered several collections which totalled \$380.00, and would hand in same when called upon. Today, a round of applause would greet the breaking of such good news but such ribaldry was unthinkable in 1909. It was then moved by H.D. McColl, seconded by T.A. Allan Jr., that "a hearty vote of thanks be tendered to the Ladies Aid for their able efforts to secure donations to the building fund, and that the meeting feels that it is mainly due to their untiring efforts that we have the amount now to our credit." **14**
- "On account of having this money", the minutes of the March 3^d, 1909 meeting state, "it was deemed advisable to have the sum deposited in a chartered bank." It was therefore moved by T.A. Allan Jr. seconded by W. Burrill, that an account be opened at the Bank of Hamilton, North Vancouver, under the name of the Lynn Valley Presbyterian Building Fund, where deposits could be made. Carried" **15**
- "At this meeting, Austin McNair gave notice of his resignation from his duties of secretary-treasurer. He was leaving the Valley for Vancouver and therefore could not give the attention needed. J.M. Fromme and T.A. Allan (Jr.) nominated H.D. McColl who became the second in that office and stayed for many years. A financial statement was read: Cash in Hand, approximately \$416.55. Promised cash and material, approximately \$234.00."

15 Bank located now at
Lonsdale and First
Street - building only.

- Quoting the minutes book (held by W.M. Draycott): "Considerable discussion then took place as to the advisability of acquainting the ministerial association with the extent of our collections; but it was unanimously agreed that we defer the advice as several members were sure they could yet get donations." **16**

16 Meeting of March 3, 1909. Draycott quotes p. 57 Early Days in Lynn Valley.

- As no settled plan of building had been decided upon and all were in darkness as to actual cost, Mr. H.D. McColl advised the meeting that he had seen plans of different sized churches for new locations with specifications enabling builders to get a very close estimate. These plans were issued by the Home Mission Committee Building Fund. The meeting considered this a very useful suggestion and it was moved by T.A. Allan Jr., seconded by A. McNair that Mr. H.D. McColl procure a book of said descriptions. Carried. Meeting adjourned with a prayer by W.A. Davis. **17**

17 Meeting of March 3, 1909 concluded.

- Footnote "received for deposit from Mr. A. McNair"

| | |
|---------------------|--------------------|
| Mr. Fromme (cheque) | \$380.00 |
| Mr. A. McNair | 3.85 |
| Mr. A. McNair | 2.70 |
| Mr. J.M. Fromme | <u>1.15</u> |
| | \$417.70 |
| | 20.00 |
| | <u>6.00</u> |
| | \$443.70 18 |

18 Footnote at the end of March 3, 1909 meeting to show funds collected and deposited by Mr. A. McNair and noted in Draycott, p. 58. At the end of this footnote the secretariship of mill owner A. McNair, ceases.

- "The next meeting of the building committee was not held until October 15th, 1909, at which were present: Messrs. W.A. Davis, Chairman, A. Anderson, T.A. Allan, J.M. Fromme, H.D. McColl, J. McIntyre, W. Burrill. Further subscriptions towards the Building Fund were R.C. Bliss, \$10.00; W.H. Davison. The treasurer reported that, in accordance with the resolution passed at the last meeting, an account had been opened at the North

Vancouver Branch of the Bank of Hamilton and that there was now on deposit the sum of \$480.20. On a motion from Allan, seconded by Fromme,"a report of their financial position be sent to the Ministerial Association in Vancouver". A motion by Allan, seconded by McIntyre confirmed "that Mr. J.M. Fromme be empowered to advise with Mr. George, Mr. A. McBain, North Vancouver, and other, as he may see fit, as to an investment of the funds present[ly] lying in the Bank in order that a larger revenue may be derived therefrom." **19**

- "J.M. Fromme listed at the same October 15th, 1909 meeting, the following centres where he would be willing to deed a lot for the Church site; namely, Lynn Valley Pipe Line Road opposite Church Street, Lynn Valley Pipe Line Road, Frederick Road, Centre Road (Mountain Highway). It was decided to let the congregation select the site and a meeting be called at an early date for that purpose." **20**
- "With only seven members present of a congregation of 25 heads of families, a meeting to choose the church site was held on March 18th, 1910. At this meeting Mr. Waghorn (founder of the B.C. Music Festival) appears. Moved by Mr. McColl, seconded by Mr. Waghorn, that the Motion passed at a former meeting, **21** choosing the lot on the corner of Church Street and Frederick as the site of the church site be rescinded. Carried. So it was that the site originally offered by J.M. Fromme that is in the angle made where Draycott Road intersects Lynn Valley Road (formerly Pipe Line Road) be accepted. A vote of thanks was tendered Mr. Fromme by McColl and Mitchell, for "his generous gift to the congregation in the matter of the church site."
- In a financial statement rendered by the Bank of Hamilton, North Vancouver, per Mr. Heaven, Bank Manager, disclosed the sum of \$623.46 at the

19 See DNV Biographic Index for details of these individuals.

Draycott, loc. cit., p. 58

20 Researcher's note: The sites for the new church listed were selected by the congregation by the resolution raised by T.A. Allan, and seconded by W. Burrill at the meeting of October 15, 1909. The actual site was not selected until the meeting four months later at the congregational meeting of March 18, 1910. It was not a snap decision seeing that the motion by Mr. McColl, seconded by Mr. Waghorn had been passed at a former undated meeting.

21 In any instance, Mr. Fromme being the land owner had to arrange for a legal transfer.

disposal of the Church Building Committee, c/o The Lynn Valley Lumber Company (JMF).

- Mr. Earle Waghorn, a printer by trade but an accomplished musician by natural endowment, possessed private printing paraphernalia at his own home which incidently, was the first printing press in Lynn Valley, situated on Ross Road. He was a man of action among the pioneers of this locality. With a feeling of security emanating from all the encouraging financial reports, he made a motion at the church meeting of March 18, 1910 "that the Building Committee be requested to take steps towards the immediate erection of the church building". It was sufficient to stir the congregation into action. **22**
- A special meeting was held at J.M. Fromme's residence four days later. "The Secretary was instructed to post notices at the Post Office and Lynn Valley General Store Barker Bros. **23** whose store was located on the south side of Ross Road at Lynn Valley Road calling for tenders for the clearing and grading of the church site". Mr. Fromme, Mr. Burrill and Mr. W.H. Davidson were appointed a committee to "stake out the lot". **23**
- Doubtless encouraged by a demonstration of sincerity, further subscriptions came in; Alex Phillips, CMC **24**, later District Magistrate, gave \$25.00, D. Campbell \$10.00, E.H. Butler \$5.00.
- On April 10th, 1910, the Sacrament of Lord's Supper **25** was dispensed for the first time to the Presbyterians in Lynn Valley in the old school room by the side of what is now Church Street, with Rev. J.D. Gillam officiating. At this service a communion roll was started with 11 names.

22 See Draycott, plan of Shaketown housing locations.

Draycott, loc. cit. p. 59.

23 Draycott, loc. cit., p. 59.

Note: Draycott is in error in stating that Barker Bros. managed the Post Office at this time. The P.O. was transferred July 12, 1912.

24 CMC Clerk of the Municipal Council of the District of North Vancouver.

25 Miller, J., op. cit., p. 12.
Sacrament of the Lord's Supper or Holy Eucharist.

- At a meeting of the Building Committee on April 22, 1910, a tender was received and accepted for clearing the church site; it was from Burtholm and Williams, the amount being \$135.00. (This being before the days of the bulldozer, the lot was graded with a pair of horses hauling a weighted drift blade.)
26
26 Draycott, loc. cit., p. 59
Researcher's note : See also Chapter 8 on Teaming and Drift Digging.
- The following meeting on July 9, 1910 authorized the secretary "to pay the contractors the Church Lot, 75% of the contract price and the balance of the certificate of J.M. Fromme." **27** A cheque stub shows \$100.00 paid to the contractors on August 6, 1910. The terms of the contract were that, "All stumps and roots to be removed to a depth of 18". Stones removed and ground rough-graded." **28** According to a memorandum, the actual clearing of the lot cost \$150.00. Five sticks of dynamite costing only 30 cents were purchased from the Lynn Valley General Store. (There was no hardware store at that time in Lynn Valley the first such store was opened in the Fromme Building by J. Stuart in 1912.)
27 Draycott, loc. cit., p. 59
28 Researcher's note: See Supplemental File SPUN 138 for Fromme Building details.
- "A letter from the Bank Manager to the secretary, H.D. McColl, states that the bank account was closed in August 1910. No explanation was given but an entry in the minute book of August 6th reads, "That Mr. Fromme and Mr. McColl be empowered to make payments due from monies in the hand of the treasurer. Carried." **29**
29 Draycott, loc. cit., p. 59.
- "Two \$25.00 cheques from Carter-Cotton and M. Brown respectively, and many promises of money, aside from the bank account, had stimulated these pioneers to proceed with the erection of a church building." **30**
30 Draycott, loc. cit., p. 60.
- "On July 9, 1910, tenders for the structure were read before the representatives of the Building

Committee: J.M. Fromme; H.D. McCall; T.A. Allan; W.A. Davis and Mr. D. McAulay. " 31

31 D.McAulay was the architect. Miller, J., op. cit. p. 12.

Tenders were:

| | |
|--------------------|-------------|
| Norman Cross | \$442.00 |
| Henderson & Jones | \$450.00 |
| Jack Neate | \$472.00 |
| Neville & Woodward | \$525.00 32 |

32 Draycott, loc. cit., p. 60.

- "On the motion of Mr. J.M. Fromme, seconded by Mr. Allan, that "the contract be awarded to the lowest tendered, Mr. Cross for \$442.00. All work to be in accordance with the plans and specifications of Mr. McAuley. Posts to be down eight feet below sill. Building to be completed within two months following the signing of the contract." 33
- "Under the date of August 1, 1910 Mr. D. McAulay surveyor and architect was employed "to oversee the building work as it progresses, and Mr. T.A. Allan given authority to obtain the brick required for building the chimney and look after the plastering of the church and also to purchase the guttering (present day eaves troughs although they may have been made like square flumes in miniature and using cedar)." Later it was found that the gutter was too small, allowing the rain water to run down the walls. The eaves were then extended 18" to overcome the problem." 34
- "The meetings then became more frequent and progress continued swiftly. On August 6, 1910 at the residence of J.M. Fromme "Mr. Davison was instructed to see Mr. Wheeler as to wiring and the church building for an electric light system". 35
- "At the October meeting, the Rev. R. van Munster M.A. replaced Mr. W.A. Davis who had resigned from the Building Committee after August 1, 1910. J.M. Fromme apparently succeeds W.A. Davis as chairman of the committee for his signature is

33 Draycott, loc. cit., p. 60.

34 Harold Fromme interview, January 10, 1993.

Researcher's note: At that time, 1910, gutters on larger mass buildings such as this church were wooden and handmade, not rolled metal, therefore adding 18" to increase the capacity was a simple task.

35 Draycott, loc. cit., p. 60.

-
- appended to the minutes with H.D. McCall, secretary. Mr. Davison reported 'that he had let the contract for plastering the church building to Mr. Matthews at the rate of 28 1/2 cents per yard, and the building of the chimney to Mr. "Jack" Swanson'." **36** "Mr. McAulay was empowered to close a contract for beaded glass windows at the best price obtainable." **37**
- "Mr. Matthews 'having withdrawn from the contract to plaster the church building', he Mr. Davison, 'had awarded the work to E.G. Eaton at 30 cents per yard' and, on the motion of Mr. Edmund Sykes, **38** his action was approved." **39**
 - "Two days after Christmas of 1910, the cold weather reminded them of the necessity for a stove to heat the church and dry the plaster. Mr. Fromme and Mr. E. Sykes were 'appointed to purchase a stove'. Mr. Fromme was 'appointed to look after the windows and have them completed as soon as possible'. **40** Mr. John Hannowell did the task of stoking, to warm the building in order to dry the fresh plaster evenly and at the correct rate without the use of electric heaters **41**. He had to stay for three days and nights in the church controlling the stove heat.
 - "On January 5, the Building Committee met at the home of Walter Horatio Davison; it was agreed that as Mr. McAulay had removed to New Westminster to reside, Mr. Allan should take his place in looking after the windows and to push the work to completion 'without breaking the glass'." **42**
 - "One of the members of this Building Committee of 14 portrays the ex-chairman, W.A. Davis, as a suave diplomat and devout student of theology; mention of a 'naughty word' horrified him and often he had to check a particular member, 'to be more

36 Draycott, loc. cit., p. 60.

Researcher's note:
Jack Swanson, stone mason, who built the existing perimeter wall of the 1911 Lynn Valley District Hall, was a noted chimney builder and brick layer.

37 Draycott, loc. cit., p. 60.

Researcher's note:
Most of the meetings were held at the residence of J.M. Fromme on Ross Road and occasionally at T.A. Allans (on what is now the eastern end of 29th with driveway entrance opposite that of J.M. Fromme) and also at the house of W.H. Davison (at 3096 Fromme Road).

38 Edmond Sykes was the artist brother of Rev. John Newton Sykes, principle of Chesterfield.

39 Draycott, loc. cit., p. 60.

Researcher's note: No reason is given in the congregation minutes as to why Matthews withdrew his tender for plastering. Harold Fromme suggests delivery of the finished job was the most likely reason.

40 Draycott, loc. cit., p. 60.

41 Researcher's note.

42 Draycott, loc. cit., p. 60.

careful in choosing the correct words to express his thoughts. Also slang expressions disgusted him'." **43**

43 Draycott, loc. cit.,
p. 60.

- "From among the original 14 members, only four or five were present at the meetings toward the latter end of construction work. Two faithful men from start to finish of the project were J.M. Fromme, who succeeded W.A. Davis as chairman and Hugh Duncan McColl, the secretary; Mr. E.Sykes, appointed later carried on to the end. Periodically attending were T.A. Allan, W.H. Davison and "ex-officio" the Rev. van Munster." **44**

44 Draycott, loc. cit.,
p. 60.

- "Of the Reverend van Munster, Walter M. Draycott's informant said, "His Reverence, being a Dutchman, mixed his gutturals too much when trying to speak English and his commanding and exacting manner typified the old-fashioned Quaker. He tried to keep his congregation in a state of subjection." Van Munster suffered from a physical ailment, sciatica or such; after leaving Lynn Valley, he went to North Lonsdale as a minister and there died." **45**

45 Draycott, loc. cit.,
p. 60-61.

- "From a cheque book stub the entry states:
 - "900 bricks for chimney \$11.70
 - Labour to build the chimney by Jack Swanson \$21.35
 - The North Vancouver Coal and Supply Co. furnished the bricks.
 - Electrical wiring by Charles Wheeler \$22.00
 - Band sawing for pews, etc. by John McEwan \$7.00
 - North Vancouver Cartage Co. using horsedrawn vehicles charged \$6.75 for bringing windows from a "Vancouver factory"
 - J.M. Bullock received \$30.00 for making "20 church seats"
 - \$168.00 was paid out to L.S. Eaton for lathing and plastering the church
 - \$650.00 was paid out to the Lynn Valley Lumber Company, though this figure does not represent the total cost of lumber used." **46**

46 Draycott, loc. cit.
p. 61.

-
- “The last item in the minute-book states: “The Board adjourns until the 23rd of May to meet at the church at 8:00 p.m.” Whether the ‘Board’ of Management met is not stated because the succeeding pages are blank in the book. Evidently the last meeting of the Building Committee was held at the home of W.H. Davidson on May 9, 1911, when J.M. Fromme, H.D. McColl, Edmund Sykes and Mr. Davison were the only ones present. At this meeting “the secretary was instructed to write to G.A. McBain, T.A. Allan and W.Burrill requesting them to send cheques for the amount subscribed to the building fund.” The meeting of February 1911 tells of plans to open the church.” **47**
 - “The style of building was of the simplest form of Gothic Architecture. It seemed to be in harmony with the simple beauty of its mountainous surroundings, and in a measure reflected the simplicity of the worship for which it was used.” **48**
 - “It was decided to have the church opening held, if possible, on April 1, 1911 but as that date approached, it was learned that Mrs. J.M. Fromme, the indefatigable wife of the Chairman, could not be present (a daughter, Julia, later Mrs. R. Myles of Ross Road Fromme Homestead was born on April 9th.) The opening was therefore held on April 14, 1911.” **49**
 - “The Trustees appointed were J.M. Fromme, D.H. McColl, and C. Munroe **50.**”
 - “The church was dedicated at a service held on April 2, 1911. The Rev. Dr. George Pidgeon, who later was the first Moderator of the General Council of the United Church of Canada, conducted the service of dedication. The Rev. John Mackay DD, Principal of Westminster Hall, Preached at the evening service.” **51**

47 Draycott, loc. cit., p. 61.

48 Miller, J., op. cit., p. 12. See photograph.

49 Miller, J. op. cit. p. 12.

50 See DNV Heritage Inventory 1396 Ross Road for Charles Munroe

See also 131 East Kings Road, North Lonsdale Methodist Church.

51 Miller, J., op. cit., p. 12.

-
- “The Board of Management at this time were Edmund Sykes, Chairman; J. MacIntyre; J.M. Fromme; A. Anderson and A.E. Waghorn, secretary.” **51**
 - “The Executive of the Ladies Aid was Mrs. R. van Munster, President; Mrs. Fromme, vice-president; Mrs. McEwan, secretary; Mrs. Waghorn, treasurer. Mrs. McEwan raised a large sum of money for the building.” **51**
 - “About five months after the opening of the new Presbyterian Church, it was called Knox Church. In 1913 on January 12th, the congregation asked to be put on the list of Augmented Charges.” **52**

52 Researcher's note:
Augmented changes
viz the church became
Mission status.
 - “On September 29th of that year, a call was given to Rev. R.E. Pow. The Manse was built in 1913 immediately behind and to the north of the church with Hastings Creek running to the north of the Manse.” **53**

53 Miller, J., op. cit.
p. 12.
 - Rev. Pow remained for about three years. **54**

54 Miller, J. op. cit.
p. 12.
 - “Then during this war period the pulpit was supplied from Westminster Hall. Among those who came were W.R. Walkingshaw, S.T. Galbraith, W.R. Brown and W.J. Agabob.” **55**

55 Miller, J. op. cit. p.
12.
 - “Rev. Peter G. Evans, an ordained, married man lived in the Manse and preached in the mornings while at nights he preached in the Welsh Presbyterian Church, Vancouver. This continued for a while and then for a few months various lay and retired preachers occupied the Pulpit.” **56**

56 Miller, J., loc. cit.,
p. 13.
 - Early in 1921, Rev. J.D. Gillam M.A. was settled as regular minister.

-
- “The Amalgamation of the Methodist congregation of Knox Church took place in September 1925. Rev. R. Wilkinson, minister of the Methodist Church was chosen to take charge of the North Lonsdale congregation somewhat increased in numbers as a result of church union. Rev. Mr. Gillam previously of St. Andrews on St. Georges Avenue, North Vancouver, continued in Lynn Valley as the minister of the Lynn Valley United Church **57**. Knox Church and Manse property were retained for the use of the new congregation and the Methodist property with its church and small parsonage were sold to the school board **58**. From the proceeds of the sale, a debt on the Manse was paid off. The Manse was repaired and painted and a furnace installed in the old Presbyterian church. One thousand dollars remained over and was placed in a building fund.”

57 The Church exists on Mountain Highway on the site of the Lynn Valley Lumber Co. lower planing mill.

58 See Part 4 of this Chapter Lynn Valley Methodist Church.
 - “The first trustees of the United Church property were A.A. Duncan, secretary-treasurer; D. Tyson and J.M. Fromme.” **59**

59 Miller, J., loc. cit., p. 13.
 - The first members of the Session were: A. Philip, W.S. McClure, A.A. Duncan, D. Marr, T.J. Briggs, J.C. Davidson, A. Gugin, A. Warwick and W.H. Nursey. **60**

60 Recent current United Church literature from Lynn Valley United Church.
 - The members of the first Committee of Stewards were: R.C. Herman, S.T. Nursey, J. Hilton, Mars. J. Bryan, J. Nickolson, S. McMoran, K.R. Rosseau, W.S. McClure and A.J. Porter.
 - The first President of the Ladies Guild was Mrs. J. Nickolson.
 - The first President of the Womens' Missionary Society was Miss H.McClure.

- The first Superintendent of the Sunday School was W.S. McClure.
- To begin with in 1925 the congregation was an aid-receiving charge, receiving \$600.00 from the Mission Board.
- Beginning January 1931, it became a self-supporting charge, which was quite a venture of faith in view of the increasing financial depression.
- The membership at the end of 1931 was 103 resident and 7 non-resident members. The total Sunday school enrolment was 162.
- The value of all church property was \$10,814.00 with no debt.
- In July 1928, Rev. J.D. Gillam M.A. was succeeded by Rev. J. Wesley Miller M.A., B.D., as minister of this charge. **61**
- The old Knox Presbyterian-United Church on the corner of Draycott and Lynn Valley Road was demolished **62** on January 3, 1967, the year when British Columbia was celebrating its centennial. Draycott says the demolition was a sad sight for many bringing to mind memories of the past. The basement of the church served as a shop for the sale of plans, seeds and fertilizer. The stolid Manse in the rear of the property became the home of the owner of the Nursery which replaced the church on that site. **63**
- All evidence of the physical existence of this church and Manse are gone at this time, 1992 and the property is occupied by a totally new Plant Nursery complex.

61 J. Wesley Miller, the above source reference.

62 See photograph of Demolition.

63 Draycott, op. cit., p. 61.

Researcher's note: All evidence of the physical existence of this church and Manse are gone in 1992 and the property is occupied by a Plant Nursery complex whose owners agreed to build a square tower incorporated in the design ostensibly to provide a background for signage allowable only above traffic level to remind us of the much loved Presbyterian Church site.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 3

PART 4

LYNN VALLEY METHODIST CHURCH

- a) As a Methodist Church**
- b) As a Manual Training Centre**
- c) As Lynn Valley Community Centre**

CHAPTER 3 DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY CHURCH HISTORY OF LYNN VALLEY
Researcher: Roy J.V. Pallant

PART 4 3355 MOUNTAIN HIGHWAY
LYNN VALLEY SCHOOL OF DANCING

Source
Reference

Formerly: Lynn Valley Community Centre - when
located on Institute Road the same as the
items below
Formerly: Lynn Valley Manual Training Centre
Formerly: Lynn Valley Methodist Church

BUILT: And dedicated May 1912 as a Methodist Church

As a Church

- The Methodist congregation at first met in a building known as the Institute Hall located on the east side of what is currently Institute Road in Lynn Valley (the second Institute Hall). **1**
- "Following Dr. Ebenezer Robson, one of the pioneers of Methodism in British Columbia, and those who assisted him, Rev. B.H. Balderstone of Sixth Street Church, North Vancouver held services on Sunday afternoons. Then beginning June 1909 Charles E. Fabely a student served the Methodist congregation of Lynn Valley settlers for one year. Next, James S. West, student, who in 1916 was killed in action overseas, was in charge for the year 1910." **2**
- The Methodist Church Extension Society assisted in selecting a church site on Institution Road, (sic) and helped finance a building plan. Rev. A.M. Samford was active in this and a building was erected and dedicated in May 1912. Rev. G.H. Raley, the newly elected President of Conference, conducted the dedication and preached. Rev. W.C. Schlicter assisted. **3, 4, 5**

1 For details of the Church History of Lynn Valley see, Roy J.V. Pallant, District of North Vancouver Historical Record

2 Rev. J. Wesley Miller, The Western Recorder, January 1933, loc. cit. Article on the Lynn Valley Methodist Church.

3 Rev. J.W. Miller, The Western Recorder, January 1933, loc. cit.

4 See attached Lynn Valley Street Plan for location of Methodist Church.

5 See photograph of Methodist Church and Manse on original Institute Road site.

PART 4 3355 MOUNTAIN HIGHWAY
LYNN VALLEY SCHOOL OF DANCING

Source
Reference

-
- The Lynn Valley Trustee Board consisted of Messrs. W.B. Martinson, R. Whipps, and W.G. Sugden. **6**
 - The Methodist Ladies Aid was formed March 17th, 1910. President, Mrs. R. Brown; Vice-President, Mrs. Farrar; Secretary-Treasurer, Mrs. H. Douglas; Charter members Mesdames Sugden, Whipps, H.A. Brown, Germyn, Morrison, Roberts. At the first regular meeting a letter was read from the President of the Ladies Aid, wishing the new Society every success in its work. Mrs. Sugden and Mrs. Whipps were instrumental in raising "a significant amount of money for the new church". **7**
 - Following Mr. Weir, Rev. S.E. Fakely, just ordained, was again appointed to Lynn Valley. He died the same year, December 9, 1912. Rev. R.F. Stillman who was Emigration Chaplain, supplied for six months. J. Henry Hobbins, student, supplied for one year. Rev. A.E. Stephenson, an ordained and married man, was minister for three years 1914-16. For 1916-17, Rev. W. Lashley Hall, Minister of Sixth Street Church, North Vancouver, was responsible for supplying the pulpit. For two more years during the war time period, services were conducted by the Lay Readers Association and retired Ministers. Among these were William Townsley, B.C. Alexander, E. Morden, Mr. Timberlake and Mr. Jeffries; Rev. W.C. Wilkinson and Rev. Francis Swann. In June 1919, Rev. Thomas G. Barlow was appointed Minister and remained two years. **8**
 - In 1921, Rev. Manly F. Eby, B.A. was appointed and remained four years. During his ministry very successful C.G.I.T. and C.S.E.T. work was carried on. **9**
- 6 Researcher's note: The latter being a steam engineer with the Lynn Valley Lumber Company and husband of Mrs. Alic Sugden, first postmistress of Lynn Valley Post Office.
- 7 Rev. J.W. Miller, The Western Recorder, January 1933, loc. cit.
- 8 Rev. J.W. Miller, The Western Recorder, January 1933, loc. cit.
- 9 Christian Girls in Training (CGIT) and Christian Student Educational Training (CSET), Western Recorder, January 1933, loc. cit.

- In June 1929 Rev. R. Wilkinson was appointed to take charge of Lynn Valley and North Lonsdale Churches. When Union between the Presbyterian and Methodist Churches took place in Lynn Valley in September of that year, Rev. Mr. Wilkinson took charge of the North Lonsdale Congregation of the United Church. **10**
- At that time, 1925, this Methodist property with its church and small parsonage was sold to the School Board. Being adjacent to the three existing Lynn Valley School buildings under the current common address of 3250 Mountain Highway, the church property became merged with School Board property. **11, 12**

10 See file on 131 East Kings Road, North Lonsdale Methodist Church contained in the registered heritage building inventory held separately by the District of North Vancouver.

11 See Lynn Valley Street Plan for relative locations.

12 Researcher's note: It would seem obvious that the purchase of land immediately to the north of existing school board property was a clever decision on part of the Methodist Church congregation, knowing that the school buildings must expand in the near future. Meanwhile, the basement of the church located at ground level served as a day care centre for Lynn Valley.

As a School Board Manual Training Centre

- "Many Lynn Valley school boys took advantage of the manual training in North Vancouver City, especially in motor mechanism in the motor car models of that period, Fords, Star, Essex and what not; also the rudiments of carpentering, making models and furniture; later a wood-working training centre was established in the basement of the old Methodist Church, Institute Road, Lynn Valley; it continued for a few years and kept the youngsters minds busy on a worthwhile occupation, besides laying the foundation for a "jack-knife" carpenters trade i.e. without having to be apprenticed to the trade." **13**

13 School Board "The Review", January 20, 1927.

As a Community Hall

- "Around 1933, the body of the Methodist Church was taken over officially by a group of local residents to be used as a community center, something Lynn Valley had always had since 1896. The Centre was used for all kinds of activities

including Whist Drives, Ballroom dancing, school concerts, as a gymnasium etc., etc., While the upper floor was employed as a Community Hall, the basement, with separate entrance was utilized as a Playschool." **14**

- Attached are copies of North Shore Museum and Archives 2960 taken in 1944, showing "unidentified group at a dance in Lynn Valley Community Centre on Institute Road."
- Photograph 9962 showing a 1944 photograph with the caption "Musicians playing for dance (see #2960 and #2961) in Lynn Valley Community Centre, originally Lynn Valley Methodist Church. **15**
L to R: George Morrow;
Herbert (Bunk) Goodmurphy, son;
Herbert Goodmurphy, father;
Mrs. Vera Gill (nee Fromme)" - sister to
Harold Fromme.
- North Vancouver Museum and Archives (NVMA) Photograph #6386 taken 1962 of "Lynn Valley Community Centre (upper floor) and Playschool (ground level) on Institute Road just prior to demoliton (of ground floor) and relocation of upper floor to 3355 Mountain Highway, now Lynn Valley School of Dancing. Building was used earlier by Lynn Valley School, originally the Methodist Church. **15**
- A letter of September 18, 1990 from K.R. Kishi, P. Eng. of Jones, Kwong & Kishi, Consulting Engineers to Ms Hazel Baxter of The Corporation of the District of North Vancouver, is incorrect in stating that the upper part of the building was moved to the current site "forty years ago" i.e. 1990 minus 40 = 1950. The upper part of the building was moved by tractor and trailer to the present site and placed on a prepared concrete box basement in 1962. The centre of the building was further supported by two rows of interior post and beam

14 Interview June 20, 1998 with Harold Fromme, long term resident and son of J.M. Fromme, pioneer resident and owner of Lynn Valley Shingle and Manufacturing Company.

See 1943 Lynn Valley Community Centre Constitution.

15 Photographs by courtesy of Mrs. Georgie Goodmurphy of Queen's Road (1992), mother of "Bunk" and wife of Herbert Sr., all of St. Martin's Church congregation.

support system on concrete pad footings. In being installed, the building was raised above grade by four feet providing a crawl space with gravel floor covered in polyethylene. The building was then approximately 1600 sq. ft. overall. The structure is of wood frame construction with roof trusses spanning across 31'-0". The main floor is wood finish on timber joists and sub-floor. Joist span is 10'-4". The roof is supported by Craftsman type triangular eave brackets. **16**

16 Researcher's note: following Jones, Kwong, & Kishi letter dated September 18, 1990 received by Land Agents office, September 20, 1990 in DNV file.

See photo of original building attached.

- Some years later, approximately 670 sq. ft. additional space was built onto the south end of the main hall to provide office space, dressing rooms, washroom and main entrance foyer. This structure is of wood frame construction with flat roof.
- The building was first used in its current location as Lynn Valley Society for the Performing Arts as was the original Institute Hall mentioned earlier.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 3

PART 5

**a) LYNNMOUR PRESBYTARIAN CHURCH
664 MOUNTAIN HIGHWAY**

**b) WEST LYNNMOUR UNITED CHURCH
1103 MOUNTAIN HIGHWAY**

CHAPTER 3
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY CHURCH HISTORY OF LYNN VALLEY
Researcher: Roy J.V. Pallant

PART 5 LYNNMOUR PRESBYTERIAN CHURCH,
664 Mountain Highway
WEST LYNNMOUR UNITED CHURCH,
1103 Mountain Highway

Source
Reference

-
- Standing at the intersection of Keith Road and the section of Mountain Highway running south from Keith Road, it is difficult to believe that the houses to be seen to the north and to the northeast were once part of a complete community named Lynnmour which was settled well before the turn of the century. Lynnmour was cut in two by the building of the Trans Canada Highway bridge over Lynn Creek in 1960.

 - It is also difficult to believe that the section of Mountain Highway running north from Keith was planned to be part of the section running south from Keith. In fact before the building of the Trans Canada Highway, the section of Mountain Highway south of Keith was the lower section of St. Denis, the remains of which exists directly north of Keith Road and Trans Canada Highway and runs along the eastern bank of Lynn Creek. The Post Office and General Store serving this area was located at 495 St. Denis on the same location as the current postal depot at the southwest corner of St. Denis and Hunter Street. The Post Office and Store was operated by Mrs. Wight who was English and maintained high expectations of the behaviour of the many children who came to run errands and buy candy from her store. ¹

 - On the opposite side of St. Denis and just north of Hunter Street was a small community hut known as Pentlands Hall which was used by the United Church congregation as a place to worship and hold

1, 3 Researcher's interview with Mrs. Josephine Begley (nee Goldsworthy) youngest daughter of Joseph Goldsworthy, DNV Councillor, and sister to Frank Goldsworthy, Mayor of the City of North Vancouver.

PART 5 LYNNMOUR PRESBYTERIAN CHURCH,
664 Mountain Highway
WEST LYNNMOUR UNITED CHURCH,
1103 Mountain Highway

Source
Reference

-
- church associated meetings. **2** Later Mr. Pentland built a larger hall measuring approximately 30 ft x 50 ft, north and adjacent to the small hall making it a popular dance hall community centre used by Lynnmour residents and people from as far west as Sutherland. **3**
- Frank Goldsworthy **4**, later Mayor of the City of North Vancouver, was Sunday School Superintendent of the Lynnmour United Church in that small hall. The whole Goldsworthy family were active in that congregation and Joseph Goldsworthy **5** (Frank's father) later a Councillor of the District of North Vancouver, was instrumental in acquiring the church building that is located currently at 664 Mountain Highway, at the northeast corner of Mountain Highway and Bruce, one block south of the Trans Canada Highway.
 - The church building was originally located in Marpole close to the north arm of the Fraser River where it was built by a Presbyterian congregation in 1892. After 40 years of service the church measuring 24 ft x 46 ft was cut into five sections by a team of volunteer carpenters, placed on a truck and moved by barge out of the North Arm of the Fraser River into Burrard Inlet and the foot of St. Denis. There the truck was unloaded and the church reassembled among a grove of maple trees, "looking as quaint as the tintype of a grandmother". **6**
 - Moving the church building in 1932 cost the congregation \$16.00 for gasoline for the truck and the North Vancouver ferry fares for the dismantling crew. **7**
 - The church on St. Denis served the Lynnmour congregation for 30 years in the second era of its life until it became hopelessly inadequate for the many new young people and hordes of children of Sunday school age. Palm Sunday of 1962 marked
- 2** The hall was also used as a voting centre for that area
- 4** See DNV Biographical Index on Frank Goldsworthy by Roy J.V. Pallant.
- 5** See DNV Biographical Index on Joseph Goldsworthy by Roy J.V. Pallant, held in the District of North Vancouver.
- 6** The Province, Monday, Sept. 21, 1962. Obtained from Draycott collection, held in the North Vancouver Museum and Archives.
- 7** Jack Abraham, Treasurer of both the old church at 664 Mountain Highway and of the new church at 1103 Mountain Highway.
- 8** The Province, Sept. 21, 1962, loc. cit.
- 664 Mountain Highway remains in place and was in 1990 occupied by Bero Metallic Design Ltd. with a sales value of \$280,000.

PART 5 LYNNMOUR PRESBYTERIAN CHURCH, 664
Mountain Highway
WEST LYNNMOUR UNITED CHURCH, 1103
Mountain Highway

Source
Reference

-
- the last service held in this church after a total of 70 years. **8**
- On Easter Sunday 1962 the congregation moved up the hill to their new church at 1103 Mountain Highway located on the west side of the Highway immediately opposite Arborlynn Drive (formerly the northeast section of Heywood Street). The church, a flat roofed building was located on one of five lots owned by the congregation on the entrance to a new subdivision built east of Mountain Highway. **9**
 - On Easter Sunday 1962 was held the first regular service at the new church officiated by the Rev. Allan I.V. Dawe with a full congregation, the clerestory windows still smeared with putty and lilies blooming on the window sills. **10**
 - The church was served as before with a series of student ministers although Rev. A.R. Laing is listed as minister in 1967. But in less than 10 years the church closed as such and the remainder joined other United Church congregations in the area. The last vestige of church community activity was the Lynn Day Care Centre held in that building. **11**
 - All five lots were sold and are currently occupied by houses. The church at 1103 Mountain Highway was converted into a house and is currently occupied. It can still be identified as being different from its neighbours with its double front door and the total frontage devoted to a parking lot.

9 Ed Carr, retired District Chief Building Inspector and member of this congregation for 10 years.

10, 11 The Province,
Sept. 21, 1962, loc. cit.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 4

PART 1

THE THOMPSON FAMILY OF LYNN VALLEY

CHAPTER 4
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DNV SENIOR STAFF
Researcher: Roy J.V. Pallant

PART 1 THE THOMPSON FAMILY OF LYNN
 VALLEY

Source
Reference

- Resided in what is now the 3600 block of Mountain Highway which remains located in a lane set back on the west side of Mountain Highway (some houses with a Mountain Highway address remain in that lane) and remains accessible from Mountain Highway and Frederick Rd. **1, 2, 3**
 - 1 Mrs. Jennie Nagy nee: Thompson, daughter of Tom Thompson, his 6th child.
 - 2 See also DNV file for 3964 Hoskins Rd.
 - 3 Both houses are demolished.
- The reason why the lane is set back is because on arrival from England Tom Thompson and his brother Harry purchased one acre each by pre-emption, and lived in the adjoining properties which ran from Mountain Highway (then Centre Rd) west. The houses were built roughly in the centre of each property. **4**
 - 4 Mrs. Jennie Nagy, loc. cit. Interview 1990
- Tom and his brother Harry came to Lynn Valley from Whitehaven, Cumberland County in 1903. **4**
- Having settled in Lynn Valley where both he and Harry had co-operated to build a house each, Tom sent for his wife Jane nee: Neale, their five children and all they could salvage from their house in Whitehaven Cumberland, England. **4**
- Jane Thompson was born on the Isle of Man off the west coast of England but spent her childhood in Whitehaven Cumberland. **4**

PART 1 THE THOMPSON FAMILY OF LYNN VALLEY

Source
Reference

- The children, in order of age, who came with Jane were Anne, Mary, Ethel, Tom and John. **5**

5 Mrs. Jennie Nagy, loc. cit.
Interview 1990

- They travelled steerage by sailing vessel to Halifax, Nova Scotia, arriving in 1908 then travelled by train with all the personal and family household effects to Vancouver. **5**

- On arrival in Lynn Valley, Jennie was born on July 19, 1909 followed by Harry, the youngest of the family of seven children. **5**

NB: Care should be taken in following the historical accounts of Lynn Valley to avoid confusion with the above mentioned Harry, and Harry the brother of Tom Thompson Sr. Likewise, confusion between Tom Sr. and "Tom" Jr. who should read Thomas. **6**

6 Researcher's note:

- Tom Thompson was a steam engineer trained in the Cumberland (UK) coal mines. **7, 8**

7 Not to be misconstrued with Cumberland on Vancouver Island.

- He served as Road Foreman for the District of North Vancouver for 36 years. **9**

8, 9, 10, 12
Mrs. Jennie Nagy, loc. cit.
Interview 1990

- Tom operated and maintained the Invicta steam roller which arrived from England on July 19, 1909, the same day as his daughter Jennie was born. **10, 11**

11 See North Shore Museum and Archives photo #

- Tom Thompson Sr. also was responsible for the operation and maintenance of the British stone crusher stationed at the Dempsey Rd. quarry together with the small traction engine which served to drive the crushing plant by belt and pulley. The crusher ceased operation in 1918. **12, 13**

13 No parts were available from Britain for this model stone crusher after the war.

PART 1 THE THOMPSON FAMILY OF LYNN
 VALLEY

Source
Reference

-
- Tom also maintained the steam engine driven truck used for road maintenance and transporting crushed rock. **14**

See NSMA photo #7933
 - Tom was present for the first meeting on October 12, 1908 of those of the Church of England residents who were interested in building a church in Lynn Valley and which became St. Clements Church. **15**

14 For detailed specifications of this truck see Chapter 8, Part 8 of this work.

15 See "Early Churches of Lynn Valley", Chapter 3, Part 2 of this work.
 - Tom Thompson was a member of the First Institute Hall which was founded October 3, 1908. **16**

16, 17 Draycott, Walter., Early Days in Lynn Valley, p. 44.
 - He was also a member of the second Institute Hall on Institute Rd., which was opened to the public on February 7, 1912. **17**
 - Tom Thompson was responsible for the alignment and construction of most of the streets in what is now Lynn Valley, beginning with Centre Rd. **18** and followed by Dempsey Rd. and Lynn Valley Rd. (formerly Pipeline Rd.)

18 Mountain Highway
 - The quarry took 17-20 men to operate and had a daily output of 85 cubic yards. **19**

19, 20, 21, 22 Jennie Nagy nee: Thompson, his daughter and Juanita Valentine, his grand-daughter.
Interview, June 1990, Lynn Valley at the home of Jennie Nagy.
 - Tom was a keen gardener with his brother Harry with whom he cooperated in supplying produce. **20**
 - Tom was also an amateur photographer taking many photographs of District of North Vancouver road equipment and projects. He was equipped with a plate type camera with tripod. He had his own darkroom. All his equipment and negatives were given to daughter Jennie. **21**
 - During WWI, Tom Thompson returned to England with the Lynn Valley Contingent and fought with the Forestry Section selecting timber for bridges, trench supports, buildings and embankments. **22**
 - See Family Tree doc #182002

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 4

PART 2

JOHN ROBERT COSGROVE - DISTRICT ENGINEER
The Emma Dorcas Cosgrove Story

CHAPTER 4
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DNV SENIOR STAFF
Researcher: Roy J.V. Pallant

PART 2 JOHN ROBERT COSGROVE, DISTRICT
ENGINEER, The Emma Dorcas Cosgrove
Story

Source
Reference

-
- Resided at 540 EAST KINGS ROAD - "Roxboro" **1**
 - **Built:** 1910 - 1911
 - **By:** John Robert Cosgrove
 - **Design By:** Major John Robert Cosgrove, D.S.O.,
M.C., M.E.I.C.
 - **For:** His mother, Emma Dorcas Cosgrove
 - **Location:** On the north side of East Kings Road,
west of Regent at the top of the steps to the lower
section of East Kings Road. **2**
 - **Historical Note:** This house was designed and
built by John Cosgrove at the expense of Emma
Dorcas Cosgrove, his mother, and occupied shortly
after he arrived in 1910. It was occupied by Emma,
John and his wife Sarah. There is a likelihood that
John's brother lived there for a time together with
three nephews of the related Palmer family, named
Richard, William and Edward, who were brought up
by Emma Dorcas Cosgrove. These three
conducted business in the U.S.A. and often visited
North Vancouver. William Palmer was gassed in
World War I but survived until 1928. **3**
- 1 Researcher's note: It was the custom in England and Ireland to name the house in addition to the cadastral number. Many houses in the City of North Vancouver and the District of North Vancouver retain their old or revised names. See origin of this house name later in the chapter.
- 2 Picture of original house attached.
- 3 Travers Cosgrove, son of John Robert Cosgrove.

- Introduction

As engineer to the Corporation of the District of North Vancouver, John Robert Cosgrove occupied an important position in which he had much opportunity to contribute to the improvement and development of this region of the North Shore.

- He was born February 23, 1885 in Roxboro Newton Hamilton, in County Armagh, Ireland and was a son of John and Emma D. Cosgrove. His father was district inspector of the Royal Irish Constabulary and resident magistrate for the City of Cork. 4

- John Robert Cosgrove was educated at Belfast Royal Academy and the Royal Technical College in Glasgow, Scotland.

- Early Military Training

In 1896 John Cosgrove entered the military life of the 1st Drogheda Company Boys Brigade. Later he served three years with the 5th Battalion Highland Light Infantry (Black Watch Highlanders [This was a territorial unit]). 5

- Early Employment and Training

From 1900 to 1908 John gained employment with Messrs. Sir Robert McAlpine & Sons, Railway Dock and Public Works Contractors in Glasgow and London, England. For the first three years (1900 to 1903) he worked as a timekeeper, measurer and cost clerk and manager in charge of construction at the Waterford and Rosslare Railway and Rosslare Harbour Reclamation Wall.

- For the following five years (1903 to 1908) John served as a Civil engineering apprentice, including duty as Assistant Engineer. He also served as costing and records engineer in charge. During this period he gained experience in railway work, docks, brick and steel building, reinforced concrete, excavations, roads drainage and the like.

4 Interview by the
Researcher with Travers
R. Cosgrove, son of
Major John Robert
Cosgrove, D.S.O., M.C.,
M.E.I.C. During visits to
North Vancouver in 1928
and in the home of T.
Cosgrove in Reading,
Berkshire , July 1997.

5 6th Field Company
Canadian Engineers
Annual,
January 1914, p.12

PART 2 JOHN ROBERT COSGROVE, DISTRICT
ENGINEER, The Emma Dorcas Cosgrove
Story

Source
Reference

- In 1908 and 1909 John Robert Cosgrove attended the Royal Technical College in Glasgow, including duty as Assistant Instructor in surveying.
- Then in 1909, John Cosgrove's attention was drawn to the opportunities offered by the Canadian West which was at that time experiencing boom years, attracting many well trained individuals from the United Kingdom. John arrived in Canada, travelling from Glasgow, Scotland to Montreal, Quebec on the SS Pretoria of the Allen Line. He visited Ottawa and Toronto looking for work. John came to Vancouver by way of New Westminster and obtained work as an axeman or chainman on a survey party working on a local subdivision. He kept his first \$2.00 bill as a memento of his efforts to obtain work.
- In the meantime, in Autumn 1910, his brother William arrived in Canada, travelling to Ottawa to obtain work with the Federal Government which he retained until his retirement. ⁶ With him came the now widowed Mrs. Emma Dorcas Cosgrove, who stayed with her son William ⁷ in Ottawa while her son John continued to search for an appropriate position in Vancouver.
- It was during 1910 that John Cosgrove became Resident Engineer for A. J. Hill at the British Columbia Government Farm at Essendale, Coquitlam. He was in charge of dyking and drainage for this occupational farm being constructed for the housing of the mentally handicapped and employing immigrants to British Columbia who could not speak or write English or French.
- In 1910 he was chosen to fill the appointment of District Engineer of North Vancouver at a salary of \$150.00 per month. His varied experience found recognition in his selection for the important office.

8

6 Notes prepared by Mr. Travers Cosgrove, son of John Robert Cosgrove, in Reading, England. Copies held by the District of North Vancouver, North Vancouver Archives and in the Researcher's collection.

7 A prayer desk survives in St. Martin's Anglican Church at 195 East Windsor Road, North Vancouver in memory of William Cosgrove, son of Emma Dorcas Cosgrove and brother of John Robert Cosgrove. William died April 21, 1966.

8 Express Newspaper of July 22, 1910.

- During his term as engineer and under his direction, many large improvements were made and many more projected. ⁹ Among those carried out was the complete reorganization of the department of engineering, introduction systems, standardizing of work, design and installation of water works systems for North Lonsdale and Lynn Valley, with further development of these for storage purposes; field work and data for Seymour water area, survey work and data for water records, etc.; construction of several highways under the local improvement plan including Lonsdale Avenue, Kings Road, Windsor Road, Lynn Valley Road, Peters Road and Dovercourt Road. Other large works in progress at that time were the Marine Drive improvement, Capilano Road improvement, and Keith Road East improvement besides numerous intersecting streets. A large portion of the work was done by day-labour in competition with contract prices. John Cosgrove also directed the location of future trunk highways and scenic routes throughout the District, notably Marine Drive, Indian River Road, Mountain Drive ¹⁰ and Keith Road deviation through Lynnmour. The laying out of the District of North Vancouver's natural parks was done by John Cosgrove and staff.
- One important project designed and supervised by John Cosgrove which has amazingly survived many changes to the present is the bridge built in 1919 and located in the "on" ramp between Dollarton Highway and the TransCanada Highway at Lynnmour. Before 1919 this ramp, that was then part of Keith Road, was subject to serious flooding. The flooding was caused by the self re-routing to the west of the Seymour River around Cutter Island. John Cosgrove overcame the problem by clearing out the road bed and laying concrete culverts side by side athwart the old road bed. The Seymour

9 Personal interview with Travers J. Cosgrove, son of John Robert Cosgrove, October 4, 1992 during visit to North Vancouver.

10 Note this is the access road to Seymour Mountain, not to be misconstrued with Mount Seymour Parkway which was then Keith Road.

River bed created by the building of the flood relief bed can be clearly seen when standing on the Dollarton Highway just 100 metres from the single bridge over the Seymour River as it exists in 1999. John Cosgrove's bridge is now 80 years old and heavily utilized as a TransCanada Highway feeder ramp from Dollarton Highway **11**.

- Of his work with the District of North Vancouver, John Robert Cosgrove described the following comments to his son Travers to record his experiences of job conditions before he died: **12**

"These were still part-pioneer days. Money was scarce. The great needs were opening roads, usually through dense timber, or burnt out forest; providing water; fire protection; provision of sidewalks; preparing maps and control of the subdivision of land. Everything was under the glare of local politics and often hard criticism would arise, no matter how things were done."

"In a new country everyone was a bit of a builder, or mechanic, or skilled in some way, and more or less an Engineer! One had to try to be wise and yet wary and wily; and make the money go as far as possible well knowing that work would not last if skimped. Contractors raised the devil if held tightly to specifications; the favourite method was to discredit the Engineer. It was a sort of free-for-all life in keeping one's end up. But we tried very hard in the District office and were scrupulously honest and really accomplished a vast amount of work both by Day-labour and contract. And it would be idle to say there were no errors of judgement, and cases where given more time for study and reflection, considerable improvements were possible."

"In these years there were scores of reports, miles of roads, miles of sidewalks, miles of water mains and connections, intakes at the creeks, storage and

11 Researcher's note:
Some 130 contracts were planned, written and supervised by John R. Cosgrove from 1910 to 1914 and 1919 to 1920 when he was employed by the District of North Vancouver. Between 1914 and 1919 John was on active service described elsewhere in this chapter.

12 Copy obtained by the Researcher during a visit to Reading, England for the North Vancouver Archives. Copy held by the above.

settling tanks, relief valves, fire hydrants and the like.

"Sectional maps of the 160 square mile District were planned, made wonderfully good by F.J. Calkins (a draughtsman on the District of North Vancouver staff who in 1910 drew the first composite 300 ft. to 1" drawings covering all the District from the mid-point down)." (There are six to eight such drawings extant in the DNV archives.) **13** "Main highways were located and surveyed and plotted on maps to guide future development and subdivision of land into building plots with provision of roads and access to waterfronts. Wharves were built; parks laid out; a quarry (at the top of Centre Road) provided crushed stone for road surfacing material. There were forest fires and floods all causing damage."

13 F.J. Calkins, identified
by Mr. Fred Sigurjonsson,
October 7, 1992

"Attendance at Weekly Council Meetings and committees. Staff administration and office procedure to be accommodated; quotations and purchasing materials; contract supervision and payment certificates; there was always the study of proposed subdivisions (land development) and how they fitted future development. Somehow we were always under pressure, being sniped at from one quarter or another. They were busy years."

- Religious Affiliations and Military Associations

John Cosgrove was a member of the Episcopal Church of Ireland **14** and along professional lines, was an associate member of the Canadian Society of Civil Engineers and member of the Royal Technical College Civil Engineering Society of Scotland. On arriving in Vancouver he became a member of the Sixth Field Company Canadian Engineers and commissioned as lieutenant and took a keen interest in the efficiency of the corps.

14 Emma Dorcas
Cosgrove remained a
member of the
congregation of St.
Martins Anglican Church
congregation. The
church was a short walk
from "Roxboro" and the
Anglican Church was the
nearest in principle to the
Episcopalian eulogy.

-
- John Cosgrove arrived in Vancouver a little too late to be listed on the telegram applying for permission to form the militia group, but arrived shortly after. That is to say he was not an official founder member. In Spring of 1910 Alexander Phillips and Donald Cameron, two prominent residents of the District, circulated the required petition requesting, by way of Victoria, the Dominion Government to form a militia unit to be based in North Vancouver. In July 1912, after eight months of organising, the first enrolment of the 6th Field Company of Canadian Engineers was held in the City Hall, followed by a smoker concert for officers and invited guests at Larsons Pavilion, North Vancouver. Thirty men were accepted and Major James Pemberton Fell (Militia classification) accepted command.
 - James P. Fell had himself come from England to take part in the management of the Heywood-Lonsdale Estate in what had become (in 1907) the City of North Vancouver. Lonsdale Avenue is named for Henry Heywood-Lonsdale of Calverhall, Shropshire, England and James P. Fell was his cousin.
 - This militia group formed like others throughout the British Empire under the terms of the Haldane reforms of 1908 which created the Territorial Army. The British Army had found great difficulty in the South African Boer War of 1899-1902 in brining under control a loose group of individual Boer farmers, many of whom were reluctant soldiers.
 - In 1905 Lord Richard Burdon Haldane (Viscount Haldane of Cloon 1856-1928) became Secretary of War in the Liberal Government (1905-1915) and carried through the greatest and most successful reorganization the British Army had known in fifty years. He created the Officers Training Corps and set up the Territorial Army throughout the British Empire.

-
- Prior to these reforms, each British Regiment had maintained a depot in Ireland and relied upon such recruits to keep up the numbers, if not the discipline and military pride and devotion required to be part of an efficient and co-ordinated fighting unit. Fortunately, this system was changed by 1914 and the outbreak of World War I.
 - In 1912 there was a review of the Militia units in Stanley Park by HRH Duke of Cannaught, then Governor General. **15** The 6th Field Company also formed the Guard of Honour at the First Lynn Valley Days, September 14, 1912 at Lynn Canyon. In September 1913 the Company appropriately camped on Fells Fill. **16** The officers uniforms ordered for these and other occasions were ordered from Plums the military tailors in Chatham, England, so there was some anxiety as to their arriving on time.
 - Playing soldiers in the 6th Field Company of Canadian Engineers was a serious business. The feeling of guilt and loss of pride in the outcome of the South African war was everywhere, and the determination to at least think "Never again shall this happen to Great Britain" existed more especially among expatriate Britons scattered throughout the British Empire.
 - Regular weekly training sessions with engineering and military exercises were carried out. Courses were taken in subjects such as bridge construction and inspection, railway systems, signalling systems, camp building and furniture construction, equestrian practice and weapon training and drill and officer training courses of six weeks duration. All of this meant time off from daily work.
 - The 6th Field Company built bridges and assisted with flood control on the North Shore. On August 14th, 1913 the 6th Field Company was sent under arms to Nanaimo, Extension and South Wellington

15 Express, July 14,
1912

Travers Cosgrove

16 Hence, Fell
Avenue and
Connaught Avenue

PART 2 JOHN ROBERT COSGROVE, DISTRICT
ENGINEER, The Emma Dorcas Cosgrove
Story

Source
Reference

-
- coal-mines to control rioting by strikers and to protect their families and coal-mine property. **17**
- At the time of the strike, the Company was ordered to parade at 6:30 am on August 15, 1913 and prepared to proceed to Nanaimo, having been given in some cases only three hours' notice to leave their jobs and places of business.
 - Reaching Vancouver from North Vancouver at 9:00 pm the Company, Capt. J. Eades Ward, (in command) **18** with Lieutenant J.R. Cosgrove and twenty-one Non-commissioned officers (NCO) and men, proceeded to the Armouries of the 72nd Seaforth Highlanders. Shortly after, a march was made to the CPR Wharf prior to embarking on the SS Princess Patricia for the Coal City. Two companies of the Duke of Connaught's Own Rifles (DCOR), half a Company of the Highlanders, and the detachment of Engineers formed the transport that left the dock about midnight.
 - The complement might have been able to secure sleep had it not been for the thunderous swirl of the ship's propellers.
 - Among the orders for the following day was one that Lieutenant Cosgrove, Sergeant Fleming, Corporals Avery and Philip, and sapper Beasley should proceed to South Wellington with two Companies of the 6th DCOR under command of Major Hulme. **19**
 - The complement left at once on an improvised armoured train. **20** About half way to the destination, a trestle bridge about 500 feet long and 70 feet high was to be crossed. The inspection of the bridge was the first actual engineering service performed by the Company and Major Hulme expressed his satisfaction on the thoroughness of the inspection.
 - South Wellington was reached at 9:00 am on Saturday, August 16. When it was known that they were to stay the following night, they were fitted out
- 17 6th Field Company
Canadian Engineers
Annual, issued January
1914, pp 10-13
- See also for background
details of the strike and
the locations mentioned
here: Lynne Bowen, Boss
Whistle, 1992, Chapters
5,6,7
- 18 Capt. J. Eades -
Ward of Vancouver and
later Woodlands. See
Percy Ward contained
in this chapter and in
Post Offices in this
work.
- See also Hugh
Myddleton Wood file
See also chapter on
Post Offices of District
of North Vancouver.
- 19 South Wellington,
North of Nanaimo. 6th
Field Company
Canadian Engineers
Annual, January 1914.
Copy held by
Researcher.
- 20 Esquimalt and
Nanaimo Railway

comfortably at the offices of the Pacific Coast Coal Mines Ltd.

- Sunday morning reveille was at 6:00 am. After breakfast they built latrines and an incinerator on the site. The latter was constructed of brick and clay and measured 5 feet 6 inches by 5 feet 6 inches by 5 feet high. It was made to burn coal. Besides the crater, there was a chimney draught that ensured a steady fire.
- At noon on Monday the armoured train again returned to South Wellington. On board were the 5th Garrison Artillery and the remainder of the Engineers including Capt. Ward.
- Shortly after 1:00 that same day, the detachment left for South Wellington. The Company, together with a half Company of Seaforth Highlanders, proceeded to Starks Crossing; Capt. Ward was in command. There they detrained and marched to Extension, a distance of about five miles. **21**
- On arrival, headquarters was made at one of the stores which the rioters had wrecked. Later they were posted in prominent positions so that every part of the mining town could be watched, and patrols were sent out for the purpose of locating refugees who had taken to the forest to escape harm from the rioters. This was a task because it rained day and night. However, after partaking of an early breakfast, every nook and corner where there was any likelihood of refugees were searched.
- When the Commanding Officer had seen that the detachment had done all that they could, he chartered several conveyances to aid the women and children to the railhead while the Company and Seaforths formed into guards and marched back in escort to the railroad where a special train conveyed the women and children to Nanaimo. **22**

21 6th Field Company
Canadian Engineers
Annual, January 1914

22 6th Field Company
Canadian Engineers
Annual, issued January
1914

- Their next orders were to return to Extension **23** and protect the mine property. Headquarters was made in the general stores of the mine, opposite the power house. By the time it was dark, it was figured that they had made a forced march of about seventeen miles in addition to patrols. If necessary, they felt that they could double that amount to bring comfort to any other refugees, for the cases of the women and children were pitiful. On Tuesday morning August 19th, Lieutenant Cosgrove returned by armoured train to Nanaimo with Sergeant Fleming and joined the detachment the following day.
- World War I Declared
When war was declared in 1914, someone, namely James Pemberton Fell, had the unenviable task of deciding who would accompany the Canadian Expeditionary Force (CEF) to England and the war zones of the European continent and who would stay to train more sappers.
- Major James P. Fell and Lieutenant John Robert Cosgrove and 118 others were required to assemble at Valcartier Military Camp, Quebec, with every other Engineering Unit in Canada. They were posted to NO:1 Field Company, 1st Canadian Division CEF, and sailed on October 1, 1914 on board the SS "Zeeland" of the Red Star Line in a convoy which was more like an armada, from Gaspé Bay, Quebec to Plymouth, England arriving on October 14, 1914. From there they travelled to Salisbury Plain. **24**
- In 1914 John R. Cosgrove met Sarah Frances Ratcliff who came to North Vancouver from Onaway, Alberta and originally from Ireland.
- Meanwhile, Sarah Frances Ratcliff returned to England to continue serving as a nurse.

23 Researchers note Extension is the name of a famous mine site near Nanaimo, B.C. Wellington Extension was an extension of Wellington Collieries Co. and the world famous Wellington Coal source. Earlier, the townsite was known as Southfield as it was just south of Nanaimo. Extension had a post office by that same name.

24 Travers Cosgrove, son of John Robert Cosgrove

PART 2 JOHN ROBERT COSGROVE, DISTRICT
ENGINEER, The Emma Dorcas Cosgrove
Story

Source
Reference

-
- 1915: 1st Canadian Division sent to Flanders, France and the Second Battle of Ypres, April 22nd. This was the time of the first gas attack.
 - On May 15, 1915, John and Sarah managed to obtain leave and were married at St. Andrew's Church, Plymouth, England.
 - Also in 1915, John and his mother Emma Dorcas Cosgrove received the congratulations of "The Express" on his being awarded the Military Cross. **25**
25 Express, December 9, 1915
 - In 1917, John was posted to the Canadian Railway Troops (8th CRT) and with them took part in the battles at Messines Ridge, the third battle at Ypres and the Battle of Passchendale.
 - In 1918, John was listed as a Major and received a Distinguished Service Order to go with his Military Cross (MC). **26**
26 Express, December 13, 1918
 - In the Honour Roll of the District of North Vancouver published January 19th, 1917, John Robert Cosgrove was listed. **27**
27 Express, January 19, 1917
 - In 1919, John was posted to the Canadian General Depot at Seaford and Witley in England then sailed to Canada on the SS Orduna. **28**
28 Express, January 19, 1917
 - On his return to North Vancouver in 1919, he resumed his position as Engineer at a salary of \$175.00 per month. **29**
29 Express, date of cutting removed
 - In 1920, John resigned from the District of North Vancouver and tried the timber business but the market collapsed after three months. **30**
30 – 39
Travers Cosgrove interview with Researcher, July 1994, during North Vancouver visit from Reading, U.K.
 - John then joined the Capilano Timber Company and was in charge of logging poles, piles and special timbers. **31**

-
- Later, he became Logging Railways Engineer with the Capilano Timber Company, locating standard gauge logging railways to extract timber from the mountain valleys to the west and north of Lake Capilano. **32**
 - On October 9, 1920, Travers was born to John and Sarah at "Roxboro" 540 East Kings Road. **33**
 - John had two streets in West Vancouver named Travers for his new son and Ratcliff for his wife's family. **34**
 - In 1921, Sarah's mother Mrs. Radcliff and daughters Kathleen and Florence arrived in North Vancouver. They first stayed in the Capilano Valley and later bought 250 East 24th Street, North Vancouver. **35**
 - Another daughter Gertrude had joined John and his wife Sarah earlier to care for Travers. **36**
 - In 1922, John joined the Vancouver Lumber Company to study lumber manufacturing and grading. **37**
 - In 1923, he worked with the Pacific Lumber Inspection Bureau on export shipments. **38**
 - In Autumn, 1923, he accepted an appointment as the first City Engineer of Trail, BC and carried out the task of building a new fire station using hourly-paid labour, when the contract failed due to excessive tender acceptance by the contractor. John was offered an appointment as British Columbia Lumber Commissioner in Toronto. **39**
 - 1925: John was appointed to the UK Forest Products Research Laboratory and the family moved to England via Poughkeepsie, New York and Boston, travelling to the UK on the Cunard "Carmania". He left North Vancouver on October 7, 1925. **40**

40 Express,
October 7, 1925

PART 2 JOHN ROBERT COSGROVE, DISTRICT
ENGINEER, The Emma Dorcas Cosgrove
Story

Source
Reference

- 1927: Sarah and her son Travers with Nellie Radcliff visited the family members arriving by the Cunard ship "Lancastria". 41
- From 1935 to 1945, John worked with the Colonial Office, London in the Forest Resources Department.
- 1946-1954: John worked with the Imperial War Graves Commission as Clerk of Works and then retired.
- John Robert Cosgrove died in February 1976 just before his 91st birthday.

41 Travers Cosgrove,
loc. cit., interview,
July 1994.

- EMMA DORCAS COSGROVE'S TEA HOUSE
137 ROCKLAND (formerly Brighton Road)
- **Built:** 1919
- **By:** Not yet known
- **For:** Not yet known
- Meanwhile, Emma Dorcas Cosgrove had rented 540 East Kings Road and moved to 137 Rockland, the first house on the left, or south on turning off Lonsdale Avenue onto Rockland. Emma made her house into a restaurant known to the local residents, hikers and skiers as "Mrs. Cosgrove's Tea Room". The ascent of Grouse Mountain was by way of Prospect Road with a hiking trail open to Grouse Mountain from the earliest times, and a horse riding trail was open from August 1923. The trail from the Capilano Streetcar route terminated at McLeods Grocery Store, where the service station stands at the north exit to Capilano from Upper Levels. Likewise, a trail ran from the streetcar terminal at Windsor Road and Lonsdale Avenue, joining the Capilano trail close by Mrs. Cosgrove's. 42 The ferry tickets cost one dollar for 20 encouraging

42 Note the trail came from Capilano at a point at the present (1987) end of Woodbury, 300 yards up from Rockland opposite 4045 Woodbury, leaving the choice of turning south (right) down Woodbury to Emma Cosgrove's Tea House or proceeding straight on through the bush to join the Lonsdale trail before it crossed Thane Creek bridge on Prospect Road.

Pallant, History of St. Martin's, pp. 76 and 77

PART 2 JOHN ROBERT COSGROVE, DISTRICT
ENGINEER, The Emma Dorcas Cosgrove
Story

Source
Reference

-
- hikers or skiers to cross from Vancouver and to pass or partake at Emma Cosgrove's Tea Room. **43**
- 43 Fred Sigurjonsson,
District of North
Vancouver
- The trail north from 137 Rockland is now the driveway of 176 Rockland, 12 yards west of 137 Rockland on the north side. The trail ran 100 yards due north into what is now the back garden of 4016 Prospect Road then ran diagonally NNE to join Prospect Road 500 yards north of Rockland to cross the bridge over the Thane Creek.
 - Note the trail came from Capilano at a point at the present (1987) end of Woodbury, 300 yards up from Rockland opposite 4045 Woodbury, leaving the choice of turning south (right) down Woodbury to Emma Cosgrove's Tea House or proceeding straight on through the bush to join the Lonsdale trail before it crossed Thane Creek bridge on Prospect Road.
 - Mrs. Emma Dorcas Cosgrove attended St. Thomas'/St. Martin's Anglican Church from her arrival in 1910 - especially from 1923 when the church opened at the present location of 195 East Windsor Road. She was included in Red Cross Women's work parties and functions. **44**
 - Mrs. Emma Dorcas Cosgrove finally retired to Ottawa, Ontario to care for her son William Thomas Cosgrove **45** who came to Canada and worked for the Civil Service in Ottawa.
 - Emma Cosgrove died on January 7, 1936 leaving Judge Francis J. Bayfield and his wife Jeanie Isabel Bryson Bayfield of the District of North Vancouver as executors of her will (the original is held in the North Shore Museum and Archives in North Vancouver). **46**
- 44 May 1912 photo
attached.
- 45 On William T.
see page 4 of this
report.
- 46 See attached copy of
the Emma D. Cosgrove
Probate and Report of
Judge F.J. Bayfield,
District of North
Vancouver.
- by Roy J.V. Pallant on
Original will donated on
behalf of Mrs. Jean
Hackett, daughter of
Magistrate Bayfield.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 4

PART 3

F.M. SHARP - ASSISTANT DISTRICT ENGINEER

CHAPTER 4
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DNV SENIOR STAFF
Researcher: Roy J.V. Pallant

PART 3 F.M. SHARP, ASSISTANT CHIEF ENGINEER

Source
Reference

-
- Mr. F.M. Sharp, Assistant District Engineer was recently married and was presented by the Councillors and staff with a silver teapot and tray. A number of pleasant speeches made including one in which it was noted that over one year had passed without a single complaint from property owners with whom he dealt. **1**

1 Express report of July 18, 1913

 - The health of Mr. McCready who succeeded John Robert Cosgrove as Chief Engineer, has failed recently. Mr. F.M. Sharp to act as Chief Engineer. **2**

2 Express report of August 23, 1917.

 - "F.M. Sharp requested to remove a large fir tree which appeared to be in dangerous condition and located on Forbes Avenue north of Saint James Street (sic)."

3 Express report , October 4, 1917. Note the continued use of the term "street" rather than the official term "road"

At this time, the Sharps lived on St. James St. East. **3**

 - "To Mr. F.M. Sharp and his wife, a son, born July 5th at Lonsdale Hospital," reported in the social column. **4**

4 Express report , Friday, July 19, 1918

 - "The salary of Mr. F.M. Sharp to be raised to \$160.00 per month." **5**

5 Express report of December 11, 1918

 - "Mr. F.M. Sharp to cut a fir tree located on the road allowance north of Block B-880." **6**

6 Express report , February 12, 1919

-
- A report from the Express newspaper stated "On return from active service of Major John Robert Cosgrove to his former position of District Engineer, Mr. F.M. Sharp will continue as assistant engineer and for the next few months his work will consist mainly of a compilation of a complete set of maps of the District, particularly of the property acquired in tax sale proceedings." **7**

7 Express report ,
August 1, 1919.
 - "Born to Mr. and Mrs. F.M. Sharp, a daughter, on October 6, 1920 at 15th and Lonsdale." **8**

8 Express report ,
October 8, 1920
 - "Mr. Frank M. Sharp is appointed Honory Secretary of the Provincial Music Festival of British Columbia" held at the Institute Hall, Lynn Valley. **9**

9 Express report , May 4,
1923. See image of Hall
attached.
 - "Mr. F.M. Sharp, assistant District engineer has received a threatening letter from Harold King of Lynn Valley. The police proceeded with a court charge and the case was agreed dismissed due to the letter being considered by the court as being the "effects of service overseas". **10**

10 Express report,
December 21, 1923
 - "Mr. F.M. Sharp has been given notice of dismissal as District Engineer, after thirteen years of service."

11 By this time John
Robert Cosgrove had
resigned as Chief
Engineer and F.M. Sharp
had taken his place.
Express, February 22,
1924.
 - "Association of Professional Engineers wrote a letter of complaint over the premature dismissal of F.M. Sharp - letter filed." **11**

Express, February 28,
1924.
Also see chapter entitled
John Robert Cosgrove

- To state the historical facts it is necessary to note here the contents of the Municipal Council minutes of the meeting of 20th February 1924 (Vol. 9: pg. 262):

J.M.B.

G.R.D. Resolved (the Reeve and Councillors Whitaker and Marshall dissenting), that the position of Municipal Engineer be discontinued, that the Engineer be given one month's notice, and that the Clerk is instructed to call for applications for the position of Superintendent of Works, at a salary of \$150.00 per month.

G.R.D.

J.M.B. Resolved (Councillors Whitaker and Marshall dissenting) that the Council consider re-organization of the entire Municipal staff.

Mr. Farmer thereupon resigned his position as Clerk and Comptroller to the Corporation as from the first May, 1924.

At 10:00 p.m.

"Resolved that the Council adjourn to Committee of the Whole to discuss the question of re-organization, and re-assemble at 10:30 p.m." 12

12 Copies of the Council Minutes of 20 February 1924 provided to the Researcher by Mr. Fred Sigurjonsson, Administrator, Mayor's office and who also pointed out the reaction of some council members to the dismissal of Frank Sharp expressed in these minutes.

- Further to the above objections should be added that on August 23, 1917, Mr. McCready who had succeeded John Robert Cosgrove as Chief Engineer resigned due to ill health. Frank Sharp acted as Chief Engineer from that time until the return of John Robert Cosgrove to his former position as District Engineer on August 1, 1919, a period of two years at least. When Cosgrove returned, Frank Sharp went back to the position of assistant engineer. With a man who had given thirteen years of service to the District, including two years of very difficult times during the war years, the objections of the Reeve and Councillors Whitaker and Marshall to Frank Sharp's dismissal were indeed justified. 13

13 Researcher's note.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 4

PART 4

KEVIN SEEL - PROPERTY ASSESSOR

CHAPTER 4
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DNV SENIOR STAFF
Researcher: Roy J.V. Pallant

| PART 4 KEVIN SEEL, PROPERTY ASSESSOR | Source Reference |
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| <ul style="list-style-type: none"> Kevin Seel was an Assessor in the Assessment Department of the District of North Vancouver from December 1954. At that time property assessment for taxation purposes was the responsibility of each municipal authority, this practise continuing until the responsibility became that of the Provincial Government in 1973. | |
| <ul style="list-style-type: none"> Kevin was born at Lions Gate Hospital, North Vancouver on July 16, 1935. His mother Florence and father James were from England, his father coming from the long line of Huguenot descendants who had arrived from the European Continent to settle in Liverpool and then to South Wales. Kevin's father was a landscape designer and contractor well known for large scale work in West Vancouver, and Point Grey. Not only did James Seel create gardens but also purchased houses and restored both the house and the garden. Kevin not only moved around from house to house but was well acquainted with property design and value details at an early age. | |
| <ul style="list-style-type: none"> The Seels at one time lived at the house of J.R. Suter (J.R. Suter was born in the house of Dr. Helmkins, Victoria, and died 1973). Kevin's maternal grandfather, located at 1535 Kilmer Road, Lynn Valley, the house previously occupied by the first Lynn Valley Post Office, operated from 1906 to 1912 by Mrs. Alice Sugden and her husband George. Kevin still retains the notice warning post office customers of the danger of crossing a shingle bolt loaded flume enroute to collecting the mail or buying a stamp. | <p>See DNV Socio Historical Service Infrastructure, Chp. 2, Part 2, Early Lynn Valley Post Offices.</p> |
| <ul style="list-style-type: none"> From this home Kevin attended Lynn Valley School, his teacher at that time being Mrs. Osborn. | |
| <ul style="list-style-type: none"> He later travelled with his father to South Wales and attended Penarth School near Cardiff, Wales, for one year. | |
| <ul style="list-style-type: none"> He returned to North Vancouver in 1949 and attended Capilano School. Kevin then attended North Vancouver High School for two years before going straight from there | |

| PART 4 KEVIN SEEL, PROPERTY ASSESSOR | Source Reference |
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| to join the District of North Vancouver in December 1954. | |
| <ul style="list-style-type: none"> Kevin Seel worked under Dave Nicholson, who had previously worked for the City of North Vancouver, joining the District on December 31, 1944 in the Social Service Department. On February 15, 1947 Dave Nicholson was made head of the Assessment Department. Dave was a fine roll model. | |
| <ul style="list-style-type: none"> Also working with Kevin Seel was Joe Stacey who became a clerk in the Assessors Office on October 15, 1946 and Les Robinson who was still working in the Finance Department in the mid 1970s. | |
| <ul style="list-style-type: none"> All municipal staff working on property assessment in 1973 had the opportunity to join the Provincial Government staff during the change over in 1973, but Dave Nicholson and Kevin went to the private sector with Kevin Seel working from the Kamloops office of his company. Later he went into the real estate business himself and currently (1994) lives in Kamloops. | |

**DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE**

CHAPTER 4

PART 5

**MY DAYS WORKING FOR THE
DISTRICT OF NORTH VANCOUVER
BY DORA (CURRY) STACEY**

CHAPTER 4
DISTRICT OF NORTH VANCOUVER

SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
Researcher: Roy J.V. Pallant

| PART 5 | MY DAYS WORKING FOR THE DISTRICT OF NORTH VANCOUVER By Dora (Curry) Stacey | Source Reference |
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| | <p>I started working for the District of North Vancouver in 1943 at the height of World War Two. We worked a five and a half day week and my salary was \$65.00 per month, the minimum wage at the time.</p> <p>The District went into liquidation in 1932 when I was in High School. Commissioner was Mr. Tisdale. When the City went into liquidation some years later Mr. Tisdale became Commissioner for them too, so he had all the District Offices moved to the City Hall on 4th and Chesterfield, the former Central School. Most of the Departments were joint City and District but the Tax Officer were separate.</p> <p>I was in the District Treasurer's Office under Mr. A.B.B. Hill, a fine man and a great boss. Most of the men were getting toward retirement age. Mr. Loverock looked after the tax rolls, they were big ledgers and everything was done by hand in those days. Mr. Jack Chapman was in charge of Water Rate Ledgers and Mr. James Chapman (no relation to Jack) looked after accounts, payrolls and attended to Customers. They were all cashiers as well. There was another girl who was my senior, Betty Paquette, but she soon left and I was Senior. They hired a girl from the Commercial Course at High School, Betty Westmoreland, a giggly 16 year-old but a great kid. Frank Sinatra was the teen-agers heart throb at that time so Betty got teased unmercifully, but she took it all in fun. She became an excellent typist and Secretary later on.</p> <p>I did all the stenography for the Solicitor, Dougald Donaghy. Most of the girls were scared of him but I had known him as a customer of Dad's when he was in the</p> | |
| | <p>taxi business. He was about the easiest person I ever took dictation from.</p> | |

| PART 5 MY DAYS WORKING FOR THE DISTRICT OF NORTH VANCOUVER By Dora (Curry) Stacey | Source Reference |
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| <p>There was a great camaraderie with all the girls. We would have a get-together every Wednesday evening for a chit-chat or go overtime for dinner and a show. It was nice as there were a number of girls in the City Offices and we all got along well together.</p> <p>Mr. Loverock was the first to retire so they brought Tommy Boswell up from the Relief Office to fill the gap. There wasn't too much doing in the Relief Office, mostly elderly unemployables.</p> <p>Mr. Hill retired and they brought former District employee Mr. H.A. Lintott in to take his place. Mr. Lintott had been working in the City Tax Office. He was another fine man and a great boss.</p> <p>Next to retire was Mr. James Chapman. They brought in Jimmy MacPherson from the City Ferry Office to take his place.</p> <p>To replace Mr. Boswell in the Relief Office they hired a young Dave Nicholls who had been discharged from the Army for medical reasons. There was great excitement to have a young single man around.</p> <p>After I had been working for a few months they asked me if I would do the Court stenography and raised my salary to \$85.00 a month. I never knew just when I was needed in Court, the policeman would just come and get me on the way to the Courtroom. I always had a bundle of sharp pencils and a note book at the ready. District cases had to be tried on district soil so I would ride up to the old hall in the police car where the District Court Room was located.</p> | |
| <p>Not all evidence had to be transcribed. When I did I would do it in office hours or get paid overtime to do it in the evening. All Preliminary hearings had to be transcribed and if a lawyer was involved he would sometimes want a copy of the evidence, so he would pay me for his copy. Mr. Ray</p> | |

| PART 5 MY DAYS WORKING FOR THE DISTRICT OF NORTH VANCOUVER By Dora (Curry) Stacey | Source Reference |
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| <p>Sargeant was Magistrate. Inquests were held in a funeral parlour under Dr. Dyer who was our family Doctor. They all had to be transcribed.</p> <p>Mr. Tate was City and District Clerk and his officers were on the East side of the main floor. I would have to do Mr. Tate's District work. The City Tax office was on the West side of the main floor, also the joint Addressograph system.</p> <p>The Engineering Office was on the Southeast corner of the main floor. Mr. Valentine was Supt. of Works, Mr. Aspell was Building Inspector and I think he would do the Electrical inspections. Two girls worked there.</p> <p>On the lower floor was the Relief Office and Police Office and Jail. Later on, when Mr. Lintott found the Court work interfered with my normal office work, he asked that I be relieved of the Court work, which suited me fine. They put a girl into the Police Office full time. She came from the Engineering Office, Joan Ford.</p> <p>I must not forget joint employee, Howard Howell, fondly called "Howie". He was chauffeur to the Commissioner and Mr. Tate. He was in charge of dog licenses and would go from door to door to collect them. He was a lot of fun, he would breeze into our office and gab to everybody if he had to wait around. Dog Tag #1 was always saved for a little elderly lady from Lynn Valley. She would arrive at the office right after January 1st to pick up her tag. She rode down to the office on the street car with her little dog. She would pay his fare so he could occupy the seat beside her.</p> <p>At the end of 1944 the City came out of receivership, so the District had to relocate its offices. Suitable quarters were found in the 100 block on West 2nd Street. The building was owned by Mr. and Mrs. Barraclough. They had been in the grocery business in Lower Lonsdale for as long as I remember. They put up a new building for their store on the North-west corner of 2nd and Lonsdale; it went as far as a lane beside the St. Alice Hotel, so it was a large building. They had living quarters over the store. A small dress shop was alongside it, then a wide stairway went up</p> | |

| <p>PART 5 MY DAYS WORKING FOR THE DISTRICT OF NORTH VANCOUVER By Dora (Curry) Stacey</p> | <p>Source Reference</p> |
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| <p>to the 2nd floor where we located. Below us was the B. & K. Feed store.</p> <p>Our offices were quite spacious with lots of light. We were on the South side with a nice view of the Inlet. A hallway went the length of our part of the building. The Engineering Office was on the West side of us and the Clerk's and Commissioner's offices were on the East side of us with adjoining doors.</p> <p>The staff in our office remained intact except for Betty Westmoreland who was put in the Clerk's office. Most of the other departments were staffed by former District employees so there wasn't too much change. We had pretty well all the Engineering staff. Mr. Clarke was Assessor with Dave Nicholls as Assistant. Mr. Tate was our Clerk but he soon retired and they hired Fred Saunders from the Vernon area to take his place. Betty Westmoreland was put in the Clerk's office. Mr. Saunders made her into a crackerjack secretary for himself and the Commissioner, who was Mr. Sam Sowden. He had recently retired as Manager of the Bank of Commerce.</p> <p>We took pretty well all the staff from the Engineering Office, Mr. Valentine, Supt. of Works, Mr. Aspell the Building Inspector. New staff there were Irene Tremblay, stenographer, Bob Nichol, Electrical Inspector. I'm not sure in what order the new staff was hired. Mr. Aspell</p> | |
| <p>retired and Bill Hopen took his place with Ed Carr his assistant. Phil Harrison was a clerk. Then came Margaret Johnston and Alice Tomkins.</p> <p>In the Assessor's office Mr. Clarke was Assessor with Dave Nicholls as Assistant. There were a number of girls there, too. Shirley Drost was there for a while and Barbara Parson was there for some years.</p> <p>So many of the new staff were hired with a thought into the</p> | |

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| <p>PART 5 MY DAYS WORKING FOR THE DISTRICT OF NORTH VANCOUVER By Dora (Curry) Stacey</p> | <p>Source Reference</p> |
| <p>future when older ones retired. New subdivisions were going in all over the District, Norgate Park, Capilano Highlands, Capilano Properties to name a few; also the Lynn Valley and Dollarton areas.</p> <p>I well remember the lovely May morning in 1945 when newsboys were under our windows hollering "Extra!", the Germans had surrendered. In those days that's how news spread quickly with "Extra!" newspapers. Now there was just the Pacific war to come to an end.</p> <p>More help was having to be hired so they advertised for staff. Veterans were given preference. Mr. Saunders came to me one day with a list of seven names and asked me if I knew any of them as he knew I'd always lived in North Vancouver. I recognized one name and that was Norman Woodard so I said I didn't know him but I knew his sister. He was hired to take Jack Chapman's place doing the Water Rolls. They hired Joe Stacey for the Assessor's Office as Mr. Clarke was retiring and Dave Nichols was made Assessor.</p> <p>When Mr. Boswell retired and Norm Woodard took over the Tax Rolls, they gave me the Water Rolls. I still did some stenography, especially Mr. Lintott's financial statements. I was also spare cashier.</p> | |
| <p>Kay Rooke came to our office and did so many things, she never sat idle. I had known her at High School. Vi Breeden had been on the addressograph but she left and Barbara Christie took over. She was another very willing worker.</p> <p>We formed a bowling league with the Inside and Outside staffs. A bowling alley was in an old building on the N.W. corner of Lonsdale and 4th Street. I remember it as Squair's grocery but it was out of the main business area so Mr. Squair went out of the grocery business. The building had been empty for a long time but came back into its own as a bowling alley. We all enjoyed the bowling; I met all the</p> | |

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| <p>PART 5 MY DAYS WORKING FOR THE DISTRICT OF NORTH VANCOUVER By Dora (Curry) Stacey</p> | <p>Source Reference</p> |
| <p>boys whose cheques I had been typing out for so many years. Even the foremen bowled, all nice guys. The City staff also joined the league.</p> <p>At Christmas time on 2nd Street we would have a little party in our office. Desks were cleared and when the office closed at noon the day before Christmas we would have a party. Howie would scrounge a turkey from one of the turkey farms and Mrs. Howie would cook it for us. The girls would bring all the timmings and we had a good feed. Mrs. Howie would also send a couple of bottles of her homemade dandelion wine to complete the meal.</p> <p>I'm not sure of the name of our janitor but I think it was Jack Edwards. He came with us when we moved. He was such a kind man and would come and check to see if we were warm enough etc. He had been a District employee for many years.</p> <p>I enjoyed all the years at the District but was happy to leave in 1950 to become "just a housewife".</p> | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 4

PART 6

**ALEXANDER PHILIP
MUNICIPAL CLERK OF THE
DISTRICT OF NORTH VANCOUVER**

CHAPTER 4
DISTRICT OF NORTH VANCOUVER

NV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DNV SENIOR STAFF
Researcher: Roy J.V. Pallant

| PART 6 | ALEXANDER PHILIP, MUNICIPAL CLERK OF THE DISTRICT OF NORTH VANCOUVER 1902 - 1910 | Source Reference |
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| · | Alexander Philip for whom Philip Avenue off Marine Drive in Lower Capilano was named was born in Elgin, Scotland, UK. | |
| · | In 1872, Mr. Philip commenced the study of law in Edinburgh and in 1877 he was admitted to practice as a solicitor. Until 1891 he practiced in Glasgow and afterwards in Peebles where his son William was born. | See details on William hereafter in this chapter. |
| · | In August of 1891 he and his family left Scotland on the SS "Creon" and on September 7, 1891 then arrived in Victoria, BC by way of Montreal and Canadian Pacific Railway to Vancouver. | |
| · | The Philip family chose New Westminster as their home and Alexander became a real estate agent there. | |
| · | In May of 1891 the District of Coquitlam was incorporated and in November Alexander Philip was asked to accept the position of clerk of that Municipal District. | North Shore Press, August 30, 1929. |
| · | The following January he was made clerk, collector and assessor of the District of Coquitlam. | |
| · | In the summer of 1892 a committee was formed to request the incorporation of Burnaby District. Mr. Philip acted as secretary of that committee and took the necessary steps to achieve incorporation. When the first council was elected he was appointed clerk, collector and assessor of the Burnaby District while fulfilling the same task in Coquitlam. | |
| · | In January 1904 Alexander Philip resigned from the Coquitlam appointment and confined his attention to the Burnaby work. During 1904 he was well satisfied with the success which attended the flotation of \$35,000 of 6% bonds. These were sold at \$106.75 and \$107.00 and that at a time when others were offering 7% for their issues at par. | |

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| PART 6 | ALEXANDER PHILIP, MUNICIPAL CLERK OF THE DISTRICT OF NORTH VANCOUVER 1902 - 1910 | Source Reference |
| · | In 1905, Mr. Philip resigned from the Burnaby appointment and gave his time to real estate and conveyancing work. | |
| · | During the summer of 1905 he visited various districts in the Fraser Valley in the interest of creamery work, since before leaving Scotland he had been instrumental in organizing the first large creamery there. | |
| · | Alexander's idea was to locate one large creamery in New Westminster and milk receiving stations at different points on the banks of the Fraser River*; but the venture was at that time considered too large, and instead creameries were started at different points, such as Delta, Cloverdale and Chilliwack. They proved a valuable factor in the dairy interests. | *Actually this system worked well after 1909 when BC Electric completed its inter-urban line to Chilliwack and this company and the CPR ran milk trains and later in 1917 when the Fraser Valley Milk Producers Association started operations in February of that year. |
| · | It is interesting to ponder why Valley dairymen such as E.D. Barrow, W.J. Park, John Oliver, J.W. Berry and C.E. Ecbert were identified with this difficult period of dairy farms in the Lower Mainland, up to 1913, yet a qualified organizer such as Alexander Philip is not mentioned in the histories of the Fraser Valley Milk Producers Association. | |
| · | Mr. Philip was likewise involved in organizing and becoming secretary of an association of farmers of Burrard Inlet. One of his first contacts with the North Vancouver District Council was when, on March 5, 1902 he advised Reeve C.O. Wickenden and council, of a schedule of merit prizes to be awarded to members of the Burrard Farmers Institute. The clerk, Mr. Keene, was at that time requested by council to acknowledge receipt of the schedule regretting that the Council thought the suggestion a little premature for the municipality to contribute to such a scheme. | Original Minute Book No. 2, page 21 DNV Council meeting of March 5, 1902. |
| · | By this time Alexander Philip had opened his own office in Vancouver and so it was that he applied for the position of Clerk and Treasurer of the Municipality of the District of North Vancouver as specified in the News Advertiser for seven consecutive days with applications to be sent directly to Reeve C.O. Wickenden. | |

| PART 6 ALEXANDER PHILIP, MUNICIPAL CLERK OF THE DISTRICT OF NORTH VANCOUVER 1902 - 1910 | Source Reference |
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| <ul style="list-style-type: none"> The position paid \$50.00 per month plus ferry fare from North Vancouver to the council room located in Vancouver. | |
| <ul style="list-style-type: none"> There were only two applications for the position, one from Mr. Philip receiving two ballots and one from Mr. J.J.Wood who received one ballot. Mr. Philip was awarded the position on August 7, 1902* and recorded the minutes of his first meeting on September 3, 1902 at 8:00 p.m.**. August 7th happened to be his birthday. Mr. Philip's appointment of Clerk, Collector and Assessor for the North Vancouver District was held until August 1910 when he resigned, and again took up real estate work. | <p>* DNV Original Minute Book No. 2, p. 50, Meeting of August 7, 1902.</p> <p>** Minute Book, No. 2, p. 51.</p> |
| <ul style="list-style-type: none"> In 1902 Alexander Philip was the only full time paid official. Charlie Mee was available to be called upon for road work and as police constable and all manner of short term projects and was extremely valuable but was only paid for the hours the job in hand required. | |
| <ul style="list-style-type: none"> The "Council Room" was at that time in the Inns of Court Building in Vancouver and it continued there until the summer of 1904* when the new Municipal Hall, designed by and which later became the City Hall in 1907, was available for occupancy. That Hall was designed at no cost to the municipality by W.O. Wickenden who was also an architect with offices in Vancouver. It was located on the northeast corner of First Street and Lonsdale Avenue. | <p>* Hence the need for ferry fare to be added to salary paid.</p> |
| <ul style="list-style-type: none"> It is rare that the early minutes of the District of North Vancouver provide an explanation as to why a motion was raised and more especially, the reasons why a councillor or staff member resigned. In the case of the successful application of Alexander Philip for the position of Municipal Clerk, Treasurer and Assessor, there is an explanation for the permanent suspension of the previous clerk, Mr. Keene. The explanation needs to be recorded here since it raises at least four important points in the history of the District of North Vancouver in 1902. They are: <ul style="list-style-type: none"> a) the character of Reeve W.O. Wickenden; b) the vulnerable position of "small c" clerk and treasurer, Mr. Keene; c) the need for the District at that time for a person academically qualified to serve as Clerk and Treasurer with some professional style; | |

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| PART 6 | ALEXANDER PHILIP, MUNICIPAL CLERK OF THE DISTRICT OF NORTH VANCOUVER 1902 - 1910 | Source Reference |
| d) | the problems of a Reeve attempting to do many good things for the Municipality while a political game was being played between the two pairs of councillors. | |
| · | Reeve Wickenden proved to be a leader. He was, according to Rodger Burnes, a perfect gentleman at all times and when he disagreed with the members of Council he was apologetic but firm. He was a tall man and his wife was short. They travelled together all the time except when he attended council meetings in Vancouver. | Burnes, John Rodger, <u>North Vancouver, Saga of a Municipality in its Formative Days, 1891 to 1907</u> |
| · | His councillors were divided in most matters: Councillors May and Erwin stood together, while Gill (who became Reeve in 1903) and Pat Allan (the Moodyville blacksmith and property owner) stood opposed. Reeve Wickenden seemed to favour Gill and Allan motions in casting his deciding vote. | See DNV Minute Book No. 2, August to December 1902 . |
| · | Though there is no mention of reason in the Minute Book, there were some discrepancies found in the accounting books of Mr. Keene as Treasurer. Mr. A. Bramah Diplock, President of the Western Development Corporation was appointed independant auditor to audit the books for the three years prior to 1901. | |
| · | The reason for the audit may be conjectured in that there existed a mild recession in the late 1890's. This caused several parcels of land to fall to the Municipality for taxes. | |
| · | To obtain these lands for the Municipality the Clerk, Mr. Keene had to buy them in. As part of his income over and above his \$25.00 payment per month for attending to minutes and correspondence, he collected a commission. | |
| · | No mention is made in the minutes as to the value of the commission but Mr. Keene had apparently understood that it was to be 10%. He had been collecting this each time there was a tax sale but had not drawn the cash as the municipality did not have that kind of money. When a piece of land was sold by the council, he was enabled to obtain what he understood to be due to him from the proceeds of the second sale. This became one of the causes of dissention because no clear instructions had been issued in writing to Mr. Keene. | |

| PART 6 ALEXANDER PHILIP, MUNICIPAL CLERK OF THE DISTRICT OF NORTH VANCOUVER 1902 - 1910 | Source Reference |
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| <ul style="list-style-type: none"> Likewise, Mr. Keene had also been in the habit of going to the ferry boat* operated by the Municipality and emptying the fare boxes. He might do this in the evening, then keep the money until the next day or so before making the appropriate entry in his books. This practice came to the notice of the Reeve and Mr. Keene was ordered to stop immediately. But Mr. Keene continued and when this again came to the attention of Reeve Wickenden he suspended Mr. Keene and Mr. H.O. Alexander acted as Clerk for the months of July and August 1902. | <ul style="list-style-type: none"> * Only one ferry boat was in operation at this time. |
| <ul style="list-style-type: none"> Added to the problems confronting Mr. Keene was the matter of the Dominion Government cheque in payment for transportation of mail from Vancouver to North Vancouver: E.H. MacMillan built a grocery store on Esplanade West about 450 feet west of Lonsdale in May 1902. It was the first store in the Municipality and that year became the post office with E.H. MacMillan as Post Master, even though Bill Reynard managed the store and post office. | <ul style="list-style-type: none"> Original Minute Book, No. 2, p.46, Meeting of August 6, 1902. |
| <ul style="list-style-type: none"> When the post office for the North Shore was located in Moodyville, mail was brought over from Vancouver by Union Steamships (USS) who had the ferry contract. Now that the municipal ferry had taken over the route, in May 1900, it had thereby taken over the mail transportation contract. On October 1st of 1901 a new contract was entered into and so the Municipality was paid for the transportation of mail to North Vancouver. The contract was renewed until the ferry boats ceased running* and was an essential source of revenue for the Municipality. | <ul style="list-style-type: none"> * The mail was then brought over Second Narrows bridge by truck. |
| <ul style="list-style-type: none"> Under the contract the Municipality had with USS, the annual cheque for mail carriage was sent to Clerk Treasurer Mr. Keene and for some reason, when the Municipal ferry "North Vancouver" was placed in service (May 1900) the Dominion Government cheque continued to be sent to Mr. Keene as Clerk and Treasurer. At the March 3, 1902 Council meeting, Mr. Keene was asked for the cheque and he refused to give it up. The sum outstanding at that time was \$211.10. | |
| <ul style="list-style-type: none"> Because of the lack of clear instructions to Mr. Keene, the motion of August 6, 1902 to permanently suspend Mr. Keene was amended by Councillors Gill and Allan and the | <ul style="list-style-type: none"> Burnes, John Rodger, op. cit., p.55. |

| PART 6 ALEXANDER PHILIP, MUNICIPAL CLERK OF THE DISTRICT OF NORTH VANCOUVER 1902 - 1910 | Source Reference |
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| <p>matter placed in the hands of the solicitors. The case came to court and after some time the complex problem was resolved "in a manner satisfactory to all concerned". Mr. Keene remained resident on the North Shore for some years and later died while residing in Comox, Vancouver Island, BC.</p> | |
| <ul style="list-style-type: none"> The problems faced by Mr. Keene could be said to have been resolved by the Clerk himself by requesting procedural bylaws to be considered and passed by Council and recorded in the minutes of the day. The fact that this was not done by Mr. Keen may indicate why someone of the professional calibre of Alexander Philip was hired. The Municipality had grown to need the enterprize supported by academic qualifications demonstrated by Mr. Philip. | <p>Researcher's summation.</p> |
| <ul style="list-style-type: none"> Among Mr. Philip's first duties was to arrange for a public school as there was not one in the District of North Vancouver though there had been one in Moodyville to which some of the District children had attended. In the area now occupied by the City of North Vancouver Mr. Philip found 33 children of school age and the Education Department at once authorized the building of a two roomed school. This first school was opened at 125 West First Street*, the first teacher being Miss Clapp. | <p>* Property owned previously by Pat Allan, councillor.</p> |
| <ul style="list-style-type: none"> About a year later the Lynn Valley first school was authorized and built on Church Street by Mountain Creek with Blacksmith John H. Spurr as lone School Trustee, a subscription of \$250.00 from the community and a first teacher, one Miss Margaret Whiteley of Vancouver. She had 17 students and a starting salary of \$40.00 per month. | <p>Draycott, Walter M., <u>Early Days in Lynn Valley</u></p> |
| <ul style="list-style-type: none"> When the City of North Vancouver was incorporated in 1907, Mr. Philip remained with the District as its Clerk, collector and assessor. After he took office, one of his most difficult tasks was to rearrange the debt of the District which then stood at \$64,000 in six, seven and eight percent bonds. | |
| <ul style="list-style-type: none"> In 1905 because an updated assessment roll was required, the assessor's position was given to one, Mr. Livingston. At the January 30, 1906 meeting the new Council was notified that the assessment roll, as prepared by Mr. Livingston, | <p>Burnes, John Rodger, op. cit., p. 77 and Minute Book No. 2.</p> |

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| PART 6 | ALEXANDER PHILIP, MUNICIPAL CLERK OF THE DISTRICT OF NORTH VANCOUVER 1902 - 1910 | Source Reference |
| | was not correct. The Council sent a petition to the Provincial Government asking that it be cancelled. Mr. Livingston resigned as Assessor, his resignation was accepted and Alexander Philip was again appointed Assessor and went to work at once to prepare an assessment roll. | |
| · | On July 9, 1906 there became a need for the office of Clerk and Treasurer to be divided and Alexander Philip was left with the Clerk's office. The job was a complex one and the Clerk's salary was continued at \$100.00 for the single office. | |
| · | At that time applications were invited for the post of Treasurer. At the meeting of July 18, J.J. Woods was appointed. Mr. Woods had been employed in the Vancouver City Treasurer's office for sometime although he lived in North Vancouver and was raising a family there. | This was the same J.J. Woods who competed against Alex Philip for the Clerk/ Treasurer/Assessor position in 1902. |
| · | In 1909 there was a strong desire to have harbour work begun on the North Shore and a committee was formed of representatives from the local councils who were interested. Mr. Philip acted as honorary secretary of the committee and on its instruction he drew up a bill to have the harbour board incorporated by the Federal Parliament. Solicitors of the various councils represented and by the committee as a whole agreed. Only one point remained to be adjusted and that was as to the limit of boundaries. | |
| · | The harbour and shipping committee of the Vancouver Board of Trade at this stage came out strongly in opposition and further action was postponed. | |
| · | In 1910 Mr. Philip was appointed president of the North Vancouver Board of Trade and during his term of office a further effort was made to get the support of the Vancouver Board of Trade but in vain. In 1912 the Harbour Board was incorporated by the action of Mr. Stevens MP. | |
| · | Alexander Philip served for two terms with the North Vancouver Board of Trade. He was active in the organization of the North Vancouver Choral Society. He held the office of magistrate in the District for a number of years and was prominently identified with many of the communities' organizations. | |

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| PART 6 | ALEXANDER PHILIP, MUNICIPAL CLERK OF THE DISTRICT OF NORTH VANCOUVER 1902 - 1910 | Source Reference |
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| <ul style="list-style-type: none"> One of these organizations was the Sixth Field Company Canadian Engineers which essentially involved Alexander's son William "Billy" Philip who with his parents came in 1905 to live at 259 West Keith Road, in the days when that address was part of the District of North Vancouver. The Philips, having lived in New Westminster for six years where Billy attended school, then came to Vancouver in 1887 where Billy attended Dawson Elementary and Vancouver High Schools. | <p>See Chapter 4, Part 2, of this work on John Robert Cosgrove and the Sixth Field Coy Canadian Engineers.</p> | |
| <ul style="list-style-type: none"> In 1905, Billy joined the 6th Duke of Connaughts Own Rifles (DCOR) with the rank of private and used to travel twice-weekly from the North Shore to attend drill sessions. He remained with the DCOR until 1910 when there was a movement launched to form an artillery unit on the North Shore. | <p>North Shore Press, cutting undated.</p> | |
| <ul style="list-style-type: none"> Alexander Philip and his son Billy took steps to have a volunteer military company formed and used Alexander's office - one of the few on the North Shore - to convene meetings of potential recruits. Present at the first meeting in June 1910 were Jim Chapman, Bill Elder, Billy Philip and others and the talk regarding formation of the unit was given by Donald Cameron who was the District Engineer and an ex-Captain of the Royal Engineers. | <p>Located in the then new Municipal Hall on Esplanade.</p> | |
| <ul style="list-style-type: none"> The meeting decided to circulate a petition to recruit the required 50 members. The recruits were obtained and the petition was sent to Ottawa but, as Victoria, BC had the artillery unit, and there were no Engineers in BC, authority was given to form an Engineers unit in North Vancouver and it was to be attached to Work Point Barracks in Victoria. | | |
| <ul style="list-style-type: none"> The unit was formed under Major Lindsey R.C.E., M.D.II and its first Officer Commanding was Major James P. Fell. It should be noted here that while the intent to form a militia unit in North Vancouver was initiated by father and son Alex and Billy Philip, several official visits for the purpose of selecting provisional officers were made in the later spring of 1911 by Major W. Bethune Linsey. He also came to select the current drill hall site in North Vancouver. | | |

| PART 6 ALEXANDER PHILIP, MUNICIPAL CLERK OF THE DISTRICT OF NORTH VANCOUVER 1902 - 1910 | Source Reference |
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| <ul style="list-style-type: none"> Though the movement proceeded slowly, it went steadily, but took no rapid strides until Major James P. Fell became interested and consented to undertake the organization of the Company. This was in the spring of 1912. | <p>James P. Fell represented the Heyward Lonsdale family in major real estate ventures on the North Shore.</p> |
| <ul style="list-style-type: none"> Shortly afterwards the Company was authorized and became established as the 6th Field Company Canadian Engineers with headquarters at North Vancouver as is the situation today (1994). | |
| <ul style="list-style-type: none"> The proposal became a public matter and the first enrollment of thirty men took place in the City Hall May 7, 1912. | <p>See also John Robert Cosgrove, Municipal Engineer, op. cit.</p> |
| <ul style="list-style-type: none"> The Company proceeded in an able manner under its commanding officer Major James P. Fell, who had with him Capt. J. Eades Ward and Senior Lieut. N.R. Robertson also Lieut. Percy Ward and Lieut. John Robert Cosgrove who were Half Company Commanders. The unit proved to be a valuable factor both before (Nanaimo coal miners strike), World War One and at the time of the outbreak of war when 5,000 men were recruited and trained and sent overseas. | <p>See Sixth Field Coy Canadian Engineers Annual, Jan. 1914, p.6ff.</p> |
| <ul style="list-style-type: none"> Billy Philip was called up for active duty at the outbreak of World War One in 1914. He served three and a half years overseas as CQMS of the 12th Field Company and RQMS of the 12th Battalion CE., C.E.F. | |
| <ul style="list-style-type: none"> Billy Philip was Secretary of the City and District Liberal Association from 1929 to 1934 and was sub-foreman with the City of North Vancouver board of works department from 1935. He was busy with his gang on Lonsdale Avenue filling in the gaps where the BCER street car tracks used to be. He saw these tracks laid in 1906 and watched them being carted away permanently. | |
| <ul style="list-style-type: none"> Billy married in 1913 to Miss Annie Edythe Teal of Cheltenham, England. Rev. J.D. Gillam performing the ceremony. | |
| <ul style="list-style-type: none"> Billy Philip was master of Duke of Connaught Lodge No. 64 AF and AM and was active in the Civic Employees Association from 1929. | |
| <ul style="list-style-type: none"> In 1907 he was one of those instrumental in organizing | <p>Account included here</p> |

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| PART 6 | ALEXANDER PHILIP, MUNICIPAL CLERK OF THE DISTRICT OF NORTH VANCOUVER 1902 - 1910 | Source Reference |
| | what was known as the Roundup Club the function of which was to "gather in" as many young folk as possible and hold picnics and other outdoor functions. | to show the concern of Alexander Philip towards the youth of his day. See North Shore Press "Old Timers Club" no. 45. |
| · | The venue of these picnics was usually Brighton Beach at the south end of the Second Narrows Bridge and Billy Briam's good launch "Nezko" was the customary means of transportation. All functions were chaperoned. | |
| · | Alexander Philip, pioneer resident of the North Shore, who had the distinction of living in the District of North Vancouver and the City of North Vancouver without moving, passed away at age 80 years in August 1929. He had suffered illness over a two year period. He died at the residence of son Billy at what was the family home at 259 Keith Road West. The funeral was held the following Saturday at 2:30 p.m. at St. Andrews United Church. Rev. J.D. Gillam and Rev. J.C. Switzer officiated. Interment was in the North Vancouver Cemetary on Lillooet Road. | |
| · | In recognition of services rendered to the District of North Vancouver and in private life, the Council raised a bylaw to name Philip Avenue for Alexander Philip. Philip Avenue, located north and south of Marine Drive in Lower Capilano, is in line with a series of avenues and streets named after individuals in the District such as Lloyd and Pemberton (family of J.P. Fell-Pemberton Heywood Lonsdale) and Haynes. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 4

PART 7

**JOHN GEORGE FARMER
CLERK OF THE MUNICIPAL COUNCIL**

CHAPTER 4
DISTRICT OF NORTH VANCOUVER

DNV Socio-Historical
Service Infrastructure
EARLY DNV SENIOR STAFF

| PART 7 JOHN GEORGE FARMER – Clerk of the Municipal Council 1910– 1924 | Source Reference |
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| <ul style="list-style-type: none"> Alexander Philip was the first truly professional clerk of the Council, being admitted in 1877 to practice as a solicitor*. Until 1891 he practiced in Glasgow, Scotland and afterwards at Peebles, also in Scotland. He arrived in Victoria in 1891 and moved to New Westminster. | <p>* See Chapter 4, Part 6 of this work entitled "Alexander Philip, Municipal clerk of the District of North Vancouver.</p> |
| <ul style="list-style-type: none"> Mr. Philip was awarded the position on August 7, 1902* taking the place of the previous clerk, Mr. Keene. Alexander Philip held the position of what he correctly termed, Clerk of the Municipal Council, Collector and Assessor until August 1910 when he resigned and again took up real estate work. | <p>* See NVD Minute Book No. 2, p.50 and 51.</p> |
| <ul style="list-style-type: none"> Alexander Philip's position was taken by John George Farmer, at a salary of \$150.00 per month and who held his position until he resigned on May 1, 1924, a period of nearly 14 years. During this time a great deal of council business was conducted and many specifications issued and contracts let bearing his name and the Reeve of that given term. | |
| <ul style="list-style-type: none"> During that period roads were named for outstanding personalities in the District of North Vancouver. Alexander Philip had an avenue named for him in Lower Capilano that exists today connected to Marine Drive and between MacGowan Avenue and Bridgman Avenue. John G. Farmer also had a short lived road named for him just below and west of the 200 foot bluff and in the location of the homes on the east side of the current Flynn Place*. | <p>* See attached map section indicating Farmer Road.</p> |
| <ul style="list-style-type: none"> John G. Farmer was called upon very early in his career with the District of North Vancouver to contribute a page in THE EXPRESS EMPIRE DAY PROSPERITY EDITION May 24, 1912. This account contains the story told by our few historians recording or recounting the early history of the District of North Vancouver but in this case John Farmer has provided figures coupled with facts to illustrate and clarify his point. It is recounted verbatim hereafter. | |

| PART 7 JOHN GEORGE FARMER – Clerk of the Municipal Council 1910– 1924 | Source Reference |
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| <ul style="list-style-type: none"> Among the important legislation in which John G. Farmer became involved as CMC was the bylaw – later numbered 216 of July 27, 1911, raised to widen Lynn Valley Road to the standard 80 feet. Earlier that year the new District Hall had been opened at the junction of Lynn Valley Road and Fromme Road on the site and using the boundary wall of the Senior Citizens' Home located there. | |
| <ul style="list-style-type: none"> Bylaw 243 was passed in August 1912 to provide a park for Lynn Valley at a cost of \$15,000. | |
| <ul style="list-style-type: none"> It was first thought that since it was the practice of the City of North Vancouver to term a roadway as a street the residents in the adjacent roadways in the District of North Vancouver would likewise use the term "street" when officially the official terms were roads and avenues. On December 14, 1911 with John Young McNaught as Reeve and John G. Farmer as CMC such a bylaw, later given the number 230, was passed to make the correct and present day terms for the Roads and Avenues of the District. | |
| <ul style="list-style-type: none"> John Farmer saw the completion of the enacting of the \$10,000 raised for school improvements during 1910 under bylaw 183. | |
| <ul style="list-style-type: none"> He also signed bylaw 185 of May 23, 1910, which importantly limited the speed of vehicles on the roads of the District of North Vancouver to 15 miles per hour and within 15 feet of a curve to 4 mph. The speed limitation covered horse-drawn hacks, cabs, Tallyho wagons, automobiles, taxicabs or any other conveyance drawn by horse or driven by motor power. Fines imposed on guilty drivers were to be no less than \$10.00 and not exceeding \$200.00. | |
| <ul style="list-style-type: none"> Mr. F.M. Sharp had, during the absence of John Robert Cosgrove, District Engineer, in Europe during World War I, taken his place with no increase in salary. On the return of Cosgrove, he returned to his place as assistant* in 1919. John Cosgrove then left the District for a series of improving positions, returning F.M. Sharp as acting Municipal Engineer. | <p>* See F.M. Sharp, Chapter 4, Part 3 of this work on Council Minutes Book, No. 9, p. 262 (typed version Meeting February 20, 1924).</p> |
| <ul style="list-style-type: none"> But five years later, with Reeve Julius Martin Fromme, with Councillors Whitaker and Marshall dissenting, the council resolved that the position of Municipal Engineer be discontinued and that the engineer F.M. | |

| PART 7 JOHN GEORGE FARMER – Clerk of the Municipal Council 1910– 1924 | Source Reference |
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| Sharp be given one month's notice and that the Clerk be instructed to call for applications for the position of Superintendent of Works, at a salary of \$50 per month. | |
| <ul style="list-style-type: none"> At the same meeting, again with Councillors Arthur William Whitaker* and George Watson Marshall** dissenting, that it was resolved that the council consider reorganization of the entire municipal staff. John Farmer thereupon resigned his position as Clerk of the Municipal Council and Comptroller as of May 1, 1924. He resigned because he had refused to carry out the wishes of the council to remove F.M. Sharp after his loyal service as "Assistant" and "Acting" engineer for so many years and in so doing had jeopardized his own position on council staff. | <p>*Councillor 1916-27, 1929 (13 years)</p> <p>** Councillor 1922-30 (9 years)</p> |

**DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE**

CHAPTER 4

PART 8

**CLINTON THISTLETHWAITE,
CORSOCK NEILSON ROAD FOREMAN
AND NO. 1 WATERWORKS INSPECTOR**

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 4

PART 9

**NORMAN EDWARD WOODARD
DIRECTOR OF FINANCIAL SERVICES**

CHAPTER 4
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DNV SENIOR STAFF

| PART 9 NORMAN EDWARD WOODARD, Director of Financial Services | Source Reference |
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| <ul style="list-style-type: none"> Norman Edward Woodard was employed by the District of North Vancouver from August 1946 to January 1980, starting as a clerk and retiring as Director of Financial Services. He was always proud of the fact that in the many years since the incorporation of the District there had been only three Treasurers. He thought that spoke well for the strength and character of the whole staff. He always maintained he worked with a fine group of people and that he had the very best of them in his department. | |
| <ul style="list-style-type: none"> Norm was born in Richmond, Surrey, England, June 16, 1920, arriving in Montreal with his parents on his first birthday. After a brief stay in Toronto, the family moved west, eventually settling in Vancouver where he started school. In 1929 the final move was made to North Vancouver where, after Queen Mary Elementary School, he graduated from North Vancouver High School in the class of 1938. Business college training was earned in exchange for janitorial duties and a year later, in June 1939 he joined the RCAF Accounts Branch of the Permanent Force. He began his basic training at Jericho Beach, was sent to Western Air Command, Victoria, then to coastal stations and across the country for seven years until he left the Service in the spring of 1946 wanting to be with his young family and put down roots. | <p>Isabel Woodard, widow of Norm Woodard. Written June 12, 1996.</p> |
| <ul style="list-style-type: none"> At that time the District was still in Receivership, under Commissioner Sam Sowden. According to Dora (Curry) Stacey, a long-time employee, Mr. Sowden showed her two applications on the short list for a position and asked if she knew either of the young men. She didn't know them but knew of Norm's sister through her church. Subsequently she learned that Mr. Sowden decided to hire both men, Joe Stacey (whom Dora later married) joining the Land Department and Norm, starting in the Finance Department in August of 1946 as Accounting Clerk. | |
| <ul style="list-style-type: none"> He was appointed Collector in 1951 and in 1956, on the retirement of Mr. Lintott, he was promoted to the position of Treasurer. At that time he had been studying the newly established courses in Municipal Administration through UBC. These had been started at the urging of the | |

| PART 9 NORMAN EDWARD WOODARD, Director of Financial Services | Source Reference |
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| <p>Municipal Officers Association of B.C. They were home study courses at that time, each term ending with a session on campus followed by written examinations. This was a very difficult period for him, working full time, studying at night and trying to make time for his young family. Mr. Lintott's unexpected retirement on a month's notice and Norm's suddenly having such responsibility thrust upon him, necessitated his dropping the studies for a time. However, he returned and in 1959 gained his Senior Diploma, Municipal Administration (Accounting-Finance), UBC. In 1960 he received the Senior Certificate in Municipal Finance awarded by the Board of Examiners of British Columbia.</p> | |
| <ul style="list-style-type: none"> In 1966, a reorganization of the administrative staff brought the new title of Director of Financial Services of the Corporation of the District of North Vancouver. In this position he exercised administrative jurisdiction over the Assessment, Purchasing, Data Centre and Lands Departments, while still maintaining the statutory functions of Treasurer-Collector and also serving as acting manager in the event of the absence of the Municipal Manager. | |
| <ul style="list-style-type: none"> His interest in municipal affairs was great. He served a term as president of the Lower Mainland Municipal Officers Association, was president 1969-70 and life member of the Municipal Officers Association of B.C. and also a member of the Municipal Finance Officers Association of the United States and Canada. In 1968 he felt privileged to attend the Banff School of Advanced Management where he studied for six weeks with administrators from many different businesses and countries. He was admitted as a Fellow of the Charter Institute of Secretaries in 1969. | |
| <ul style="list-style-type: none"> In early 1977 Norm Woodard informed the Municipal Manager, Doug Welsh, that he would like to take early retirement in approximately two years. Norm had been having some health problems and decided that early retirement would be wise as the District was entering a time of technical change that would require considerable energy as well as a considerable knowledge of the latest computer environment. At this time Norm was also the Acting Municipal manager and relieved the Manager for holidays and business absences. It was their decision to recruit a replacement that had good experience in a computer environment, a professional qualification in | <p>Written, March 10, 1997, by Mel Palmer, former District Manager who served the District of North Vancouver as Deputy Director of Finance to District Manager from 1977 to 1996.</p> |

| PART 9 NORMAN EDWARD WOODARD, Director of Financial Services | Source Reference |
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| <p>accounting and strong administrative and interpersonal skills. This would allow the person they hired to work with Norm for two years in the municipal environment and also implement the technical changes that were planned while Norm was still Director of Finance. It would also provide a successor for Norm in 1979. It was as a result of this recruitment that Mel Palmer was hired and started with the District on July 4, 1977.</p> | |
| <ul style="list-style-type: none"> • The District of North Vancouver was one of the first municipalities to begin using computer technology in B.C. By early 1977 they already had their primary accounting functions on a mainframe computer. The entry was achieved by keypunching all the financial data for the general ledger and payroll on punchcards. These were then fed into the computer in the Data Processing Dept. and this department also produced all the necessary printouts. These steps into the modern age of computer were all developed under Norm Woodard's supervision. The District now planned to enter into the next phase which involved developing computer systems for the Tax Records and Budget preparation. These systems would allow the staff in the user departments to actually input information through remote terminals and also use these terminals as reference systems. | |
| <ul style="list-style-type: none"> • Mel was hired as the Deputy Director of Finance to work with Norm in bringing about these changes as well as assisting him with the administration of the Department. After a couple of months of orientation Norm suggested that he and Mel Palmer split the duties so that Mel had the responsibility for day to day operations and Norm looked after the budget and policy issues with the understanding that Mel would keep him informed of progress and problems. As his retirement date came closer he eventually involved Mel in all the Director's responsibility including the function of Acting Municipal manager so that a smooth transition was possible by the time he retired in August of 1979. | |
| <ul style="list-style-type: none"> • Mel Palmer describes Norm as a great guy to work for and with. Once he was satisfied that his trust was well placed with an employee he allowed them to do their job with very little interference. He liked to have a pleasant work environment and people felt comfortable approaching him - The Friendly Father Image. | |
| <ul style="list-style-type: none"> • Aside from his work, Norm loved to read and became well - | |

| PART 9 NORMAN EDWARD WOODARD, Director of Financial Services | Source Reference |
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| known at the North Vancouver Public Library when it was housed in a small garage on Lonsdale Avenue at 16th Street. He was asked to serve on the Board and later was president. He was presented with a life membership on January 28, 1958, in recognition of his service. At a much later date he served five years on the Board of the Library of the District of North Vancouver. | |
| <ul style="list-style-type: none"> It was at Norm's suggesting that books held in the library should be reviewed at least once each year and those found to be obsolete or low in circulation should be offered to the public at clearance prices. Hence the much anticipated annual book sale was instituted. Norman himself bought these books to supply the library on "his island", Hornby Island and supported this vacation library. | |
| <ul style="list-style-type: none"> Norman was remembered fondly as a pipe smoker which in his day was both a contemplative and appropriate activity for a man in his position and in an office where at that time smoking was a naturally accepted social practice*. It was considered by staff members to provide a sense of confidence and security when Norm would pause to light his pipe before beginning a discussion on a personal concern or in providing a verbal report. | <p>* The District banned smoking in all Municipal buildings May 25, 1995 under Policy 10-4900-01.</p> <p>Joan McLeod and Murray Knowles, long service senior staff of the Personnel and Finance Department.</p> |
| <ul style="list-style-type: none"> After serving the Municipality for 33 years, Norm enjoyed his retirement, travelling a little and spending time in his vacation cottage on Hornby Island, where his expertise was used once more in a three year term on the Board of the local Co-op. He died in September 1990, at the age of 70. | Isabel Woodard, op. cit. |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 5

PART 1

NORTH STAR SCHOOL 1910

CHAPTER 5 - SERVICE INFRASTRUCTURE

EARLY SCHOOLS OF DNV

PART 1 NORTH STAR SCHOOL 1910

370 WEST KINGS ROAD

(Now known to School Board No. 75*¹ as "The Annex")

Built: 1910

By: John Rogers. Chimneys by John Swanson.

Construction began on September 8, 1910, and was completed on November 29, 1910. The schoolhouse opened January 2, 1911.

Features: One of the earliest in the District of North Vancouver, this simple four-room schoolhouse (which originated as two rooms) has a front gabled entry porch with classical columns and brick chimneys for the coal burning furnace and boiler.

Historical Development by Date

February 1, 1908: 2:30 pm School Board meeting at the home of Trustee Thomas S. Nye to look for a suitable site for a schoolhouse in the middle of the municipality.²

May 1, 1908: Adolphus Williams KC offering Lot E½, Block 2-784 for \$1,800 for the school site. The offer was filed by the School Board No. 75, North Vancouver.³

School Board resolved to offer \$1,250 for Lot W½, two different parcels Block 2 of some 2 acres for school purposes.

Accordingly on June 19, 1908, the School Board paid Charles A. Eggert \$1,250 for Lot W½ Block 2 - 784.

May 21, 1909: The School Board offered two prizes, the first for \$3.00, the second for \$2.00 for the best names for the school suggested by any student in the District. Only bona fide school children in the new school district were allowed to compete and Trustees were to be the sole judges.

¹ Now School Board #44

² Express, February 1, 1908

³ Express, and School Board Minutes

School Board secretary was to take a list of school age children. The name "North Star School" was accepted for the school and the new school district.

July 2, 1909: With the rapid population increase in North Lonsdale, the School Board decided to proceed at once with clearing and grading the 2-acre school property at the corner of Kings Road and Chesterfield Avenue. It was noted that it may be necessary to rent school premises pending the erection of a school building.

October 8, 1909: A tender for \$1100 by McLennon & Bressy Contractors to clear the school site was accepted by the School Board.⁴

December 3, 1909: A tender for drainage using the open ditch method was received at \$75 and for a tile drain at \$110. The latter tender from McLennon and Bressy was accepted.

January 28, 1910: A census of school age children in the North Star School District was taken.

April 8, 1910: School estimates for the current year were \$2995 for North Star and \$1165 for Capilano.

Department of Public Works called for tenders and advised that plans were available (drawn by government architect Harry Blackadder but not mentioned in the notice).⁵

March 24, 1910: North Star School estimates:

| | | |
|-----------------|----|------|
| Building | \$ | 1500 |
| Furniture | \$ | 60 |
| Other Equipment | \$ | 150 |
| Teacher Salary | \$ | 400 |
| Janitor | \$ | 50 |

The above estimates were for 5 months.⁶

March 30, 1910: The school board resolved to make enquiries for the purchase of a 35-foot strip of land facing West Kings Street.⁷

June 1, 1910: A letter from the Superintendent of Education was read regarding the North Star School site. Letter from Jack Loutet regarding North Star School House was read. The secretary was instructed to reply

⁴ Same contractor which cleared Victoria Park and brought electric power lines over to North Vancouver in 1905

⁵ Express, August 12, 1910

⁶ Express

⁷ Note common usage of the term 'Street'- the official terms are now Avenue (north to south) and roads (east to west)

that his proposal would be carefully considered (the nature of which was not mentioned).⁸

July 29, 1910: That J. Lawson report to the next meeting of the School Board on the advisability of opening a school at the beginning of this term.

August 26, 1910: Applications received for teaching at North Star School.

September 6, 1910: The school board resolved that a building committee be formed to supervise construction of North Star School.

September 9, 1910: Contractor Rogers began operations this week upon the construction of a two-room school on Nye Street (later West Windsor Road) and Mahon Avenue.⁹

September 30, 1910: "Nelson Shields" supplied from the British and Foreign Sailors Society, Trustees buy three for Lynn Valley, one for North Star and one for Capilano. At the same meeting, specifications for heating and plumbing were considered and referred to the building committee.

October 11, 1910: School Board requests District to open Windsor Road to Mahon Avenue.

November 16, 1910: Tenders for plumbing received.

Invoices for electrical wiring paid.

November 25, 1910: Insurance coverage obtained from Jack Loutet.

Letter sent to Superintendent of Education (in Victoria) to furnish the necessary furniture and equipment to be ready for January, 1911 term opening.

Thomas S. Nye to procure wood for furnace.

Call for applications for teachers to close December 9, 1910.

December 9, 1910: School Board agrees to make further enquiries about Mr. Hicks and Mr. Wilson, two teacher applicants.

November 29, 1910: North Lonsdale School on Mahon Avenue between Kings Road and Nye Road (West Windsor Road) is now complete and the Board of Trustees is calling for a teacher. It will be open for the January term. The building consists of two rooms and is furnace heated.¹⁰

December 6, 1910: Tenders invited for installation of a tile drain around the schoolhouse at the corner of Kings Road and Mahon Avenue.¹¹

⁸ At that time, Jack Loutet was a real estate agent for Thomas Nye and was an insurance agent (see November 25, 1910 comment below).

⁹ Express, Sept. 9, 1910

¹⁰ Express, November 29, 1910

¹¹ Express, Dec. 6, 1910

December 13, 1910: Thomas S. Nye, School Trustee, had two applications for the position of Principal at North Star School, both males and both willing to move to North Vancouver.¹²

December 23, 1910: Board to write to E.S. Parnell requesting an additional teacher's desk to be delivered by January 2nd, 1911.¹³

Mr. Fitzgerald, applicant for janitor, was appointed at \$10.00 per month. He drew a cheque for \$70.00 for draining and ditching work.

January 6, 1911: School clock purchased. Mr. Nye to check drainage system.¹⁴

January 10, 1911: School Trustees ask Council to provide a sidewalk on West Kings Street from Lonsdale Avenue to the new school.¹⁵

January 27, 1911: Delayed shipment of free test books found¹⁶ and delivered.

Map of British Columbia delivered.

Janitor's salary raised from \$10.00 per month to \$15.00 per month.

Board applied to BC Electric for North Star School hook-up.

January 27, 1911: Flag pole ordered.¹⁷

February 6, 1911: North Lonsdale Ratepayers' Association purchased the strip of land in front of the school on Kings.¹⁸

Mr. Hicks, as acting Principal and teacher, reported that the heating system was insufficient.¹⁹

March 15, 1911: Mr. Hicks tendered his resignation. He was asked by the School Board to reconsider and the Board expressed their confidence in his mode of discipline.²⁰

Mr. Hicks asked for the basement of the school to be finished having withdrawn his offered resignation.

April 12, 1911: School Board meeting held at the house of Thomas S. Nye.²¹

¹² Express, Dec. 16, 1910

¹³ Express, Dec. 23, 1910

¹⁴ Express, Jan. 6, 1911

¹⁵ Express, Jan. 10, 1911

¹⁶ The Provincial Government provided free test books to schools as a means to control standards.

¹⁷ Express, Jan. 27, 1911

¹⁸ see March 30, 1910 entry

¹⁹ Express, Feb. 6, 1911 and School Board minutes

²⁰ Express, and School Board Minutes

²¹ Express, and School Board Minutes

Basement finishing contract awarded to J. Diersen and C. Wilcox for \$1337.00.

May 19, 1911: Engineer John R. Cosgrove instructed to have sidewalks constructed on Chesterfield Avenue from Nye (Windsor Road) to Queens Street for the convenience of children attending the King Street school.²²

July 25, 1911: High school entrance exams at North Star School. Only one candidate passed-Lawrence A. Hicks (the son of the future Principal, Fred W. Hicks, 1912-1914). His score was 577 marks.²³

August 25, 1911: School Board to arrange for basement walls to be made water tight.

September 29, 1911: Mr. Fred Hicks asked the Board to provide means of recreation and to have the grounds improved and to put the toilets in working order.

October 27, 1911: Mr. Hicks requested the special tools for the furnace as supplied by the manufacturer.²⁴

He also asked the School Board for the lunch hour to be lengthened by a quarter of an hour to enable the children to be back to school on time. The quarter of an hour was to be made up by adding it to the afternoon hours. Decision was laid over to the next meeting.

Mr. Hicks also requested that a medical inspector visit the school occasionally.

December 1, 1911: Mr. Hicks requested the Trustees to provide a platform in North Star School for concert performances.²⁵

Note: up to this point the minutes of the meetings of the School Board Of Trustees of North Star School have been contained in a plain ledger. However, the following entries for years 1912 to 1915 are sourced from the "Express" only as the assumed extant Volume I is missing. The ledger marked Volume II continues from January 1916.

November 1, 1912: North Lonsdale Ratepayers' Association met at North Star School.

December 5, 1912: 1½ inch water connection made to water meter.²⁶

²² Express, and School Board Minutes

²³ Express, July 25, 1911.

Roy J.V. Pallant,

Fred Hicks was a teacher before being made Principal

²⁴ Express, and School Board Minutes

²⁵ Express, and School Board Minutes

²⁶ Express, Dec. 5, 1912

January 31, 1913: School Board requested the Council to clear and grade the 34-foot section of land east of North Star School.²⁷

April 4, 1913: North Lonsdale Ratepayers' Association met in North Star School.²⁸

August 15, 1913: Request by the School Board that dead stumps in the vicinity of the North Star School be cut down by the District Council since "they constitute a menace to the lives of the children".²⁹

September 9, 1913: Tenders called for coal and wood for Lynn Valley School and North Star School.³⁰

October 31, 1913: Regular meeting of Trustees in Lynn Valley schoolhouse where it was decided to combine the offices of secretary and truant officer at \$75.00 per month.³¹

February 24, 1914: Regular meeting of School Board Trustees at 8:00 pm.³²

March 12, 1914: Water to be charged on flat rate of \$6.00 per quarter.³³

April 7, 1914: C. Lamdoni fined for disturbing the class of Miss Angus in a dispute over his son.³⁴

November 24, 1914: Miss Edith A. Watson was made Principal of North Star School.³⁵

Division I contained 7 boys and 14 girls taught by Miss Edith A. Watson.

Division II contained 24 boys and 20 girls taught by Miss Angus.³⁶

Miss Watson asked the Trustees for the use of a piano for the Christmas concert with the same terms as the previous year.³⁷

Trustee Hammersmark³⁸ asked that the ditch on the east side of the school grounds be deepened because of flooding from the higher ground.

²⁷ Express, Jan. 31, 1913

²⁸ Express, Jan. 4, 1913

²⁹ Express, Aug. 15, 1913.

³⁰ Express, Sept. 9, 1913.

³¹ Express, Oct. 31, 1913.

³² Express, February 17, 1914

³³ Express, March 12, 1914.

³⁴ Express, April 7, 1914. Jim Galozo

³⁵ Express, Nov. 24, 1914.

³⁶ Miss Angus resided at 163 East Kings Road

³⁷ No record available for 1913.

³⁸ Trustee T. Hammersmark was an electrician. Lived in 1912 on the north side of Kings Road West (Henderson's Directory 1912). He was also well known by the fruit trees in his garden which were raided in season by the children after dark.

The trustees resolved that teachers must live in the District of North Vancouver or resign.

(This resolution was rescinded December 15, 1914).

February 23, 1915: January registration for Division I: 13 boys and 20 girls; Division II: 23 boys and 18 girls. Total = 74 pupils.

March 23, 1915: February registration for Division I: 15 boys and 22 girls; Division II: 24 boys and 19 girls. Total = 80 pupils.

May 25, 1915: April registration: Division I: 15 boys and 24 girls; Division II: 24 boys and 16 girls. Total = 79 pupils.

June 22, 1915: School trustees agree to purchase a set of "Books of Knowledge" for North Star School.

August 24, 1915: Report on the July 23, 1915, High School Entrance Examinations with listed results as follows: Gordon Allan, 555; Robert Arthur Brown, 470; Leslie B. Brown, 474; Edna Margaret Day, 582; Benetrice Harriott Fichett, 463; Helen Kerr, 668; Gladys Rhodes, 427; Vera B. Shore, 550; Frances Olive Tenent, 571; Christopher D. Tytler, 572.

October 25, 1915: Miss Watson applied to the Trustees to raise the platform and to hire a piano for the Christmas concert.

November 26, 1915: 76 pupils registered at North Star School.³⁹

December 17, 1915: A school concert raised \$18.36 for the Red Cross. The School was filled to capacity. The program included the national anthem of Great Britain and her allies. A student was dressed in the costume of the country represented. There were also three plays: "The Little Man in the Moon"; "For our Soldiers and Sailors"; and "Defensive Alliance". An illustrated song entitled "Knit, Knit, Knit" was rendered. Those taking part were Misses Beatrice Fichett, Kitty Mann, May Mussen, Phyllis Dench, Gladys Turner, Rhoda Wilson, Rowena Perrin, Margaret Rae, Eleanor Cornish, Jean Davidson, Ada Currie, Robbie Viny and Reggie Turner.⁴⁰

December 17, 1915: As the accommodations at North Star School were becoming cramped on account of increased attendance, Trustee Hammersmark recommended that another room be added onto the school. Decision to be left to the 1916 Board.

In December 1915, 78 students were registered at North Star School.⁴¹

³⁹ Express, Nov. 26, 1915.

⁴⁰ Express

see files of: Mussen, Dench, Turner, Perrin, Rae, Cornish, Davidson

⁴¹ Express, January 1916

January 24, 1916: Dr. Robinson closed North Star School because of a measles epidemic. The school was to be fumigated before it reopened on February 1st.⁴²

February 22, 1916: There are over 82 pupils enrolled at North Star School with 56 living on the west side of Lonsdale. Since this report, three more pupils have been enrolled. The trustees are looking for more space to temporarily resolve the problem. The "English Church" (St. Thomas' at Queens and Lonsdale) was considered. A letter was received from Rev. F.B. Perrin advising he had no "lavatory accommodation" at his church and suggested the use of Mr. Thomas Nye's office (Saint James West at Lonsdale), Miss Pratt's cottage on Queens Road or Mr. Loutet's Hall on Lonsdale at East Kings.⁴³

The Building and Sites Committee recommended the addition of two classrooms on the west side of the present school at a cost of \$3,000 (including heating).

February 25, 1916: The cottage belonging to Miss Pratt which is situated close to North Star School to be rented by the School Board as a temporary classroom.⁴⁴

March 2, 1916: The Trustees agreed to use the school entrance hall as an extra room for the entrance class.

They also resolved to transfer Mrs. C.E. Roe to North Star School effective April 1, 1916.

March 28: Enrollment at North Star School

Division I: 14 boys, 24 girls = 38 pupils

Division II: 23 boys, 24 girls = 47 pupils

Total Enrollment: 85 pupils

A copy of Webster's Dictionary purchased for each of the three schools: Capilano, North Star and Lynn Valley.

March 31, 1916: Petition by residents in Section 787 received by the Board of Trustees.

The school board has practically decided upon plans for the enlargement of the North Star School by the addition of another room to be made during the summer vacation. The Department of Education has promised support to the extent of \$1500, and in the event of another school in North Lonsdale being built midway between the District and Lynn Valley, considerable

⁴² Express, January 24, 1916

⁴³ Express

Roy J.V. Pallant, History of St. Martin's Anglican Church, 1985.

⁴⁴ School Board Minutes and Express

changes will have to be made as regards to plans for the North Star school additions.⁴⁵

It was noted that enrollment in February remained at 85 pupils.

April 25, 1916: Scribblers will now be retailed to students at 5 cents for two.

May 26, 1916: Plans for the two-room addition to the North Star School prepared by the government architect Harry Blackadder⁴⁶ were submitted to and approved by the School Board.

May 23, 1916: It was resolved that the request by Mrs. Green to return her son to North Star School would be granted provided "there was no upset". The register says he "continuously disrupted the class".⁴⁷

June 8, 1916: Tenders selected for the two-room extension to North Star School:

| | | |
|---------------|----------------------|------------------------|
| Plaster work: | J. Clark | \$105.00 |
| Tinsmith: | Johanson | \$119.00 |
| Painter: | Musson ⁴⁸ | \$580.00 |
| Electrician: | Graves | \$ 80.00 |
| Heating: | Young | \$ 82.00 |
| Plumbing: | Young | \$ 98.00 ⁴⁹ |

June 27, 1916: J. Neale was appointed foreman of construction.⁵⁰

June 27, 1916: Ward Piano House on Lonsdale Avenue tendered \$115.00 for a piano to be supplied to North Star School.⁵¹

Enrollment for May 1916:

| | |
|---------------|----------------------|
| Division I: | 6 boys and 16 girls |
| Division II: | 14 boys and 17 girls |
| Division III: | 20 boys and 11 girls |

Total enrollment: 84 pupils

The Board awarded Fred Tennant⁵² the electrical contract for the two-room extension at \$89.50 in lieu of the Graves submission.

July 25, 1916: Trustees request Council to rearrange sidewalks⁵³ to allow for a Kings Street entrance to North Star School and place a sidewalk also on the south side of Kings Street.

⁴⁵ Express, March 31, 1916

⁴⁶ Blackadder's home: 172 East Carisbrooke

⁴⁷ School Board Minutes

⁴⁸ Musson lived at Lonsdale and West Windsor

⁴⁹ School Board Minutes and Express

⁵⁰ Express

⁵¹ School Board Minutes, Express

⁵² see 125 West Windsor Road

July 28, 1916: Those passing the High School Entrance Examinations were: Mary R. Musson⁵⁴, 629; Nellie L. Morrison, 597; Phyllis V. Dench⁵⁵, 586; R. Arthur Brown, 564.⁵⁶

July 19, 1916: Teachers wanted for North Star School. Acting Principal wanted at \$95.00 per month salary. Resident ratepayers preferred.⁵⁷

August 29, 1916: Miss Edith Watson applied to the School Board for seats in the school basement which is in the process of being altered for the two classroom addition. The Board resolved that while the idea was good, they had not been included in the original plans and no extra funding was available beyond that approved for the addition. The request will be considered in the future.⁵⁸

Miss Watson also had questions regarding the duties of the janitor with respect to the operation of the furnace during school hours. Letter to be sent to Mr. J. Fitzgerald, janitor, clarifying this point.⁵⁹

Mrs. C.E. Rae reported that her family had whooping cough and requested compassionate leave. Miss A. Shore was appointed substitute teacher. Dr. McCarly signed the health certificate.

Addition to North Star School almost completed; basement floor to be finished; staining of wood to be completed; flower beds to be made in the grounds.⁶⁰

Prices requested for ten tons of coal and wood prices requested.

September 26, 1916: J. Fitzgerald requested an increase of salary to \$55.00 per month. Request refused by Trustees on the basis that the addition work did not justify such an increase.

Total cost of additional two classrooms with required alterations and repairs totalling \$4954.20.

October 5, 1916: J. Fitzgerald was dismissed. New janitor was to be hired at \$50.00 per month. Meanwhile, help to be hired at \$2.00 per day.⁶¹

October 24, 1916: Atlas of Canada to be purchased from the Department of the Interior for \$3.00.⁶²

Enrollment stands at 85 pupils:

⁵³ Note: All sidewalks mentioned here and above are wooden boardwalks

⁵⁴ Musson: daughter of the painter of North Star School.

⁵⁵ Dench: daughter of William Dench, mate on No.2 Ferry

⁵⁶ Express

⁵⁷ Express

⁵⁸ Express, School Board Minutes

⁵⁹ Express, School Board Minutes

⁶⁰ Express, August 29, 1916

⁶¹ Express, Oct. 5, 1916.

⁶² Express, Oct. 24, 1916.

Division I: 5 boys and 13 girls
Division II: 18 boys and 15 girls
Division III: 17 boys and 11 girls

There are 12 applications for the position of janitor at North Star School.

December 19, 1916: Trustees received a letter from Miss Edith A. Watson, Principal of North Star School, requesting an alteration of the date of commencement of the next term from January 2nd to February 1st to give two, five-month terms and wishing to refuse admission to pupils during January to establish their class grades before entering classes.⁶³

North Star School concerts to be held on December 20th to benefit Belgian children in the hands of the Germans.⁶⁴

The Trustees received a letter from Miss Edith A. Watson asking for the Board to return the chairs from North Star School to St. Stephen's Presbyterian Church on 27th Street following the Christmas concert. Agreed.⁶⁵

The 12 applications for the position of janitor were reduced to 5 and two of these applicants were interviewed.⁶⁶

December 21, 1916: R.A. Keist was hired by the Trustees as the new janitor of North Star School.⁶⁷

The school Christmas Concert raised \$31.60 for the Belgian Children's Fund.

Miss Watson requested that the water leak on the west side of the veranda of North Star School be fixed.

December 22, 1916: In a letter to the editor of the Express, Mr. Jack Loutet noted that while the North Star School's Wednesday evening Christmas concert was enjoyed by 150 people, the speech by the Chairman of the School Board "was received in dead silence!".⁶⁸

March 27, 1917: The Trustees, responding to a letter dated February 15, 1917 addressed to Mr. W.D. Harvie, stated that, "the three boys in question, after having admitted deliberately doing the action, were chastised by Mrs. Rae for deliberately bullying, and that in view of all the conditions, Mrs. Rae was quite warranted in what she did".⁶⁹

⁶³ Express and School Board Minutes

⁶⁴ Express and School Board Minutes

⁶⁵ School Board Minutes

⁶⁶ Express

⁶⁷ Express, and School Board Minutes

⁶⁸ Express Trustee Hammersmark

⁶⁹ Express

April 24, 1917: The Board received a letter from Mr. Alex Hendy dated April 4, 1917 asking for admission of his son to North Star School after the holiday.⁷⁰

June 22, 1917: Tenders were called for resurfacing the basement of North Star School and kalsomining the interior of two classrooms.⁷¹

June 29, 1917: Kalsomining tenders were awarded by the School Board to Messrs Sedgewick and Harding for \$190.00.

July 6, 1917: Mr. George Jones was awarded the contract to partly resurface the current floor of the basement for \$98.00.⁷²

September 25, 1917: Request to the Trustees from some parents to allow an extension of the lunch hour to 1½ hours. The Trustees resolved that the lunch hour should remain at 1¼ hours only.⁷³

Miss Watson asked the Trustees for the purchase of one football for each school.⁷⁴

Miss Watson also requested an Honor Roll designed and drawn by Mr. W. Bow and framed by Mr. B.J. Cornish. The Roll was to contain seven names so far for Proficiency, Deportment and Punctuality by division.

November 9, 1917: \$10.10 was collected in September and October by the children for Prisoners of War by way of the Red Cross.

November 27, 1917: Mrs. Fleming wrote to the School Board stating that she had written a nasty letter to Miss Angus for "putting bad conduct marks" on her family's reports then regretted it immediately. She and Miss Angus were now on good terms.

December 18, 1917: Miss Watson requesting that the chairs might again be borrowed from St. Stephen's Presbyterian Church on 27th Street for the Christmas concert at North Star School.⁷⁵

January 22, 1918: The Board of Trustees (and the Express) congratulated Miss E.A. Watson on her election as secretary to the North Vancouver District Teachers' Association.⁷⁶

Mrs. B. Boe⁷⁷ applied for permission to enter her nephew Rolf Jorgenson at North Star School. Permission granted.

⁷⁰ Express and School Board Minutes

⁷¹ Express and School Board Minutes

⁷² School Board Minutes

⁷³ School Board Minutes

⁷⁴ School Board Minutes

⁷⁵ School Board Minutes

⁷⁶ Express, Jan. 22, 1918

⁷⁷ See Boe House, 3620 St. Andrews Avenue

Mrs. C.E. Rae asked for leave of absence from March 1 to December 31 due to ill health.⁷⁸

February 26, 1918: It was resolved by the trustees that Mrs. M.K. Parsons be substituted for Mrs. C.E. Rae during her leave of absence, providing she can produce a BC Teachers' Certificate.

It was reported that North Star School is in very good order, "owing to the zeal and ability of the janitor, Mr. R.A. Keist".

April 30, 1918: There are now 101 children enrolled in North Star School.⁷⁹

It was agreed that the Board examine the work done by the janitor in underbushing the extension to the North Star School site and report to the special meeting on May 14.

June 7, 1918: District Schools' Sports Day on June 3rd at Lynn Valley School grounds. Brian Inguldsby and Clarence Bailey, North Star and Earle Cross, Lynn Valley tied for most points.⁸⁰

June 25, 1918: The Board received a letter from Miss Edith A. Watson for leave of absence until the end of the war as she had volunteered for ambulance work. Granted. Letter sent to Miss Watson with copy to the St. John's Ambulance Corp.

There are now 104 pupils enrolled.

It was agreed that Mr. T.A. Allan⁸¹ of Lynn Valley be given work at \$5.50 per day to repair and renew the fence between the two playgrounds (girls and boys).

Trustee Hammersmark announced that he was leaving the District of North Vancouver for three months from this date.

July 16, 1918: Miss Agnes Hamilton applied to teach at North Star School.⁸²

September 25, 1918: During September 16 and 17th, the water supply to the School was cut off, befouling the toilets.⁸³

April 25, 1919: Miss Watson, principal of North Star School, has returned from serving as a Volunteer Ambulance Driver (VAD) overseas. She will be ready to resume her duties on Monday morning.⁸⁴

⁷⁸ Express, Feb. 26, 1918

⁷⁹ Express, April 30, 1918

⁸⁰ Express, June 7, 1918

⁸¹ T. Allan's son

⁸² Express

⁸³ Express

⁸⁴ Express

June 20, 1919: The Board of Trustees decided to proceed with the cleaning up of the two acres of land adjacent and to the east of North Star School.⁸⁵

North Star School relay team won again at the District School Sports. Now having won in three consecutive years, they became permanent holders of the trophy.⁸⁶

June 18, 1919: North Star School has adopted one war prisoner to correspond with and send comforts such as warm clothes and food.⁸⁷

July 25, 1919: Those who took the High School Entrance Examination are: Alfreda Laisen, 723; Mabel E. Brown, 625; Murial F. Epps, 620; Violet Ward, 612.

Mrs. Grey (sic) appointed to North Star School.⁸⁸

August 29, 1918: Permission granted by Alexander Robinson. Superintendent of Education to open a fourth division in North Star School.

September 5, 1919: North Star enrollment at 117 pupils.⁸⁹

October 24, 1919: North Star enrollment at 121 pupils.

December 26, 1919: North Star enrollment at 113 pupils.

February 13, 1920: District School Board to budget \$1200 for Dr. W.H. Miller to make regular inspections of children's teeth and make recommendations to parents.⁹⁰

March 26, 1920: North Star School enrollment is at 119 students.⁹¹

May 7, 1920: Soccer to be played in a 30-game schedule with games played at Mahon Park, Ridgeway School, Mahon, Lonsdale, Queen Mary, North Star and Lynn Valley.⁹²

June 4, 1920: District School Sports' Day, Girls' relay, Reg Turner, Charlotte Rae, Theo Hammersmark, Dorothy Moir constituted the winning team.⁹³

October 22, 1920: North Star enrollment has risen to 151 pupils.

November 19, 1920: Miss Edith A. Watson is resigning from her position of Principal of North Star School. She will be replaced by W.J. Eades from Capilano School in January 1921.⁹⁴

⁸⁵ Express

⁸⁶ Express

⁸⁷ Express

⁸⁸ Express, should read "Gray"

⁸⁹ Express

⁹⁰ Express

⁹¹ Express

⁹² Express

⁹³ Express

December 17, 1920: North Star enrollment is now 145 pupils.⁹⁵

December 24, 1920: "Miss Edith A. Watson, one of the most popular teachers under the District School Board and for a number of years Principal of North Star School, was the guest of honor on Saturday night at North Star School when a number of her former girl pupils presented her with a handsome filigree stand on the occasion of her approaching marriage. Miss Watson feelingly replied to the many expressions of good wishes from the girls. During the seven years Miss Watson has been teaching under the District Board, she has made hosts of friends in the City and the District".⁹⁶

January 21, 1921: Enrollment at North Star School has now reached 143 pupils.⁹⁷

April 22, 1921: Mrs. L.B. Gray of the North Star School staff resigned effective April 30 due to ill health.⁹⁸

In a fire drill conducted this week at two schools in the School District, North Star School took 47 seconds and Lynn Valley 30 seconds.⁹⁹

May 20, 1921: North Lonsdale Improvement Committee meeting on Thursday, May 26 at 8:00 pm in North Star School.¹⁰⁰

June 10, 1921: District School Sports Day. Winners were: Lindsay Loutet¹⁰¹, age 10; Leonard Ingolsly, age 11; Cyril James, age 12; Gary Prentice, age 13; Bernice Sutton, age 11; Dorothy Moir, age 12; Meg Winter, age 14.

Age 10-12: Irene Bailey; Kathleen Rae; Willie Napier.

Age 13 and above: Jimmy Harry; Meg Winters; Jack Frnach; Mabel Pizzey.

July 8, 1921: Honor Rolls.

Division I: Proficiency: Mabel Pizzey. Deportment: Jessy Dukes. Punctuality: Marjorie J. Dench; Jack French; Margaret Theckston.

Division II: Catherine Mann; Bessie M. Sutton; Mavis V. Wilcox.

Division III: Ethel E. Rae; Rosie M. Galozo¹⁰²; Robert Jones; Jeannie Toddam.

⁹⁴ Express

⁹⁵ Express

⁹⁶ Express, Dec. 24, 1920

⁹⁷ Express January 21, 1921

⁹⁸ Express

⁹⁹ Express

¹⁰⁰ Express

¹⁰¹ L. Loutet of Grouse Mountain Ski Club - photographer par excellence

¹⁰² Sister to Jim Galozo of West Windsor

Division IV: Marjorie Beckwith; Olinder M. Banderia; Fred Clark.¹⁰³

July 29, 1921: Enrollment at North Star School now stands at 149 pupils.¹⁰⁴

Those promoted to High School are: Mabel Pizzey, 772; Reginald P. Turner, 677; Mabel M.M. Winter, 625; Clarence E. Bailey, 609; Jessy Dukes, 602; John F. French, 601; Marjorie J. Dench, 581; A. Donald Keir, 504.

August 26, 1921: Miss G. Hardacre joined the teaching staff of North Star School.

October 21, 1921: North Star School has an enrollment of 151 pupils.¹⁰⁵

January 6, 1922: Political election meetings to be held at North Star School, Monday January 9 at 8:00 pm.¹⁰⁶

June 9, 1922: North Star School wins inter-school cup by three successive wins. The team consisted of: James Harvey; Vera Robson; Dorothy Moir; Leonard; Ingoldsby; Irene Bailey; Lindsey Loutet; Ethel Rae; Leslie Loutet; Edna Stevens; and Kathleen Rae.¹⁰⁷

June 16, 1922: "A well-attended and representative gathering in the North Star School on Wednesday, June 7th decided to form a Parent-Teacher Association in connection with this school. It is formed for the purpose of advancing the welfare of the children at the school in co-operation with the teaching staff. All adult residents in North Lonsdale are eligible for membership."

"Officers were elected until the first general meeting in September as follows:

Honourable President: Mr. J.W. Eades, Principal of North Star School

President: C.P. Coles

Vice President: Miss J.S. Angus

Hon. Secretary and Treasurer: Captain R. McMahan

Committee: Mrs. Boe, Mr. Maartman, Mrs. Mann, Mr. George Nye¹⁰⁸; Mr. Vincent Bromley¹⁰⁹.

Next meeting Wednesday, June 21st at 8:00 pm when a large and interested attendance is expected."

¹⁰³ Express

¹⁰⁴ Express

¹⁰⁵ Express

¹⁰⁶ Express

¹⁰⁷ Express

¹⁰⁸ G. Nye, brother of Thomas S. Nye

¹⁰⁹ V. Bromley of 660 E. Queens Road

"The encouragement of outdoor sports for girls and boys, the improvement of the playground and the establishing of a school library will be a matter to be dealt with."¹¹⁰

June 30, 1922: A deputation from the North Lonsdale Parent Teachers' Association (P.T.A.) attended the School Board meeting requesting a grant from the Board to obtain material for the pupils to use on the school playgrounds during the holidays. The members of the Association would undertake to supervise the use of the material and the games promoted free of charge.¹¹¹

The deputation also asked for agreement for them to give written application to the Board for a library at North Star School. Permission granted.

\$20.00 was voted by the School Board to be used for school book prizes for writing ability to be awarded in District schools. Miss Angus would select the appropriate books.

May 1922: North Star School enrollment was at 188 pupils.

July 21, 1922: Effective this date, Mr. W.J. Eades was appointed Principal to North Star School.¹¹²

July 28, 1922: Those who have passed the High School Entrance Examination are as follows: Jack L. Loutet, 353; Paul Phillips, 348; Leo A. Chisholm, 346; Harold G. Epps, 345; Nellie C. Ward, 322; James A. Harvie, 319; Cyril Jones, 317; Kathleen E. Roe, 312; Isabella S.F. Wilson, 302; George H. Bailey, 300; Theodore Hammersmark, 300; Vera P.P. Robson, 300.¹¹³

Miss Mary P. Judge,¹¹⁴ as teacher, appointed to North Star School by the school board.

October 13, 1922: North Star P.T.A. to hold their first tea at the home of the convener Mrs. E.H. Willcox at Chesterfield Avenue and Windsor Road on Wednesday October 18, 1922 from 2:00 pm to 5:00 pm.¹¹⁵

October 17, 1922: Mr. F.H. Bates¹¹⁶ Assistant Commissioner of the Boy Scout Association, has been asked to address the North Star P.T.A. on December 6th on the aims and objectives of the Boy Scout movement.

December 1, 1922: Enrollment at North Star School now stands at 153 pupils.¹¹⁷

¹¹⁰ Express of date shown

¹¹¹ Express and School Board Minutes

¹¹² Express

¹¹³ Express

¹¹⁴ Lived at 239 East 10th Street and remained at North Star until 1928

¹¹⁵ Express

¹¹⁶ Bates of Chesterfield School

December 28, 1922: Secretary to the School Board issued a press release to the Express as follows: ".... Plans of a six-room structure have been submitted to, and we have received approval of, the Department of Education. It is the intention of the Board to build only two rooms at present at a cost of \$9000 of which the Provincial Government will pay one-third. The School Board must look to the Council for the balance of \$6000."¹¹⁸

January 26, 1923: North Star School P.T.A. will hold a Whist Drive and social evening at the Masonic Hall on Lonsdale on Thursday, February 15th.¹¹⁹

The District Council approved \$500 for grading the site of the new school and approved \$6,500 for construction.

February 23, 1923: Letter to the editor from T.C. Rae urging all to vote for the North Star extension bylaw.¹²⁰

March 16, 1923: Enrollment at North Star School has now reached 161 pupils. Enrollment at Princess Avenue School¹²¹: 13 pupils.

March 30, 1923: Tenders called for the construction of a two-room school at North Lonsdale closing April 17, 1923 - issued by Blackadder and Mackay Architects.¹²²

April 20, 1923: "Messrs Sutherland and Spence have been awarded the contract for a new two-roomed North Lonsdale School at a cost of \$9,252. The plans call for a six-room building but two rooms only will be built by the Board at the present time."¹²³

Schools and theatres closed by the Municipal Health Department due to the outbreak of smallpox.

May 11, 1923: Miss Nora Peters is appointed teacher at North Star School.¹²⁴

June 1, 1923: Capilano School defeated North Star School 24 to 4 in a soccer match held on North Star grounds Wednesday, May 3rd.¹²⁵

June 22, 1923: Enrollment at North Star School remains at 147 pupils.¹²⁶

¹¹⁷ Express

¹¹⁸ Express December 29, 1992

¹¹⁹ Express

¹²⁰ Express

¹²¹ Princess Avenue School was located on Princess Park on, site of present tennis court - see file of this name.

¹²² See file on Lynn Valley Schools

¹²³ Express

¹²⁴ Express

¹²⁵ Express

¹²⁶ Express

August 3, 1923: Principal W.J. Eades of North Star School congratulates the following successful pupils for passing the High School Entrance Examination: Dorothy Shaw, 364; Henry G. Smith, 338; Kathryn L. Mann, 337; Joan W. Lambert, 309; Elizabeth Sutton, 309; Frank Rogers, 300; Arthur Mitchell, 300.¹²⁷

Miss M.J. McNichol was appointed as teacher to North Star School.¹²⁸

Miss Zoe M. Rae was granted one-year leave of absence to complete her course at University.

October 26, 1923: 172 pupils are now enrolled at North Star School.¹²⁹

November 9, 1923: At a regular meeting of the North Star School P.T.A., Mr. B. Boe was elected to fill the chair as president and Mrs. Avery as Vice-President in place of Mrs. Stephenson and Miss Angus who have resigned.¹³⁰

It was decided to change the meeting place of the Association to Saint Martin's Parish Hall,¹³¹ North Lonsdale which is more central and convenient for everybody to attend. Meetings to be held every third Monday of each month at 8:00 pm.

November 4, 1923: The Reeve reported the receipt of a request from the North Lonsdale P.T.A. that the Council pass a "Curfew Bylaw".

December 14, 1923: Announcement that at the regular meeting of the North Star P.T.A. in St. Martin's Parish Hall, Monday, December 17th at 8:00 pm, the speaker will be Mr. J.G. Lister, Principal of the Vancouver Technical College. He will give an address entitled "Technical Education in its Relation to General Education."¹³²

January 18, 1924: The Annual Meeting of North Star P.T.A. will be held in St. Martin's Parish Hall, Monday, January 21st at 8:00 pm.¹³³

May 9, 1924: Constance "Kitty" Loutet of North Star School was selected as May Queen.

July 18, 1924: Mr. C.B. Darwin, a Harvard University man and supervising principal of Delta Elementary School, is now appointed Principal of North Star School with an enrolment of 182 pupils.¹³⁴

¹²⁷ [Express](#)

¹²⁸ [Express](#)

¹²⁹ [Express](#)

¹³⁰ [Express](#)

¹³¹ The present St. Martin's Church on East Windsor

¹³² [Express](#)

¹³³ [Express](#)

¹³⁴ [Express](#)

October 13, 1924: In a girl's basketball match between North Star School and Lynn Valley, the latter team won 18 to 17. The North Star team was comprised of: Dorothy Airey, Ethel Rae, Lily Ward, Evelyn Simpson, and Kathleen Loudon.¹³⁵

November 21, 1927: In a spare classroom in North Star School, Miss C.M. Firth will take charge of Grade 6 pupils.¹³⁶

February 27, 1925: The District School Board published budget details for the coming year and have included \$100 for walks and steps at North Star School.¹³⁷

May 22, 1925: District School Sports' Day, Lynn Valley School 68; North Star School 52; Keith Lynn 43; Capilano 20 points achieved. Those receiving awards were: Richard Bromley¹³⁸, Ethel Rose, Lindsay Toddan, Leonard Matthews, Gladys Jones, Jeannie Toddan, Mary Phillips, Howard Williamson, Stanley Haoit, Fred Grant, Willis Gordled, George Flemming, Marjorie Loutet and Baily Tennant.¹³⁹

July 10, 1925: Miss M. Nichol has successfully obtained her teaching degree at UBC Summer School.¹⁴⁰

¹³⁵ Express

¹³⁶ Express

¹³⁷ Express, Feb. 27, 1925.

¹³⁸ Bromley 660 East Queens Road

¹³⁹ Express, May 22, 1925

¹⁴⁰ Express, July 10, 1925.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 5

PART 2

KEITH LYNN SCHOOL Built 1914 - 1915

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

PART 2 KEITH LYNN SCHOOL - Built 1914-1915
1290 SHAVINGTON STREET

Location: Between Shavington and Mountain Highway

Built: 1914/15

Opened: August 23, 1915 which was the beginning of the Fall term¹

When the school opened, it was a single room which occupied what is now the west gabled wing (the wing nearest to Shavington Street).

In 1919, the central entrance and lobby was added together with the current East wing.²

Like North Star School, the rooms were large enough to accommodate 43 pupils each. One room was located in each wing.³

In 1925, the rear classrooms (north) were added to make four large rooms

By 1934, enrolment had diminished, with the use of only three classrooms due to a greater number of pupils attending Ridgeway School and a diminishing number of residences on Mountain Highway between Keith and Cotton Roads.⁴

In 1916, pupils came to Keith-Lynn School from all residences east of Sutherland and west of Indian Reserve No. 2

The first teacher was Miss Nella Hardy taking charge of the entire enrollment of 43. The division system was not applied until the second wing of the school was built in 1919.

Therefore, Miss Maud McCoy took over that total enrollment on January 8, 1917 and continued with the class when it became Division I on September 2, 1919.⁵

¹ School Registers
1915 to 1936

North Shore Museum & Archives, Acquisition Access 80-9

² See sample pages of first days of each Division on dates initiated

³ See attached School District No. 44 drawings - 4 elevations, Tom Carlisle,
721 Chesterfield

⁴ Registers and interview with Kathleen Maud-Gilmour, teacher at Keith Lynn School, 1934-37

⁵ Remembered for her outstanding handwriting

Division II was set up for the first time on September 2, 1919 under Miss Bertha Grace Stewart.

On September 5, 1922, Division II was taken over by Miss Rena Ross.

Division III was formed on September 4, 1923 with Miss Margaret Barlow as teacher followed by Miss Zoe Margaret Rae. Miss Zoe M. Rae was the sister of Miss Charlotte E. Rae who taught at North Star School at the same time.

Other teachers who taught at Keith-Lynn School were:

- Mr. Kenneth Burnett Woodward, Division I: January 1, 1926 to June 1929
- Miss Kathleen Maud L. Neale
- Miss Ethel M. Brown, 1928 - 30
- Miss Rita Evelyn Monro, 1930, who was daughter of Charles Monro of 1396 Ross Road who was foreman at Hastings Shingle Mill
- Miss Ruth Gillespie
- Harry Smith who became Principal
- Margaret J. Nichol, 1926, Division II
- Miss A.K. Maud, 1935/36
- Mr. J.M. McLean, 1937
- Lincoln Thompson Baker, B.A., 1922
- Miss Agnes J. Ferris, 1922
- Miss Aileen C. Lochart-Smyth
- Gordon John Bennett
- Mr. A.W. Morrow

The janitor for many years was Mr. Wrench who not only cleaned the school but was in-charge of the playground at recess and planted varieties of fuchsias in window boxes.⁶

In the 1920s, Mr. Pollock was the School Inspector.

See attached samples of school register pages for August 23, 1915 opening:

October 1, 1915

September 2, 1919 Division I

October 1, 1918 Division I

September 2, 1919 Division II opening

September 4, 1923 Division II⁷

- Explanatory for register reading.
- Teachers note on a misconduct and punishment given to the offender.
- Hand written copy of a June 1927 material requisition.
- Supplemental Readers List, Division 3.
- Total of 14 attachments.

⁶ Mrs Kathleen Maud Gilmour, nee Neale, teacher

⁷ See note on actual closure dates for the Spanish influenza epidemic

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 5

PART 3

THE FIRST LYNN VALLEY SCHOOL 1904

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

INTRODUCTION

Researchers Note on Chapter 5, Parts 3 to 7.

The basic history of the first Lynn Valley School located on what is now Church Road together with the history of the three school buildings in the complex comprising 3250 Mountain Highway (formerly Centre Road) has been drawn verbatim from two sources: one, Early Days in Lynn Valley which is available in libraries; and two, The Early History of Lynn Valley Schools an unpublished work presented to the Lynn Valley Parent Teachers Association by the author of both works, Walter MacKay Draycott or Draycot as he sometimes identifies himself. Both accounts agree but to provide a full study, it has been necessary to blend the two accounts and add information from external sources as indicated under "Source Reference". The original of the Walter Draycott report to the Lynn Valley PTA and the history of that latter organization is held by the North Shore Museum and Archives (NSMA).

The history of the Lynn Valley PTA is fortunately not so much an account of the business meetings of the Parent Teachers Association but the benefits derived from meetings as applied to the students of all the schools in the 3250 Mountain Highway complex and Princess Avenue School. This report comprising Part 8 must be read in concert with Parts 4 to 7.

CHAPTER 5 DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

PART 3 THE FIRST LYNN VALLEY SCHOOL

It is a natural desire of parents to do something concerning school education for their growing children, even though it be the old-fashioned "Three 'R's". That train of thought disturbed the minds of early settlers of Lynn Valley as they sat by their fires in the winter of 1902-3. They desired for their children something more than parent tutelage, and the occasional visit of a friendly clerk from the office. The main settlement was at "Shaketown", a collection of cedar-built dwellings clean and comfortable homes. Their environment was the dense forest of towering massive trees and the only means of communication with the buzzing bustling company-town of Moodyville was the skidroad. True, Moodyville possessed a school, but that was outside the bounds of the District of North Vancouver. The settlers wanted a nearby school of their own.

The situation was a dilemma to an Australian woodsman who had arrived here in February of 1903 only to find there was no school for his young family of six that were to follow later on. There were other parents faced with the same quandary. The youngsters totalled twelve; their fathers were in employment with the Hastings Shingle and Manufacturing Company. A few of the settlers established themselves on area north of the "Shaketown" settlement, using the easily-split cedar for house construction; but they built near the skidroad.

These hard-working toilers of forest and mill foregathered in a log hut, used as a community hall in Shaketown, to decide on the building of a local school. It resulted in sending a delegation to the mill owners for assistance. In the meantime, the womenfolk were using their versatile brains for a similar purpose; they canvassed the loggers, millmen and any whom they thought had a dollar. They realised an amazing sum; a total of \$250 from collections. An exceedingly large amount of money for those days when we consider a man's pay was only \$1.25 to \$2.00 per day - not per hour!¹

In the autumn of 1903, a site was chosen near the skidroad and land clearing commenced. Befitting the dignity of a school, planed mill-wood was used. With the building now completed and the school ground cleared in the Spring of 1904 - after their application had been granted by the Provincial Government - the next question was where to find a teacher. The school had seating accommodation for thirty pupils - having made an allowance for

¹ Early History of Lynn Valley School, Walter MacKay Draycott, A report to the Lynn Valley P.T.A.

wood-burning heater. Answering the call for a teacher Miss Margaret Whiteley, of Vancouver, sought the position and was accepted by the lone School Trustee and Secretary, Mr. J.H. Spurr. He was the "Village Blacksmith" and, by mere coincidence, a chestnut tree now grows near the site of his former blacksmith shop. Himself a family man with two children he can be considered the prime mover of the project. Miss Whiteley, their pride and joy, lodged with the Spurr family. Her salary was \$40.00 per month! Yes, that's right "per month". Later increased to \$60.00.²

On May 20, 1904 Miss Whiteley opened the first school in Lynn Valley without parade, fanfare or speeches. The Roll Call numbered 10, later 14, then fell to 7, as the boys had to work to assist in augmenting the family income. The first students were: Jim and Fanny Maginnis; Howard and Vera Spurr; John McArthur; Louis and Charlie Hyde and their little sister; Roy Stoney and three Selby children. Later Kate and Madeline Maginnis attended, also their older brothers Kenneth, William and Frank came in the winter time. They worked during the summer on greasing the skid roads with fish grease.³

Miss Margaret Whiteley was the daughter of Thomas Braden Whiteley. Her parents were both born in Ontario of Canadian parents. Later they took up land in North Dakota where Margaret was born. They moved to Vancouver in May 1891 where Margaret had lived since that time. She married Vernon P. Cross in 1911. The Cross family were old timers in Lynn Valley, a family of building contractors. Margaret and Vernon had two sons, Lawrence and Ray. Vernon died in 1916. Margaret died in Vancouver at the age of 77 on May 28, 1962.

Pupils' school supplies, meagre as they were, necessitated a long and arduous journey to Vancouver, when shoppers left home early and came back late. You could either ride on a "jumper" - like a stone-boat used "back east" to remove stones off farm land - drawn by horses, or walk. High heels were "verboden" and low shoes could not be worn. You slipped and slid over the corduroy skidroad, the centre of which was well greased to allow the logs to slip along; heaven help you if you fell on that grease, as some did, and had to de-grease their apparel for dry-cleaner shops did not exist. Return journey, oft at night in the winter season necessitated carrying a "bug lamp", that is, a stump of a candle inserted into a tin-can with haywire for a handle. Shoppers usually went in pairs or groups, there being safety in numbers - against possible attacks by bears or cougars though these denizens of the forest had enough to eat in their natural haunts. No person was ever mauled. You went, via skidroad, to Moodyville, boarded the "Sudden Jerk" ferry to cross Burrard Inlet to Vancouver, to get pencils, paper, ruler, etc. for "little Willie" or Mary.

² The Blacksmith's Shop was located on the west side of the existing bridge over Hastings Creek in the woods to the east of the Fromme Building and immediately west of Allan Road.

³ Draycott, W., Early Days in Lynn Valley, p. 40.

In September, 1906, the little schoolhouse was forced to close its doors for lack of pupils. The seniors had become old enough to be employed - at 14 years of age. We can imagine the trials and woes of the teacher in trying to keep uniform attendance. Most of the boys, eager to imitate the menfolk, obtained work from the late Spring to late Autumn, thereby only attending school during the winter months.

There was no truant officer and no winter regulations governing attendance - except the command from a parent. Regulations for such came later on. Therefore, no wonder the attendance fluctuated. Actually this condition caused a shut-down for the winter months. These continuous frustrations caused Miss Whiteley to seek a more secure position; she tendered her resignation and accepted a call to Mount Lehman School. Later, in 1908, she taught at Point Grey School.⁴

With a Roll Call of only ten pupils the Lynn Valley School reopened in March, 1907, when Miss Rolston assumed charge to fill the requirement. New settlers began moving in with their families as Lynn Valley became known to outsiders. The only industry and possible drawing card was the Lynn Valley Lumber Company, that gave work to many families. In the wake of prosperity followed the business section - with their families. Her temporary mission fulfilled, Miss Rolston was succeeded by Mr. Alfred Buckley, B.A. a strict disciplinarian - but found it unworkable.

⁴ Draycott, loc. cit. Report to Lynn Valley P.T.A.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 5

PART 4

THE SECOND LYNN VALLEY SCHOOL 1908

CHAPTER 5 DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

PART 4 THE SECOND LYNN VALLEY SCHOOL

In 1908 the school became overcrowded. Worse still, Moodyville had closed its school in that year and some of its families invaded Lynn Valley to swell the school population. Hurriedly a new school was built - and which is still used - at the corner of Harold and Mountain Highway (the old Centre Road, to old timers) by Keith Lang of Sixth Street, North Vancouver.

The design was based on the standard design adopted for British Columbia schools which by 1906 had the main windows banked on the left side of the entrance.

Despite having been raised and slightly altered, the building still retains much of its 1908 original character. It is a prominent symbol of the early pioneering days and that first Shaketown settlement.

The school building design was based on the Brechin School Plan 1910 (Provincial Archives of B.C. GR 54 Box 10 File 196 "Elaboration of 1901 Design") identical to this Lynn Valley School.

This school was originally built on the current site of the fourth school and in fact moved west and raised up on a concrete base when the fourth school was built.¹

The Little Old Schoolhouse, situated as it was on the east side of the Old Tote Road (Skidroad), a little to the south of the present St. Clements Anglican Church, was transferred to the Trustees of the newly-formed Lynn Valley Institute to serve as a Community Hall. The old building also served as a place of Divine Worship by the Anglicans until they built their own edifice. When used for other affairs the altar was screened. In that hall (Old School House) we held whist drives, social affairs and a keen debating Society; one of the subjects for debate was "Should Bachelors be taxed?" The bachelors won the negative. The old building was demolished in 1912, when Church Road was completed. To the credit of the school children of that day no windows of the old school were broken, nor any other damage done - they were taught to respect persons and property. Mr. Buckley

¹ Foundation Group Design 1988 Heritage Inventory, p. 26.

resigned and became Secretary-Treasurer of the Lynn Valley Institute, 1909, and left the Valley in 1910.²

² Draycott, loc. cit., Report to Lynn Valley P.T.A.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 5

PART 5

THE THIRD LYNN VALLEY SCHOOL 1912

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

PART 5 THE THIRD SCHOOL OF LYNN VALLEY

Built: 1912

Located: On the 3250 Mountain Highway complex. This school building was the third school in Lynn Valley but only the second on this site. The school faced Institute Road to the east whereas the second school beside it and to the south was facing west towards Mountain Highway formerly Centre Road.

The school had four classrooms and was constructed of wood. The cost was \$15,000. The school had a furnace capable of accepting 4 feet long cordwood.

The Express of August 27, 1912 states:

"The four roomed school which has been in the course of erection at Lynn Valley by the Provincial government is now practically complete. This structure will rank as one of the most modern rural schools in the province. Among the other notable features it will be filled with the latest shanks patent lavatory appliances. A spacious cement basement will provide excellent playground facilities during inclement weather and the wide hallways afford superior means of ingress and egress. It is the intention of the trustees to have the ground laid out on a plan commensurate with the building inasmuch as the next school house to be built will necessarily be built elsewhere. The trustees have arranged a concert entertainment for tomorrow (Wednesday) [August 28, 1912] evening by way of opening ceremonies to which all residents and ratepayers are most cordially invited. No special invitations will be issued except to officials and all interested are requested to accept this invitation."¹

In the years 1911-12 the Province enjoyed a general business upswing; the welcome mat was put out with a feeling of genuine friendliness. Greater Vancouver was expanding and that included the North Shore of Burrard Inlet. Land agents were busy, so were builders and businessmen, in fact everyone was active, if he were able-bodied, of course. Despite the lack of motor cars the people were getting out and about. That is where Lynn Valley comes in. Lured to the attractive North Shore and aided by street-car extension into Lynn Valley many visitors became settlers. This increase in family population called for an additional school.²

¹ This was in fact not the case. See below for school No. 4. Express, Tuesday, August 27, 1912.

² Draycott, loc. cit. Early History of Lynn Valley Schools Report to Lynn Valley P.T.A.

With an eye to future needs, sensing a further influx, the School Board decided to build a substantial structure in the autumn of 1911. Built entirely of wood at a cost of \$15,000 it contained four large rooms, with a wide hallway down the centre to separate two rooms on the west side and two on the east with outlets at both ends in case of fire; they are also used as separate entrances. Thoughtful, wise architects. In keeping with the times, when every house used wood, and a little coal, a large open space on the east side was left between the two eastern rooms to stack cords of wood (fir, 4 feet long) to supply the furnace.

From a school attendance of around 25 in the year 1910, the figure rose to 150 by January 1, 1912, the date of school opening. Three teachers for the new school were: Miss Netta Harvey, Miss L.B. Clark and Miss Hannah McLean. A pupil of that school informed me of the determined manner of discipline demonstrated to unruly boys by lusty Miss Harvey. Though being only 19 years of age she possessed most unusual physique for a feminine. One warning was the limit, then followed prompt action. On one occasion a sturdy young bully snivelled an uncomplimentary remark. He was forcibly yanked out of his desk-seat, followed by a vigorous shaking and lecture. Neither repetition or censure followed! The grades were 1 to 5. Senior grades were taught in the second school.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 5

PART 6

THE FOURTH LYNN VALLEY SCHOOL 1920

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

PART 6 THE FOURTH LYNN VALLEY SCHOOL

Located in the same complex of four schools at 3250 Mountain Highway is the fourth LYNN VALLEY ELEMENTARY SCHOOL. It is positioned east of the current position of the second school and faces Institute Road. The school building was completed in September of 1920. It was designed by Blackadder and Mackey Architects at an original cost of \$54,000 in 1920.

On September 7, 1920 the Minister of Education, the Honourable J.D. McLean, laid the corner stone of this building, the third on this property.¹ This elegant structure employs for decorative and strength purposes, alternating bands of brick and Terra Cotta. Separate entrances were provided for boys and girls. The corners are highlighted with bulls eye windows.²

Of this building Walter M. Draycott states:

"The only record in the Department of Education, Victoria, is from Inspector Calvert's report of 1920-1, that 'a four-room brick structure was completed at Lynn Valley.' Brevity is the soul of wit! More astounding is the lack of even a clue from the District School Board Office, North Vancouver, whose records commence only from 1946 and earlier records are 'not in possession of the Municipality', so the writer is informed. Through the courtesy of Mr. Jack Loutet he enlightened me on the cost of the structure. He was a School Trustee when the plans were being discussed in 1919, for he served as a Councillor in 1920. 'The Trustees figured that if they built a \$54,000 school they would get \$18,000 from the government.' With the District finances being at low ebb at that time it meant an additional cost to the taxpayers of \$26,000 which 'might mean a great deal more than it does today', states J.L. However, despite J.L.'s objection the Board for 1920 went ahead and on September 7, 1920, the foundation stone was laid by J.D. Maclean, Minister of Education. Baines and Horrie were the builders, Blackadder and Mackay, architects. Slates, instead of shingles, covered the roof; the slates were removed a few years ago to be replaced by duroid strips. The bell and belfry also vanished at the same time despite public entreaty to have them put back again."³

¹ Express, September 10, 1920.

² Foundation Group Design

³ Draycott, loc. cit. Early Schools of Lynn Valley Report to Lynn Valley P.T.A.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 5

PART 7

PRINCESS AVENUE SCHOOL 1921

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

PART 7 PRINCESS AVENUE SCHOOL

Built: 1921

Location: On Princess Avenue at what is now Princess Park which contained the Hastings system log containment ponds.

The site of this two roomed log school house was at the south end of the park presently (1993) occupied by tennis courts opposite the junction of Princess Avenue and Osborne Road East.¹ The school was built to accommodate the younger children who lived on Duchess and Royal and up to Regent Avenue, the summit of the natural granite ridge to the west.

Though the Lynn Valley complex of schools at 3250 Mountain Highway was only 1.40 miles distant to the East, the trail to the downtown area of Lynn Valley running along the extension of East Kings was rough and required crossing the unbridged Hastings Creek at the nine acre collecting pond.²

To approach the school complex by way of Boundary Road (now 29th) would have been even more hazardous since it was an unsurfaced incomplete trail to Tempe devoid of board walks and required the children to pass through the busy commercial section of Lynn Valley centre containing both vehicular and horse traffic, to reach the school.

In addition, there was the inherent shortage of space within the Lynn Valley Schools at that time.

Princess Avenue School was attended by Robert Thornton Logan Junior and the McLean children, the McLean house being the only other house on the North section of Princess³. The McLeans had four daughters.⁴

The first teacher was Mrs. Liliias M. Irwin, a war widow who had a son and a daughter. Mrs. Irwin who taught pioneer teacher Mollie Nye at Lynn Valley Elementary School was strict and gave the strap to boys and girls equally who incurred spelling mistakes in their work. She would, however, allow the

¹ Mrs. Jennie Nagy nee: Thompson (of Lynn Valley), October 21, 1992

² See later note on crossing.

³ The south section of Duchess is located at the intersection of Lynn Valley Road and the access ramp to the Trans Canada Highway.

⁴ See file on 3031 Duchess Ave. Logan family.

boys to be chivalrous and take the strap punishment for the girls, if the boys volunteered or agreed.⁵

The trail to the school taken by the Logans, Robert T. and Esther (known as Sally) and the children of teaming contractor Tom Spendlove of Royal Avenue, approached Princess Avenue School by way of a pathway located at the north end of Royal where it connects with St. James East and onward to Princess. Eileen Goldney who lived at 315 Connaught Avenue and the Bromley children of 660 East Queens Road had the greatest distance to walk to the school.⁶

School Board records on this school are sparse therefore the following list of teachers and students must be considered only as in token.

Token List of Teachers and Students Attending
Princess Avenue two roomed school house

January 1922 to June 30, 1922

- Teacher Mrs. Lilius M. Irwin

| Age | Surname and Given Names |
|-----|---|
| 8 | Blair, Nairn Brockwell |
| 9 | Dyer, Ernest |
| 5 | Dyer, Ronald |
| 9 | Jeffrey, Bar |
| 7 | Jeffrey, Charles Harry |
| 6 | Jeffrey, Doris |
| 6 | Logan, Robert Thornton |
| 6 | Landers, Bertha ⁷ |
| 6 | Rogers, Phyllis ⁸ |
| 9 | Spendlove, Olive (sic: should read Annie) |
| 7 | Spendlove, Thomas (junior) |
| 8 | Wickenden, Benjamin ⁹ |

September 5, 1922 to December 31, 1922

- Teacher John C. Whitworth

Surname and Given Names:
Blair, Nairn Brockwell
Dyer, Ernest
Dyer, Ronald

⁵ Mollie Nye, September 8, 1992.

⁶ Interestingly, while Mollie Nye was deeply involved in teaching at local schools and lived on Lynn Valley Road, she never saw Princess Avenue School.

⁷ She went to attend convent Mar. 2/22

⁸ She went to North Star April 3

⁹ See above ref. Son of Councillor Wickenden

Jeffrey, Charles Harry
Jeffrey, Doris
Logan, Robert Thornton
Spendlove, Thomas (junior)¹⁰
Wickenden, Benjamin
Bromley, Cyril
Stephenson, Francis
Stephenson, Mary
Milstead, Charles
Landers, Bertha (returned October 2, 1922)

January 8, 1923 to June 30, 1923
- Teacher Mrs. Zoe Margaret Rae

Surname and Given Names:

Dyer, Ernest
Dyer, Ronald
Jeffrey, Charles Harry
Jeffrey, Doris
Logan, Robert Thornton
Spendlove, Thomas (junior)
Spendlove, Rosie¹¹
Wickenden, Benjamin
Bromley, Cyril¹²
Stephenson, Francis
Stephenson, Mary
Milstead, Charles
Landers, Bertha¹³

¹⁰ The Spendlove children in age order were: Bill, Joseph, Margaret, Annie, Tom (Junior), Rosie.

¹¹ * Arrived Feb. 5. See file on 3015 Royal Avenue

¹² Had a brother Dick at North Star School.

¹³ See North Star School and Keith Lynn School

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 5

PART 8

**THE LYNN VALLEY PARENT-TEACHER
ASSOCIATION 1921 - 1955**

- a) Founding**
- b) Use of moving picture machine**
- c) Special sports - Lists of winners**
- d) Trustees**
- e) School Library formation**
- f) School Museums**

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIAL-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

PART 8 THE LYNN VALLEY PARENT-TEACHER
ASSOCIATION 1921-1955
By Walter Mackay Draycott

Though the North Shore Parent-Teacher Federation was formed in November 1921, with J.B. Blackman as president and Mrs. G. Read the Secretary, there appears to have been no hurry to form a branch of the P.T.A. in Lynn Valley. With no precise date to hand it can be surmised one existed as a small group acting as a token of conformity with others in the District. Research has uncovered the following announcement in the column, "Lynn Valley News" of the North Shore Press, February 9, 1923:

"The Lynn Valley Parent Teacher's Association will hold their regular meeting on Tuesday next the 13th, in the new school at Lynn Valley at 8 p.m. sharp. Dr. McCarley will give an address on 'General Health of Children'. Mr. Percy Ward will also address the P.T.A. on, 'Further High School Accommodation for North Vancouver'. These two subjects being of utmost importance to the welfare of the child and later to the Canadian nation, parents are earnestly requested to attend. Also there will be a representative of the Dominion Red Cross present who will give a talk on juvenile Red Cross work."

These three talks evidently provoked thought that resulted in action. The secretary was busy signing on new members - with new ideas. A portable moving-picture machine was something new at that time, and bound to attract as moths to a light. The following item explains.

Lynn Valley News, N.S. Press, April 9, 1923:

"The Lynn Valley Parent-Teacher Association held their usual monthly meeting in the local school on Tuesday last, President Kirkland in the chair. As a result of the moving picture demonstration at their last meeting it was decided to arrange for the purchase of one of these machines, which would be used for school purposes. The acquisition of this instrument for the education of pupils was strongly endorsed by the teaching staff in as much as it gives the pupil the practical side of theoretical knowledge which could not otherwise be demonstrated, and dull days could be used to great advantage, the various classes assembling in one room and subjects practically taught through the medium of the moving or stationary pictures as the subject called for. The P.T.A. realised that in order to obtain this machine it is imperative that the co-operation of parents and others in the Valley is essential, and that many of the residents will see the necessity of such an organization, which stands for the welfare and education of the child."

It is recalled that the nearest moving-picture theatre was on North Lonsdale Avenue, and you weathered the elements to get there. So, to have one in Lynn Valley was both an entertainment and economical treat. A move in

favour of purchasing the machine was given by the District Board of School Trustees who donated \$25. An extract from their minutes reads:

March 20, 1923, Board Room, Municipal Hall, Lynn Valley.

"Deputations. Mr. Kirkland and Mr. MacLeod, representing Lynn Valley Parent-Teachers Association were present and demonstrated a moving picture machine which the Association had purchased for the purpose of assisting in the education of the children. Mr. Kirkland asked for a donation toward the cost.

Moved by W.M. Draycot, seconded by C.E. Rae, that a grant of \$25.00 be made toward the cost of the machine. The motion carried."

Resolutions from 1923 Convention of the Provincial Parent-Teacher Federation of British Columbia

1. "Whereas, many of our teachers take Post-Graduate Courses at summer schools, and elsewhere, for the purpose of increasing their efficiency as teachers, be it resolved, That, the Department of Education and Board of School Trustees do all in their power to give recognition to such post-graduate work."
2. "That the Educational Department be urged to take the necessary steps, particularly as regards salary and accommodation conditions, to make possible a larger supply of experienced teachers for remote rural communities."
3. "A Resolution from the Child Welfare Association asking the Government to establish a 'Travelling Psychological Clinic and a Custodial Home for Feeble-minded of both sexes', was endorsed and copies ordered sent to both the Federal and Provincial Governments."
4. "That, the Municipal Act be so amended and altered that Wives, or Husbands of Registered Owners may have the privilege of the franchises at all Municipal Elections."
5. "That the Principle of 'Teachers' Pensions' be endorsed."

No. 2, included "Housing of Rural Teachers".

P.T.A. Moving-Picture Machine

Persistence provided the keystone to the arch of success. Necessary support of the ratepayers and residents was established after a public demonstration of the merits of this new instrument to aid both pupils and teachers. Here is an extract from "Lynn Valley News, N.S.P., April 13, 1923".

"Tonight, the Lynn Valley Parent-Teacher Association are presenting for the first time in public a demonstration of their moving-picture machine, at the Institute Hall, commencing at 8 p.m. A three-reel showing of "Les Miserables" will be the special

feature. Mrs. Muirhead, president of the B.C. Parent-Teacher Association will give an address."

The outcome of the above announcement is given in "Lynn Valley News, May 4, 1923."

"The local Parent-Teacher Association are jubilant over the success of their cinematograph entertainment on Friday last, held in the Institute Hall before an enthusiastic audience which filled the hall to its capacity, a sure evidence of the popularity and acceptance by the public of the kind of films flashed on the sheet. Principal R. McLeod assisted by Mr. B. Woodward of the Lynn Valley School, operated the machine. Mrs. J.T. Summerfield and Mr. W.H. Godfrey provided music for the occasion. Mr. George Barker and Mr. John C. Allan contributed songs with such humour that encores were demanded. A violin solo was well received and encored, the artist being Mr. J. Hill. Tonight there will be a resume of "Les Miserables" and an added attraction will be some Charlie Chaplin reels."

Acceding to popular requests for further showings the local P.T.A. arranged a winter programme. The first for the season was held in the Institute Hall on October 26, 1923. Ex. Lynn Valley News:

"A record audience of juveniles filled the Institute auditorium of Friday evening last to see the moving pictures. Bill Hart, in 'Wolf Lowry' was well received by them as also reels of comedy. Mr. Percy Ward kept up much enthusiasm by introducing community singing with many variations. Mrs. M. Bishop was the accompanist. Miss H.R. Anderson gave an address on the activities of Parent-Teacher Associations in the Province and urged all parents to become members of the local branch, which is under the presidency of Mr. J. Kirkland. Contributing to the programme of the evening were the Misses T. Oser, D. Kirkland, A. Morgan, M. Hemer, S. Roberts and Gwen Humphreys."

Smallpox in Lynn Valley

Owing to the prevalence of smallpox Lynn Valley School was ordered closed from October 29th to December 3rd, by order of the District Medical Officer. Many families were quarantined - and so was their money which could not be accepted at stores. Credit had to be established with merchants; groceries and other goods were deposited on doorsteps or verandas. A whole family cooped up for six weeks or more, no-one allowed outside. No Red Cross or Welfare Agency to assist. Doctors overworked. Orders for groceries were yelled from a doorway or window of the afflicted to the delivery man on the street. No P.T.A., Church or other gatherings. No annual Christmas Tree for children. After the ban was lifted there followed gales, rain and more sickness. It was not until January 1924, that the P.T.A. made an attempt to resume entertainments.

New Institute Hall Used as a School - 1918

During the First Great War the Wallace Shipbuilding Co. and its neighbour the North Shore Ship Repairs, had been working day and night. Many families had come from the "outside" to seek the high wages and steady work at the shipyards; some of these settled in the Lynn Valley area and, in consequence, the schools became overcrowded. In order to meet with

this increase the new Institute Hall was rented by the District School Board, pending the building of another school. A Lease, dated 24 September, 1918, purports:

"From the first day of August 1918, for the term of twelve months, next ensuing Yielding and Paying therefor to the Lessors their heirs and assigns the clear yearly rent or sum of Three Hundred dollars (\$300.00) of lawful money ... on the first day of each month, commencing on the first day of August 1918, at the rate of \$20 per month.

It is further agreed that the Lessors have the privilege of renting the premises, outside the School hours, upon making arrangements with the Secretary of the School Board; it being understood and agreed that the premises are to be in good condition for the opening of school the following morning, they, the Lessors, to be responsible for heat, light and Janitor's services in connection with any such letting the Hall for evening, or other, entertainments, and to be responsible for any damage to the school furniture or appurtenances."

Signed, Sealed and Delivered
in the presence of

H. Douglas, President
T.C. Rae, Acting Secretary
J.H. Graves, District School Board
Lynn Valley Institute Hall
District of North Vancouver School Board
E.H. Bridgman

A further extension was made on 23 September 1919, but with a difference - the yearly rent was raised to "Four hundred and eighty (\$480.00) Dollars ... The sum of Forty (\$40.00) Dollars on the first day of each month, commencing on the first day of August 1919."

Witness:

| | |
|--------------------------|---|
| S.T. Nursey | J.H. Graves, President |
| H. Martyn Jenkins | |
| (School Board Secretary) | E.H. Bridgman, Chairman District School Board |

For school purposes the class rooms were partitioned with moveable 'beaverboard' walls. As one of the seven Institute Hall Trustees the many 'moving acts' are recalled. Before a whist drive and dance, a public meeting or other, the screen walls, desks, chairs, blackboards and other school furniture had to be moved to the side walls. After the night entertainment was over - usually after 12 midnight - all school paraphernalia had to be replaced for the opening of school the next morning. This labour so done by the Trustees was gratis. Not all seven could be present; it was usually accomplished by three or four community-minded souls.

During the intervals between public entertainments the moving-picture machine was being operated in the school for Nature Studies and other educational features. The first public showing of films in 1924 had to wait until the next meeting.

February 8 Lynn Valley News:

"The Parent-Teacher Association held a very successful moving-picture entertainment on Friday last in the Institute Hall. The showing of the film 'A Night at the Theatre', featuring Charlie Chaplin, created intense delight to the many children in the audience. Another well-chosen film was 'The Clodhopper', in which Charles Ray takes the principal part. The intervals during changing of reels were enlivened by Mr. Percy Ward with community singing, the accompanist being Mrs. J.T. Summerfield."

February 12, 1924 North Shore Press, Lynn Valley News:

"The local branch of the Parent-Teacher Association held their annual general meeting on Tuesday evening last. The activities of the association during the past year were discussed with satisfactory results. The following officers were elected for the ensuing year. Honorary president, Principal W.R. McLeod; president, Mrs. J.R. Millard; vice-president, Mrs. J. Hockin; secretary, Mr. J. Kirkland; treasurer, Mr. J. Burnett Woodward. A vote of thanks was accorded Mr. J. Kirkland and Miss M.L. Chadwick, president and secretary, respectively, for their splendid work during the past year. The initial meeting of the new officers is left to the call of the chair." (Teachers names are underlined. W.M.D.)

February 15, 1924, North Shore Press, Lynn Valley News:

"A moving picture entertainment will be given by the Parent-Teacher Association in the Institute Hall. There will be a four reel showing of Washington Irving's famous story, "Rip van Winkle", the idle village of the Catskill Mountains, New York State, who slept for twenty years and finds himself almost forgotten in his native village when he awakens. The story was dramatised by the actor Joseph Jefferson. There will be also reels of Universal cartoons, two reels of comedy and two of travel."

February 22, 1924, North Shore Press, Lynn Valley News:

"The local branch of the P.T.A. held a very successful moving-picture entertainment in the Institute Hall. The showing of Washington Irving's famous story, 'Rip van Winkle' was received with much delight. A reel of animated cartoons gave considerable amusement and much interest was shown in pictures of scenery around Lake Louise and the Canadian Rockies. A spelling contest by senior pupils was a feature of the evening. The boys and girls were lined up facing the stage and each was given a word to spell. The contest was keen and the girls proved they were better spellers than the boys. The final rested between two girls. Miss Florence Stewart gaining the championship and a prize with Miss Margaret Hardy second. Pianoforte selections were given by children during showing of pictures. Another moving-picture entertainment will be shown Friday next."

March 28, 1924, North Shore Press, Lynn Valley News:

"... At the last meeting of the P.T.A., the sum of \$25.00 was voted to the school children's sport day."

May 9, 1924, North Shore Press Lynn Valley News:

"The District School Sports, which is an annual event, is to be held at the Athletic Park, Centre Road, on Friday, May 16. The local Parent Teacher Association, though their membership is small, have succeeded in raising \$70 during the past two months. Some of this amount has been spent on athletic goods which are kept at the school for use of the children throughout the year. The balance, though

small, will be used to the best of advantage in purchasing prizes for the day of the sports. Anyone who is desirous of contributing in cash or kind would be conferring a favour all round."

After reading the above lines you have now read the last chapter of the activities of the Lynn Valley Parent-Teacher Association, until it was revived many years later on. Perhaps you will wonder about the "fade-out". A sticky game of politics was being played. The Valley had been strongly Conservative. To gain the upper hand it was necessary for the opposition to resort to "peaceful penetration" of all organizations, which they did with satisfactory results. A Women's Institute had been formed; it offered inducements to women and children to keep them active, and it did.

The P.T.A. had lost its main attraction - the Moving-Picture Machine, the vital instrument that had held sway. The operator, who had no understudy, was away ill. During this period of in operation of the P.T.A. Movie the newly-formed women's Court Hope, Ancient Order of Foresters, started buzzing. Something new always attracts. In rapid succession they held bazaars, sales of work, sewing circles, "hard time" dances and other attractions. The Women's Institute, captained by forceful leaders, did similar and added concerts and plays to the year's programme, which also included children's displays. In the face of such powerful and dominating attractions, both political and social how could the P.T.A. survive? Parents and teachers thus became separated.

"Premier W.L. Mackenzie King, leader of the Liberal Government, paid a visit to Lynn Valley on Saturday, 18th of October, 1924."

November 21, 1924:

"Under the direction of the principal (Mr. Burnett Woodward) and staff of Lynn Valley School, a Christmas concert will be held in the Institute Hall on Wednesday, December 17. The senior grades will present a comedy sketch. Other items will be solos, duets, recitations, folk dancing, pianoforte recitals, etc." (Usually, heretofore, the Parent-Teacher Association of Lynn Valley gave assistance, but it had succumbed!)

January 5, 1925:

"Mr. W.R. McLeod, Principal of Lynn Valley School is now in residence on Fromme Road East." He was the operator of the school "movie" machine.

Demise of Machine

In the early thirties an attempt was made to revive interest in school "movies". Like the story of Old Mother Hubbard - they found the machine case bare. Someone had taken the motor, and other stripped the rest of the "corpse". Piecemeal, so it was learned. Forsooth, it happened during the years of the Depression period.

School Children Entertain in Public

December 19, 1924, Lynn Valley News:

"A school children's concert of a highly entertaining character was carried into effect by the pupils of Lynn Valley School in the Institute Hall on Wednesday evening last. The hall crowded to capacity (about 500) with a very appreciative audience. The teaching staff deserve great credit in the manner of training the children. A vote of thanks being accorded them from the audience.

Phyllis Vine, a pupil, playing as a schoolmistress in the playlet, 'Sleepy-head', showed surprising acting talent. The other players, by splendid co-operation and response, added to the whole successful act. All other items in the programme were also especially pleasing, as evidenced by the applause of the audience. Stage lighting was most effective and ably operated by Mr. Gilbert Sykes of Lynn Valley. The programme included: Indian club drill; A pole drill by Division IV; Choruses, 'We are Babies Good as Gold, We wrote a Letter to Santa, Christmas Stockings, Click Click'; a piano solo by Gwennie Humphreys (a Lynn Valley school girl who later on, won the Governor General's Gold Medal)."

Teacher Honoured, January 9, 1925:

"Mr. Harry Smith, whom for the past six months has taught in the Lynn Valley School and has been transferred to Keith Lynn School, was the recipient of a token from his pupils in the form of a leather-bound book entitled 'Legends of Vancouver', by Pauline Johnson. Mr. Smith won the hearts and respect of his pupils through his pleasant genial manner, always willing to assist in all matters pertaining to education, sport and social life among the children."

School Board Trustees. 1925

January 23, 1925, Lynn Valley News:

"The Trustees of the District School Board assembled on Tuesday evening last. The retiring trustee, Mr. J.W. Torrance (of Capilano) was accorded a vote of thanks for his services. Mr. Frederick H. Bates, the new member, was introduced and took his seat on the Board. J.A. Westmoreland was elected to the chair. The following committees were appointed: building and sites, Trustees W.M. Draycot, R. Norton; visiting trustees, R. Norton, W.M. Draycot; finance, Trustees J.G. McLaren and F.H. Bates; supplies, Trustees F.H. Bates and J.G. McLaren. The date of monthly meetings was decided in favour of the third Tuesday of each month."

Lynn Valley P.T.A. Absorbed

April 17, 1925, Lynn Valley News:

The following item furnishes proof of the non-existence of the former active P.T.A. The all-powerful Women's Institute absorbed the P.T.A. members and assumed command.

"The members of the Women's Institute on Tuesday last entertained, as their guests, the teachers of the local school. Miss Clay, of the teaching class, gave a short address on school work and also gave assurance of the co-operation of the teachers in the competitive gardening scheme for the school children. Mrs. Humphreys, president of the W.I. thanked the teachers for their willing assistance."

Pupils' Welfare

During the '20's and '30's some children attended Lynn Valley School from the remote distance of Seymour River below the old Intake Dam. This journey necessitated climbing a long steep hill to the Rice Lake highland thence across the Lynn Creek Bridge to Dempsey Road, and onward to the school. Others, about eight, came in from the Rice Lake area. Their ages, from 7 to 14 years. This long, sinuous and undulating route to and from school was truly tiresome at any time of the year especially to those children of tender years. In the winter months these youngsters had to battle against frost, snow, rain, chilly winds and bad roads. Arriving at school they were hardly in fit condition to commence their studies; if late the teachers were requested to make allowances; which they did - even to drying their wet clothes. There was no possible way to bring them in by bus or other conveyance but, when the fact became known, the School Board issued street-car (B.C.E. Railway) tickets for them to ride from Dempsey to Mountain Highway (then Centre Road), thus taking off a third of the journey.

Hot Drinks at Noon

The circumstances of the plight of these children was reported by Principal McLeod to Trustee Draycott, on the visiting committee, who visited the Seymour-Rice Lake area to enquire then reported the facts to the School Board. It resulted in the Board authorising the use of the basement of the one-room school, corner of Harold and Mountain Highway for a lunchroom in which the children from outlying areas could be accommodated. A kitchen range was installed, also forms and tables. The janitor and a teacher supervised at first then voluntary assistance from members of the Parent-Teacher Association and other willing hands. The hot drink commenced with serving cocoa, later milk and soup, according to the child's fancy. The cost was borne by voluntary subscription. At the time of inauguration there were no tea or coffee shops in Lynn Valley, and thermos bottles unknown, in 1923.

Clothing

In order to obtain first-hand information concerning the clothing condition of some pupils the Principal requested me to be present at 9 a.m. when the pupils were lined-up for entrance. Notes were taken of the pitiful condition of some of the pupils, ragged clothes and worn-out footwear. There being no welfare society to appeal to, as we now have, the only recourse was to visit friends outside the area who were able to contribute clothing; this was done and the donors gladly responded. Members of the P.T.A., with others, attended to the call for assistance. The outstanding feature that spurred folk to action, once the facts became known, was the uncomfortable predicament of a clean and well-dressed child having to sit near to or stand

by another child whose garments were not invitingly clean. Hence the need for Teacher, Parent and Citizen co-operation!

Pupils' Health in Lynn Valley Schools Sept. 1923 to June 1924 (ex. School Board Minutes)

The annual report of the Health Officer (Dr. R.V. McCarley) caused surprise and a motion by Trustee Draycott brought Dr. McCarley to attend a Board meeting to explain the situation.

"Aug. 19, 1924. The prevalence of various diseases and defects were discussed. The Doctor pointed out that he always notified the parents in each case of disease or defect but found in most cases no action is taken to remedy the condition. Ways and means of bringing the necessity of attention to these matters more forcibly to the notice of parents were considered and the Secretary was instructed to write to the Provincial Board of Health asking for pamphlets dealing with various diseases for distribution to parents of children affected."

The Annual Health Report for year ending June 1925 (the year following):

"Enrolment 293 Lynn Valley Schools
Examined 291 Lynn Valley Schools

| | | |
|---------------------|----|----------------------------|
| Malnutrition | 1 | |
| Defective mentality | 1 | Condition of buildings |
| Defective Vision | 24 | satisfactory |
| Defective Hearing | 3 | |
| Defective Nasal | | |
| Breathing | 39 | Closets clean and adequate |
| Adenoids | 35 | |
| Enlarged Tonsils | 91 | |
| Defective Teeth | 62 | |
| Enlarged Glands | 17 | |
| Goitre ¹ | 39 | |
| Other Conditions: | | |
| Chorea | 1 | |
| Asthma | - | |
| Valve Heart | | |
| Disease | 1 | |
| Nervous | 1 | |

¹ To counteract the condition of those afflicted with Goitre it was deemed necessary for the teachers, not the parents, to administer medicinal pills to the child. By this method the patient would be assured of getting the medicine with regularity and safety- under the School Doctor's directions.

| | |
|----------|---|
| Vermin | - |
| Epilepsy | - |
| Scabies | - |
| Impetigo | 7 |
| Ringworm | - |

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIAL-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

Part 8 THE LYNN VALLEY PARENT - TEACHER ASSOCIATION 1921 - 1955
By Walter MacKay Draycott

School Sports

Prior to 1922 there was little interest in local field sports for pupils, probably owing to an insufficient number of participants in the senior grades. This was overcome by forming a District inter-school sports day for the seniors. Junior sports for those under 10 years of age took place at their respective schools in the morning. On the same day the senior sports events were held at the Lynn Valley Athletic grounds, in the afternoon. Recorded in the N.S. Press, July 6, 1923. Lynn Valley News:

"There was a record attendance of Parents and visitors at the holiday closing of the Lynn Valley schools on Friday last in the forenoon. The scholars were assembled by their teachers on the playground facing the main entrance, when Principal McLeod gave a short address, then followed by presentation of honour rolls and special awards by Trustee Mrs. C. Rae. Prizes for the sports in the morning were presented by Trustee W.M. Draycott. The following teachers were present: Principal W. McLeod, vice principal R.B. Woodward, Miss M. Proske, Mrs. M.L. Irwin, Miss A. Stewart, Miss J.M. Clay, Miss J.M. Elliot, Miss M. Bullman; The School Board Secretary Mr. James Chapman.

The District inter-school sports of the senior class was held in the afternoon at the Athletic park, Lynn Valley, there being many spectators present. Reeve J. Loutet represented the Council and Trustees A. Westmoreland, Mrs. C. Rae and W.M. Draycott the School Board. Representing District Schools were Principal McLeod, Lynn Valley, Principal W.J. Eades of North Star and Principal D.M. Moore, Capilano.

Trustee W.M. Draycott was in charge of the sports, other officials were: Mr. J. Kirkland, starter, Messrs George Fox, R.B. Woodward, James Chapman, judges; the prize committee: Mesdames J. Kirkland and L. Hope; refreshments, Mesdames Millard and Hill; Mr. D. Tyson, field committee.

The Bridgman Cup for the boys relay race was won by Capilano School and the girls relay team from North Star School carried off the District inter-school Cup. The Kirkland Cup for the one-mile race was won by W. Nettles of the Lynn Valley School."

Names of other prize winners is contained in a long list. The grand aggregate of winners went to the credit of Lynn Valley School. Has a record of high-jump, broad-jump, and others been kept? The list of sport events for the seniors totalled thirty to thirty-five.

When teachers applied for positions to fill vacancies on the staff, the Trustees always questioned their interest and ability in playground and school sports. Lynn Valley was fortunate in having the services of R.B. Woodward and Harry Smith, both practical teachers in the schoolroom, playground and on the field, also taking a practical interest in Nature Studies. The fair sex teachers were co-operative with girls' sports.

Funds

Devious ways to obtain funds were employed to finance the school sports. Youngsters knocked at your door, "Please buy a ticket for our school sports! it being a raffle for something. Both teachers and P.T.A. were active with concerts, whist drives, teas and other. Baseball bats and gloves, footballs and other paraphernalia allied to sports were part of the crusade for funds.

District of North Vancouver School Sports Held at Sports Field, Lynn Valley, May 23, 1924.

Officials were:

School Board Trustee W.M. Draycot, J.P., in charge of sports; Starter, District Police Chief W.W. Hemingway; Judges, J. Kirkland, D. Tyson, E. Dickenson, School Trustee R. Norton, Teacher B. Woodward, James Chapman, School Board secretary.

Junior sports were held in the morning, seniors in the afternoon. At both sessions the District Teachers were in attendance, rendering valuable assistance. Attending principals were Mr. Ray McLeod, Lynn Valley Mr. W.J. Eades, North Star; Mr. D.M. Moore, Capilano; Mrs. A.J. Ferris, Keith Lynn; Mrs. O.S. Nye, Roche Point (Deep Cove area).

The weather being ideal for the occasion brought out a record number of pupils and parents to the annual district school sports. All the events were hotly contested with the result that dead heats were among the highlights of the day.

Lynn Valley School headed the list of winners with 96 points; North Star second with 67; Keith Lynn 24; Capilano 22. Lynn Valley captured the James Chapman Cup for the boys' relay race and the Teachers Cup for the girls' relay race. The one-mile race was won by Fred Pullen of Capilano, who was awarded the Kirkland Cup and the Imperial Oil Co's medal.

The Championship Cup and medal for the pupil obtaining the highest number of points in individual events was won by Phyllis Boe of North Star School with 13 out of a possible 20. In the girls broad jump Jean Cameron, 12 1/2 years of age, recorded 12 feet 7 inches. The boys broad jump, 12

years of age to 16, was won by Leon Inglesby with 13 ft. 10 inches, Thos. Chubb was a close second with 13 feet 7 inches.

Mrs. J. Kirkland and Mrs. J.W. Hope, of Capilano, were industrious workers on the prize committee. The prizes were presented by Trustee W.M. Draycot, J.P., and Trustee A. Westmoreland.

Sport Events and Prize Winners

| <u># Event</u> | <u>1st & 2nd(School)</u> |
|---|---|
| 1 Boys 100 yds. 13+ yrs | Leon Inglesby (NS) Fred Pullen (C) |
| 2 Girls 75 yds. 13+ yrs | Irene Bailey (NS) Jean Cameron (LV) |
| 3 Boys 75 yds. 12+ yrs | Marcus McMillan (LV) Gordon Nye (NS) |
| 4 Girls 75 yds. 12+ yrs | Edith Hay (LV) Kitty Loutet (NS) |
| 5 Boys 75 yds. 11+ yrs | Clifford Tubs (LV) Linsey Todden (NS) |
| 6 Girls 60 yds. 11+ yrs | Kath. Kellett (LV) Ruth Hammersmark(NS) |
| 7 Boys 50 yds. 10+ yrs | Alfred Lucking (LV) Jack Fowler (LV) |
| 8 Girls 50 yds. 10+ yrs | Phyllis Boe (NS) Margaret Kelso (C) |
| 9 Boys Relay (Inter-School) 440 yds. | George Pooley (LV) George Clark (NS) |
| 10 Girls Relay (Inter-School) 440 yds. | May Fowler (LV) *** (NS) |
| 11 Boys Broad Jump 12+ yrs | Leon. Inglesby (NS) Thomas Chubb(KL)13'7 |
| 12 Girls Broad Jump 12+ yrs | Jean Cameron (LV) Julia Fromme (LV) |
| 13 Boys High Jump 12+ yrs | George Clark (NS) Oswald Cassidy (LV) |
| 14 Girls High Jump 12+ yrs | Phyllis Nine (LV) Jennie Speers (LV) |
| 15 Girls Egg&Spoon 10/11 yrs | Flora Bean (C) Margery Goard (KL) |
| <u># Event</u> | <u>1st & 2nd(School)</u> |
| 16 Boys Wheelbarrow 10/11 yrs | Joe Chisholm (NS) Martin Germyn (KL) |
| 17 Boys Throwing Baseball | George Chubb(KL)218' George Clarke (NS) |
| 18 Girls Throwing Baseball | Jean Harrison (C) Julia Fromme (LV) |

| | |
|--|--|
| 19 Boys 3 Legged Race 12+ yrs | Robert McMillan (LV) Dave McMurtry (LV) Fred Pullen (C) A. Bean (C) |
| 20 Girls 3 Legged Race 12+ yrs | Jean Cameron (LV) Julia Fromme (LV) Florence Stewart(LV) Margaret Hardy (LV) |
| 21 Boys 3 Leg - 10/11 yrs | Lindsey Todden (NS) M. Peters (NS) Alfred Lucking (LV) Charles Ovens (LV) |
| 22 Girls 3 Leg - 10/11 yrs | Shirley Tennant (NS) Phyllis Boe (NS) Audrey Underwood(LV) Rosemary Lucking(LV) |
| 23 Girls Skipping Race 12+ yrs. | Jean Cameron (LV) Kitty Loutet (NS) |
| 24 Girls Skipping Race 10/11 yrs. | K. Kellett (LV) Phyllis Boe (NS) |
| 25 Boys Sack Race 12+ yrs | Ben Norton (KL) David Marr (LV) |
| 26 Boys Sack Race 10/11 yrs | Martyn Germyn (KL) Ray Pullen (C) |
| One Mile Race-Kirkland Cup and Silver Medal | Fred Pullen (C) H. Richards (LV) |

28 to 33 races were for smaller children.

Individual winner of the most points in events:

Girl - Phyllis Boe, North Star School,
Firsts 55, Seconds 3, Total 13

Boy - Leonard Inglesby, North Star School,
Firsts 55, Thirds 1, Total 11

Grand Aggregate of Winners in the Various Schools:

Lynn Valley - Firsts 13, Seconds 10
North Star - Firsts 8, Seconds 9
Capilano - Firsts 2, Seconds 4
Keith Lynn - Firsts 3, Seconds 3
Roche Point (Dollarton) - No Points

The Boys Relay Race team were: George Pooley, Dave McMurtrie, R. McMillan E. Laird.

The Girls Relay Race team: May Fowler, Jean Cameron, Dorene Cliff and Phyllis Vine.

Boys Team, Lynn Valley, won the Chapman Cup.

Girls Team, Lynn Valley, won the Teachers' Cup.

Not included in the Championship returns were: relay races, three-legged races, skipping race, boys sack race 12 years and over, the One-Mile Race.

The foregoing account of the events have been taken from the Sports List made on the field by W.M. Draycot, i/c of Sports.

North Vancouver, B.C., Thursday, December 27, 1928.

Essay Wins Second Prize

The following essay by James R. Simmonds won the second prize of a \$5 gold piece in the recent contest held in Lynn Valley District. The prize paper which secured the David Spencer silver cup for the Lynn Valley School was won by Nora Newman, aged 12 years:

"Alcohol comes from sugar and the yeast plant. The yeast plant is a very small plant that lives on sugar. It breaks the sugar up into three main parts, water, carbon dioxide and alcohol. While the yeast plant feeds on sugar it multiplies very rapidly; this process is called fermentation. Alcohol is a part of many drinks that are used by man.

In the tropics the natives cut off the clusters of flowers from the palm tree and collect the juice out from the cut ends. This contains large quantities of sugar, and when fermented produces large quantities of alcohol. Grapes, apples, currants and blueberries are used by people of the temperate countries for making alcoholic drinks. To make beer grain is soaked in water until it sprouts and the starch in it is converted to sugar and dissolved into water. The yeast then changes it to alcohol. Rum is made by fermenting molasses and distilling off the alcohol; whisky is made by distilling liquid from sprouting grain; brandy is made from distilling fermented fruit juice.

Alcohol has great effects on health and length of life. If a man drinks he is sick more, and dies sooner than a sober man.

Alcohol causes fatty degeneration and fibroid degeneration of certain of the tissues. In fatty degeneration, little drops of fat or oil gather in the cells which gradually become small bags of oil.

When the muscles of the heart change to fat, they lose their strength. The kidneys and nerve fibres are also affected in this way.

Fibroid degeneration affects the heart, liver, kidneys, arteries and brain. The arteries are affected by the lime that is deposited on the walls. This makes them very brittle and narrow, so the blood can hardly make its way through.

Alcohol affects the brain. It causes paralysis and insanity. A man who takes three ounces of alcohol each day for twelve days could add figures only three-fifths as fast as when he takes no alcohol. This effect lasts for at least forty-eight hours. A drunkard is not the only person who suffers from the result of his habit. Drink is responsible for a large number of crimes. The worst feature of the poverty caused by alcohol is not the fact that the drunkard himself suffers, but the fact that the innocent person suffers far more than he does. Many companies and railways will

not employ anyone who drinks. During the Great War most of the principal nations of the world forbade the manufacture of alcoholic drinks.

Six main things you do if you take alcohol are: that you are threatening the physical structure of your stomach, your liver, your kidneys, your heart, your blood vessels, your nerves and your brain; that you are unquestionably lessening your power to work in any field, be it physical, intellectual or artistic; that you are in some measure lowering the grade of your mind, dulling your higher sense and taking the edge off your morals; that you are distinctly lessening your chances of maintaining your health and living to a good old age; that you are adding yourself to the number of those whose habits cause more suffering and misery, disease and death, than do all other causes combined; that you are fastening on yourself a habit that will lead many business men to refuse to employ you.

Alcohol is a poison, a deceiver and a wrecker of man and homes."

This competition was held annually under the auspices of the WOMEN'S COUNCIL OF TEMPERANCE Union. In a previous year it was won by a Miss Anna E. Flodin.

The cup won for the above essay is on display at the school along with quite a number of others won over the years.

Proposed Public Library for Lynn Valley

The annual meeting of the Board of Trustees of the Institute Hall, Lynn Valley was held in the auditorium of the hall, Tuesday, 7th February, 1922. Trustee Draycot, who had been appointed by the trustees in 1921 as a committee of one to enquire into the matter of a public library, outlined his activities during the past year. He emphasised the necessity of co-operation and public support to the project and declared that if he could get sufficient encouragement from the members his quest would materialize, as he stated he was in touch with public spirited literary men and women who promised to assist with forming a library providing it would be permanent, not ephemeral.

An Offer of 2,000 Books turned down

J. Francis Bursill, better known by his pen-name of 'Feliz Penne' journalist, lecturer, whom, during his lifetime had given three libraries to the public, had promised Trustee Draycot a gift of 2,000 books if, as and when, a library was established in the Institute Hall, Lynn Valley, on a sound basis. Draycot gave this news to the meeting, mentioned above. A lengthy and at times heated discussion resulted in the project receiving a deathblow due to the want of money to finance it. Said one man, known as the Bull of the Woods, "We have no money to pay a librarian and no money to build shelves.

Besides, when a working-man comes home and does his chores he has no time left to read books. He's got his newspaper and that's enough reading."

The pros and cons concerning the library continued for over an hour.

Draycot proffered his services as librarian without remuneration if they would build suitable accommodation for the 2,000 books. His offer was respected but the financial standing of the Institute was already in the doldrums that

they could not afford to build cases and shelves for the books. Thus was lost to Lynn Valley a substantial Lending Library.

The School Library

In the Manual of School Law, 1921, under Regulations respecting School Libraries the instructions given, among others, were:

- (1) "No book hostile to the Christian religion or of an immoral or sectarian character shall be permitted in the school library.
- (2) The Trustees shall hold school libraries in trust as a part of the school property of the district, shall provide a suitable bookcase or book-cases, and shall make such regulations for the preservation and circulation of the books as they shall deem necessary."

For the purpose of a school library the Board of School Trustees was entitled to request a grant of fifty dollars from the Provincial Treasury through the medium of the Council of Public Instruction. With four major schools in the District having senior grades we were entitled to \$200. This extract from the Manual of School Law was brought to the attention of the School Board by Trustee Draycot, who was given authority to investigate and report at the next meeting. In his report he had noted there were a few books at Lynn Valley School being used by the teachers from a previous grant but no Lending Library for the children; there never had been.

Prompt action was taken by the Board, thus, "It was resolved to give the schools an appropriation for Libraries as follows: Keith Lynn \$15.00; Capilano \$25.00; North Star \$50.00; Lynn Valley \$60.00 and the Principals be notified that a similar appropriation will be made after the summer holidays; each Principal to appoint a librarian who will carry out the duties as laid down in the School Law; all books to be stamped with the name of the school and numbered."

Thus was started the School Lending Library

Everything pertaining to school libraries was vested in Trustee Draycot whom, on February 20, 1923, reported, "... with regard to the purchase of library books, at both Lynn Valley and North Star Schools there is sufficient book-case accommodation for the books at present."

To serve as a guide for a suitable selection of books for children lists were obtained from the Education Department at Victoria and Canadian publishers; they contained hundreds of titles, authors and prices. On enquiry it was found that many of the listed books could be bought at Toon's Bookshop in Vancouver at reduced prices, thus enabling us to obtain more books for our money. Having completed the list of selected books it was

forwarded to Victoria for approval; the Education Department verified the choice without comment.

All other schools received their quota of books according to the school attendance figure. Supervising the growing libraries was a task unto itself. Only the well-to-do possessed cars, and they were not on the School Board. In exercising your duties, you did it by use of your legs, walking to Keith Lynn, North Star and Dollarton. Trustee Mrs. Bryan could not get to Roche Point School so a photo' was taken of it and presented to her! Trustees were not, and still are not, paid officials, neither do they receive honorarium or emolument. Reeve and councillors rode the street-cars - Trustees paid! In March, 1924, the number of books in the Lynn Valley School lending library had reached 450.

In a summary of notes regarding the operation of the schools during the year 1923 the Secretary records:

"Libraries - Considerable interest has been taken in the establishment of school libraries. The Department of Education granted \$100 toward cost of same. The number of volumes in each library is now as follows:

| | |
|-------------|-------------|
| Lynn Valley | 386 Volumes |
| North Star | 166 Volumes |
| Capilano | 82 Volumes |
| Keith Lynn | 96 Volumes |

Cost of libraries, which includes the books and bookcases \$321.56.

In the year 1922, before the School Lending Library was inaugurated, the amount spent on the District School Libraries was only \$54.50. At the end of 1924, a year after its establishment, only \$190.27 was expended but in 1925 the estimated figure rose to \$300.00 because of replacements which was necessary after much handling by the borrowers.

A sidelight of the School Lending Library is worth recording. A youngster had borrowed a book and failed to return it on the day of the time limit. On being questioned concerning the delay she innocently replied, 'Mother has not finished reading it yet!' Which brought to mind the necessity of a local public library; when an offer of 2,000 volumes was turned down in February, 1922, at the Institute Hall!

The thoroughly competent Secretary, James Chapman, of the School Board sums up the activities for the year:

'School Libraries and Museums - Considerable interest has been taken by the Board in the building up of school libraries and the establishing of school museums.

An appropriation was made for each school at the rate of \$10 for each room for the purchase of books and some of the libraries were supplemented by private gifts. A splendid start at Lynn Valley has been made in a collection of subjects for Nature Study.' "

The following odd bit of news appeared in the Vancouver Sunday Sun, January 24, 1925.

Bachelors Occupy 'Key' Position on This School Board

North Vancouver District - The kiddies in the district municipality like bachelors on the School Board, although it has not yet been divulged that these particular trustees distribute "sweeties" among them - and so also do the electors. In fact, North Vancouver District now occupies the proud position of having created a record by having three bachelors on a school board of five trustees.

Last year the bachelors were in the minority, for there were only two of them, but as they proved themselves so ardent in the cause of education the electors were kind, and sent them a reinforcement. They are now out to establish another record in the good and up-to-date management of the schools.

The bachelors are Trustees J.A. Westmoreland, W.M. Draycot and F.H. Bates, the latter being the new recruit.

But let them beware, or they may find themselves among the bendicts. More unlikely things have happened."

The occupations of the bachelor Trustees were: J.A. Westmoreland, hardware dealer; W.M. Draycot, J.P., writer; F.H. Bates, headmaster of a private school for boys. And they remained bachelors; Westmoreland died recently and the other two are still celibates, in 1961.

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
- EARLY SCHOOLS OF LYNN VALLEY
Researcher: Roy J.V. Pallant

PART 8 FOUNDING OF LYNN VALLEY PARENT - TEACHER ASSOCIATION

By Walter Mackay Draycott

School Museums

Whenever you get the urge to do something that will benefit the rising generation as a comprehensive aid to their studies it should be presented to those in authority.

At a School Board meeting in May, 1924, Trustee W.M. Draycot proposed the establishment of a museum in all District schools. He suggested, "A small museum wherein exhibits be kept for practical tuition as required by the teachers. By this method the student could see and handle the object of the lesson; whereas before, by the absence of this long-felt want, it was difficult for the teacher to impart the knowledge to the pupil; and equally difficult for the pupil to obtain a clear understanding of the subject. Much was left to the child's imagination."

The School Board Trustees were unanimous in their decision to adopt the innovation and gave instructions to the proposer to implement his plan by starting the first museum in the Lynn Valley School, and then the other schools in due course. An exhibition case was furnished by the School Board. Exhibits were donated. Teachers of all schools were in full accord with the plan. The Curator of Vancouver City Museum co-operated with a donation of suitable exhibits.

Excursions

Some children of that time, now married and have grandchildren, will recall a pleasant hike up the Lynn Creek on May 30, 1924, to the Lynn Creek Zinc Mines under the leadership of Trustee Draycot to obtain local minerals and other specimens for the school museum, and receive lessons in native flora. There were twenty-two in the party, comprised of boys and girls from Lynn Valley School. Altogether the distance covered was near twelve miles. The girls being more interested in the native flora than the boys filled their blouses with various specimens to plant in their home gardens. On the return journey a pause was made by the Swayne Copper Mining Company's ore dump where some splendid samples were picked out of the glistening pile. A brief stop at Cedars Limited sawmill gave them an opportunity for begging a handout of pie from the cook! who kindly obliged. The end of the

journey was reached by 6:30 p.m., all tired but happy. The trip had taken nine and a half hours!

Second Trip

Another trip to the same area, though with some variation, was made in June. Mr. B. Woodward, vice principal of Lynn Valley School, joined the party, which numbered thirty-two - and Benny, the dog. A few children came from Capilano and North Star schools. All these excursions were accomplished on foot! Substantial lunches were taken. At noon-time the group was formed in a crescent near the foot of a waterfall. Some of the children came from poor homes where the serving of cake was a rare occasion; so all cake brought by the others was passed on to the leader who apportioned it in order that each child had a share - the owners of the cake agreed with the idea. Though First Aid equipment was taken it was only applied once - on the leader! who slipped on a rock. The boys took turns in carrying the mineral samples. Specimens brought to the school were examined before being placed in the museum; the name of the donor was written on the label. Only the best specimens were exhibited. These trips were usually made on a Saturday and on the following Monday the leader, Trustee Draycot, with the teacher's permission,

addressed the children to ascertain what they had memorized and to answer any questions they wished to ask concerning their open-air Nature Studies.

Encouraging interest in school museums broadened, as evidenced by the following letter, among others:

"438 Pender Street, West
Vancouver, B.C.
January 17th, 1925

Walter M. Draycot, Esq.
School Trustee
District of North Vancouver, B.C.

Dear Sir:

I am directed by our President, Alderman Frank E. Woodside, to acknowledge receipt of your letter of the 15th inst., and to express his pleasure at the information you have given him, and the good work you are doing over there among the school children, in connection with giving instruction in Geology and Mineralogy.

He is also glad to note that you have given the Chamber samples.

He further desires me to thank you for your letter, and hopes that many other School Trustees will follow your good example.

Yours very truly,
(sgd) Henry Browning
Secretary, B.C. Chamber of Mines"

The following account by a Vancouver Sun reporter bearing date May 11, 1925, is a summary of the activities up to that date.

"School Kiddies Get Lessons in Practical Mining" Trustee Draycot introduces novel scheme of Education

CHILDREN TAUGHT THE ART OF 'PANNING'.

Pupils visit hills and learn how to prospect for gold.

North Vancouver District - A practical method of teaching school children the value of minerals to be found in British Columbia, as well as the method whereby the precious metals may be wrested from Mother Earth, has been introduced into the schools of this district by W.M. Draycot, one of the trustees of the school board.

He has achieved splendid results, having supplied four schools with a large assortment of valuable specimens from various parts of the province.

Gives Lectures

Desirous of inculcating into the minds of the rising generation an interest and knowledge of the mineral wealth of the province, he has given lectures and practical demonstrations on this important subject.

On several occasions he has conducted parties over the ground, where practical field work was fully explained. By this method he has stimulated an interest among the children and others, and many interesting specimens have been brought to the schools.

A surprising number of minerals have been collected by Mr. Draycot in his travels among the local mountains and streams the chief specimens being Gold, copper and zinc ores, magnetite, molybdenum, graphite, amphibole asbestos also other metallic and non-metallic minerals of importance. An interesting collection of clear photographs were taken during these prospecting tours and these were used to illustrate his lectures to the children on the topography of the local mountains.

Placer Mining

Last fall Mr. Draycot, after his arrival from a prospecting tour through the Cariboo-Lilloet country, gave a practical demonstration in the schools of placer mining, showing how to manipulate the gold pan, which contained black sand and gold brought from Bridge River in the Lilloet mining division.

Despite the fact that some time ago he fell down a mountainside and sustained a broken leg, when travelling alone near White Mountain, he still continues to keep up the good work."

Trips Continue

Excursions were extended to all the major schools, who had started their museum. Principal Harry Smith brought a party from Capilano; Keith Lynn and North Star also had their turn. It is difficult today to visualize a mixed group of school children collecting at Lynn Valley School to walk to the summit of Grouse Mountain via Mountain Highway - at that time over a rough road under construction to the Chalet, not then built - then return by a trail down a mountain to Mosquito Creek thence to Lonsdale to get the streetcar for home. In like manner parties were taken up to the summit Seymour Peak, and so on. All the near mountains were climbed and river valleys traversed - even to Lynn Lake.

Draycot Resigns - But Carries On.

In December, 1925, Trustee Draycot resigned from the Board, owing to ill-health through a war disability. Having recovered by early spring his services were again sought by the School Board, the request being:

"The Board of School Trustees
of the District of North Vancouver
Lynn Valley, April 24, 1926.

W.M. Draycot, Esq.
Lynn Creek, B.C.

Dear Sir:

I am directed by the School Board to request that you continue to take an interest in the school museums which you were instrumental in starting, and also to say that any exhibits that you at any time care to provide will be thankfully received.

Yours faithfully,
(Sgd) James Chapman, Secretary"

Activity Resumed

More excursions and more exhibits for all the schools. The interest was by now well-established by popular demand, so much so that on November 22, 1926, the School Board Secretary writes:

"W.M. Draycot, Esq.
Lynn Creek, B.C.

Dear Sir:

... The Board has asked me to prepare an estimate of the cost of the additional equipment which you suggest as necessary, and to submit same at next meeting on December 14th.

Yours faithfully,
(Sgd) James Chapman, Secretary"

Value, Fruits, Extinction

And so it continued until the museums were well-stocked with essential exhibits of much variety. The value of this mode of practical education bore fruit during the long financial Depression of the 1930's when many of the former pupils "panned" for gold along the Fraser, in the Cariboo and Lillooet areas. Others also profited by the knowledge acquired from the school museum experiment of its founder, W.Mackay Draycot who, incidentally did not receive one cent for his services - all done for the promulgation of knowledge, and the fun of doing it!

Then came the 2nd War - and after. The museums were still intact and being used by the teachers and pupils. After 36 years of undoubted usefulness the final chapter is terminated by an order, "The School Museum must be removed!" Why? and by what authority? This is your fight! It is the biggest surprise since King Henry VIII issued an order to dissolve the monasteries!!

Memories Survive

Present day. The old man is working in his garden. Four school children call. The oldest boy asks, "Mr. Draycot, would you please tell us how to get to the Zinc Mines? My grandfather told us to see you. He went with you on a trip up there." Then others, "We found this in the bush, can you tell us what it is?" A small museum, several collections and hundreds of reference books help to furnish the answer. It is therefore apparent - you can not live it down, even at 79 years of age!

Early School Rating from Third to First Class, City of Vancouver

Consistent advance in the local school system and the maintenance of a high standard of efficiency is shown in the annual report of the North Vancouver city schools.

At incorporation of the City of North Vancouver in May, 1907, the newly created school district was classified as Third Class, based on the number of pupils then in average attendance. Lynn Valley was also on the same level. In January, 1910, transfer to the status of a Second Class school district was affected, and in this category it continued for twelve years, attaining the brand of a FIRST CLASS city school on 1st January, 1922.

The first High School in North Vancouver was established in a rented store, August 10, and transferred to Lonsdale School in April, 1911. In August, 1915, it was transferred to Queen Mary School.

The three public schools were each placed in charge of a separate principal in August, 1912, all divisions having been previously under one principal but occupying three distinct buildings, Central, Ridgway and Lonsdale schools.

It was in August, 1912, that the First Manual Training was established.

Queen Mary school building became occupied in August, 1915. The Central School premises were vacated and rented for a City Hall in July of that year.

Domestic Science, needlework branch, was introduced into North Vancouver schools in 1917, and the Second Manual Training centre established in 1918 (end of First War).

Commercial training, second year course, was first provided in September, 1918, and the First Night School established in October same year. It has not been resumed since March, 1921.

The Third Manual Training Centre was established and the new High School building was completed and occupied in January, 1924.
(ex. The Review, January 20, 1927. W.M.D.)

Many Lynn Valley school boys took advantage of the manual training in North Vancouver City, especially in motor mechanism in the motor car models of that period, Fords, Star, Essex and what not; also the rudiments of carpentering, making models and furniture; later, a wood-working training centre was established in the basement of the old Methodist Church, Institute Road, Lynn Valley; it continued for a few years, and kept the youngsters minds busy on a worthwhile occupation, besides laying the foundation for a "jackknife" carpenters trade - i.e. without having to be apprenticed to the Trade.

See also Chapter 3, Part 4, Lynn Valley Methodist Church

"Lynn Valley Day" Queen and Maids of Honour

The following 1946-7 list is compiled from a former "Lynn Valley News" paper edited by Margaret McLeod and Verna Dyck, programmes and local Press.

July issue Lynn Valley New. 1946.

Queen, HELEN HALL. Crowned June 22, 1946.

Maids of Honour; June Jones, Adeline Cherneski. The Queen was crowned by Mrs. R. Myles, a former Lynn Valley May Queen. Other candidates for Queen, from Grade 8, were Lois White, Jean Osborne, Mildred Cartwright, Julia Dombreski.

1947. Lynn Valley News

Queen, MILLIE L'HIRONDELLE. Crowned June 21, 1947. Maids of Honour; Shirley Kirkpatrick, Gail McLeod. Other candidates for Queen, from Grade 8, Shirley Kirkpatrick, Gail McLeod, Joan Evans, Georgina Maude, Lorraine Landry.

Other Sources:

1948. Programme

Queen, ALICE NICHOLSON. Crowned June 19, 1948. Maids of Honour; Joan Clarke, Sheila McFeeley. Wallace' (Shipyard) Bagpipe in attendance. Lynn Valley Day held under the auspices of Lynn Valley Legion, Number 114.

1949. Programme

Queen, NORMA DAMGAARD. Crowned June 25, 1949. Maids of Honour; Susan Paulet, Marilyn Marr. L.V. Day sponsored by Lynn Valley P.T.A., L.V. Community Centre, L. Valley Canadian Legion No. 114, L.V. Ratepayers Association.

1950. Programme

Queen, FAY WARREN. Crowned June 1950. Maids of Honour; Betty Lewicke, Marjorie Nordby.

1951. Press

Queen, SHEILA GRAY. Crowned June 16, 1951. Maids of Honour; Jeanette, Joan Connell.

1952. Programme

Queen, MARY COOPER. Crowned June 21, 1952. Maids of Honour; Mary Benedict, Gail Dobson. Piper T.A. Mitchell in attendance.

1953. Programme.

Queen, CHRISSIE KIRKPATRICK. Crowned June 20, 1953. Maids of Honour; Rhelda Fromme, Patricia Jensen. Piper Capt. T.A. Mitchell in attendance.

1954.

Queen, LYNN DONOVAN. Crowned June 19, 1954, in Community Hall. Maids of Honour; Ann Thorne, Sharon Brown.

1955. Programme.

Queen, DIANNE BYERS. Crowned June 11, 1955. Maids of Honour; Tanis Stevens, Sandra Taylor. Piper Capt. T. A. Mitchell led Queen's Parade, Cubs, Brownies, Church Groups. Gifts presented to Queen and Maids of Honour by Reeve Currie.

Note: The newly elected Queen was crowned by the retiring Queen.

1956. Programme. Weather: Fine, high wind, cool. Attendance c. 3200. Queen, MAUREEN MCLEOD. Crowned June 23, 1956. Maids of Honour: Carolynne McLellan, Linda Terney, Seymour-Lynn. Gifts presented by Reeve G. Currie. Parade Marshall: Vic Edmonds. Presentation of cups and awards by Vic. Skurjat. Piper: Capt. T.A. Mitchell. Principal of Lynn Valley School, Ivan Miller.

1957. News. Weather: Cloudy, Sunny periods. Attendance c. 2,500. Queen, MARILYN BOYES. Crowned June 1, 1957. Maids of Honour: Maureen Lefek, Nikki Rose. Principal of Lynn Valley School, L.M. Letham; Ivan Miller was transferred to North Star School. Event under auspices of Lynn Valley Community Centre.

1958. News. Weather: Hot, cool wind. Attendance c. 3,000. Queen, REBECCA MILLER. Crowned Saturday, May 24, 1958. Maids of Honour: Penny Waters, Sharon Alve. Reeve McCree present.

1959. News. Weather: Sunny, few clouds, cool. Attendance c. 1,000. Queen, DARLAINE MCCABE. Crowned May 30, 1959. Aged 12. Westview School. Maids of Honour; Carol Glawson, aged 11, Carole Wilson, aged 11, Lynn Valley School. A long parade of children, ages 6 to 15.

1960. News. Weather: Cloudy, sunbursts, intermittent showers. Attendance c. 1,500. Queen, DIANA RING. Crowned May 21, 1960. Aged 12, Lynn Valley School. Maids of Honour: Martha Lorentzen, Upper Lynn School, Lynn Moreton, East View School. Reeve Murdock Frazer present.

Principal Lynn Valley School, Mr. Jack House. Heavy shower at 4 p.m. scattered the crowd.

1961. News. Weather: Mostly sunny, cool, shower toward evening. Attendance c. 2,000. Queen, LINDA DICKENSON. Crowned May 20, 1961. Upper Lynn School. Maids of Honour: Sharon Rycar, Barbara Lucas, Sharon of Lynn Valley School and Barbara of East View School. Reeve R.S. Hanneson present. Piper S. Nellies. In the parade: Junior Forest Rangers, Majorettes, R.C.A. Cadet Band (103), Cadets, Church groups, Scouts and Cubs, Brownies and Girl Guides, etc.

1962. Programme. 50th Anniversary, Founding of Lynn Valley Day, 1912-62. Queen, JANE HAMBLETON. Crowned June 2, 1962, Age 12, Lynn Valley School. Maids of Honour: Sharon McLellan, Upper Lynn School; Shelly Thorburn, Eastview School. Presentation of gifts by Reeve Hennesen (sic)². Greetings from Mayor William Angus, City of North Vancouver. Former Queens and Lynn Valley Pioneers of 50 years ago introduced by Edward Dobson, M.C. Tea served to the Pioneers and Senior Citizens Senior Citizens by Royal Canadian Legion Branch, No. 114, in Lynn Valley Community Hall. Weather: Dark Clouds threatened but no rain. Sunny, though cold. The ground was wet from previous rains.

Re-Organization of P.T.A. for Lynn Valley

The first Lynn Valley P.T.A. was reformed in 1933 by Mr. Ned Millar and Mr. Alan McSween. Lynn Valley was suffering from the depression at this time and P.T.A. was reformed in order that help might be given to the children of the Valley.

Hot soup was made and served to the children at lunch time. Vegetables being donated from gardens and a large soup bone well boiled by one of the members being the basis of this soup.

A clothing exchange was organised among the mothers to help out in these difficult times.

It was at this time that Lynn Valley Day was first combined with School Sports Day. This was also to bring into the festivities a group of grown boys who might otherwise have been left out and most probably into mischief.

Executive for 1934

| | |
|--------------------|--------------------|
| Hon. President | Mr. Allan MacSween |
| President | Mr. Ned Miller |
| 1st Vice President | Mrs. W. Archibald |
| 2nd Vice President | Mrs. McCormack |

² This should read Hannesson, being an Icelandic name.

| | |
|-----------------|-----------------|
| Secretary | Mrs. H. Bevan |
| Treasurer | Mrs. H. Harding |
| Social Convener | Mrs. C. Gurr |
| Membership | Mrs. E. Holmes |

The speaker for the following meeting will be Mr. J.P. Mitchell of West Vancouver High School. Subject to be "Tendencies on Modern Education."

Executive for 1949-1950

Principal Mr. McSween

| | |
|-----------------|----------------|
| Hon. President | Mr. MacSween |
| President | Mrs. Janz |
| Vice President | Mrs. Desnoyer |
| Secretary | Mrs. Thair |
| Treasurer | Mrs. Gendron |
| Social Convener | Mrs. Nochols, |
| | Mrs. Maw |
| Membership | Mrs. Cooper |
| Library | Mrs. Beebe, |
| | Mrs. Mugford |
| Health | Mrs. Spendlove |
| Publicity | Mrs. Hunter |
| Program | Mrs. Thair |

Projects - Students bicycles were inspected and scotch-lite tape affixed to the rear mudguards. School lighting system was improved greatly. A P.A. system was installed in the classrooms.

Mr. Allen McSween first taught school in the District of Roche Point in 1929. After two years there he was transferred to Lynn Valley School where he became Principal. Desirous of doing his part in the Second Great War he was granted leave of absence to serve in the Royal Canadian Air Force. On completion of his duty he resumed his teaching at Lynn Valley School up to the year 1950.

He became popular with the pupils by his participation in all branches of sport, being himself an athlete and well-known in football circles. At the annual event of Lynn Valley Day he played a prominent part as one of the officials. His pleasant manner endeared him to the children and to whom he was always attentive in assisting them in their studies.

Executive for 1950-1951

Principal Mr. Miller

| | |
|----------------|------------|
| Hon. President | Mr. Miller |
|----------------|------------|

| | |
|---------------------|---|
| President | Mrs. Desnoyer |
| Vice President | Mrs. Streeter |
| Secretary | Mrs. Scott |
| Treasurer | Mrs. Watson |
| Social Convener | Mrs. Thair |
| Membership Convener | Mrs. Maw |
| Library | |
| Playground | Mr. Miller |
| Publicity | Mrs. Beebe |
| Program | Mrs. Griffin |
| Council Delegates | Mrs. Street, Mrs. Maw, Mrs. Kirkpatrick |

Projects: Soup was served in the school at lunch time during the winter months.

Executive for 1951-1952

Principal Mr. Miller

| | |
|------------------|---|
| Hon. President | Mr. Miller |
| President | Mrs. Desnoyer |
| Vice President | Mrs. Kerr |
| Secretary | Mrs. Rigby |
| Treasurer | Mrs. Torney |
| Publicity | Mrs. Henderson |
| Hospitality | Mrs. Wedley |
| Program | Mrs. Streeter |
| Membership | Mrs. Maw |
| Magazines | Mrs. Tones |
| Parent Education | Mrs. Chase |
| Social Convener | Mrs. Beebe, Mrs. Duke, Mrs. Hubbard, Mrs. Thompson |

Projects: P.T.A. bowling teams were organized and four teams played the season; Playground slides were installed in the playground at the rear of the school; A new lunch room was equipped in the basement for convenience of pupils who stay at school for their lunch.

Executive for 1952-1953

Principal Mr. Miller

| | |
|----------------|------------|
| Hon. President | Mr. Miller |
|----------------|------------|

| | |
|------------------|-----------------|
| President | Mrs. Wedley |
| Vice President | Mrs. Greatorrex |
| Secretary | Mrs. Alton |
| Treasurer | Mrs. Thair |
| Hospitality | Mrs. Fromme |
| Magazine | Mrs. Williams |
| Membership | Mrs. Long |
| Parent Education | Mrs. Robertson |
| Fine Arts | Miss D. Hunter |
| Program | Mrs. Desnoyer |
| Social Convener | Mrs. Lafek |
| Publicity | Mrs. McBride |

Projects: A Weather Vane was purchased to be used as a monthly prize to go to the classroom with the most parents present at the P.T.A. meeting of the previous month.

Executive for 1953-1954

Principal Mr. Miller

| | |
|------------------|------------------|
| Hon. President | Mr. Miller |
| President | Mrs. McBride |
| Vice President | Mrs. Gould |
| Secretary | Mrs. Weatherhead |
| Treasurer | Mrs. Edmands |
| Social Convener | Mrs. Hunt |
| Publicity | Mrs. Hambleton |
| Magazine | Mrs. Williams |
| Membership | Mrs. Lang |
| Program | Mrs. Lafek |
| Hospitality | Mrs. Burgess |
| Health | Mrs. Keating |
| Fine Arts | Mrs. Robertson |
| Parent Education | Mrs. Mellor |
| Librarian | Mrs. Thompson |

Projects: A record player was purchased by the parents for the use of the school; It was decided that a sick room was needed and 100 dollars was set aside to be used for this purpose.

Executive for 1954-1955

Principal Mr. Miller

| | |
|----------------|--------------|
| Hon. President | Mr. Miller |
| President | Mrs. McBride |

| | |
|------------------|----------------|
| Vice President | Mrs. Gould |
| Secretary | Mrs. Orum |
| Treasurer | Mrs. Burgess |
| Membership | Mrs. Chase |
| Program | Mrs. Carpenter |
| Parent Education | Mrs. Ellis |
| Publicity | Mrs. Turner |
| Librarian | Mrs. Obalek |
| Magazine | Mrs. Dobson |
| Fine Arts | Mrs. Bobak |
| Health | Mrs. Waters |
| Social Convener | Mrs. Lyle |
| Soup Convener | Mrs. Adams |
| Hospitality | Mrs. Edmonds |

Projects: New desks were finally obtained for the grade one pupils. These desks had been requested for some considerable time and it was only after a delegation from the P.T.A. approached the School Board that the request was finally approved; A Student Accident Policy was begun this year and many pupils benefited from it; P.T.A. requested the return of the school bell to the belfry but in spite of the pressure put to the School Board by both P.T.A. and local merchants it was refused and one of the oldest landmarks of Lynn Valley passes to oblivion; Each child donated ten cents toward the purchase of a set of Encyclopedias which were needed for reference by the pupils; Due to the growing number of school children registering in the lower grades of the school it was decided to repair and use the old schoolhouse which is now referred to as the Annex.

CHAPTER 5

DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

PART 9 GAMES PLAYED BY CHILDREN IN THE SCHOOL YARD AND IN THE COMMUNITY

At the time when the early District of North Vancouver Schools were built and up to the advent of television and strictly scheduled sport training, it would seem that the children were free to play with each other, free to use their imaginations, and to explore the community around them. They could examine every trail, every post, every tree, every crack in the sidewalk. They stopped to see what was under every board walk, and free to climb every chestnut tree or climb every rock outcropping and glacial erratic boulder.

Jumping off the cliffs of Lynn Canyon still went on but for pure fun and adventure with no liquor and no drugs to artificially stimulate courage while dulling thoughts of caution and caring.¹

The children had to think and improvise to remain popular and accepted in the "gang" and were less programmed in their daily lives. They stayed out after dark because it was safe to do so, and if they had cause for fear or were injured they could knock on any door because they got to know everyone and about everyone and the doors of houses were not locked.

There were no swimming pools, few small gymnasiums and no ice rinks or floodlit playing fields to cast a heavy burden on the taxpayers. If the temperature was not low enough to freeze the nine acre pond on Lynn Valley Centre Road, around the island at the Thomas Nye House on East Carisbrooke, or the shingle bolt collecting ponds at Princess Park, then you just did not skate. But then there were those magical moonlit nights when the ponds did freeze over.²

In the summer for the children of Lynn Valley, there was the nine acre pond of the Lynn Valley Shingle and Manufacturing Company, in which they could swim among the shingle bolts. Princess Park shingle bolt collecting pond provided another cooling-off spot which could be adjusted in water depth with the sluice gate at the east end.

The children at the lower end of Mountain Highway and those who lived on Shavington and up to Sutherland had the fresh water shingle collecting pond

¹ Pioneers Jim Galozo, Evelyn Peterson (daughter of Engineer George Hanes)

² Anne Silva of Silver Harbour

at the end of the Hastings Shingle and Manufacturing Company Rice Lake to Moodyville flume³.

The best cooling ponds must surely have been in the Capilano River where, at the lower end, the children moved rocks to make dams and create their own private swimming pools; some for the older children and others for the juniors. This was a particularly good spot for those earning spending money for babysitting during the summer when a watch could be kept on the child from the neighbouring custom made pool.

Others in the Capilano area preferred the deep and rather warm and muddy holes in Mackay Creek where the same rope that was used to cross the Mackay enroute to school was also used to drop from a fair height into the pool during summer holidays.⁴⁵

When the snow fall was sufficient a group sleigh or solo toboggan could be placed right at the top of Lonsdale Avenue at Rockland and shoot all the way down to 27th Street, tug the sleigh back up the hill and start again. Such an activity was much more fun at night under the few street lamps making the snow sparkle and to make a silence that we all listen to hear the sound of the runners.

Most sleighs had runners whether purchased from the hardware store or most likely homemade and handed down. Sleighs with runners were much easier to guide and were therefore safer and glided much further than the flat plastic or wooden sleighs of the present day.

Runners were particularly important on another popular run from Grand Boulevard at 19th Street down to Lonsdale.⁶

Everyone, especially the boys, played "Kick the Can". The bigger cans were kicked against a wall or kicked from one side of the road to the other taking care in the earlier years to ensure the can did not roll under the board walk.

A form of hide and seek was played in "Run Sheep Run" wherein there was the usual hiding team and the seeking team but in this case the captain of the hiding team would return to draw a map on the ground to show where the team was hiding and which would often be intentionally deceiving. As

³ Located on what is now, the foot of Kenard Ave. off Cotton.

⁴ Harold Fromme, son of Julius Martin Fromme, owner of the Lynn Valley Shingle and Manufacturing Company.

⁵ Pat Moberg, Senior Officer of the Royal Bank, Lynn Valley and long term Capilano resident.

⁶ Pioneers Jim Galozo, Doug Loutet, Tom Meglaughlin and many others.

See Appendix 1 - In the earlier days around 1906, there was little or no vehicular traffic to worry the sleigh riders. Later, and certainly up to the winter of 1957, the Parks Department arranged for roads to be closed for the safety of sleigh riders and the closures were promulgated in the local newspapers.

the seeking team were out searching, the hiding team captain would, at an opportune time, shout "Run Sheep Run", and all the hiding team had to get back "home" without being caught.

Then there was Red Rover where two teams were formed facing each other. Alternating by team, the captains yelled "Red Rover, Red Rover, let ... come over!" The person whose name was called had to try to break through the calling team's tightly clasped hands.

In the North Star school yard, when a soccer ball was purchased by the school trustees, the children would form into teams and each team would take turns to throw the ball against the school wall. As it bounced back the team would jump over the ball. Any one who missed went to the back of the line.

Another game using the school wall and, with some justification, reserved for the boys was "British Bulldog" which was great training for rugby, football, or American football. There were two teams, one team defending the wall and the other attacking. The attackers yelled in unison, "British Bulldog!" and charged the defenders and attempted to break through and take possession of the wall by touching and holding on to it.

A similar game for perhaps smaller numbers was called "Piggy in the Middle". This required a circle being formed by holding hands, with one or two persons in the middle. The children in the circle would call in unison "Piggy in the Middle, get yourself out!" and the one(s) in the centre would charge the ring to get out. Whoever let them out, individual or pair, would be the next in the middle. This was a game especially appealing to childhood sweethearts to be found in the middle and break out together.

There was the game called "Tippy" or "Peggy" in which a peg or similar piece of stick was placed over a small hole in the ground. With another, longer stick the peg was lifted into the air and had to be hit with the same stick as it flew up. The object was to hit the peg as far as possible and then measure the distance hit by "bat" lengths back to the hole. The game could also be played using a stone or piece of cardboard.⁷

There was the usual game of "Hopscotch" using distinctively shaped stones or "charms" as they were sometimes termed, as square markers.

A game similar to "Tippy" or "Peggy" was played by the Lynn Valley boys and was called "Nobby". This game required cutting two pieces of hose 2" long off someone's rubber garden hose and joining them loosely with a loop of string. A piece of stick about six feet long was then used to lever the string and hose assembly up into the air as high as it would go. There could be found in trees, telephone lines and electricity supply lines many examples of the skill of the Lynn Valley boys in hooking the "nobby" to reach the target

⁷ Mollie Nye, Pioneer Lynn Valley teacher; William Gilmore, teacher and ex-Principal of Lynn Valley School.

of the day and being made of string and rubber, this caused no damage to the target. Many are those of our community who have wondered as to the nature and purpose of the "Nobbys" hanging in the wires.⁸

At the second Capilano school the game "Prisoner Base" was played with two teams and lines marked on the ground for each team plus a square for the prisoners. Each team had in turn to secure prisoners from the other team and these were placed in the prisoner base. There they stood, the prisoners of both teams with their hands out waiting for someone on their side to rush in to touch their hand to release them while at the same time being guarded by the opposing team. This game was popular because two events were occurring at the same time; it required constant vigilance and opportunism plus the ability to distract to allow expedient release of prisoners before a whole team was incarcerated and the game won by the captors.⁹

Another game which was particularly popular at Roche Point School near Deep Cove (formerly Deep Water) and involving all pupils was "Evy, Ivy, Over" wherein two teams were formed each standing on either side of what was at first a single room school house. One team, with the ball, would shout in unison "Evy, Ivy, Over!" and throw the ball right over the roof of the school house to the team waiting on the other side to catch. If they caught it, then it was their turn to call and throw, if they dropped it then they had to pass it back to the first team.

This game was used at first by pioneer teacher Olive Nye in 1924 and later by her daughter Florence "Mollie" Nye because there were so many children who could not speak English. The game allowed shouting phrases in unison as a means of learning by rote. Mr. Fred Sigurjonsson, Administrator, Mayor's Office points out that a variation in Edmonton was called "Anti, Anti, I Over" and if the ball was caught, the catcher would run with it to the other side of the building, throw it to an opponent (who is joined by other team) before the child could reach the other side.

Olive and Mollie Ny had wonderful ways of teaching and persuading their students from many nations which were intended to filter into family life. One of these was for each girl to own a doll and for the boys to make doll houses and doll house furniture. Dolls were made and repaired with lots of materials available from the woods and from the timber mills to achieve this.

As in most areas of the District, the girls and some of the boys, learned to knit early in their lives not just as part of family life skills training, but to provide the essential clothes for dolls. Boys also learned to use their father's tools to make doll buggies to give as gifts and to play with their sisters and neighbours.¹⁰

⁸ Harold Fromme, son of Julius Martin Fromme and beginning in 1912 attended Lynn Valley Schools.

⁹ The first Capilano school burned down.

Mrs. Lorna Dykeman (nee Manner) wife of Mayor Murray Dykeman, District of North Vancouver

¹⁰ Mollie Nye, op. cit.

There were "hoops" which were almost always made of iron, and were handed down through families and sometimes were a bane to the B.C. Electric Railway Company drivers when they were placed against rails or street switches.

Some played "marbles", the earlier ones being made of clay and preferably coloured to encourage swapping.

Cigarette cards could also be swapped or played with by flicking the cards with the index and middle finger from chin height trying to cover the other player's card. Even a touch would be considered a cover because the small, thin cards were so difficult to control especially in a breeze. To be discovered to have attempted to glue two cards together to make the missile heavier and therefore easier to control was considered a serious foul.

Striking "conkers" (horse chestnuts) bored out with dad's bradawl or an ice pick and a string threaded through or knotted was popular in season. One conker would be held up at eye level suspended on the string while the opponent would strike the defendant's conker trying to break it. A conker was merited by the number of times it had been struck thereby making it, for example, "a twelver" or a "sixteener". The use of furniture polish seemed to make conkers more durable.

A skipping song was used by the girls which ran, "Johnny broke a milk bottle and blamed it on me. I told Ma, Ma, told Pa and Johnny got a licking, so ha ha ha!"

Then changing the rate of turning the rope faster to "pepper" they chanted: "How many lickings did he get? One, two, three, four, ..." and so on until the skipper missed a jump.

When concrete and asphalt sidewalks replaced wooden board walks, children could start a journey to school or to a store by chanting: "Step on a line, break your mother's spine, Step on a crack, break your mother's back".

On a wet day pom-poms could be made by poking out the centre of milk bottle tops and winding wool around from the inner to outer ring, then cutting the wool around the periphery and tying a piece of wool around the centre of the resulting wool bundle and fluffing it into a ball.

On fine days the milk bottle tops marked with the owner's name could be spun towards a wall, the owner of the top nearest the wall winning them all.

A game of "Post Office" was also good on a wet day along with "Spin the Bottle" where whoever found themselves with the bottle neck pointing towards them was the next to spin the bottle.

Good baseball practice as an individual was gained by having to hit every telephone post with a well aimed stone on the way to school. It taught aim, throwing technique, patience and perseverance.

Doubtless, among the younger children there were games of doctor and patient and mother and baby, playing with dolls or each other in the privacy of the sheds and stable lofts of the District as almost everywhere. Among the games mentioned here, short and lasting happy associations were initiated with pecks on the cheeks of the girls from boys and lifelong friendships formed between playmates on the street and in school.

There was freedom of choice in friendship. The games were unsupervised by adults, they were inexpensive, so rich and poor could play together; the games could be played almost anywhere and mostly involving both boys and girls with no stipulation as to numbers. Skinned knees and cuts and scrapes were commonplace and part of daily life, simply attended to by a parent or neighbour with a face cloth, a piece of cotton wool and a bottle of iodine and the endurance of a little pain.

Then is all that was not enough, there was the pastime of crossword puzzles, best enjoyed with a friend and a dictionary or making a stamp album using an old ledger and used stamps swapped with friends and collected from neighbours of many nationalities.

Some read books and used their imaginations to include themselves in the stories and the pictures. Some children patterned their daily behaviour on their hero or heroine from a book series or juvenile author.¹¹

Others spent hours reading books either silently or "out loud", taking a paragraph or chapter each and sometimes practising eloquence just for fun. The evidence of these games being put to great advantage in the classroom both in junior school and high school. Lorna Dykeman was even known to take an apple and climb a tall maple tree on McGowan Avenue or sit high on a branch to read her books in peace.

Such was the freedom and diversity of play and leisure activities of an earlier childhood in the District of North Vancouver, showing a refreshing residue of the inventiveness and individuality of their parents who came here as pioneers to create this widespread community.¹²

¹¹ Robert Brown, retired librarian of Carson Graham School and an Arthur Ransom enthusiast.

¹² Capilano ex students Joy Smith (nee Bennett) daughter of Gordon Bennett, teacher and principal at Lynn Valley School, and Lorna Dykeman (nee Manners) wife of Mayor Dykeman of the District of North Vancouver, cited by their teacher Mollie Nye.

The grandfather of Lorna Dykeman was Paine of Paines Hardware on Lonsdale Avenue.

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Reseracher: Roy J.V. Pallant

APPENDIX 1 to Chapter 5

PART 9 EXAMPLE OF DISTRICT OF NORTH VANCOUVER STREET
CLOSURES FOR THE PROTECTION OF CHILDREN SLEIGHING

DISTRICT SETS ASIDE STREETS FOR SLEIGHING

North Vancouver - North Vancouver District Council has designated areas for children's sleighing "just in case it snows more".

Discretionary powers to barricade the areas in the event of further snowfall this year will be given to municipal engineer George Meckling at the council's next regular meeting.

The Areas: Capilano; Bridgman from Twenty-second to Twenty-fourth; Canyon Heights; Cliffridge Drive; North Lonsdale; Lonsdale Park; Lynn Valley; Peters Road from Lynn Valley Road to Henderson; Keith Lynn (Lynnmour), 1200 block; Cloverly; Deep Cove Hamilton Drive from the playground to Wickenden Road.

In Capilano Heights, Glenview Drive from Evergreen Place to Forest Hills Drive, has also been designated, subject to a petition of approval from the residents who would be affected by the traffic closure.

The district's action follows "a deluge of calls" from parents from many areas, reports Reeve Sam McCrea.

In the city steep East Nineteenth Street hill remains the only designated sleighing area.

An RCMP officer warned parents Wednesday that traffic bylaws in both city and district contain provisions for sleighing "only on designated streets".¹³

¹³ Vancouver Sun, February 7, 1957 also similar text in the Province of the same date. This list saves for the record the sections of the District considered at that time to be most appropriate by all.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 5

PART 10

CAPILANO SCHOOL

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY SCHOOLS OF DNV
Researcher: Roy J.V. Pallant

PART 10 CAPILANO ELEMENTARY SCHOOL

Capilano Elementary School had its beginning on a piece of land, at the intersection of Capilano and Keith Roads¹, which had been donated to the District of North Vancouver School Board by Mr. James Cooper Keith in February 1908.²

The school came to be known as the little green school house. This one roomed school was officially opened on Tuesday, September 8, 1908. Miss Alice Steede was the first teacher with a class of twelve students.

Miss Steede's salary for nine months was budgeted as \$450.00. Light and fuel budgeted for that period was \$50.00. Incidentals \$100.00. Total \$600.00.

Secretary's salary, three months \$30.00. Balance for year \$135.00
Total \$765.00.

The extraordinary expenses were for school and site in Capilano budgeted as follows:

| | |
|-----------------------|---------------|
| Clearing site | \$ 500.00 |
| Building School House | 2,000.00 |
| <u>Furnishings</u> | <u>100.00</u> |
| Total | \$2,600.00 |

Making a grand total \$3,365 estimated costs for the new school.³

Tenders were invited for the work of clearing and grading the school site. Copies of the specifications were available at the District Office and the sealed tenders and deposits had to be lodged before "6 o'clock" on 1st May 1908.⁴

The tender of Arthur Rhodes to clear the school house site at \$1,075.00 was accepted by the District Council.⁵

Later Arthur Rhodes contractor for clearing the Capilano school grounds, addressed the council asking if it would be economy for the council to have

¹ Researcher's Note: Located on the site of the present (1993) Capilano Tennis Courts, north of the Trans Canada Highway

² See DNV Biographical Index on J.C. Keith.

³ The Express, Friday, February 14, 1908.

⁴ The Express, North Vancouver, B.C., April 17, 1908.

⁵ The Express, May 8, 1908

the cleared logs cut up in stove wood instead of being burned (as waste). The price asked by Mr. Rhodes namely \$3.00 per cord in cordwood lengths was considered too high. Instructions were also asked as to the disposal of dangerous trees on adjoining property. Council decided that owners of such trees were responsible.⁶

Perhaps to celebrate or as a means to urge completion of clearing and grading of the first Capilano School site, the School Board of the District arranged an attractive outing for the school children of the District and their parents and friends on Monday, May 24, Capilano School grounds being the scene of the celebration.⁷

The street cars conveyed the Lynn Valley attendants from the end of the Queensbury Avenue line to the end of Keith Road⁸, the remainder of the distance being covered on foot. The children were conveyed free of charge. On the Capilano School grounds a basket picnic was held. A good program was provided comprising games, races and speeches, etc.

The Board of Trustees for the Capilano School met on Wednesday evening, September 2, 1908.⁹

Seats for the school had been secured and were placed in position at once. It was announced at that meeting that an entertainment would be held on Tuesday evening, September 8, 1908 at 7:30 p.m. A programme of excellent merit would be provided in which several teachers from Vancouver as well as members of the city staff will participate. At that event the school was duly opened. Trustee Mr. Thomas Samuel Nye presided and addresses were given by Rev. Mr. Bolderston and Reeve May, while those assisting in presenting the entertainment were Misses Smith, Cameron, Bessie and Gertie Lawson, Messrs. Philip Rhodes and Councillor McNaught. There was a large audience of parents and friends. The school opened on Wednesday 9th for the admission of twelve pupils with several more expected shortly.¹⁰

The reason for these expectations was that when W.T. Farrell built the second¹¹ bridge in 1903 or 1904, supposedly as a leisure based commercial

⁶ The Express, May 22, 1908

⁷ The Express, May 22, 1908

⁸ By 1907 B.C. Electric had purchased 160 acres of Capilano Canyon between first and second canyons (today's Suspension Bridge and Cleveland Dam) for their Capilano terminal park. By 1908, the Queensbury line had reached Nineteenth Street at the top of Grand Boulevard. The line was not opened to Lynn Valley until May 13, 1910. The park is now part of Capilano River Regional Park.

⁹ The Express, September 4, 1908

¹⁰ See DNV Biographical Index for T.S. Nye.
The Express, Sept. 11, 1908

¹¹ The evidence of the existence of the first bridge remains in dispute. See DNV Socio-Historical Service Infrastructure Chapter 11, parts 6 and 9.

enterprise but in fact involving the transportation of workers and equipment over to the west bank of the Capilano River, the bridge being the only access to the timber area at that time other than from some distance south from Keith Road. These workers, the City of Vancouver water works workers and the early residents of Bowser Road were keen to have a school. J.C. Keith¹², his wife and mother-in-law held 280 shares in the Capilano Park Company and owned DL 1563 and 1532 were among others keen to have the area developed. Some of the workers having built or partly built houses near the Capilano bridge were forced to live a bachelor life during the week because of the lack of a school in Capilano kept their wives and children over on the south shore and therefore the men returned on the North Vancouver ferry at the weekends¹³.

The closing exercises for the Christmas holidays, at Capilano School took the form of an entertainment accompanied by the conventional tree and were greatly enjoyed by parents and friends, who gathered to the number of over sixty. The chair was occupied by Rev. W.A. Davis of Lynn Valley Presbyterian Church. The programme rendered by the children was greatly enjoyed.¹⁴

One of the features of the occasion was an address by Chief Joe Capilano on his visit to King Edward at Buckingham Palace.

After the programme tea was served. The tables were prettily decorated and were presided over by Mesdames Peers, Newman and Holdsworth. The distribution of presents from the tree was performed by Miss Harriet Newman in the character of Santa Claus, assisted by Captain Findlay of West Vancouver. A vote of thanks was moved by John Lawson and W.C. Thompson to the teacher Miss Steede, under whose supervision the entertainment was arranged.¹⁵

Thanks for the success of the occasion was made to Reeve McNaught, Alex Philip, John Lawson, Mrs. Holdsworth and Miss Alice Steede as well as to the parents for presents for the tree.

The programme by the children was as follows:

Chorus "The Maple Leaf"

Recitation by Flossy Ray

Recitation by George Newman

Song by Senior Pupils

Recitation by Willie Thompson

Solo and Chorus by Emma Jo Capilano

Recitation by Olive Newman

Recitation by Bart Thompson

¹² See DNV Socio-Historical Service Infrastructure, Chapter 11, part 9.

¹³ A ferry to the foot of Water Works Road was contemplated but never fulfilled though a wharf of sorts was built. Morton op. cit., p. 107.

¹⁴ See Chapter 3, part 3, Lynn Valley Presbyterian Church.

¹⁵ The Express, Dec. 14, 1909

Song by Junior Pupils
Recitation by Gwenny Peers
Carol by Senior Girls
Recitation by Gwenny Peers
Recitation by Barbara Twiner
Song by Junior Girls
Recitation by Jim Turner
Solo and Chorus by Harriet Newman and Flossy Ray

It was soon realized that a larger school would be needed to accommodate the increasing population in Capilano. A number of letters were read at the School Board meeting of Friday evening, July 12, 1913 concerning school sites in Capilano. Accompanying these was the engineer's report of several blocks north of the Keith Road belonging to Mr. J.P. Fell¹⁶ which had been offered to the Board.¹⁷

At the last regular meeting a resolution to purchase Block A of DL 601-7 had been passed but after surveying some of the other blocks offered, it was decided that this was not the most suitable location. Accordingly the former motion was rescinded.

The two blocks offering the best site according to Trustee Martinson, who had just been over the ground, were Block 15 and 17 of DL 552. The lots were offered by Mr. J.P. Fell at the rate of \$3,750 an acre.¹⁸

Trustee Purdie thought that before definite action was taken in regard to purchasing the site, that the finances should be arranged. He moved that owing to the financial stringency it was not necessary to provide another site in Capilano and that the Board drop the purchase of a site and renew attention to the matter only when it becomes necessary.

Mr. Martinson took exception to the remarks of Mr. Purdie and alleged it was an attempt on his part to block the purchase of a school site in the Capilano area.

In reply Mr. Purdie said it was not his intention to block a purchase anywhere he was merely pointing out that Capilano already had a school.

Mr. Martinson pointed out that as the District was spreading over so much territory it was a hardship to expect the children to walk to the present building at Capilano and Keith Road.

¹⁶ In 1912 he became Major J.P. Fell, founder and Commander in Chief of the 6th Field Company of Canadian Engineers.

¹⁷ The Express, July 15, 1913

¹⁸ Some documents used at the Capilano School Reunion of September 1986 erroneously give the price as \$37.50 per acre.

J.P. Fell - See earlier foot note. Fell Avenue, North Vancouver is named after him.

It was finally decided to inspect the sites and as many as possible of the Board went out Saturday¹⁹ afternoon and looked over the two sites offered by Mr. Fell.

On a motion of Trustees Thomas Samuel Nye and Purdie, Mr. W.J. Irwin and C.R. Hickman were appointed to place a value on the property. Mr. Martinson opposed the appointment of valuers as he contended that the Board was quite capable of deciding values on the North Shore. However, the entire Board was unanimous in the choice made.

A communication was received from Mr. A. Robinson, superintendent of Education for the Provincial Government to proceed with the erection of the two roomed school building on 3 3/4 acres of DL.S/B 552 which was selected by the District School Board. The Board was asked to forward a deed of property to the provincial government, which was done.

Mr. J.D. Smedley had also written to the Board offering lots 3, 4, 6 and 7 of Block 1 E 1/2 of DL 787, two acres in all to the Board for a school site for \$5,000.00. He was willing to take \$350.00 less for cash or the full amount in District bonds. The offer was filed for reference. The new site was at the corner of 20th Street and Bridgman Avenue, one block west of Pemberton Avenue.

By September 1914, there were 43 students attending Capilano School - the little green school house at Capilano and Keith because although work had begun at the new Bridgman site in late 1914, the new two room structure with seating capacity for 80 pupils did not open until Monday, December 6, 1915²⁰ but for good reason²¹.

In July 1914 the Capilano Ratepayers Association asked the District Council to level off the new school grounds on Bridgman Avenue for recreation purposes. As there was no indication of the School Board's permission to do this having been granted, the Ratepayer's Association were asked to obtain the consent of the School Board before the request was further considered.²²

In response to this request, the secretary of the School Board said that the trustees preferred to adhere to their present policy of grading the grounds themselves. The School Board did not deem it wise to enter into any joint arrangement for grading of the new school grounds at Capilano lest it might result in complications later on.²³

A delegation from East Capilano met the District Council in regard to the construction of a sidewalk on Bowser Avenue to afford a connection

¹⁹ July 13, 1913

²⁰ Marilyn Reid Coan, historian for Capilano School who also researched all newspaper cuttings for this report.

²¹ Researcher's note.

²² The Express, July 31, 1914

²³ The Express, August 14, 1914

between Capilano Gardens and the terminus of the street car line and the Capilano School House²⁴. Shortly before, the council had authorised the opening to the south of Bowser Avenue but on the engineer's report they found the cost would be very heavy in carrying the road over the crest of the hill from the level of what is now Pemberton Heights down to Marine Drive and would result in an impossible grade.²⁵

It was therefore decided to open up Garden Avenue to the Capilano Road and thus form a convenient and easy grade to the point desired.²⁶

The delegation all favoured the sidewalk going up Bowser Avenue instead believing it would give them a more direct route to the school and be of service when the new school was built on Bridgman Avenue. This request was supplemented by a request from Mr. Morison for a sidewalk connecting Keith Road with the street car line and for additional street lights and hydrants. He understood that finances were at a low ebb but it was thought that the people should have some return for their taxes. "Capilano has been neglected", he declared "and if a fractional part of the improvements had been done there as in North Vancouver and Lynn Valley..."

At the official opening of the Keith-Lynn School by Hon. H.E. Young, Minister of Education on the morning of August 21, 1914, a letter was read which the School Board had received from the Department of Education advising²⁷ that the government would erect a two-roomed school house on the new school property in Capilano on Bridgman Avenue. Information had been asked for regarding the site and other particulars and on the receipt of this, instructions would be issued to the public works engineer to prepare plans and call for tenders.²⁸

The month of August in the District schools showed a marked increase in the number of pupils. The increase of those attending the schools established a new record for attendance and enrollment.²⁹

The figures submitted by School Board Secretary Davidson at the regular meeting of the school trustees of the District of North Vancouver were:

Lynn Valley - 168;

North Star - 66;

Capilano - 43;

Keith Lynn - 34

making a total enrollment of 311 which is an increase of 26 over June and 60 over August of 1913 or an increase of almost 24%. The attendance for

²⁴ The little green school house at Keith Road and Capilano Road.

²⁵ The Express, August 7, 1914

²⁶ Hence the reason why Garden Avenue is so awkwardly joined to Capilano Road at this time in 1993.

²⁷ This was already known; the letter served as a public announcement.

²⁸ The Express, August 21, 1914

²⁹ The Express, September 25, 1914

the month of August established a high level showing a percentage of 93 1/2.³⁰

The District of North Vancouver's new two roomed school in Capilano is now practically complete with the exception of some interior fittings. These were brought out from the Old Country, but the ship on which they were sent was torpedoed and in consequence the official opening of the school has been postponed indefinitely.³¹

The new school is advantageously situated on three and one tenth acres of land at Bridgman Avenue. It commands one of the best views of the harbour and Vancouver of any situation on the North Shore.

The contractor is Mr. G. Carson and the school was built with government assistance.

On Monday, December 6, 1915 at 9:30 a.m. the new school on Bridgman³² Avenue was formally opened for educational purposes in the presence of a large number of citizens by chairman of the School Board, Mr. R.J. Purdy. There were present Reeve Bridgman, members of the School Board Trustees Scott Albert Perry and secretary of the School Board, George Davidson.³³

In officially declaring the school open Chairman Purdy stated that the Board had done their best to provide as good a school as possible for Capilano in view of the fact that the District had been handicapped to a great extent with the other sections of the municipality on account of a shortage of school accommodation. He thought the Board was to be congratulated on having erected such a fine building. It would he said be an incentive to better tuition and learning.

The speaker then declared the government should be warmly thanked for providing the means to build the school.

Reeve Bridgman said that they had recognized for some time that Capilano had been handicapped so far as educational facilities were concerned. He thought the new school would prove a very decided improvement over former conditions.

His worship impressed upon the children the necessity for discipline, that it would be practised in their homes as well as in school. The children of today would have great advantages he said owing to the fact that they were growing up at a time when history had no parallel. You will grow up, he said,

³⁰ The Express, September 25, 1914

³¹ The Express, October 8, 1915

³² The spelling of Bridgman in this newspaper report is incorrect as Bridgeman and has been corrected here.

³³ The Express, December 10, 1915

to a greater sense of duty to the Empire than it ever was the privilege of children before you.³⁴

Trustee Scott made a few remarks and he was followed by the singing of "O Canada" by the scholars.

The new school was a two-roomed structure with a seating capacity for 80. It was heated with hot water and had fine lighting facilities.

The view from the front of the inlet and Vancouver was superb and the Board is planning on laying out the grounds with ornamental trees and shrubs.

The teachers were Mrs. B. McColl, Principal and Miss L. Bull, assistant.

By December 1920, the school enrollment had increased to 53 from the 43 of 1914 and Miss Leggett had become immediate past principal and had been replaced by Mr. D.M. Moore.

In January 1919, increases in the salaries of the school teachers of the District of North Vancouver were authorized by the School Board at a special meeting held in the Board Room of the Municipal Hall³⁵, Tuesday evening, January 28. The new scale provides for an additional expenditure of \$540 on account of salaries over the preceding year.³⁶

The Board decided to continue the policy of a ten percent war bonus and until the high cost of living had shown an appreciable drop.

The ordinary estimates for the year as agreed upon amount to \$34,969.00 of which the government pays \$9,744.00 leaving a new amount to be raised by taxation of \$23,457.00³⁷

An amount of \$2,800 for extraordinary expenditures will be asked for as well. The main items in this amount are \$1,200.00 for a dental clinic and \$1,500 for additional clearing for the North Star School.

In connection with the salary question, a delegation from the Teachers Association met the Board and explained their reasons for wishing a revision of the salary schedule. It was felt that when the scale was raised last, sufficient consideration had not been shown to teachers who had been longest in service, and as a result the new scale was worked out on the basis of length of service. Owing to the fact that the principals at Lynn and Capilano Schools had only lately been appointed and the principal at North Star was only acting in that capacity during the absence overseas of the Principal, there were no increases provided for the head of the staff in any of these three schools.

³⁴ The Express, December 10, 1915

³⁵ Located then at Lynn Valley Road and Fromme Road, Lynn Valley.

³⁶ North Shore Press, Friday, January 31, 1919

³⁷ North Shore Press, Friday, January 31, 1919, p. 1

The District School Board, Tuesday evening December 31, 1919 agreed upon a new salary schedule for the teachers amounting to an average increase of ten per cent over the present scale of salaries paid.³⁸

The proposed schedule was submitted to the teachers immediately and provides for more consideration to the new and lower paid members of the teaching staff. A new teacher hitherto starting with \$75 a month would draw, according to the new schedule \$90 a month while a principal getting \$165 a month would advance to \$175.

The new schedule is in the form of a compromise to that requested by the teachers in their application to the 1919 Board late in 1919.

Their scale which covered a period of eight years and provided for annual increases, meant an increase to the school expenditure of \$6,000 per annum which the Board's offer reduced this by fifty percent.

The controversy between the Board and Miss Leggatt, Principal of the Capilano School was settled by the Board's decision to retain Miss Leggatt's services until the end of the present term June 30.

The notice of dismissal previously given to Miss Leggatt did not state sufficient reason for dismissal which, according to Miss Leggatt's solicitor Mr. A. Henderson was necessary under the School Act.

The only way to carry out this dismissal order, the Board decided, was to pay Miss Leggatt up to the end of June and employ another teacher. This was thought to be an unnecessary expenditure, and through the chairman of the Board, Reeve Bridgman, an amicable arrangement with Miss Leggatt was reached.

The annual report of Dr. McCarley, medical officer for the District, showed a healthy condition of the school children during the year 1919. There had been no epidemic of contagious diseases and fewer fever conditions than in any previous year on record. The parents were taking a deeper interest in keeping their children's health tuned up to the standard. The teachers also, as a whole, enjoyed good health that year. With the exception of Lynn Valley School, there was no overcrowding in the school.

At the end of the 1921 Spring Term, the following prizes were awarded at Capilano School:

Division 1: for proficiency - Louise Storey; For deportment - Gladys Boswell; For punctuality and regularity - Jessie Chapman, John Lawrence, John MacLeod.

Division 2: For proficiency - Toshe Mori; For deportment - Betty Nichol; For punctuality and regularity - Margaret Kelso.³⁹

³⁸ The North Shore Press, January 3, 1920

³⁹ North Shore Press, July 8, 1921

The first of two fires at the Bridgman site school occurred in the early morning of Monday, November 29, 1921 burning the school to the ground. The District School Board decided to immediately replace the destroyed building with another two roomed wooden structure with stone foundation and hot water heating system. In the meantime 91 students returned to the little green school house building at Capilano and Keith Roads until Spring 1922 when the Bridgman location was completed.⁴⁰

The District School Board met as usual on the Tuesday evening which happened to be the day after the fire. Since the decision to rebuild was immediate, it was agreed that plans for the building would be drawn immediately and tenders for the construction of the school were to be in the hands of the Board on December 16, 1921. At a later date, two rooms were planned to be added to the new building.⁴¹

During this meeting Mrs. R.J. Irwin was appointed to take charge of the new Princess Avenue School in Lynn Valley.⁴²

At that time, November 1921 enrollments in the District were listed as follows for October 1921:

| | |
|--------------------------------------|--------|
| Pupils enrolled in District Schools: | 632 |
| Average attendance | 592.26 |
| Percentage | 93.71 |

Enrollments:

| | |
|-------------|-----|
| Lynn Valley | 297 |
| North Star | 153 |
| Capilano | 91 |
| Keith Lynn | 57 |
| Roche Point | 34 |

- It is interesting to note that while the Capilano School burned when fortunately no pupils were present, fire drills were regularly practised in all schools. For example, in October 1921 the Board was advised that:
Lynn Valley held one drill when the building was cleared in 37 seconds;
North Star School held four drills and the building cleared in an average of 25 seconds;
Capilano School held four drills and the building was cleared in an average of 33 seconds;
Keith Lynn School held four drills and the building was cleared in an average of 30 seconds.

On Tuesday January 6, 1922 the District School Board held a special session to award the contract for the construction of the fire replacement

⁴⁰ Marilyn Reid Coan, op. cit.

⁴¹ North Shore Press, Friday, December 2, 1921

⁴² See Princess Avenue School, DNV Socio-Historical Service Infrastructure, Chapter 5, Part 7.

Capilano school building to Messrs. Waddell and McLean of City of North Vancouver with a price of \$5,950 providing the original furnace in the building could be reinstalled. In the event that a new furnace is required, the cost of the building will rise to \$6,400.

The new building was specified at two rooms with stone foundation and considerably stronger than the original building. The erection of the building was commenced immediately.⁴³

At this same meeting it was decided that due to an obvious lack of accommodation for the school population at Dollarton, the Board decided to approach the provincial government with a view to receiving assistance in constructing a new school building there. The Board was already in possession of the required site. The scheme was undertaken immediately as further accommodation in Dollarton was very much required.⁴⁴

A large number of members of the Capilano Parent-Teach Association and their friends attended the evening concert which was given in the Capilano School on Friday, December 1, 1922 under the auspices of the Association when the following programme was rendered:

Piano selection by Miss D. Nielson;
Vocal selection by Mr. Marshall;
Cornet solo by Mr. R. Hope;
Vocal duet by Mr. and Mrs. Sharp;
Solo by Mr. E. Smith;
Sketch by Mr. Leary and Company;
Piano Solo by Miss H. Nielson;
Sword Dance by Miss J.C. Chapman;
Vocal Duet by Mr. Marshall and Mr. Smith;
Sketch Rouge and Buttermilk by Mrs. Iverson and Company;
Miss M. Marshall and Mr. W. Ward were the accompanists for the evening.⁴⁵

A regular business meeting of the Capilano Parent-Teacher Association was to be held in the Capilano School on Friday evening, December 15, at 8:00 p.m. when important business was to come for discussion.

The second fire to destroy the school was in January 1924. Construction began immediately to replace the building, this time with a four room structure.⁴⁶

⁴³ North Shore Press, Friday, January 6, 1922

⁴⁴ Researcher's Note: At this time there was a great influx of workers entering the Dollar Mill, more especially around 1921.
See DNV Socio-Historical Service Infrastructure, Chapter 8, part 7, the Robert Dollar Mill.

⁴⁵ North Shore Press, December 8, 1922

⁴⁶ Marilyn Reid Coan, op. cit.

Again, the students, 98 in total, had to be relocated. Some returned to the little green school house and others used the back of McLeod's Store at the street car loop* and the store on Keith Road, owned by Mr. J. Crawford, to continue education until the new building was completed.⁴⁷

On Tuesday, January 21, 1924 at the first session of the newly elected 1924 District School Board, the contract for the construction of the third new Capilano School on the Bridgman - 20th Street site to replace the building destroyed by fire was awarded to Harvey and Simmonds of Vancouver.⁴⁸

In the construction of the new four room school which would be similar to the one recently destroyed, an expenditure of \$15,360 was involved and the contract has been awarded to the foregoing firm subject to arrangements being made with the District Council for the expenditure of this sum.

In the new building there will be added further apparatus for the prevention of fire. In the boiler room a complete sprinkler system and other improvements will be installed.

At this same meeting Trustee J.A. Westmoreland was appointed chairman of the Board for a second term. Two new trustees, namely J.G. McLaren and R. Norton took their seats for the first time and were given appointments to standing committees for the year 1924.

Secretary Chapman's attendance figures for the past month of December 1923 revealed a falling off due for the most part to the recent epidemic of sickness in the District, particularly Lynn Valley where only about a half of the total enrollment was in attendance at the school for the major portion of the month. The enrollment for the month was 538, the average attendance 453 and the percentage 85.9.

The new Capilano four-room school building was almost complete at the beginning of April 1924 according to J.R. Chapman, secretary of the District School Board and the building is due to be officially opened after the Easter holidays.⁴⁹

The new building will be a handsome addition to the District's educational facilities and will be an up-to-date school in every respect.

Special appliances for prevention of fire will be installed and arrangements have been made between the City and the District councils whereby the City Fire Department will give fire protection to the District Schools when called by any member of the School Board or janitors of the schools.

The building has been insured for \$15,000 and the contract price was \$16,360.

⁴⁷ No cadastral number was allocated to this building.

⁴⁸ North Shore Press, Jan. 25, 1924

⁴⁹ The North Shore Press, April 4, 1924

At a special session of the District School Board on Wednesday, April 2 it was decided to give the District school pupils a holiday on May 16, the date on which the Annual District School Sports Meet would be held. The Board gave the usual grant towards the cost of this sports meet.

On Monday evening April 28, 1924 at 8 o'clock, the new four room Capilano school would be officially declared open by Reeve Julius Martin Fromme⁵⁰ of the District of North Vancouver. Representatives of the School Boards of surrounding cities and municipalities were invited to attend and an endeavour was made to ensure the presence of Hon. Dr. McLean, Minister of Education who was at that time present in Vancouver taking part in the annual teachers' convention.⁵¹

Following the official opening of the school, a musical programme would be rendered and a committee of ladies have arranged to serve refreshments.

In 1946 the "Hut" was added as a separate classroom next to the east side of the main building. The two storey addition was made in 1949, to add four classrooms onto the north end of the building.

In 1958, an extension was made from the west side of the building to include two classrooms on the west wing of the lower floor and three classrooms on the upper floor.⁵²

The enrollment at Capilano School peaked in 1965 when 491 students were registered. In September 1986 the school had 204 students.

APPENDIX 1

Letter dated May 16, 1986 from R.A. Ellison, 3500 West Manchester Blvd. Townhouse #167, Inglewood CA concerning the September 1986 Capilano Elementary School Reunion and is reproduced hereafter as self explanatory and provides "the flavour" of life at the school and also the type of leisure activities enjoyed by the early pupils.⁵³

Christine Bjornason Stewart,
1348 West 22nd St.
North Vancouver, B.C.
Canada, V7P 2G4

Dear Christine Stewart:

Thank you very much for your "blast from the past". I am sure that your letter affected others like it did to this 69 year old Capilano kid. It brought a lump to my throat and a tear to my eye to think once more about the old Capilano River where I swam, rode logs, fished, and skated, for several happy years.

⁵⁰ Founder of Lynn Valley. Owner of the Lynn Valley Shingle and Manufacturing Company. Father of Harold Fromme of Lynn Valley. Pioneer.

⁵¹ The North Shore Press, April 25, 1924.

⁵² Marilyn Reid Coan, op. cit.

⁵³ See also DNV Socio-Historical Service Infrastructure, Chapter 5, part 9, "Games Played by Children in the School Yard in the Community".

A small pack of kids who lived near the end of the Capilano trolley line would get together almost daily for fun and games. We built igloos from evergreen tree branches, climbed sky high Maples that grew on the river bed islands, fought Cowboy-Indian battles with six foot long fern spears pulled from the earth. Between games we dined on licorice roots, wild huckle or blue berries, and stolen apples. We camped out regularly with bears, mountain lions, deer, grouse, blue jays, chipmunks, pack rats, and skunks - at an abandoned, broken-down cabin called I'm Alone, located high on the slope of Grouse Mountain. We also would ski on waxed barrel stays, sled on home-made toboggans, and roll giant snow-balls down Capilano Road.

Walt Disney never produced anything so amazingly wonderful for kids - and there was never a ride fee, never an entrance charge! I hope that some of the freedom and fun we had there still remains for the present and future generations of Capilano kids.

About 1930, with ten or so others, I graduated from Capilano Public School into the turbulence of the Great Depression. My Swedish born dad, a construction boss for the Capilano Timber Company, lost his job and headed east to Saskatchewan to build a bridge. (In 1974 he died in a Yukon cabin, many years after helping construct the Alaska Highway.) I worked for a time on CPR boats and in B.C. logging camps before I took off back across the U.S. border to where I'd been born. Eventually, after travelling the world a bit, I settled down to Redondo Beach, California, to raise two kids and make a living as an electro-mechanical design engineer and contractor. Townhouse retired now, I have other interests - see attached brochure. (Capilano kids are always playing at something!)

I'm enclosing a \$30 check for my wife and myself to attend the reunion although we're not sure that we can come. In any case the money can be well spent to contact other Capilano kids. I know that they will appreciate hearing from you just as much as this one did. As the saying goes: "You can take the kid out of Capilano - but you'll never take Capilano out of the kid!"

Thank you again for your "blast from the past" and hello and good wishes to everyone who makes it to the reunion - in case we don't.

Sincerely,
Recent Photo Attached

R.A. Ellison
3500 West Manchester Blvd.
Townhouse #167
Inglewood, CA 90305
May 16, 1986

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 5

PART 11

NORTH SHORE COLLEGE - PRIVATE SCHOOL FOR BOYS

CHAPTER 5
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE

THE EARLY SCHOOLS OF THE DISTRICT OF NORTH VANCOUVER

PART 11 NORTH SHORE COLLEGE - Private School for Boys

The college, one of a number of such private learning institutions for boys on the North Shore was at first located in a large, roomy, three storey house at 324 West Queens Road, opposite the current location of the District Hall of the District of North Vancouver, and owned by the Reverend John Newton Sykes, an Englishman educated at Queens College, Cambridge who had the house built in 1925. Rev. John Sykes was briefly a member of the teaching staff of North Shore College before he became head master of yet another similar sized private school, Chesterfield, located a few blocks north on Chesterfield Avenue and Osborne Road (southwest corner).¹

The North Shore College property consisted of five lots covering from 324 on the second lot in from the east to 364 on the first lot to the west and including a run-down tennis court. It was all ideal for later expansion. The property was rented in 1926 with an option to buy which was done during the following year.

The partners in the business were Paul T. Dale and Lance C. Storr. Although recently arrived in British Columbia, both were Englishmen. Dale, then in his late 30's had received teacher training at Nottingham University and some teaching experience in his native Sussex. L.C. Storr, some years younger than Dale, was a recently retired British Army officer, trained at the Royal Military College, Sandhurst, with one year of wartime university, also taken at Nottingham and no formal teacher training.

For over a year both had been masters at Kingsley School, a similar private establishment for boys with a dormitory located in the large house, 230 Carisbrooke Road East. The school was located east of Lonsdale Avenue between St. Marys and St. Georges in the District of North Vancouver, a community which had settled both before and after the First World War by English and Scottish immigrants mainly of modest means and attracted by affordable "Old Country" style of education.²³

Both Dale and Storr apparently developed some misgivings about Kingsley School. It was there in 1925 that with an approach and some encouragement from a Kingsley School influential parent who was looking for a smaller private

¹ See also District of North Vancouver, Study Project Unit No. 012 Christie House, Lot 7, Blk 4/13, DL 2026, 267 West Queens Road, built 1911 - Catalogue of Definitive Data of Houses and the DNV Heritage Inventory.

Sykes Road in Lynn Valley is so named because the artist brother of Rev. John Newton Sykes lived there.

See DNV Study Project Unit 004, Chesterfield School, 3371 Chesterfield Ave.

² Masters was the English private and secondary school term for teachers.

³ 230 Carisbrooke East is now 3545 Dowsley Court. See DNV Study Project Unit 003, Thomas Samuel Nye House.

school atmosphere for his own children, they decided to go into a partnership of their own.⁴

They began with an advertisement for the school in the local press “Run on the lines of the best English preparatory schools adapted to produce good Canadian citizens.” The wording suggests that at first they were thinking of operating a school for boys up to the age of 12 years, but this plan soon gave way to a curriculum including the high school years.⁵

North Shore College opened in January 1926 with a handful of day pupils, some of them drawn from Kingsley School. In that first year a Mrs. Strongitharm, an English lady with nursing training, then living with her family in Vernon, B.C. was engaged as matron. She had been recommended by Storr who had lived for a time in Vernon before coming to North Vancouver. It was an inspired choice. As nursing sister, cook, housekeeper, purchasing agent, and morale-builder to both the teaching staff and the pupils, “Mrs. Strongi”, as she was invariably known, was to prove a tower of strength. Without her efficiency, hard work, common sense and cheerful disposition, it is opinioned that Dale and Storr could not have survived for one single term. With her support, they built what proved to be a small, good, boys’ private school.⁶⁷

As it was, North Shore College operated from 1926 to 1956, three decades.⁸

By September 1926, Dale and Storr had attracted four boarders, Rodney Poisson, Tom Scott, Stuart Smith and Ted, the son of Mrs. Strongiharm. With them were a few more day boys. By 1931, five years after opening, there were about forty boys varying in age from 6 to 17 years. The available accommodation at that time limited the number of boarders to nine.

The NSC was far from being a prosperous enterprise, but even during the depression years the North Vancouver location provided enough demand for this kind of school that the teaching staff had already been increased to a total of four full time masters, with some specialized part time help.

Now Paul T. Dale as headmaster was on the lookout for further reinforcement, especially in such subjects as elementary French, Latin, English grammar and composition, and English history.

It was in keeping with those times and in earlier years to the 1880s that British Columbia schools gave much less attention to Canadian or American history and politics than to the cultural source - English and European. It therefore went without saying that the kind of reinforcement sought by Paul Dale would have to

⁴ David Howden, historian for the North Shore College Old Boys Association (NSCOBA).

⁵ A.P. McCredie, North Shore News, Wednesday, Jan. 27, 1993.

⁶ David Howden, op. cit.

⁷ The word “Independent” instead of “private” had not come into use at that time.

be acquired at a modest cost. To some Canadians whose children attended local public schools such as Capilano and Ridgeway and Lynn Valley, their question would have been that expressed by Rudyard Kipling, "What should they know of England who only England know?" Or perhaps "Why go off to that fancy pants school, were the local schools not good enough?"

Captain Basil O. Robinson - But Paul Dale had his eye on Captain Basil O. Robinson who was born at Falmouth in England and after being educated there in Torquay at Apsley House School where his mother Louisa was headmistress and his father Charles taught music and played the organ in the parish church. He also attended Blundell's a well known public school in Tiverton Devon in 1900. He had entered the Royal Navy as a 14 year old officer cadet but failed the entry examination. He joined the British Army then bought himself out taking all manner of jobs which gave him a great deal of experience to add to his "public school foundation". He obtained a position with the Pacific Cable Board at its station at Bamfield British Columbia and left England for Canada on July 30, 1909 and later worked for B.C. Electric in the building of the Buntzen Lake Dam. In the First world War, Basil O. Robinson joined the Canadian army and rose to the rank of Lance Corporal but very soon after arriving back in England with the Duke of Connaughts Own Regiment he was offered a commission in the British Army. Basil was badly wounded in France and ended up marrying his nurse from the London Hospital, Charlotte Agnes Graham, and returning to North Vancouver.⁹

Dale was supposedly interested in Captain Basil O. Robinson because of his experience with boys and military discipline and the variety of experience he would bring to bear. Moreover, along with good academic standards and a strong sports programme, North Shore College stood for a set of traditional values, as in fair play, good manners, respect for elders, the stiff upper lip, and the British connection. Dale and Storr obviously considered Basil O. Robinson's presence in the school would contribute to these non-academic traits. Whether they also recognised and placed a value on his adaptability to the Canadian scene seems less certain, although he had shown some tendency toward this in his work among the Boy Scouts.¹⁰

It was a measure of Basil's anxiety to secure employment as this time, he was nearly 44 years old, that, in return for Dale's undertaking to take Robinson's sons Geoff and H. Basil as pupils at no charge, Robinson would work without pay for the eight months remaining in the 1931-32 school year. It would seem that in making this decision Robinson was relying for subsistence on his war pension of approximately \$100 per month and that he could demonstrate to himself and to Dale that he could do such a job for the future when he did receive a salary. Undoubtedly he also placed a high value on the benefits he assumed his sons could expect to obtain from attending such a school.

⁹ Robinson, H. Basil, This Family Robinson.

¹⁰ Captain Basil Robinson held the post of Scout Master at both the St. James Anglican Church on Gore Street, Vancouver and the St. Agnes, City of North Vancouver for many years. His sons Geoff and H. Basil Robinson were enrolled in both troops.

There is apparently no indication in Robinson's diary that he worried about preparing for the new job. Although he had no formal training as a teacher, he was well enough equipped in the assigned subjects to handle the junior classes without stress.¹¹

Robinson was not asked to teach in the higher grades, although of course he would take his share of supervisory duties. He began work at North Shore College on 26th October 1931. It was fortunate for his sons and indeed the integrity of the system that Robinson's focus of operations was in the junior section of the college so that his sons, by now, in the senior classes, were not affected by Robinson's idiosyncracies of style and mood, including flashes of temper and occasional use of the cane to enforce discipline.¹²

Like other boys, both Geoff and H. Basil Robinson had doubts at first about going to North Shore College, not only because of wearing school uniform, which they had not done when attending Ridgeway and Capilano Schools, but because of the presence of their father. They also were reluctant to be separated from the friends and schoolmates of the previous schools.

There was a pervading Englishness about North Shore College. Even though, perhaps because of their English parents, they had an interest in playing English-made sports, there was some reluctance for Canadian born boys to be immersed in what seemed like a small isolated outpost of English education and manners. It seemed to some as if their parents were delaying their acceptance of the transfer from being British to being Canadian and they were therefore, being deprived of a normal public education.

But there were some immediately perceived benefits: North Shore College was not a place where you could easily dream of the world outside. In the first instance, it was small, one could not get lost. At both the "Remove" level and Grade Nine for example, contained about eight to ten boys and supervision in the classroom, where fairly relaxed in Capilano school, was vigilant here, to say the least. Careless work was returned with careful correction. Encouraging comment rewarded good work or a good try. There was a feeling of being under constant observation and judgement.

Discipline - Discipline at North Shore College was strict especially for the boarders and this rubbed off on the day attendance boys. For bullying or other anti-social behaviour boys were brought before the headmaster, whose displeasure it was generally considered prudent not to invite. At lunch the pupils sat around tables in the dining room; they ate what was placed before them and table manners were subject to comment.¹³

Meals - There were two long tables with masters at each end dispensing the food. In general the standard of school meals was high. Monday was shepherd's pie, Tuesday macaroni and cheese, Wednesday roast beef,

¹¹ Geoff Robinson

¹² Geoff Robinson

¹³ Robinson, H. Basil, son of Captain Robinson in This Family Robinson, 1996, p. 207.

Thursday beef stew, and on Friday fish. At the end of the first course the master would call out: "Pass your plates down quietly," and five seconds later "QUIETLY"; then the dessert would be served, and the pupils would be released to the tennis court area outside which served as a recess and lunch-period schoolyard. Relieved of their charges, the masters smoked their cigarettes and pipes until the headmaster played a tune by drumming his finger nails on the window pane overlooking the play area, as a signal for the resumption of classes.

School Buildings - The school buildings, at first limited to the main house and the rental of nearby bungalows, had been extended in 1929 when the financial picture permitted the expenditure of \$2,000.00 on the construction of a new two-storey building. It had a mini-gymnasium downstairs for physical exercises and boxing and two large classrooms and a small adjoining room on the second floor.¹⁴

At the end of 1934 the North Shore College, located opposite this house, 267 Queens Road West, first rented, then owned the house. It was first occupied by Captain Basil O. Robinson, his ex-nurse wife Nancy and his two sons H. Basil and Geoffry.¹⁵

Captain Robinson had agreed in 1931 to take a position of teacher in the junior division of the North Shore College (located on six lots with 364 in first lot west and 324 on second lot in from the east) and work without pay for eight months in return for the College taking his sons Basil and Geoff as day pupils for no charge.¹⁶

When Captain Robinson and his family moved in from their previous rented residence at 2134 Keith Road in Capilano, it was agreed that they would live in the Christie house rent free provided they would board resident students of the college, usually three at a time. In 1934-35, three of the boys from the College lived in the front bedroom which includes the Queen Anne Tower. One of the boys was David Howden.¹⁷

His wife Nancy (her real name was Charlotte Agnes nee Graham) learned to weave and had a full-sized loom located in the room off the dining-room on the ground floor. Nancy extended this activity into natural dyeing and spinning. She wove jute rugs at first and within a year graduated from woollen scarves to a full length dressing gown for her husband. Soon she was producing lengths of cloth which were taken to a Chinese tailor, Mr. Ling who had a tailoring business in Vancouver. He made the cloth into suits and sports jackets for a ridiculously low

¹⁴ House numbers as previously designated.

After the college closed this was the building that was destroyed by fire as a fire department training exercise.

¹⁵ For details of 267 Queens Road West, see Homes of the Heritage Inventory by Roy J.V. Pallant, Unit 12, The Christie House.

¹⁶ Captain Robinson, who had served in W.W.I with the Canadian Expeditionary Force as an NCO and with the British Royal Sussex Regiment as an officer, was age 44 when he joined the staff of North Shore College.

¹⁷ David Howden, President of the North Shore College Old Boys' Association, 1993.

price. She made outer clothes for the family, including in later years, her grandchildren.¹⁸

The boarding pupils were often witness to the weaving activities of Nancy Robinson. She was pleased to explain the process, the materials used and their end purpose. In all this many remembered the grace with which this knowledge was imported and at this point in their lives for the first time, the nature of a lady.

In 1935 the salary of Captain Robinson had risen to \$35.00 a month plus free occupancy of the Christie House.¹⁹

Two of the events of this time recalled by Geoff Robinson, youngest son of Captain and Nancy Robinson, was soon after they moved into 267 West Queens. A student at the school whose family had been living in 267 fired a shot from a pellet gun at Geoff as he was entering the house hitting him squarely in the seat. Obviously the marksman had a message to convey. In later life he expressed himself in subtler ways, pursuing a career as a psychiatrist.

In the following spring (1935) nearly everyone in the school contracted scarlet fever, and eventually a red quarantine sticker was attached to the Christie House. It was placed there by Dr. George Amyat, the first Health Officer of the City of North Vancouver who was later to become the Deputy Minister of Health for British Columbia. It signified to passersby that scarlet fever had been contracted by one of the inmates, this being H. Basil Robinson's older brother, Geoff who had "the emperor of all sore throats".

There was a more lasting legacy of this episode. Geoff who somehow did not catch the disease saw the family physician, Dr. Harold Dyer, calling on the patient decided that he too should become a doctor. In less than ten years from that time Geoff would graduate in medicine from Queens University, Kingston, Ontario.

The Christie House remained the property of North Shore College some years after the departure of the Robinsons for St. Georges School in the Dunbar area of Vancouver in the fall of 1937. The Lance C. Starr family occupied the house from 1939 to 1942.

Physical activity was a substantial part of every school day. Two 45 minute periods, before or after lunch, were devoted to some form of sports or exercise. Soccer, cricket, and from 1934, English rugby football, were uppermost, but in really bad weather there was boxing, elementary gymnastics, and L.C. Storr's specialty "Swedish Drill". He would bark in true regimental style: "Feet off the floor, MOVE!" he had picked that up at the Royal Military College at Sandhurst.

¹⁸ The loom was made by George Hooser, a former Canadian Customs Officer and skilled amateur carpenter who had two sons at the College.

¹⁹ Researcher's note: The residence was not termed the "Christie House" at this time, even though it was built by the Christie brothers. The name was appointed under the policy adopted by the District of North Vancouver Planning Dept. to identify heritage houses by the name of the first known owner.

Playing Fields - In later years there was French's Field beside French's house or between the Christie House, 267 West Queens Road and French's house, a space now occupied by the parking lot of the District of North Vancouver Municipal Hall. But in the early years the school had no playing fields of its own and the boys would run or walk the mile or so to and from Mahon Park and Confederation Park for daily soccer or rugby football practice, rain or shine. Soccer "sixes" were organised to inject an extra dose of competition, with a senior student as team captain and supporting members drawn evenly from lower down the seniority ladder. Geoff Robinson, as a new boy, at first belonged, proudly to the "six" of Robin Johnston, a respected figure in the school and who may be remembered for developing into one of British Columbia's finest all-round athletes.²⁰

Cricket practice in the summer term was held across West Queens Road in French's Field rented from the owners for that purpose. Practice nets were installed for batting and bowling and there was enough space for fielding practice. For cricket matches it was necessary to walk from the college with the bag of cricket equipment, down Lonsdale Avenue and along 15th Street East in the City of North Vancouver, to the old Boulevard Park. School transportation was almost entirely by foot and streetcar and, if necessary, ferry, and it often took up as much time as the purpose of the trip.²¹

When the Robinsons first attended North Shore College they still lived at 813 Ridgeway Avenue and bicycled along tracks and paths to the West Queens Road and back in the evening.

Background of Students - H. Basil Robinson, oldest son of Captain Robinson has said the college, despite the "very English" programme, was not a second home for the offspring of the affluent in British Columbia society. The parents of most of the students had made some considerable sacrifice to send their sons to N.S.C., for the most part in expectation of both top level education and character building. They had not left Britain because they had a low opinion of schooling in middle-class Britain. If anything their choice of a private school like North Shore College sprang from the hope that, without breaking the bank, they could expose their sons to a type of education which they could not have afforded "at home". Some students had lost their parents through the war or marital break-up. In very few cases were they misfits or troublemakers, although the strict discipline enforced at the school soon put an end to emerging problems of behaviour.²²

²⁰ Author's note: The site of French's house is now occupied by the Municipal Hall of the District of North Vancouver. Some of the existing mature trees (1996) stood on the French family property.

²¹ Author's note: The cricket pitch used was a public one on the site at the corner of the west side of the Boulevard and 15th Street, just north of St. Agnes Anglican Church and currently occupied by public soccer pitches and a club house.

²² While living on Ridgeway Avenue, the Robinsons were friends with Geoffrey Goldsmith-Jones whose father Will was then a storekeeper at Burrard Drydock. Geoffrey had an elder sister Gwen, who became a public health nurse and a young brother Digby who later also worked at Burrard in the electrical department. He had a daughter Pamela, who served as a District of North Vancouver Councillor from 1993 to 1996.

According to Jean Barman's definitive history of private schools in the province, Growing Up British in British Columbia, the allure of a North Shore private school education was not solely educational. "A son's health could also necessitate a decision in favour of private education", Barman writes. "Two leading Vancouver pediatricians regularly recommended, in this age before sulfa drugs and penicillin, that children with asthma or bronchial conditions be removed from the damp coastal climate."

The North Vancouver schools of Chesterfield, Kingsley and North Shore College, all fairly high up on a mountainside, took pains to make it known that they were above the fog line.

David Howden, a former student of North Shore College takes an alternate view describing the student body as more typical of the times than promoting student health. "I was quite a handful as a child and my mother thought the best thing for me would be a strong, disciplined educational environment". He does agree that indeed the image of spoiled rich heirs attending private schools was the exception at North Shore College.²³

Howden describes the student body at the college as "students from split homes, troublemakers and difficult kids". To this day Howden does not know how his mother paid for him to attend the school, though he believes tuition was based more on means of the family rather than a set rate.

Mackie once described what was needed to make small boys into the kind of men they ought to be.

"You have also come here to mix with other boys of your age and station in life, to make innocent and happy friendships, to have the corners rubbed off by contact with others, to learn to give and take and to subordinate your own wishes to the wishes of others, to be helpful by helping others, to learn to be independent and do things for yourselves instead of expecting others to do them for you, to be patient towards the weak, the champion of the oppressed, to be courteous towards ladies, to be respectful to your seniors - in a word, to be a gentleman."

The argument for boarding schools frequently involved an efficiency model in which the orderly life of the school was compared with the "average home". In school "everything is carried on like clockwork", whereas "such regularity in the average home is not possible". Parents were warned by Headmasters that even "a few hours" association on a daily basis with the undesirable type of boy may be sufficient to blight the future health, happiness and success of your son". At that time of private schools run on a character building basis, many parents found it increasingly difficult to exercise that amount of supervision over boys that was then considered absolutely necessary in an age when character is being molded. In the pre-second world war "modern world" the interests of each individual man and woman became bound up in those of the community at large

²³ Private interviews with David Howden, March 1993. Howden was at that time secretary of the North Shore College Old Boys Association. NSCOBA

rather than being exclusive to the home. By contrast, in a school for boys only, and one conducted by men there existed constant watchful but unobtrusive supervision which, while effective, did not in any way take from a boy his self respect, yet which assured the straight way.

Even in a 1929 article in the Vancouver Province, the case was made against the home in even bolder terms:

"In the stress and excitement of modern life, the number of ideal homes grows fewer and fewer, and this is especially true in the ranks of the successful. In this day of "big business" and interlocking interests, the successful man is not only the head of his own business, but also is director of this, president of that ... The mother has to face social and public demands nearly as great with the result that the old fashioned home - the haven of the harrassed, the quiet scene of domestic happiness and the only proper environment for the child - is fast disappearing".

School uniforms helped maintain the psychological distance between day boys and their contemporaries in local public schools. All of the head masters of the local private schools for boys agreed that if boys were required to dress in uniform there was a far better chance of controlling them than if they were "toggled up in red sweaters with yellow stars, and tight fitting jeans".

Such other factors as an English accent, acquired from parents and reinforced at school, further separated some boys from their contemporaries in the local public system.

Other Masters at N.S.C. - Aside from Paul T. Dale and Lance C. Storr, there were four other masters at the school in 1931, plus the art mistress Mrs. Gray, who did her best in a rather uncultured environment. Mrs. Gray had taught at North Star School on Lonsdale Avenue before marriage and corrected artwork from Ridgeway School. On Saturday mornings she was well known for the art classes held at her home on St. James.²⁴

The Rev. James (Jimmy) Thompson who was the rector of St. Martins Anglican Church on Windsor Road East at St. Georges, came every Friday afternoon with his powerful, nasal voice and his no nonsense style to teach scriptures, as the subject was termed. He was remembered by his warning, "Hey you, spit out that gum", while in the process of preparing a group for confirmation at his church.²⁵

Of the full time masters, Arthur Lungley and Charles Winters were young Englishmen who in the recollection of their students, closely resembled junior masters that could be read about in the "Boys Own Paper" and in "Chums". Arthur Langley, who taught maths and science subjects was big in both stature

²⁴ Mrs. Gray was born in Toronto of English parents. Her mother was a Wodehouse and was related to P.G. Wodehouse the English humourist novelist. Mrs. Wendy Thomson of St. Martins Anglican Church is the daughter of Mrs. Gray.

²⁵ Canon Thompson was Rector of St. Martins from September 1926 to May 1946. He became Venerable Deacon of Vancouver.

and voice, popular and well known in English rugby football circles. He had the rare distinction of playing rugby for Canada against Japan.

Rugby in the 1930's was also marked by the flowering of the North Shore All-Blacks. Two famous North College graduates, Robin Johnston and Teddy Smyth, played for the All-Blacks; no one who watched English rugby in those days will have forgotten them or Tommy Roxburgh, then a recent Scottish international, whose brilliant corkscrew running still lives on in memory's eye, even sixty years later.

Charles Winters was tall, elegantly dressed, slim and debonair. He and Arthur Lungley left the N.S.C. in 1934, Winters returning to England and Lungley to join the staff at St. Georges, a similar but larger school in the Dunbar area of Vancouver, which was building a strong rugby program.²⁶

Some of the subjects previously covered by Winters and Lungley were passed on to Captain Robinson, some to the promising Vic Adams, Canadian-educated and just out of teacher training college and some to Cy Arden, another addition to the staff in 1934, also educated in England.

Arden was a plump, friendly man with a flushed face, his remaining silver hair brushed smoothly back from his forehead. A benign influence in the school, he taught a variety of subjects, including physics and chemistry, the inadequate facilities for which he was always complaining. At first he seemed a lonely soul but soon he and P.T. Dale became firm friends. They were apparently often seen together on Saturdays at places like Brockton Point and afterwards in the corner tavern at the old Europe Hotel, a handy watering hole on Water Street in Vancouver on the way to the North Vancouver ferry terminal.

The remaining member of the staff in the 1930s was the Rev. W.T. Keeling, at that time (from 1928 to 1941) rector of St. John's Anglican Church Shaughnessy, in Vancouver. He came part-time to teach Latin and Greek to the senior boys. A graduate in theology of Jesus College, Cambridge University, Keeling had a distinguished academic record. He had been in Vancouver before the First World War, and in addition to pastoral postings had for a time been the Principal of the Anglican Theology College. A portly, round-faced man, nearly always dressed in a three piece black or grey wollen suit with the clerical collar, he had prominent ears which inspired the label "Red Sails in the Sunset" after a popular song of that period.²⁷

Mr. Keeling (somehow he was not the kind of man one could address as Bill) was a good, demanding teacher, with a twinkling sense of humour and a great penchant for gossip. No matter how casually he dressed he always wore his clerical collar.

²⁶ H. Basil Robinson, This Family Robinson, op. cit, p. 209.

²⁷ Rev. William Theordore Keeling, B.A. M.A. Locum Tenens was rector of St. Martins North Vancouver from October 1924 to 30 June 1925.

H. Basil Robinson, op. cit.

The label was suggested by Bill Grant, one of Geoff Robinson's classmates.

Paul T. Dale, the headmaster, was the dominant personality and influence in the school. He also became a family friend of the Robinsons. He was known in the staff circle as "PT" and was known generally for his many distinctions: for his neat and flowing handwriting, his habit of standing on one foot and tucking the toe of his other foot behind his leg thus shining his shoes on the back of his pant-legs, and for his sudden "WAKE UP OR I'LL WAKE YOU UP" if he thought a student's attention was wandering in class. He was strict with the student body although not above playing favourites. He taught mathematics, French, and literature and composition to the senior grades. He was a believer in the value of thoroughly learning the rules of grammar and syntax, on the ground that if you didn't have that foundation, you would not be able to think logically or write clearly. Although he was always top on his subject matter he was not a scholar in the sense of being personally inquisitive for fresh knowledge. In the academic aspect of school life, his influence lay more in importing good study habits, and in seeing his charges were given a solid grounding in the basic subjects. He cared about individual pupils and took pride in their success. He understood a great deal about the dilemmas of youth.

Personally, as Storr his original partner, has pointed out, Dale seemed "without ambition"; he resisted opportunities for expanding the school's facilities and was content with a state of affairs which might have been improved if he had put his mind to the task.

P.T. took sports seriously. So part of students liking for him came from his educated knowledge of soccer and cricket. So many managers and coaches of sports teams have little more than their enthusiasm to contribute. Dale knew and could teach the subtleties of these two great but complex games. He was heavier than he should have been for his height. Mrs. Strongiharm was an excellent cook and he drank a fair quantity of beer on the weekend, but he was so light on his feet and such a natural mover that it was an artistic experience to watch him in demonstration. Under his tutelage, North Shore College soccer and cricket teams won many more games than they lost and, in later years, no other B.C. private or public school has equalled North Shore College in the number of its graduates selected for representative cricket at the intercity, interprovincial and national levels.

In 1935 English rugby became the main sport for the senior school and Captain Robinson took over the coaching with some success considering the limited numbers available for 15-a-side competition. In the 1930s and 1940s the reputation of the school benefited from all this in a community still receptive to British values and keen on sports as an ingredient in a balanced education.

Social Activities of the Students - Apart from scouting, church attendance at Saint Martins just east at 195 Windsor Road East or St. Agnes on 14th at Grand Boulevard, the necessary homework and preparation for the next day, time was spent playing forms of rugby, soccer, cricket and table tennis. There was Saturday morning skating at the old Denman Street Arena in Vancouver's West End near Stanley Park until it burned down in 1936. There was professional

hockey to watch in the person of Vancouver Lions. There was the North Shore Indians, the local favourite lacrosse team led by Andy Paull and Henry Baker with Simon Baker, Jack Squires, Beef Smith and other great Indian stars.

These were the days when the National Hockey League consisted of just six teams, when Foster Hewitt was to be heard from the gondola at Maple Leaf Gardens every Saturday afternoon (Pacific Standard Time) in fall, winter and spring. Despite the source of the radio broadcasts, many locals were Montreal Canadien fans. But Foster Hewitt provided the constant link with Howie Morenz, the Stratford Stread, and Toe Blake, the old Lamplighter, as well as Charlie Conacher and Harvey Jackson of the Toronto Mapleleaves. And when Foster gave the weather report at the start of his broadcast ("And it is cold and clear in Toronto tonight") people listening felt a rare tingle of awareness of the existence of Eastern Canada. About the only time it would enter the thoughts of both the student and adult populations.

There was Mrs. Keatley's ballroom dancing classes given on Saturday evenings in a local hall*. Mrs. Keatley's husband was an instructor at the Vancouver Technical School. They had two sons: Patrick, who later became an eminent journalist and Philip, who became a television director. Philip was also known by those who attended Cubs at St. Agnes Anglican Church.²⁸

A private school for boys was not the ideal launching platform for success in catching the attention of girls, then sometimes known as young ladies. So, it was useful, although at first excruciating to have an arena in which one could meet one's contemporaries of the female sex. Mrs. Keatley had the boys lining up at one end of the hall with the girls at the opposite end, and each group being told to walk forward in a straight line and take the partner he or she bumped into, small deviations being resorted to from both ends in emergencies.

The conventions of the time did not encourage heavy teenage relationships. It was, however, considered appropriate to invite a girl to dance at the church or at some other affair conducted in a suitably proper locale and entirely non-alcoholic. H. Basil Robinson of the North Shore College relates the following story, typical of that period.

"My first initiative was something less than a sensation, owing to poor planning. I invited my partner, a quiet, pretty girl whom I hardly knew, to attend a dance put on by the Rover Scouts at the North Vancouver Club Rooms near the foot (and on the west side) of Lonsdale Avenue. I had accumulated 70 cents having noted that the cost of the tickets to the dance were 35 cents each. Realising that my partner lived too far away to walk to our destination I borrowed four street car tickets from my mother

²⁸ Researcher's Note: *Long time North Lonsdale resident Eileen Goldney suggests the Hall was the Knights of Pathios (K.P. Hall) Hall upstairs.

Mrs. Keatley also ran an exercise club known as PRORET in the Scout Hut close by the same hall. Mrs. Keatley also conducted PRORET in other halls such as the Capilano Community Centre (site of the Little Green School). Dancing and exercising was accompanied by pianists Margaret Holly (of Holly's Meat Market) and Mrs. Cutterford (whose daughter Mabel met and married Don Currie of Lonsdale Lumber). Source: Tom Meglaughlin, singer and Esso station operator, North Vancouver.

and set off. My partner lived a good half-hours walk away from our place but we made it down to the hall with the aid of the street car. Everything seemed to be going well til we got inside. It was then that I realised that I had nothing left with which to buy refreshments. Under the socially accepted conventions of that time I could hardly ask my partner if she had any spare cash, so while others were happily drinking pop and wolfing down doughnuts, we were drifting silently around pretending that we had no need of food or drink. My partner, what's more, was a much better dancer than I, which made things worse, and I was at the stage of sophistication when there seemed to be nothing to say. In the fullness of time we escaped and made our way to the streetcar - thank God I had not lost the other two streetcar tickets - and we eventually reached her house, after which I walked home, wiser for the experience."²⁹

When H. Basil Robinson was 17 and beginning his last year at North Shore College, was invited to join North Shore United, one of six leading soccer clubs in British Columbia. At the onset he knew none of the other members of the team personally, although he had watched them play many times. There were no academics or private school boys among the players - it was a blue collar league - but he remembered being made welcome from the start. Several of them - Jimmy Spencer, Bob Harrison, Tom Cummings and Trevor Harvey - were employed by the North Vancouver Fire Department. Bill Thomson, the coach and manager of the team, not long out from Glasgow to judge by his accent, was the deputy fire chief. Mike McManus, the centre forward was a tug boat captain. The team had indoor training at the North Vancouver Firehall two nights per week, and were expected to run many miles weekly to keep their wind in good shape between the games. They played in the Pacific Coast League, which included the New Westminster Royals, St. Saviours, St. Andrew's and also teams from Nanaimo and Victoria.³⁰

Basil played his first game for North Shore United in September of 1936 and it was, he said, the biggest experience of his young life. It was like nothing else he had done to play before crowds of people who had paid to get into the park, usually the old Con Jones Park in the East Hastings District of Vancouver. To have a trainer who could massage his legs and a treasurer who would give him money for return streetcar and ferry tickets, to read the soccer commentary of Austin Delany in the "Daily Province" and see flattering, and not so flattering references to himself, all this was new to him and potentially intoxicating stuff. North Shore lost out in the provincial final at the end of that season but a year later in July and August 1938 the North Shore were champions of British

²⁹ H. Basil Robinson, This Family Robinson, op. cit., p. 217.

³⁰ Researcher's Note: H. Basil Robinson later held several senior posts in the Canadian Department of External Affairs between 1964 and 1982.

This section is included in this chapter part to describe something of the well known North Shore United together with the close association of the team to the North Vancouver Fire Department.

Columbia and went on to win the Canadian (then known as the "Dominion") championship. Basil still retains a small gold medal to prove his participation.³¹

Summing Up - There seemed to be a lack of commercialism at North Shore College. A job well done was satisfaction enough and there didn't seem to be an appropriate reason for advertising the fact to the community as indeed was done at the local public schools. School occasions at North Shore College were few and low key. Sports day early in June was the only school affair which could be called an occasion. It was conducted at Mahon Park, North Vancouver, a convenient but uninspiring location with a dirt running track. The masters wore blazers and white flannels. Parents formed a cluster in the grandstand. The Victor Ludorum trophy was presented to the outstanding athlete of the day, and blue, red and white ribbons were dispensed to the lesser champions. Tea and cakes followed.

Apart from Sports Day, North Shore College did not call attention to the playing field or in the classroom. The end of term came and went without flourish or trumpets. The twice yearly RECORD was thin in volume, formal in appearance, and modest in tone. In sports, "colours" were quietly awarded to deserving performers. Group photos of sports teams were given importance but one didn't flaunt one's feelings or triumphs. It was, as said earlier, enough to have done well and it was up to the outside world to notice it.³²

As headmaster among his peers at other schools, Paul T. Dale had strengths and some limitations. He was a good selector of his teaching staff, given the size of the school he was operating and the limits of what he could afford to pay his staff. He was an excellent manager of the day to day programme; school hours were strictly adhered to and the staff always knew their assignments.

The academic results based on the annual provincial examinations in all high school subjects were higher than average across the province. Dale was suitably diplomatic with parents once they were landed, making them at home on their visits to the school and levelling with them on the progress being made by their sons. He was concerned that the school should be recognised by the provincial education authorities and it seems likely that Paul was the chief inspiration of the Private Schools Association in B.C.

All things considered P.T. Dale's influence, the academic results, the record of achievement in sports, and a remarkably strong school spirit combined to give North Shore College, small as it was, a growing reputation among West Coast private schools in the 1930s and early 40s.³³

³¹ At Winnipeg in August 1938, North Shore United defeated Winnipeg Western two games out of three in the semi-final, and won the Canadian Championship by beating the Eastern Canada champions Dome Mines, mostly British miners with professional soccer background, in a five game final.

³² Copies are available in the North Vancouver Museum and Archives collection on North Shore College.

³³ The fact that more than 40 years after the school closed the North Shore College Old Boys Association attracts some 40 members to its annual dinner in Vancouver is strong indication of how durable the school spirit has been.

Finances, however, were always a source of concern and although the school survived the Second World War, Dale himself fell ill shortly afterwards and died in July 1947.

The college was purchased by an elderly Canadian Classicist named A.D. Winspear. It became the only remaining private school on the North Shore in the 1950s but with competition from St. Georges School in Vancouver. Winspear could not make ends meet and the College closed at the end of June 1956. A year later in 1957 the main building of the North Shore College was burnt to the ground by the fire department as a training exercise.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 6

PART 1

MAGISTRATE FRANCIS JAMES BAYFIELD

CHAPTER 6
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY JUDGES, MAGISTRATES AND DOCTORS
Researcher: Roy J.V. Pallant

PART 1 MAGISTRATE FRANCIS JAMES BAYFIELD 1876 to 1952
Police Magistrate for the District
and City of North Vancouver

FRANCIS JAMES BAYFIELD was born at Charlottetown, P.E.I. in 1876 one of four brothers and a sister¹.

He was born of United Empire Loyalist stock, the son of Edward Bayfield KC, grandson of J.H. Peters, Master of Rolls and Admiral Henry W. Bayfield RN.

Admiral H.W. Bayfield was a power in early Canadian marine circles and the man who surveyed and mapped the Great Lakes, the Gulf of St. Lawrence and the Northumberland Strait.

The Admiral and his wife, Fanny Amelia, are both buried in Sherwood Cemetery, Charlottetown, P.E.I.

Edward, the father of Francis J. Bayfield was also born in Charlottetown and practised law there before moving to Vancouver in the early 1900s.

Two of the uncles of Francis Bayfield were one-time premiers of P.E.I., both staunch Liberals.

Francis J. Bayfield came to British Columbia in 1899 after his education at Rothesay Collegiate School, New Brunswick, the Anglican residential military school 1891-93, and the University of New Brunswick where he graduated in Law in 1899.

Francis was a great runner and also received the Douglas gold medal, the highest honour awarded at UNB. For three consecutive years he was the holder of the university's best all-round athletes belt.

Coming to Vancouver on June 19, 1899, he prepared himself for the law profession by studying under Sir Hibbert Tupper and Francis's uncle, Frederick Peters KC, both legal luminaries of their time. He articles with Judge Frederick Peters in Victoria.

Francis was called to the British Columbia Bar in 1902 and practised extensively in Vancouver before being appointed to the bench in North Vancouver in October 1944 succeeding Mr. Ray Sergent who moved up to the County Court.

In 1913 Francis Bayfield married Jean Rochester of Vancouver.

¹ Interviews with Mrs. Jeanie Hackett, second daughter of Francis James Bayfield and his wife Jean, January 1993.

Wedding

Of the wedding under the headline "Miss Rochester's Interesting Wedding; off to Honolulu". The Evening Empire of Prince Rupert recorded the following:

"Among the numerous weddings which have marked the present season, none has aroused a greater interest than that of Miss Jean Rochester, eldest daughter of Mr. and Mrs. J.Y. Rochester, who became the bride of Mr. Francis James Bayfield, son of Mr. and Mrs. Edward Bayfield of Charlottetown, P.E.I. at St. Andrews Church, Vancouver. The happy event was witnessed by a large gathering of friends among whom the bride has been very popular. Mr. Rochester gave his daughter away. She was wearing her travelling costume of smart grey serge, the collar and cuffs of which were finished with exquisite Assyrian thread lace, which had been made in Nazareth and was the gift of a friend. Her hat was of grey straw, the rolling under brim of natural colour, and nosegays of French flowers holding the grey satin trimming at either side. A ruff of pale pink marabout and a corsage bouquet of violets completed the costume, while a delicately chased silver card case was carried. The bride's only attendant was Miss Eva Mather, who was gowned in Alice blue meteor with garnet of blue and white velvet brocade and a hand-embroidered collar. Her hat was of blue straw wreathed with pink roses and she carried a shower bouquet of pink roses. Mr. J.H. Sweet was the best man. Mrs. Rochester was wearing a handsome gown of black creme de chine, the draped skirt dividing at one side over a petticoat of white satin. The yoke was of fine white lace and the girdle showed a touch of Balkan velvet in bright tones. Her hat was of black straw with two plumes held in front by a lavender coloured satin rose. The bride's sister, Mrs. Beverley Brown was costumed in creme cloth with a white feather ruff and a smart Tuscan hat trimmed with black. Mrs. Bayfield, mother of the groom, wore a black satin suit distinguished by elegance of cut and material, and her hat was of blue and black maline, flower trimmed. Miss Bayfield, the groom's sister, had chosen a gown of Alice blue mervellieux silk with which she wore a large white hat adorned with blue maline and pink roses. Immediately at the close of the ceremony Mr. and Mrs. Bayfield took the boat for Victoria. They sailed from that port on the SS Morama for Honolulu and will be away for about five weeks.

On their return they will take up residence at their new home which they have built on Thirteenth Avenue Fairview.²"

² "The Evening Empire" of Prince Rupert, B.C., Monday, April 21, 1913 edition, front page. This Vancouver wedding was described in such detail in the Prince Rupert newspaper because at that time Mr. J.Y. Rochester, the bride's father was involved in the installation of a telegraph line along the west coast and was living there.

The family's Vancouver address was in 1912, 2912 Alder Street, Vancouver.

Family

The Bayfields had two daughters, Caroline and Jean. Caroline became a teacher of music residing at home and Jeanie become a lieutenant Canadian Womens Army Corp and later became Mrs. Robert M. Hackett now (1993) living in the City of North Vancouver with her husband³.

The Bayfields at first in 1913 resided in Fairview in Vancouver, They also, in 1923 built a summer cottage at what is now 4101 St. Pauls which is on the north side of the link between St. Albans and St. Pauls. Though surrounded by large new houses, it still commands a superb view of Vancouver and Burrard Inlet.

The family enjoyed the isolation of that cottage and Jeanie Hackett remembers how she and her sister Caroline had many great times picking blackberries both domestic and wild, falling into brambles and building forts. There were not many nearby playmates but they managed to amuse themselves.

She recalls that each day her father would descend to the Windsor Road street car terminal and travel to his law office in Vancouver. At night he had to ascent the very steep hills of Lonsdale and St. Albans to reach their retreat on the western slope of Fromme Mountain.

Surprisingly, their groceries were delivered by the Hudsons Bay store on Georgia at Granville by driver, Red Morrison whom Mrs. Hackett recalls was, "a wonderful, thoughtful man",

In 1929, the Bayfields, after looking at property in Delta and Surrey, decided to move permanently to the District of North Vancouver at which time Mrs. Bayfield was heard to remark that at least at the top of Upper Lonsdale you did not have to look out at some one else's chicken coup.

They moved to 4015 St. Albans Avenue which remains on the west side of St. Albans Avenue, half way between Rockland and the link between St. Albans and St. Pauls, and a few hundred yards south of their summer camp.⁴

The property was purchased by Frank Bayfield from the District of North Vancouver for \$750.00.

He had to pay to have St. Albans put in, north from Rockland Road East to the house. The house cost was \$5,600.00.

However, the road still had not been built following the completion of 4015 St. Albans and so their heavy furniture had to be brought down from 4101 St. Pauls over the main, still greased, skid road from the old Anderson Mill.

³ Jeanie Bayfield, loc. cit.

⁴ See DNV Heritage House File - Supplemental

In September of 1929 the Bayfields moved house. When the wagon with the piano and other heavy furniture, commenced its descent over the rough and damaged skid road, Mrs. Bayfield, in dread, took refuge in Emma Dorcas Cosgrove's tea house at the foot of Prospect and Rockland west for lunch.

Frank Bayfield had helped to clear the heavily wooded lot of 4015 St. Albans to provide not only a place to build the large house but also to allow a magnificent view from the rear of English Bay, Vancouver and Grouse Mountain eastern slopes.⁵

The lot was cleared with the help of horses, chains and a donkey engine. Francis and his helpers piled up 110 cords of wood which stood the family in good supply for many years both in the kitchen stove and the fireplace⁶.

Good Citizen Award

In 1949, five years after his appointment as police magistrate and judge of the Juvenile Court in the City and District of North Vancouver, Francis Bayfield was named North Vancouver "Good Citizen of the Year". The award was given annually by the Fraternal Order of Eagles. He was presented with a civic service Good Citizenship award at the Oddfellows Hall, Lower Keith Road. The award was made by E.D. Kerslade, past president of the F.O.E. Bert Work, from Victoria, provincial president of the association assisted at the ceremony, and paid tribute to Magistrate Bayfield commenting upon the part he had played in solving the problems of juvenile delinquency on the North Shore, and his "devotion to duty" and assistance to boys in unfortunate circumstances.⁷

Frank was a director of the St. Christopher's School for underprivileged children on 15th Street East, North Vancouver, operated by Mrs. Graham.⁸

For 45 years, Francis Bayfield worked through the medium of boys clubs and for more than 40 years he was active on the Anglican Synod.⁹

A Churchman

He and his family were regular attendees at St. Martins Anglican Church at 195 Windsor Road East from 1929 and Frank served as warden. His daughters

⁵ The skidroad ran from St. Georges roughly near the manager's office now 4302 St. Georges to Westview above Queens - Roy Pallant.

On the tea house see John Robert Cosgrove file.

Logging had been very selective in those days - R.J.V.P.

⁶ Jeanie Hackett, loc. cit.

⁷ Vancouver Sun, Thursday, April 28, 1949.

⁸ Mrs. Bayfield helped Mrs. Graham the operator of this private school. Mrs. Graham lived on Prospect Avenue, District of North Vancouver.

⁹ Mrs. Jeanie Hackett, loc cit.

Caroline and Jeanie were both confirmed at St. Martins. Francis, his wife Jean and his daughter Caroline were buried from this church.

While neither knew it at the time, Jeanie his daughter and her husband Robert Hackett both attended Sunday School together when Robert was attending Kingsley School for Boys and he marched down with the students from East Carisbrooke and St. Mary', also in Upper Lonsdale. Robert and Jeanie were later married at St. Martins.

A Musician

Of her father, Jeanie Hackett says he was a quiet, studious man with a great sense of humour and a love of gardening at his home.

Newspaper accounts state that he was an accomplished violinist and when he felt overburdened by the content of the numerous court cases, often as many as an average of 30 cases every working day, he would find relaxation with his music.

Clashes with the Police

In his opinion "The police are here for the protection of the people and I have to disagree sometimes with their methods." He was particularly sympathetic to youthful offenders who found themselves in the clutches of the law.¹⁰

Code of Living

I have found that it rewards you to live according to the Golden Rule. I try to live as a Christian. If I succeed nothing else matters, if I fail in that regard, I fail in everything.

Old Timers Club

In commenting on the problem of youth - adult generation gap, Francis made the following comments when being made a member of the North Shore Press Oldtimers Club.

"When I came to Vancouver {in 1899} from far way Prince Edward Island, greatly impressed with the Rockies, the Fraser Canyon and the beauties of the Pacific Slope, I found the city a place of Adventure, with class distinction at a minimum, and a friendly disposition to stop at a street corner and discuss any subject from needles to elephants!

Cordova Street was our chief street, and we all bought our tobacco at Sich's corner or Padmore's and our fishing tackle at Charles E. Tisdall's, later of note as commissioner for North Vancouver. His name may still be seen in the cement sidewalk just east of the main branch of Canadian Bank of Commerce, Hastings Street.

The Rowing Club, cricket, hockey, camping, fishing, the gymnasium, the orchestra and music clubs and parties provided relief for any too serious student - if there

¹⁰ The Vancouver Daily Province North Shore Bureau, 1949 (not dated on cutting).

were any. But the great event was when we would assemble a flotilla of canoes and paddle across the inlet, jolly boys and girls, and invade Pete Larson's hotel for a dance, and in the small hours return the same way by moonlight. In short, we all had time to live, a characteristic we seem to day to be in danger of losing.

The Hastings Mill, with Mr. Alexander and Mr. Beecher in charge, was the centre of industry, and the mill fire on the water front was the beacon for our canoes and yacht trips. The mountains of the North Shore ever invited us to climb their heights, and we accepted the challenge, just like the happy boys and girls of today walk up Lonsdale Avenue on week-ends."¹¹

Local people remembered Francis Bayfield in his later years as the bright-eyed, apple cheeked little gentleman puffing a General MacArthur corncob pipe and in cloudy weather, carrying a neatly rolled umbrella, waiting for the downtown bus. Few people realised at the Upper Lonsdale terminal that he was Police Magistrate Francis James Bayfield.

He had an admitted horror of brutality of any kind and had tempered mercy with justice at all times and stretched the letter of the law to make sure that no person appearing before his bar of justice was ever given an unfair sentence.¹²

Retirement and Pension

In March of 1951 he was retired from the bench at age 75 by Attorney General G. Wismer because he was too old. Francis was due to finish his service on the bench at the end of that year.

Francis Bayfield was retired in favour of Councillor Donavon Pool of the District of North Vancouver.¹³

There was considerable debate in both the council chambers of the City and the District of North Vancouver as to whether Mr. Bayfield should receive a pension for his eight years as police magistrate. This discussion was augmented by favourable support in the local press.

It was said that while the public had many times disagreed with the decisions he had handed down, his decisions were given in the light of his experience in dealing with those who came before him for contravening the law. Sitting as a police court magistrate, he saw the seediest side of life and found it distasteful. Yet he faithfully fulfilled his difficult duties.

Eventually it emerged that the Municipal Act gives a council authority to grant an annuity as explained by District of North Vancouver Municipal Clerk Fred Saunders. Councillor C. Scanlan strongly advocated that the pension be paid equivalent to the salary paid to the Magistrate at the time of his retirement.

¹¹ Cutting from North Shore Press 1946 (not dated).

¹² North Shore Press, undated cuttings.

¹³ Now living on Regent Avenue.

Francis James Bayfield died suddenly in 1952 in North Vancouver General Hospital while in for a two week check up. He was 77 years old.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 6

PART 2

JUDGE CHARLES J. LENNOX

CHAPTER 6
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY JUDGES, MAGISTRATES AND DOCTORS
Researcher: Roy J.V. Pallant

PART 2 JUDGE CHARLES JAMES LENNOX
Senior County Court Judge, DNV

Lived at 156 East Carisbrooke Road

Built by: Thomas F. Nye¹

Built for: Judge Lennox and his first wife Eveleen Wood who dies 1948.²

Designed by: Harry Blackadder who was also his neighbour living at 172 East Carisbrooke Road.

Location just east of Lonsdale Avenue opposite Carisbrooke Park, formerly Lonsdale Park.

Judge Lennox was born in 1875 in Dundee, Scotland, studied Law at the University of Edinburgh.³

He headed the Scottish Law Society even before he attended University.

He interrupted his practice in Dundee to go to the South African War with the Fife Forfar Light Horse, serving from 1900-1901.⁴

In 1907, he came to Canada to practise Law, first in Indian Head, Saskatchewan, later at Moose Jaw. He was admitted to the Saskatchewan Bar in 1908.

He went overseas in the First World War to Britain as Major and Second in Command of the 46th Battalion. He became assistant to the deputy Judge Advocate General for Canadian Troops and ended the war a Lieutenant-Colonel in 1919.⁵

Moving to Vancouver he was called to the British Columbia Bar in 1919.

In 1933 he was named to the County Court, but had to be sworn in twice. He was appointed to the District of North Vancouver but it turned out there was no such

¹ Express, April 3, 1920.

² Province, August 6, 1952, p. 21.

³ Province, August 6, 1952, loc. cit., pg. 21.

⁴ Vancouver Sun, August 6, 1952.

⁵ Province, August 6, 1952, p. 21.

territory. An Order-in-Council vacated his new position and the correct working "County" used on the second time he was sworn in.⁶

In 1945, he was made Senior County Court Judge and succeeded Mr. Justice A.M. Harper on the Police Commission in 1944.⁷

He left a fine Judicial record in his Court in Vancouver, where he was respected by his brother judges as well as the profession and the public who affairs came before him. He had a deep interest in the Military and conducted himself in his court in many respects in the best military tradition.⁸

He retired from this post and his judgeship in 1950.⁹

He was a former president of North Vancouver Branch 118 of the Canadian Legion.

Judge Lennox later moved to 2905 St. Kilda.¹⁰

The Judge was survived by his second wife, Dorothy. His first wife Eveleen nee Wood and two daughters predeceased him.

His three sisters in England survived him.¹¹

He died August 8, 1952.¹²

Funeral Services were conducted at St. Martins Church, 195 Windsor Road East which Judge Lennox and his wife Dorothy regularly attended. The service was held at 2:30 p.m. Friday, August 27, 1952 and was conducted by Reverend Leonard A. Marrant, Rector, and the burial was at Capilano View Cemetery. Burrard Funeral Chapel was in charge of arrangements.¹³

⁶ Province, August 6, 1952, p. 21.

⁷ Vancouver Sun, August 6, 1952.

⁸ The Advocate, Vancouver Public Library, Ref. R340.5 Vol.10 p.153, 1952.

⁹ Vancouver Sun, August 6, 1952.

¹⁰ Not on Heritage List.

¹¹ Province, August 6, 1952.

¹² Advocate, op. cit.

¹³ Vancouver Sun, August 6, 1952.

Prominent dignitaries attended including the Treasurer of the Law Society, W.H. Haldane, QC. Judges and Magistrates attended.¹⁴

Judge Lennox was known to May and Dorothy Perry, daughters of Alfred May, Superintendent of BCER in North Vancouver and to Jasper A.R. Dalton, husband of Dorothy Perry. Dalton was accountant at Mitchell Press Limited that published THE ADVOCATE.¹⁵

Judge Lennox was renowned for being tall and a great badminton player.

¹⁴ The Advocate, op. cit.

¹⁵ see Dalton File
Dick Bromley

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 6

PART 3

MAGISTRATE DONAVON POOL

CHAPTER 6
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY JUDGES, MAGISTRATES AND DOCTORS
Researcher: Roy J.V. Pallant

PART 3 MAGISTRATE ARTHUR DONOVAN POOL - 1919 to ----

Under the name of A.D. Pool he was: Councillor, District of North Vancouver, 1951
APPOINTED OCTOBER 1951 - Police Magistrate for the City and District of North Vancouver. Stipendiary Magistrate for the Province of British Columbia. Judge of Juvenile Court Electoral District of North Vancouver.
RESIGNED JUNE 1966¹

Arthur Donovan ("Don") Pool was born October 6, 1919 at Handsworth (now part of the City of Birmingham), England. Son of Arthur Pool, Supply Manager for ICI (Metals)* and Winifred Dolan of Handsworth. Arthur and Winifred had two children, Arthur Donovan and Joyce. Don was educated at King Edward VI Grammar School, Camp Hill, Birmingham and at Birmingham University, where he followed courses set by the Law Society of Great Britain. He completed his legal education at the Law Society's School at Lancaster Gate, London 1946-1947 after military service.²

He served with the British Army in World War II 1940-1946 as Armament Artificer (Radar) with the Royal Electrical and Mechanical Engineers (REME) training in command schools and the Military College of Science. Don retains a remarkable penchant for electronics and complex systems.

Don served on London's Anti-Aircraft defence until the end of the war in Europe, then qualified as "Arm Art" (wireless) and went to East Africa en route for Burma but the end of the war with Japan curtailed that expedition.³

Don emigrated to Canada from England, in 1947. He arrived in Vancouver, British Columbia April 21, 1947. Settled in North Vancouver July 1, 1947 with residence at 3219 Regent Avenue.

He was married to Mary Norman at Canadian Memorial Church on Burrard Street, Vancouver, in 1954 and has five children: Ian, Judy, Philip, Kenneth and Janet.

¹ Interview with Don Pool during January 1994
See also District of North Vancouver Biographical Index

² * Imperial Chemical Industries (Metal Division)

³ "Arm Art" is a British Army term extracted from "Armament Artificer".

Don was a member of the North Vancouver Community Players. He served as treasurer to that organization, in 1949 and 1950 and moved up to serve as President in 1950 to 1951, continuing on the Board for some years afterwards.

Donovan Pool was a founder member of the Metro Theatre in Marpole. There was a strong desire in that area to open a live theatre to allow amateur theatrical groups such as the White Rock Players and New Westminster Vagabonds to compete in one geographically central theatre that would be accessible to everyone, being on a bus route. The Marpole Cinema at 1730 South West Marine Drive, Vancouver had been closed for years and action was taken by successive groups to purchase the property for \$36,000.00. Don became the third President and served as such for seven years of the group, which is now run as a co-operative. The theatre, being amateur has struggled through and is coming up to the completion of its 31st season, with a membership of some 2,000 patrons drawn from all over the Lower Mainland and some nine amateur theatrical groups participating.

Both Donovan and Mary remain very active long term members of St. Martins Anglican Church, 195 Windsor Road East, North Vancouver. Don, because of his professional background is constantly called on both as Trustee of the church and as responsible for all electrical and sound systems in the Church. Mary has served as Altar Guild President for a number of terms and is a loyal, enthusiastic and useful support in various church activities.⁴

Among his hobbies Don is a builder of model street-cars and operator of a large garden model electric and steam train, and street-car layouts. He enjoys designing and making track sections etc. from scratch.

The electronics training while in Military Service in the British Army during World War II enabled Don Pool to build an electronic organ in September 1962 and estimates that the do-it-yourself approach to what others may consider an extremely complicated task, saved him \$3,000.00. Material cost him \$1,500.00 and occupied 120 enjoyable assembly hours. Electronic components include 84 separate tone generators in banks of eight to be mounted wired and adjusted. Having built the organ he then had to learn to play the instrument based on one year of piano lessons taken when he was ten years old.⁵

During his fifteen years in which A.D. Pool served as Police Magistrate for the City and District of North Vancouver, Stipendiary Magistrate for the Province of British Columbia and Judge of Juvenile Court in the District of North Vancouver, he dealt with many and varied cases. Some of those which particularly reflect the way of life in North Vancouver during the period from 1951 - 1966 are listed hereafter as examples and also serve as historical places and events.⁶

⁴ St. Martins Church is a Primary class Heritage Inventory building, 1994.

⁵ The Citizen, January 17, 1963, page 1. Two photographs and captions.

⁶ . A file of newspaper cuttings covering these cases are held by A.D.

Sentence of Life Imprisonment and 5 Stroke of the Paddle

A cruel but historically interesting case where the punishment was five paddle strokes and life imprisonment for a young man who beat an elderly cripple with a hammer and then an axe, received majority support from the Press and the Public. Dr. Sproule, a well known local dentist, retired and crippled, had helped the young man by employing him in household jobs. In response, the young man beat Dr. Sproule with a hammer until the handle broke then continued with an axe. He then stole the dentist's car and loaded it with stolen items. A neighbour, being suspicious, telephoned the RCMP who gave chase and captured the young man.

The Vancouver Sun, at that time, praised the appropriate action taken by Magistrate Pool, stating that he ... "has enunciated a realistic approach to criminality that all of us might be wise to consider."

In sentencing the young man Don Pool said:

"We can shed tears and say that perhaps something in your background may have contributed to your present state and there may be other responsibilities involved, but the basic one is yours and we have to take you as we find you."⁷

The Vancouver Sun reported comment:

In 1959 Magistrate Don Pool had cause to praise the District of North Vancouver for exceeding a thousand days without a fatal accident on its streets. This, he said, was in his view, due to a growing understanding by the people of the simple rules of the road and to a large degree to a more vigorous and consistent effort in the field of traffic safety education, through enforcement and otherwise.

In 1962 at the time when the sites presently occupied by grain elevators were occupied by shingle mills and lumber companies⁸ on the Low Level Road⁹, A.D. Pool upheld the North Vancouver Air Pollution Bylaw despite appeals to the County Court to quash the conviction and fining of the offending companies, namely North Shore Shingle Company Limited and Norwood Lumber Company. Both were found guilty of causing air pollution with excessive smoke produced from their waste

Pool 1994 as originals.

- Set of photocopies held by District of North Vancouver.
- Most reporting is that of the Mr. Lew Thomas, staff reporter of the Vancouver Sun, who, according to A.D. Pool, reported with accuracy and understanding of court proceedings and statements.

⁷ Researcher's Note: The Paddle was in fact much like the leather strop used by barbers to sharpen "cut-throat" razors. The 3" wide strap contained 1/4" holes to reduce air resistance and so increase velocity. The paddle was applied to the bare lower back of the prisoner. Use of the paddle as an instrument of punishment was legislated out in the early 1970s.

⁸ Following the Moodyville tradition.

⁹ Opened in 1928

burners or wood burning boiler furnaces. The smoke included fly ash which was, on at least one occasion sprayed over houses adjacent to the bluff above Low Level Road for some hours.

But at the same time Magistrate Pool had ruled that the wording of the two provisions of Section 12 of the North Vancouver pollution bylaw exceeded the powers given the Municipality by the British Columbia Municipal Act. It was this reason that he had dismissed a similar case against Nova Lumber Company, located close to Second Narrows Bridge.

A.D. Pool explained that the municipal bylaw had been patterned on a Vancouver bylaw. But Vancouver isn't governed by the Municipal Act. Vancouver operates under a separate provincial charter.

If this was the case the decision would invalidate identical anti-smoke legislation in North Vancouver City, Richmond, Port Moody, New Westminster and Victoria; all of which would require to amend their air pollution bylaw.

Such complexity of systems were considered as a stimulating challenge to A.D. Pool and were tackled with great satisfaction.

Gilbert Paul Elsie, age 31, was charged with raping a married Vancouver woman after driving her in his car to North Vancouver. When arraigned in court he went berserk and raised his arm in the Nazi salute and shouted "Heil Pool", "Heil Neale" (to the RCMP prosecutor) "Heil Puppeteers" to those in the court room. He then picked up law books and threw them at Magistrate Pool and Constable Neale and threatened to kill the latter officer.

Frank Carr and his wife were jointly fined \$10.00 for keeping fifteen chickens on their property at 108 West Victoria which was zoned for family dwellings. The complaint of smell, noise and unsightly garden came from the neighbours on June 8 to 12, 1959. Since the Carrs' had fifteen chickens on June 8, when they were warned by the RCMP to abate the nuisance and ten chickens remained at the time of the court hearing, the level of the fine imposed reflected the level of chickens constituting basis for complaint. When asked by Magistrate Pool why he still had ten chickens after being told to remove them, Frank Carr responded that he could not eat them any faster.¹⁰

The student carrier of liquor for a graduation party held near the salmon pools in Capilano Canyon Park for about 40 Delbrook High School students was fined \$50.00 by Magistrate Pool. John Robert Grant was stopped in his car en-route to the canyon by police who seized seven cases of beer and six bottles of assorted

¹⁰ This offers an example of the transitional period between keeping chickens and goats and growing produce to support the occupants of the homes, as was common place even after WW2, to the extent of zero tolerance of food producing animals in "family" designated zones in the City.

liquor. Grant, a graduating student at Delbrook High School was charged with being a minor in possession of liquor.

A 15 year old boy was charged with committing 60 break-ins collecting about \$2,000.00 worth of loot over a two year crime spree beginning in the fall of 1961. \$600.00 worth of stolen goods were recovered as the boy took police to various places in vacant lots and in the basement of his home. He operated alone and was able to conceal his activities from his parents and his school mates. As his proficiency increased he found the need to steal a car and even managed to steal a valuable radio from a Greek freighter docked in North Vancouver.

A 20 year old "product of parental pampering and over-indulgence" was fined \$1,500 for breaking and entering and theft. Magistrate A.D. Pool imposed the fine and the description on Michael John Hilker of 4737 Strathcona, North Vancouver. The fine was paid immediately by Hilker's father, Director of Promotion and Publicity for the Vancouver International.

He had pleaded guilty to a break-in of a Deep Cove cafe which netted him and a younger accomplice \$18.45 worth of bottled beer and cigarettes.

"I realize \$1,500 is a terrific fine, but there is no reason in this world why you should not be sent to jail for six months," Magistrate Pool said.

He cited young Hilker's previous record of three convictions for being in possession of liquor as a minor and three traffic convictions, including one of speeding and another of driving without due care and attention.

"I gave you warning after warning in this court. You failed to heed them and your family failed to drive them home," Pool said.

Added Pool: "I took his (young Hilker's) driving licence away on one occasion and his father turned up in court here begging for its return before the suspension period had expired. I've given him warnings on his liquor violations but to no avail."

The magistrate added that the heavy fine was the highest ever imposed in North Vancouver for a criminal offence was intended to bring a new sense of responsibility to Hilker and his family.

Counsel Jay Gould had suggested a moderate fine rather than gaol and gave the family one last chance to indemnify the youth against his misbehaviour. He made it so heavy they would not be willing to do it again.

A spokesman for the Crown said later there would be no appeal against the fine in favour of a jail term.

Don't depend on the law of averages at a railway crossing where the right of way is only infrequently used by passing trains was the advice Magistrate Pool coupled with a conviction for a motorist whose car was struck by a train.

John Jaksa, 55, of 7938 Granville, Vancouver, whose car was struck by a CPR diesel engine at Lynnmour crossing¹¹ was fined \$35 for driving without due care and attention. The slow moving diesel locomotive pushed Jaksa's car for 40 feet along the track which crosses the section of Mountain Highway south of Main (which was formerly named St. Dennis Road in Lynnmour).¹²

"\$7.00 a quart Woodshed Medicare Runs High" was the headline when old soldier Melvin Burritt got the bill for cooking up his own do-it-yourself Medicare plan.

The high-proof moonshine manufactured by Melvin in a woodshed to cut down his medical costs was no bargain after all. Magistrate A.D. Pool, in fining Melvin for unlawful possession of illegally manufactured spirits, fixed the price at \$7.00 a quart.

The 74 year old army pensioner pleaded guilty and was fined the mandatory minimum of \$100 for the 13 quarts of greased lightning moonshine found by police in the woodshed at Burritt's home at 1674 Evelyn Street, Lynn Valley.

Melvin's moonshining days ended when the woodshed caught fire and firemen who answered the alarm found more firewater than fire. They called in revenue agents who carted off 3 1/4 gallons of moonshine, several barrels of mash and dismantled a stainless steel still.

Underground lines carried water and gas to the still.

Defence Counsel Frank Maczko told court that Melvin was stewing up the stimulant for medical purposes. Maczko said Melvin was taking moderate nips on doctor's advice for arthritic and other ailments.¹³

Application of District Noise Bylaw

Magistrate A.D. Pool ruled that an industrial operation on Indian Land is subject to the anti-noise bylaws of the District of North Vancouver. The ruling clinched a guilty verdict against a concrete plant charged with violating the District's bylaw earlier in the year.

Superior concrete Products Ltd. of 551 Seymour Boulevard, was remanded one week for sentence on the charge that it violated the bylaw between March 3 and June 21, 1964 with loud and objectionable noises that disturbed the convenience of the persons living in the adjacent residential area.

¹¹ Unusual for a CPR locomotive to be permitted on CNR trackage.

¹² This track is a spur originating from Spicer Road and passing under the Second Narrows Bridge, to run along the south side of Barrow Road. The crossing remains uncontrolled in 1994.

¹³ See also DNV Socio-Historical Service Infrastructure, Chapter 7, Local Characters, Part 1 Melvin Burritt

A month earlier Magistrate Pool reserved judgement after a trial in which residents testified that the plant's construction of large concrete beams and other products was invariably accompanied by a variety of ear splitting noises.

Magistrate Pool said at the time that he found the plant had violated the bylaw but reserved a formal verdict to consider a constitutional issue raised by defence counsel William Forbes.

Forbes citing the plant's operation on Indian Land leased from the Squamish Band, argued that the Federal Indian Act empowers only a band council to enact any bylaws required to prevent nuisances on its reserve lands.

Magistrate Pool stated in response that the District's noise bylaw is generally applicable to all persons living within the municipality. Furthermore, the defendant in the case was not an Indian and therefore the concrete firm could not raise the question of being exempted from the bylaws application.

"The bylaw does not deal at all with land as such, but only the creation of noise which might involve conduct upon public or private land."

Impaired Walker Fined \$10.00

A North Vancouver man was fined \$10.00 for impaired walking. William Neil McCurdy, 40, of 111 East First Street, was found guilty of an intoxication charge laid after police spotted him walking on a 50 mile-an-hour (80km-an-hour) section of the Upper Levels Highway. Police testified that traffic had to slow down and swerve around McCurdy to avoid hitting him. McCurdy told the court he chose to walk down the middle of the highway because he found it easier than going hiking along its concrete gutter.

Police Raiders Hit Wigwam Inn

About the most sensational case A.D. Pool became involved in was when on a Sunday, July 29, 1962, 30 officers of the Royal Canadian Mounted Police broke up a large criminal operation in an early morning raid on Wigwam Inn at the head of the Indian Arm of Burrard Inlet. Magistrate Pool recalls the group of police and law officials gathered around the table in the dining room of his North Vancouver Regent Avenue home while he carefully checked and signed the search warrants required late Saturday evening July 28th, before the early morning raids.

Fifteen persons were arrested and a large amount of gambling equipment and liquor was seized as two boat loads of officers swooped down on the old luxury resort.

A lawyer and two businessmen were charged with conspiring to bribe a police officer to act as a tip-off man to protect the then alleged criminal operation at the Inn. They were Rockmill (Rocky) Myers, 30, a lawyer, of 642 West Fifty-third, Vancouver; William Foulder Robertson, 34, of 4510 Clinton, Burnaby; and Jack

Clinton McGath, 45, of Wigwam Inn. There were twelve counts against them, six of conspiring to bribe a police officer and six of bribing a police officer.

Police also made simultaneous raids on a dozen homes and offices in Greater Vancouver. Three other men were charged with keeping a common gaming house. They were Edwin Victor Moore, identified as the manager of Wigwam Inn; Bunta Singh, 2029 East Forty-Seventh, Vancouver; and Keith Anderson who listed his address at 349 East Twenty-Fifth, North Vancouver. Seven other men and two women were charged as found-ins in a common gaming house.

Robertson and Magrath were also charged with possession of "certain plates intended for use in forgeries". Robertson was further charged with possession of paintings stolen from the Victoria Art Gallery. Myers faced an additional charge of possessing an unregistered .25 calibre pistol.

She Couldn't Kiss the Bible

Some of the quick and intelligent wit of which Don Pool continues to be capable at any time was illustrated when a witness in police court held the Bible in her hand to take the oath but refused to kiss it. "I'm allergic to paper", Mrs. Evelyn Anderson, 115 East Sixth Street told Magistrate A.D. Pool. "That's fine, just as long as you're not allergic to the truth," smiled the magistrate.

The A.D. Pool Wisdom on Youth in 1964

"The time we live in are much more complicated than the 'good old days' and I am by no means sure that the children and young people generally don't make as good a show at adjusting to them as the older persons," writes Magistrate Pool in answer to a note I wrote him recently about young folk.

"At any rate the number of young people who step beyond the bounds of reasonably-to-be expected boisterousness is incredibly small in this area considering the size of the population. I am convinced that the great majority of young people are basically fine young citizens and even in relation to driving offences, it is a minority that becomes involved in a disproportionate number of accidents, thus giving all a bad name. With youngsters, each problem is a separate one."

"However, I am of the opinion that parents, who insist upon common courtesy and simple good manners in their children from the earliest days, proof their children against becoming delinquents. The process of inculcating good manners demonstrates an interest in the child going beyond verbal protestations and the child comes to an awareness of the rights, comfort and convenience of others which he accepts as second nature."

"With such a basic outlook the child can scarcely switch to becoming a public menace without some easily detectable major cause. There is no crime in the book which cannot be adequately described as an exaggerated breach of good manners."

"I make no secret of the fact - though not a prohibitionist - that I fully approve of all efforts to curb the uncontrolled possession and consumption of liquor by minors. My experience convinces me that a steady policy in this regard bears fruit."

"An older person may get drunk and pass out or act foolishly but a young person who has a drink, though not drunk, feels bound to demonstrate that it has an effect on him, and, again from experience, can be shown to do the first foolish thing that anyone around him suggests. The results can be tragic."¹⁴

"While undoubtedly all delinquencies have their roots in the home, it is a rare thing to find a situation where one could say that the parents were 'guilty'. They are usually genuinely unaware of the way in which they have failed. I would not want to discourage parents, but, paradoxically, the odd case arises where the failure has arisen from trying too hard to do the right thing."

Drag Racing up Lonsdale Avenue

Two young motorists were each fined \$250.00 and ruled off the road for 18 months by Magistrate A.D. Pool for dangerous driving.

Peter McDonald Hill, 24, of 111 East First, North Vancouver and Douglas Carmen Zimmerman, 22, of 1570 Duthie, North Burnaby, pleaded guilty to charges laid after police checked a high speed driving duel on Lonsdale Avenue early on a Sunday morning.

Constable Vince Hollingworth, RCMP prosecutor, told court the pair were clocked at speeds up to 85 mph (130kmh) in Lonsdale's 30 mph zone before police brought the wild land switching race to an end.

"This is a disgraceful performance," said Magistrate Pool after he was told the weaving racers had frightened other car drivers into pulling off the side of the road.

30 Juveniles Dealt with by Court

There's juvenile delinquency on the North Shore but the RCMP is meeting it with action and results. This was evident when more than 30 youngsters, three of them girls, parade before Juvenile Judge A.D. Pool. The juveniles ranged in age from 11 to 17.

They included five boys, 12 to 14, who admitted stealing and drinking some of the 30 cans of beer taken from the White Pass and Yukon Navigation docks on Low Level Road.

Six other boys admitted petty household thefts. They were stood over for a sentence.

¹⁴ Citizen, Wednesday, Dec. 9, 1964 "Your Cup of Tea" Special for Youth by Ruth Greene Bailey. Responding letter from A.D. Pool.

Two girls, 15 and a 16 year old boy admitted shooting out street lights in the North Lonsdale area with BB guns. They paid fines, lost their guns and were also ordered to make restitution.

Two other youths were charged under the Game Act of having unlicensed guns in their possession. They were fined \$10.00 and their guns taken away from them for six months.

Most of the others were charged with being minors in possession of liquor and traffic offences.¹⁵

Drinking by Parents seem as a Crime

Juvenile Judge A.D. Pool issued a stern warning to the liquor-drinking parents of delinquent children.

Judge Pool's warning followed his sentencing of a 15 year old Mission Reserve boy to an indefinite probationary period. The boy admitted participation in a smash and grab raid on a Lonsdale store on February 24, 1960. Judge Pool commenting on probationary reports that indicate heavy drinking by parents is a contributory factor in most juvenile delinquency cases said:

"I think the police prosecutor would do a good service if he kept these juvenile cases cross-indexed with the adults (cases)."

"It is obvious that lack of parental control is a big factor in the conduct of these children. If excessive drinking or illegal possession of liquor by one of these parents whose children have gone astray comes to the notice of the court, then I think that point should be brought out."

"It is certainly suggested that in the cases of several boys and girls who have come into this court on various occasions that heavy drinking by the parents and lack of control and interest by parents has, in fact probably been the whole case (of the delinquencies)."

"So I am warning that if any of these parents land up in this court and are found guilty of drinking or illegal possession of liquor charges, I shall certainly treat these matters much more severely than just some little routine offence."¹⁶

Court Orders Boater Out of Water for Year

Magistrate A.D. Pool banned a New Westminster man from operating water craft anywhere in Canada or its territorial waters for one year.

¹⁵ Vancouver Sun, June 1963

¹⁶ Vancouver Sun, Friday, Mar. 18, 1960

He coupled the ban with a \$250 fine for Wayne Edwin Jefferys, 21 of 212 Agnes, and placed him on a \$500 bond to keep the peace for one year.

"There's no room for fools afloat," said the magistrate after court was told Jeffery's came within inches of ramming two other craft, including a water taxi with 10 passengers aboard.

The report in THE PROVINCE commenting on the above court proceedings gave the headline: "GETTING TOUGH WITH FOOLS AFLOAT". The magistrate's comment during the trial summed up the situation concisely: "There's no room for fools afloat." Our sentiments exactly. There is enough foolishness and hoodlumism on dry land without permitting it to spread to the water.

Most people go boating or swimming for relaxation. They don't want to be constantly worrying about the possibility of some idiot ramming or running over them.

The young man who appeared in Magistrate Pool's court now has a year to stay on shore and think about what has happened. Perhaps he will have time to realize that ownership of a fast boat is not licence to endanger other people's lives.

We need more decisions like this to protect the public from a growing hazard.¹⁷

Blasting Cap Romeo Cooled off by Court

A middle aged man's desire to scare his girlfriend proved costly.

William Spendlove, 56, of 3015 Royal, Lynn Valley was fined \$100 and put on a \$2,500 bond to keep the peace for 12 months after he pleaded guilty to possession of several blasting caps. He was arrested in an alley in the 200 block of East Third Street and was charged after he told police he wanted to frighten his girlfriend by tossing the blasting caps on a hot stove.¹⁸¹⁹

Lawyer Objects to Ruling, Ordered to Sit in Gallery

A lawyer was ordered to sit in the spectators gallery after he objected to a ruling by Magistrate A.D. Pool.

¹⁷ Vancouver Sun, undated cutting

¹⁸ Vancouver Sun

¹⁹ William Spendlove is the son of Thomas Spendlove Snr, pioneer road builder and house foundation excavating contractor and teamster.

The lawyer, Donald Greenfield, said the refusal of his request for an adjournment meant he could not assume responsibility for the defence of Gilbert Paul Elsie, 30, charged with rape.

Greenfield said he would sit beside Elsie for the purpose of objecting to prosecution testimony.

"You're either in the hearing or out," Magistrate Pool told the lawyer. "If you want to be a spectator you can take your seat at the back of the court with the other spectators."

Greenfield said he would leave the council table only if ordered to do so. Magistrate Pool gave the order.

Elsie, who threw law books, gave nazi salutes and battled with police in court an early hearing, rose to his feet with clenched fists during the argument. Five police moved in quickly and persuaded him to sit down.²⁰

²⁰ Vancouver Sun

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 6

PART 4

DR. EMILE (PETE) THERRIEN

CHAPTER 6
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY JUDGES, MAGISTRATES AND DOCTORS
Researcher: Roy J.V. Pallant

PART 4 Dr. Emile E. Therrien, Obstetrician and
Gynecologist (Affectionately known as Pete)

When Doctor Emile Therrien set up a general practice in West Vancouver in the “dirty thirties” times were difficult. Being paid off with chicken manure, goats’ milk, people doing odd jobs around the doctor’s house and garden, eggs and chickens, or a load of firewood, was common place.¹ In fact, recalled Dr. Therrien, doctors were lucky to collect one-quarter of their fees. They worked hard in sometimes difficult and inappropriate circumstances and did not earn much for it.²

As a general practitioner in West Vancouver, Dr. Therrien himself charged \$2.00 for an office call, \$3.00 for a house call, and \$4.00 for a night call but only 35% to 40% of these bills were ever collected. One long term patient ensured his credit with Dr. Therrien was good by supplying him regularly with goat’s milk. As Dr. Therrien had no refrigeration at his home, the milk would become warm. Cold goat’s milk was fine he explained but warm goat’s milk smelled and tasted like goat. His wife was ingenious with recipes and cooking methods to utilize the milk in ways that would disguise the taste of goat, but finally she pleaded with her husband to send this patient his bill marked “paid in full”.

After seven years of study and a year of internship at \$18.00 a month plus room and meals, Dr. Therrien worked diligently for his patients and gratefully accepted what they could pay, even if it was warm goat’s milk or chicken manure for his own vegetable garden, which he cultivated to lower his grocery bills.³ A further deterrent was the lack of an ambulance on the North Shore. If a patient’s condition was found to be such that they should be taken to a Vancouver Hospital the delay time to bring an ambulance from Vancouver by ferry service was anywhere between three to twenty-four hours. In 1918 efforts had been made by the doctors and the ladies of the Red Cross Society to obtain an ambulance on the North Shore since there was then a need to transport

¹ For trade by barter examples see Chapter 7, Part 4, Tom Meglaughlin.

² Dr. Therrien in an interview with the reporter Hugh Dickson, *The Citizen*, Wednesday, April 22, 1970.

³ Dr. Emile Therrien, Chief of Staff at North Vancouver General Hospital and Lions Gate Hospital, 1958 – 1967. Interview by Pat Penner, circa 1975, Provincial Archives Tape Library, Victoria, B.C.

returning World War I casualties of the Six Field Regiment of Canadian Engineers.⁴ It was not until May 17, 1922 that E.C. Walsh, President of the North Vancouver Kiwanis Club, formally presented the vehicle (valued at \$2,500.00) to the communities of the North Shore. It was grey in color with "North Shore Ambulance" emblazoned in blue and gold on both sides. Dark mahogany lined the interior and, at the side windows hung blue curtains trimmed with gold braid. Inside there was a portable cot for the patient with a leather chair on each side for attendants or family members. The ambulance was reported to contain a "medicine chest" and "other small equipment".⁵ It was at first stationed at No. 2 Fire Hall in North Vancouver City. Everyone involved seemed happy with this arrangement except Fire Chief William Murphy. In less than one month he complained to the City Council that he needed two more men to handle the ambulance.⁶ So, after discussion, the ambulance became the responsibility of the North Vancouver City Police Department. But that was one ambulance and by 1933 the ambulance driver worked a twenty-four hour day, six days a week. He lived and slept at the Fire Hall across from the hospital where the ambulance was then housed, and was on call night and day. The only night he could count on an uninterrupted sleep was on Saturday when he went home and the fireman on duty answered the calls.⁷

The single ambulance was therefore inadequate, no one owned a phone to call the ambulance and few could afford it. Therefore, doctors felt obliged to pick up and drive their patients to hospital, operate on them, then bring them home.⁸

For example, local resident Tom Meglaughlin was taken in 1931 by car by Dr. Miller to North Vancouver General Hospital, operated on for tonsil removal and returned home at a fee of \$20.00.

When he first arrived there was no veterinary surgeon in West Vancouver-Capilano and so Dr. Therrien neutered cats, cut short the tails of mongrels to "calm them", splinted legs on canaries, deloused and dewormed dogs.

Later Dr. Folinsbee opened an office and surgery for animals located where the driving range exists (in 1995) on the south side of Marine Drive just west of Park

⁴ A temporary hospital had been set up for them in the pavilion of Mahon Park.

A private hospital had been opened in April 1918 in the 12 room house of Mrs. S.D. Schultz at 19th Street and Lonsdale.

⁵ North Shore Press, May 19, 1922, p. 1

⁶ Carswell, Sally, The Story of Lions Gate Hospital.

⁷ Carswell, op cit., Dave Garrlock of Maple Bay B.C., who knew the driver well.

⁸ Norman McLeod's Store and Post Office near the Street Car Terminus in Capilano was often used as a central pick-up point and waiting room for both Dr. Therrien and Dr. Delbrook J. Millar.

Royal south.⁹ There were only eight doctors on the North Shore in the 1930's to serve a population of about 18,000 so all doctors worked long hours. People were reticent to come to a doctor because they couldn't afford it. And they were more reticent to go into hospital because of the high cost.

Born in Massachusetts in 1907 Dr. Therrien was one of the longest practicing doctors on the North Shore. He had completed thirty-five years of practice by the end of 1970. In April of 1970 Dr. Therrien was the featured speaker at the annual meeting of North and West Vancouver Hospital Society and was honoured with a presentation from the Society.

Significant changes came about. By the end of 1970 Dr. Therrien had delivered 4,500 babies and remembered them all. Later the female babies returned to ask him to deliver their babies and yet among those 4,500 babies delivered, none where triplets or quadruplets. In fact, by that time, triplets had never been delivered at Lions Gate Hospital.

By the time he retired at 65 years there were four major medical developments in the field of obstetrics and gynecology which had occurred in the past three and a half decades.

The most important of these had been the discovery of the Rh factor in babies' blood and how to cope with this situation with a complete transfusion of new blood after birth.

Secondly, the discovery of the Pap smear test for detection of cancer of the cervix together with the availability of birth control pills to save lives and free the destinies of women who would otherwise be victims of circumstance.

Implementation of natural childbirth sometimes referred to as psycho prophylactic methods was in Dr. Therrien's view another important development in that time period.

Certainly on the North Shore when the birth control pill produced undesirable side effects and caused a lot of women to be scared of using them, in light of experience and surveys carried out, much of the local concern was based on sensationalistic journalism.

On the subject of abortion, Dr. Therrien was quietly in favour of the liberalizing of abortion laws for the opportunity of giving women the choice after consultation with their doctors.

⁹ Tom Meglaughlin, long term Capilano resident, whose wife worked as a nurse for many years at North Vancouver Hospital (next to Lions Gate) with Dr. Therrien.

Emile Therrien came to Canada as a child with his parents who homesteaded in southern Saskatchewan when, as he said, “when all there was were Indians and North West Mounted Police”.

He obtained a Bachelor of Science degree from the University of Saskatchewan and a Medical degree from the University of Manitoba in 1934.

He was a student during the Great Depression but was lucky enough to find jobs to survive and pay his way. He was caretaker of the University of Manitoba gymnasium, served hash in the cafeteria and did some instructing in Sessional Biology classes as a paid Teaching Assistant (TA).

The black year of 1929 gave him his first view of British Columbia, when, as a member of the University of Saskatchewan football team, he played here against the University of B.C. He decided even then that it looked like pretty good country and decided he would like to live here.

As a young student in Saskatchewan he supplemented his income during the summers playing semi-professional baseball in Saskatchewan, Manitoba and North Dakota. He earned as much as \$175 to \$250 per month as a ball player, a very good wage in the late twenties and early thirties.

He played against one of baseball's living legends – Satchel Paige who at that time played with the New York Giants, a coloured team.

In the early 1920s there was a scandal involving gambling and members of the Chicago White Sox professional team. They were dismissed from the team, dubbed the “Black Sox” and Emile Therrien played against some of them who went semi-professional.

In 1933 Dr. Therrien came to Vancouver and worked nights as an extern at the Vancouver General Hospital. During the day he worked as a lifeguard at Lumberman's Arch swimming pool in Stanley Park. Sandwiched in between in the evenings he played semi-pro baseball.

In 1935 Emile married his wife Bernice. They had attended university together. She sadly died prior to his retirement. They moved over to West Vancouver in 1935 and Dr. Therrien set up his general practice.

He went overseas as a surgeon in 1941 serving with the Twelfth Canadian General in England, France and Belgium. He returned to Canada in 1946 and did post-graduate work in obstetrics and gynecology in Montreal and Chicago for one year.

In 1947 Emile returned to North Vancouver and went into practice with the late Dr. Martin who lived on the banks of the Capilano River and another of the North

Shore's better known doctors, surgeon Dr. G.A. McLaughlin. The trio set up shop at 84 Lonsdale Avenue, now known as the Aberdeen Block which contains Paines Hardware Store, with professional offices above.¹⁰

In 1948 Dr. T.F.H. Armitage, another well-known local doctor joined the group. Then in 1949, The Medical Group built the clinic at East 15th Street and Eastern Avenue. Other doctors who later joined the group include Dr. George Wilson in 1952, Dr. D.L. Warner in 1958 and Dr. S.N. Madill in 1963.

In the mid-thirties when Dr. Therrien was functioning as a general practitioner in West Vancouver, North Vancouver General Hospital used only two of its three floors. The third was not opened until 1939.

After the Second World War, North Vancouver had grown having become industrialized with the shipyards, the population had increased dramatically and the old North Vancouver General Hospital was overcrowded. West Vancouver District Council were asked to become a partner in the hospital but refused for reasons of cost, and the distance of the hospital from West Vancouver making Vancouver Hospitals over Lions Gate Bridge just as accessible.

So, to cope with the existing outdated facilities at the old North Vancouver General Hospital, six bed wards were turned into eight bed wards and two bed wards into four bed wards. The Hospital was built for 96 patients but by about 1949/50 there were 144 patients with some of them crowding the corridors.

The situation was so critical that by 1953 a meeting was called by the existing board at the St. Alice Hotel. All three municipalities were present by about twenty representatives from each.

At that meeting the North and West Vancouver Hospital Society was formed to take over the planning, design and construction of what is now Lions Gate Hospital.

There were disagreements between the three councils, opposition and frustration. There were difficulties with the B.C. Insurance Service and all of this resulted in the construction being delayed in starting for seven years when a reasonable delay would have been three years. Lions Gate Hospital finally opened in 1961.

From 1947 until 1963 Dr. Therrien was Chief of the Department of Obstetrics and Gynecology at both North Vancouver General and Lions Gate Hospitals.

¹⁰ The Aberdeen Block was in 1910-11 known as the Keith Block, hence the initial "K" carved into the shield on the sandstone entry. The post office was located here 1911-1912. North Vancouver City Hall was located on the third floor in 1914 and BC Electric Railway Company offices were also located here in this building.

From 1959 to 1963 he was Chief of Medical Staff at Lions Gate. He was on the Board of Directors of the Hospital Society from its inception in 1953 until 1967 and he was chairman of the equipment committee which furnished Lions Gate Hospital. He was a member of the Board of Management of the Hospital from 1957 to 1961.

During all his time in the North Vancouver Hospitals, serving both the populations of the District of North Vancouver and the City of North Vancouver, he was affectionately known as Dr. Pete and was never without his cigar stub which, by necessity, was mostly unlit.

**DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE**

CHAPTER 7

PART 1

MELVIN READ BURRITT alias SILAS HUCKLEBACK

CHAPTER 7
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICES INFRASTRUCTURE
LOCAL CHARACTERS
Researcher: Roy J.V. Pallant

PART 1 MELVIN READ BURRITT alias SILAS HUCKLEBACK
Sept. 30, 1889 to October 18, 1979.

Melvin Read Burritt was born in Stratford, Ontario on September 30, 1889 to parents David Bog Burritt and Louise Eugene nee Seegmiller.

It is thought that Melvin R. Burritt was probably a descendant of Read Burritt who was the first Judge of the County of Perth in 1853. Burritt Street in Stratford, which crosses Ontario Street at the Samsonite plant is named after the Burritt family, but there was nobody by that name living there in 1973.¹

This viewpoint is strengthened by the fact that Melvin's father was a division court clerk for 64 years.²

Silas went through public school and two years of high school before he was sent to Agricultural college in Guelph, Ontario where he was almost expelled.³

It was in Stratford where he picked up his lifelong nickname.

"There was a family named King and they nicknamed me Silas Huckleback. I think its an old Saxon name. They were full of nicknames."

Melvin and a fellow student had been reading G.A. Henty's books and Boys Own Annual and all about "cowpunching" and together, in 1907 they went to Alberta and as a greenhorn, he won his spurs. He was never a bronco fighter and he preferred the horse ranches to the cow outfits around High River and Brooks.

"The sodbusters were coming in from the north and these ranchers concentrated on raising horses. There were no real wild horses, but the range horses were wild.

They were raised on the open range; they never had a mouthful of hay and never had a rope on them.

Here's where we got our lesson on halter-breaking a range colt, letting him run on a corral snubbing post until he somersaulted some sense into himself. Then with the rope around the snubbing post you gradually worked towards your colt along the rope with your hand out getting him used to the smell. You would give him a little slack, if he kept quiet, and he soon learned a slack rope didn't hurt. Once he smelled your hand, you had him.

¹ The Beacon Herald, Stratford, Ontario, Thursday, October 25, 1973.

² M.R. Burritt Vancouver Sun interview, Vancouver Sun, Monday, June 18, 1973.

³ The Beacon Herald, Thursday, October 23, 1973.

Now there was a well-broken halter-broke horse. You didn't need to drag him, he would lead right up with his nose right behind your shoulder."⁴

Buffalo Hunting

Silas was not a real buffalo hunter though he often dressed like one. The last buffalo in Alberta were seen in 1887, two years before Silas was born. According to his friend, Samuel S. Mackay Esquire (he was always called Esquire), three hundred Indian families would go on the hunt. Mostly Roman Catholic by religion, they would take priest with them and they would travel like an army; scouts out in front, scouts out on the flank, and the rear guard. There would be a rear guard. The Blackfoot Tribe were hostile. They had to be careful. There would be a captain over so many men and there was self-discipline.⁵

In Brooks, Alberta in 1907 when he was 18, Silas met men in their 50s and 60s who had been hunting since they were 12 years old. One of them was a Scottish Indian by the name of Samuel Mckay who befriended young Silas and persuaded him to join with him in a haying contract for the railway. During his time he learned how to make buckskin coats and moccasins.

World War 2

In 1915, during World War I, Melvin Burritt joined the Canadian Armed Forces. From January 10, 1916 to February 4, 1917 he served as a sergeant, service number 737480 in the 110th Battalion and 85th Battalion Canadian Expeditionary Force. By February 24, 1917 and until June 23, 1917, he was given a temporary commission with the 8th Battalion as First Lieutenant, service no. H40289 fighting in France and Belgium. From June 23, 1917 to October 24, 1917 he served as First Lieutenant in the Canadian Ontario Regiment when he was wounded at Passendale.

Newspaper records show that Melvin Burritt was wounded by shrapnel but he told Valerie Gibson "I went stealing chickens one night - you know army rations. Well the farmers dog barked, the farmer came outside the back door with a shot gun and I got it so they evacuated me to England. Not from a wound in combat - from stealing chickens!"⁶

Marriage

Melvin was first wounded in 1916 in France. While recovering in an English military hospital he met his future wife, Annie Wolins, a thick haired beauty with shining eyes. They would sit in a London park amid the ravages of war, both in uniform as was the regulations of war. They were married in London, England, January 1, 1917 and their first daughter was born November 21, 1918. She was named

⁴ Vancouver Sun, Monday, June 18, 1973.

⁵ Vancouver Magazine 1977, V. Gibson, "Reflections".

⁶ Vancouver Magazine 1977, Valerie Gibson, loc cit., p. 26.

Christina Louise. Meanwhile Melvin Burritt returned to the front to rejoin the 110th Battalion in France.

After the war he came back to Canada with his wife and baby Christina Louise to Atlee, Alberta to the Gordon Ranch which had looked after a bunch of horses he owned while he was away. He used them on the rodeo circuit. He had to ride a bucking horse for a while, but did not go in for "trick stuff". He used to be able to reach down on a dead run and pick his hat off the ground. During this time he and his wife and children lived in a one roomed shack on the Alberta prairies and their second daughter Dalmir Deborah was born on May 5, 1920 in Empress, Alberta.⁷

Move to Manitoba

Mel then received a Soldier Grant of Land, Northeast 1/4, Section 5, Township 24, Range 25, West of the 1st Meridian for Dominion Land Office, Dauphin, Manitoba in August 22, 1922 or 1923. This was 18 miles northwest of Grandview, Manitoba. Mel and his family travelled to Manitoba by horses and a Democrat and cleared and built a log house on the land and set out to raise a family and farm. It was here that their third child David Read was born in Grandview, September 3, 1925.

They lived there until an allergy so affected Mel's health that they were forced to move elsewhere and so they spent the next four years in Scarborough, Ontario, arriving there June 1, 1934 or 1935.

It was while living in Ontario, during the hungry 30's that Mel Burritt showed more of the stuff of which he was made. The family, living on the road side of a public highway never refused a meal to the hundreds of homeless, jobless young men who roamed the highways and byways of Canada looking for work. The reputation of the Burritt household travelled near and far and their home became a port of call for those who were hungry. The Burritts themselves were among the thousands of Canadians at that time who were on relief.

The Sail Boat Incident

It was while still in Ontario that Mel decided to build a sail boat. So in the basement of a rented house he did just that. All his friends wondered how he would ever get that boat out of the basement. But as always in his life, when he had a goal in view he overcame the apparent problem. In the middle of the night he removed a concrete sidewall of the basement. And there in the early dawn, siding in the yard stood the sail boat with concrete side wall neatly back in place. His sail boat later plied the waters of Lake Ontario.

Return to Manitoba

The call of the Prairies brought Mel and his family back to Manitoba where they lived around the Red River Valley. The song "Remember the Red River Valley" was a great favourite with Mel and it was the children's recollection as being the first song they ever learned to sing.

⁷ Vancouver Magazine, 1977, V. Gibson, loc cit.

The Great Canoe Trip: Just before leaving Manitoba for British Columbia, Mel and his wife set out together on a canoe trip. Starting at the mouth of the Red River, they paddled nearly 200 miles along the east side of Lake Winnipeg, where they built a log cabin. Mrs. Burritt couldn't swim. That surely is trust and togetherness after 37 years of marriage at that point in their lives.

During this stay in Manitoba marked by the Second World War when he joined the Veteran's Guard in Winnipeg, Manitoba, October 25, 1940 and was discharged March 21, 1942.

During that time the Burritt family lived in Winnipeg, Manitoba at 129 Carlton Street and on Lake Winnipeg near the settlement of Manigotogan Manitoba where they built the log cabin following their canoe trip and leased the land on the lake 1942 to 1946.⁸

Move to British Columbia

The family moved to British Columbia in 1946 living on Evelyn Street, Engine Road (now Valley Road) and 3373 Mountain Highway.

World View and Public Spirit

When he was a lieutenant in World War I where he thought he was helping to make the world safe for democracy. But he came to the belief that war would never provide a solution to the problems of mankind and that only in a world at peace and within the context of a socialist society would such problems be resolved. He firmly believed that one day, Canadians would come to see the future welfare of Canada in that light. But Mel was not content to sit out the intervening years and he devoted much of his life to the day to day needs of the common man.⁹

It was not an unusual sight to see Mel on a street corner or a supermarket with a peace petition in his hand, or a petition protesting rising food prices or fighting for a bicycle path for the residents of Lynn Valley.

At \$7.00 a Quart Woodshed Medicine Runs High

At his second house in Lynn Valley 1674 Evelyn Street, neatly dressed ladies of Lynn Valley would be seen visiting the rear of his house carrying baskets containing wild black raspberries, carefully covered with a clean cloth or tea towel. A short time later they would leave with the same basket and the same clean cloth cover but underneath was often bottles of wild black raspberry wine which was about 12 percent. Hard liquor was at that time about 40 percent.

They might also be carrying fruit brandy or even something stronger for Melvin was known to be cooking up his own do-it-yourself medicare plan. But the high-proof

⁸ Dorothy Lynas, North Vancouver District School Board
Eulogy on Melvin Read Burritt at Boal Chapel, 1505 Lillooet Rd., North Vancouver, October 23, 1979.
See below on the log cabin.

⁹ Dorothy Lynas, loc. cit.

moonshine manufactured by him in his back woodshed to cut down his medical costs was no bargain at all. Magistrate A. Donavon Pool in fining Melvin for unlawful possession of illegally manufactured spirits, fixed the price at \$7.00 a quart.¹⁰

The 74 year old army pensioner pleaded guilty and was fined the mandatory minimum of \$100.00 for the 13 quarts of greased lightening found by police in the woodshed at 1674 Evelyn Street.¹¹

Melvin's moonshining days ended on October 23rd when the woodshed caught fire and the firemen who answered the alarm found more fire water than fire. They called in revenue agents who carted off 8 1/4 gallons of moonshine, several barrels of mash and dismantled a stainless steel still.

Underground lines carried water and gas to the still. 1963

Defence council Frank Maczko told the court that Melvin was brewing up the stimulant for medical purposes. Maczko said Melvin was taking moderate nips on doctor's advice for arthritis and pleaded that his client would have to cease the business soon due to age.¹²

Melvin told Valerie Gibson that he called the fire brigade because he was afraid the adjacent trees would catch fire and he was also in the firewood business. He asked the fire chief "Be easy on me", but he went right down and phoned the police and they were there in 10 minutes.¹³

Melvin said in order to reduce the anticipated fine he put on the agony with a sore back and pretended that he was much more deaf than he was but he caught a smile on the face of the magistrate and the clerk of the court and decided his purpose had been detected by both.

"But they got the whole business: the boiler - it was a beauty - the cooling system, about 17 gallons of alcohol above 85 percent by volume. They didn't get it all, though. I threw some in a hole and some straw over it, and (broad smile) that lasted me for six months."

Mel's character was typified by his love and respect for those things Mother Nature provided for us. For example, a group of Lynn Valley citizens wished to have the Lynn Canyon Suspension Bridge and path removed because, as at present* young people were drinking beer there and disturbing residents. Mel went with his neighbours to the District Council to protest any such move. There he told the Council "you don't get rid of the rats by burning down the barn". He went further,

¹⁰ Vancouver Sun, October 28, 1963 article by Lew Thomas.
Don Pool in 1993 lives with his wife Mary on Regent Avenue, North Vancouver.

¹¹ Vancouver Sun, October 28, 1963, op. cit.

¹² A. Donot Pool now retired. - Interview January 21, 1993.

¹³ Vancouver Magazine, 1977, op. cit.

and indicated the way might well be "to approach the problems of youthful beer drinking by providing constructive alternatives."¹⁴

Mel went to the Environmental Studies Class at the Argyle Secondary School and proposed that the students take on the task of persuading the District Council to buy the triangle of land that lies between Lynn Valley Road and Mountain Highway with a band stand where concerts could be held along with other constructive activities for the youth of Lynn Valley.

So deeply did Mel feel about that little strip of land along the banks of Hastings Creek and the nearby woods that he requested that the remains of himself and his wife of 57 years be scattered there.¹⁵

Mel's character was further typified by the visits he made to the North Vancouver schools. With Mel there was no generation gap. So he went to various social studies classes dressed in full Buffalo Bill regalia, sometimes on a horse and sometimes not. There, with memorabilia of his pioneer days he would portray in a live and vivid manner some of Canada's history as it applied to World War I, to the economics of his day, to the time of buffalo hunting, to the life among the Indians of the prairies, along with many other aspects of Canadian history.¹⁶

Mel was a born actor and storyteller. He could hold the attention of students for a long period of time because he sensed the level of their understanding.

He tried to involve secondary school students in the first 100 years of Canadian history. He would subscribe to magazines for the school to help deepen their understanding of world events.

Mel will long be remembered by the hundreds of students with whom he came in contact. His popularity was attested by the hundreds of letters he received from students thanking him for his contribution to their social studies classes.

Not only did Mel relate well to youth, he never accepted age as a barrier to anything he himself wanted to do or learn.

Red River Wagon

He enrolled in the woodworking class at Argyle School, and with the assistance of the Industrial Arts class he built a full sized Red River wagon for his Buckskin Leather business. He also built a toy replica wagon which still rests in Argyle School Library, along with his picture in full Buffalo Runner regalia.

Leather Work

¹⁴ * 1992

¹⁵ Part of which is now Pioneer Park

¹⁶ Dorothy Lynas, loc. cit.

He was noted for his leather work and he travelled to the craft fairs of the late 69's and 70's. Once again in full Buffalo Bill regalia he displayed his wares, which were authentically made of moose and deer hide of the Buffalo Runner days in Alberta.

From wild animal hides, Mel and his wife Annie and daughter Dalmir (or Dayl as she was known) produced buckskin coats that "any Buffalo hunter would trade his horse and a keg of whisky for".¹⁷

Proof of the "Huckleback" skill had spread over a six year period to members of Vancouver's Poppy Family and the singer troupe of Buck Owens, who wore coats made by Silas Huckleback.

The Huckleback coats were sold in Hudson's Bay stores under his name and the 81 year old craftsman himself boasts that none better can be found anywhere in the "whole darn world".

All the work on the coats called the "Buffalo Runner" is done by hand by Silas, his wife Annie and daughter Dayl at the back of Huckleback's house at 3373 Mountain Highway.,

Original leather work was a hobby for Silas but for some years before Annie died, the hobby became a time consuming enterprise. The family had more requests for coats, vests and moccasins than they could produce and labour on their contracts kept them working long into the night.

Mel (Silas) said, in the beginning he was making moccasins and giving them to the neighbours' children. He made a pattern from an old pair of Indian Moccasins he had. Later he decided to try a coat. It took him one month to complete the work and when he had finished it, he sold it to a woman who asked for Mel to make one for her husband.

Most of Mel's customers were young hunters who brought skins of deer, elk moose and caribou, but about one quarter of all his requests for coats and vests came from women.

Silas refused to work with cowhide because he considered it poorer quality than that of wild animals.

The design for the buckskin coat was taken from those worn by Buffalo hunters on the prairies at the turn of the century.

Television Celebrity

Mel was also a bit of a television celebrity and participated in interviews and advertising. He will always be remembered for his participation in the Lynn Valley Day Parade. Few will ever forget the spectacle he made riding on his horse at the head of the parade.

Others may remember his leading the Hope walk when participants walked from Vancouver City Hall to Hope to bring attention to the rights of native Indians.

¹⁷ Vancouver Sun cuttings of 1970.

Many more will remember Mel Burritt winding his way through the vehicular traffic of Lynn Valley to visit the stores. Then to the delight of customers and children in the Royal Bank on Ross Road, as Silas Huckleback rode up and tethered his horse to visit the hardware store next door complete with Buffalo hunter regalia.¹⁸

Holidays

Silas used to go to San Blas, Mexico every year. He and his wife used to go until she died on February 16, 1979. They would fly to Gaudalajara, then take a bus from there. He later travelled alone "which was not as much fun". In 1974 he went to the U.S.S.R. "to see what was going on there" he said. He concluded that "these people don't want war - they've suffered enough".¹⁹

His Death

On October 17, 1979 Melvin Read, cowboy, veteran of both the First and Second World Wars died suddenly at his home 3373 Mountain Highway, Lynn Valley, aged 90 years. He was survived by his son, David, daughters Dalmir Bumpstead, Christina Langlois, seven grandchildren, five great-grandchildren, sister Isabell Artlest, brothers Arthur and Edward. A memorial service was held at the Boal Chapel, Tuesday, October 23 at 2:00 p.m., 1505 Lilloett Road, North Vancouver. No flowers by request. Arrangements were made through First Memorial Services.²⁰

Mel Read Burritt alias Silas Huckleback was wounded in battle at Passendale on October 17, 1918 exactly 61 years from the day that he became finally ill and passed away.

¹⁸ Pat Moberg, Senior Personal Banking Representative, Royal Bank, Lynn Valley.

¹⁹ Vancouver Magazine, 1977. From article "Reflecting" by Valerie Givson, op. cit.

²⁰ Obituary, Vancouver Sun, October 19, 1979.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 7

PART 2

DAN MCLURE - LOGGER

CHAPTER 7
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOCAL CHARACTERS
Researcher: Roy J.V. Pallant

PART 2 DAN McLURE - Logger

Source Reference¹

By the mid-1920s, the main serious logging on the North Shore was by the Capilano Timber Company in the Capilano Valley above the second canyon where the Cleveland Dam now blocks the river. On the western flank of Fromme Mountain, only two patches of first-growth timber remained: one, which we used to call "The Timbers", was just below the headwaters of Hastings Creek, but south of the (Grouse Mountain) Highway. It covered thirty or so hectares and provided space for about five cabins, including my own. The other, perhaps two and a half hectares, was just north of the open reservoir that used to exist about two hundred meters east of the 4300 block Prospect Road. The Timbers was "harvested" around 1950, while the reservoir patch lasted another decade or so, until it succumbed to the progress that we still anticipate.

Thus, after World War I there was little logging activity on the western side of Fromme Mountain. (We used to call it Dome, or Timber.) The original logging skidroads remained almost intact, with their puncheons and drainage channels and crude log bridges clearly marking the main and tributary courses. (The puncheons - "skids" - retained their ruts where the steel runners of the sleds had worn them away, and were still discoloured from the grease that was smeared on from time to time.)

The three shingle-mills on the south and west side of the mountain, Anderson, Seymour Lumber Company and Hastings Shingle and Manufacturing were still easily located by their sawdust piles larded with shingles in various states of decay. Tall bare snags not totally consumed by the many fires - it seemed there were hundreds of them, many with huge branches still withstanding the weight of time - rose blackened and blanched against the low greenery.

The vegetation on the mountain was quite different then from what it is today: huckleberry, blueberry, salmonberry, (wild) blackberry, bracken, salal, and young alder trees were the dominant flora, along with other first-succession plants. Aside

¹ This account was recounted then written by Mr. Harvey Burt retired High School teacher, who was born in North Vancouver and was well acquainted with the residents and area of which he writes.

To avoid the loss of style excellence and accuracy of description this account is transcribed verbatim with only historical editing by the researcher.

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from the old-growth patches mentioned above, young fir, cedar and hemlock had re-established themselves, but they were like specks of pepper when seen from the North Vancouver ferries. Naturally, the birds and animals dependent upon the flora have changed: whereas it used to be common to startle - and be startled by - a pheasant, nowadays such pleasure is denied us. So, too, the ruffed grouse has diminished in numbers, though there are still blue grouse aplenty. One other species that has declined: the ring-tailed dove. They used to rise to the blueberry patches towards the plateau of the mountain, then glide down in the evenings with a jet-like whistling of their wings as they sought a warmer-than-mountain-top roosting place for the night.

Despite the apparent devastation to the mountainside, there were still a few woodsmen who clung to the occupations that had provided a lucrative, or at least subsistence income for them. Some felled the few isolated trees that were still accessible, dragging them out with simple tractors, or horses. Another, Dan McLure, early applied the principle of "sustained development": his work was the no-waste conservationism that has captured the minds of us late twentieth centuries. McLure rented out himself and his team for land-clearing and excavation jobs, but enhanced his income by scavenging bark from the stumps of trees that had long been felled, or collecting cedar from standing snags or fallen logs to make into kindling blocks or shake-bolts, or selling fir firewood. The source of these saleable wood products for McLure was the western half of the mountain, which he scoured.

My father had once driven a team for McLure; consequently, there was a good relationship between our family and the unique woodsman from the past. On the many walks we made from our home on east Braemar to the "Intake" (just above the present storage tanks at the end of Prospect Road, where there used to be two smaller storage tanks, and the home of Johnny Thompson. Johnny who I worked with for some time was head foreman of the District of North Vancouver Water Works after maintaining of the Mosquito Creek inlet, collecting cabin rents from the Hastings headwaters region and patrolling the mountain pipelines from Kennedy Lake. He served the District for a total of 41 years and was the son of Thomas Thompson of Lynn Valley who served as Road Foreman for 36 years. My mother would frequently take some cookies or other sweets for McLure, and he, if he were not out scavenging the remains of the forest, would invite us in for tea.

His residence, a ramshackle construction of four-foot-long shakes, was located about twenty metres up the hill on the east side of Prospect Road somewhere in the 4600 block. Access was by a much-eroded skidroad that curved slightly to lessen the grade. On the south side of the skidroad was a stable and a lean-to, made of very long shakes all greyed by the stains of time. Half under the lean-to was a plank-sided wagon with large rear wheels, a sled with steel runners, various bits of gear necessary in the teamster's trade, and piles of bark, split fir and cedar bolts.

The memory I retain of McLure himself is of an old man with a stained grey moustache: the face of Bill Miner in the film "Grey" comes to mind. He seemed

always to be wearing a moss-green checkered mackinaw, a once-grey fedora now discoloured by wax and sweat, and "tin" pants of heavy canvas duck, probably made by Jones Tent and Awning. These pants were cut short to half way up the calf, revealing ten-inch logger's boots and a crumple of pink wool work socks. The boots had hobnails, which made a delightful metallic crunch whenever the wearer walked on gravel.

"Mr. McLure" was a warm person, generous in both his edible hospitality and the gift of his time. He would take us children to the stable and let us touch the flanks of the huge-footed dray-horses, or heft a manageable sledge-hammer from amongst the tools. Always there was the warning to "be careful" when we were outside the house.

Especially memorable were the times we were allowed to take (usually short) rides in the wagon. I remember the inside, with its rough planks dented and split by the heave of wood in loading; the floor, an inch deep in bark chips and miscellaneous wood-dust; the smell of the orange-brown bark still wet on the inner curve from the moisture of the stump from which it had been pried. I remember, too, the smell of the horses as they unconcernedly went their equine ways making aromatic zephyrs around the bodies of their unaccustomed light cargoes.

I remember one particular journey, down Braemar hill from St. Paul's to Lonsdale, and thence to the stables. The slope and surface of Braemar were different then: there were two distinct pitches, from St. Paul's steeply halfway down, then a moderate slope for a third of the block, then a steepening to Lonsdale. The road was not paved, or course, and the wagon-wheel-width tracks - there were few cars in those days, and they tended to use St. George's - were eroded by the same kinds of rains that still fall today. Halfway down the first pitch was a large imbedded round boulder where the wagon-wheels always screeched northward with a scary sideways slide. McLure always anticipated the event, and told us to "Hang on", thus heightening the thrill, but preventing a possible dangerous lunge to the side.

When we got to Lonsdale and turned north, McLure offered to let me drive. The horses would no doubt have gone to their stables without guidance, but I eagerly clambered from the box to the driver's seat, and "drove" the team home, smiling at a couple of pedestrians en route. "The boss" took the reins when we were a few meters from the entrance to his property.

Sometime, I think in the very early thirties, McLure moved into the house at 3796 St. George's, just above the lane that ran along the back of our property. At that time his area went from Balmoral south to the lane, and from St. George's to about 225 Balmoral, a fairly extensive size. In the south-east corner was the storage area for his gear, and the stables. McLure was not nearly so active as I remember he had been earlier - he was older, and mechanization had caught up with him - though the wagon continued to screech up and down St. George's. But because we were close neighbours, he encouraged our visits, though more frequently.

At that time, the alders below Braemar were still quite low, and from our houses, particularly the upper one, there was a panoramic view over Burnaby, Vancouver,

and English Bay. McLure's kitchen/dining area was on the south-east corner of the house, with the back steps coming in off Balmoral on the east side. From his porch and dining area, he had visibility over more than 200 degrees. What I remember most vividly about his new abode was the kitchen/dining table: it had a thick layer of opened, single-page extracts from a newspaper piled up in front of the green chair on which he sat when at table. On the top layer was a can of Carnation-brand evaporated milk, a sugar bowl, a tin of jam (dark-labelled), and a salt and pepper shaker. The layers were all firmly stuck together, especially at the eating space: dropped jam, honey, syrup or condensed milk would soak from the top to lower layers, creating a perfect lamination which could be pressed down by tired elbows. At a certain point I suppose those papers would get too high for the elbows, and the thick lamination would be consigned to the fireplace, or somewhere outside. I can't remember ever having seen a single page on the table.

What happened to McLure I do not know. I vaguely recall that he went into a "resthome" in Vancouver, under the care of a brother. Nor do I know what happened to his team. After they were all gone, Tommy Spendlove Sr. still drove his team out from his establishment at 3015 Royal (formerly 2935 Royal) Avenue to continue the excavations and stump-pulling he had done in competition with Dan McLure. I liked the smell of his horses, too, and the power of the man, but he did not have the bark-wagon that I had once commanded, and I never had the chance to be close to him as I had with Dan McLure.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 7

PART 3

BILLY MITCHELL - LOGGER TURNED CHICKEN FARMER

CHAPTER 7
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOCAL CHARACTERS
Researcher: Roy J.V. Pallant

PART 3 MITCHELL, William Martin

Pioneer Logger Turned Chicken Farmer in Lynn Valley

Source Reference

The following account was written about 1957 by Mr. George Lewis, well known as a used furniture and appliance dealer, with a shop located at the lower end of Lonsdale Avenue. The story was written in the rare humour of George Lewis and therefore its narrative is faithfully followed verbatim here. At the time the story was written, a number of pioneers would have understood the geographical and social circumstances of the time, but these people have since passed on. The researcher has therefore added clarifying foot notes at the end to keep a good story alive, rather than allow it to be rejected as historically inaccurate and a loggers yarn. If nothing else, this story told by George Lewis, now aged 86 years old, gives the flavour of the severe conditions experienced by pioneers who developed North Vancouver to our benefit.

George Lewis lives with his wife Helen, on 18 Street East, North Vancouver and both are valued Honorary Members of the North Shore Historical Society. George cannot at this time remember further details of the following story.

William Martion Mitchell

"At the age of 18 years William Martin Mitchell, a fifth generation Canadian, left Ontario to make his fortune out West. His father had bought an acreage for him 'Right next to the Moodyville Mill on Burrard Inlet'. When he arrived in January 1890 he found he was the victim of an over zealous real estate agent - his land was 15 miles away up on Grouse Mountain.¹ There was no road to it, just dense forest. But nothing daunted, he made his way up there and with the help of a partner, started to log the huge trees that covered the mountainside. During the first year they nearly starved, existing on the crop of blue potatoes and swedes grown from the seed they had been given by an Aunt in Manitoba. She had filled the legs of a pair of coveralls with the

¹ "15 miles away on Grouse Mountain" must pertain to the distance to the site measured by way of the route taken along the logging roads owned or abandoned by Stamps Mill and Burrard Inlet Mills Company since their later logging grants began in 1867, some 23 years before Billy Mitchell arrived on the logging scene. (See footnote 8). It would have been easier to believe that Billy Mitchell's land was located on Fromme (formerly Dome) Mountain in the light of his later history.

vegetables and they had carefully packed them all the way up on their backs.

The years 1890 - 1895 saw plenty of hard work with little variety in their grub stake. So Bill wrote to his Aunt in Manitoba² and in due time there arrived a setting of eggs complete with detailed instructions on how to hatch them. They were to follow a horse and pick up the hot manure, wrap the eggs in it, repeat the process at intervals until the chickens hatched out. But there was no mention of where to find a horse in their wilderness.³ So they rowed over to Vancouver, bought a nag for a dollar, built a driftwood raft with a rough shelter on it and headed home. Bill calmed the animal's fear of water while his partner did the rowing, back to Moodyville.

The bare back ride of 15 miles left them too sore seatwise to work for a week, but they had their production line going, and in due time three eggs out of the dozen hatched out. There were two hens and one rooster, just enough variety to start another production line. It was this small beginning that started Billy Mitchell later on, in one of Lynn Valley's earliest chicken farms.⁴

By the next Spring they had a large pile of felled timber, but no road to get it to the mill. So Billy made a survey and located every sizable pool of water between him and the waterfront. The old mill pond at 17th Street was one

² On returning to Moodyville it would have been easy to mail a letter or send a telegram to the generous aunt in Manitoba. Moodyville had a public telegraph service operated by Western Union Telegraph in 1869 and mails arrived twice each day from Vancouver having arrived by train then stage coach from Port Moody and New Westminster.

³ At that time only oxen were used to move the logs along tote roads because they were found to be stronger and more steady than horses. Special studded two piece shoes were fitted to the cloven hooves of the oxen to allow them to have improved footing on the fish greased tote road surfaces when hauling heavy logs.

⁴ Billy Mitchell's chicken farm was later located on the corner of Engine and Coleman Roads, close to the upper mill of Lynn Valley Shingle and Manufacturing Company and remembered by a number of Lynn Valley Pioneers, Harold Fromme and Peggy Hunt included. Of Billy Mitchell, Walter Draycott (Early Days in Lynn Valley, page 24) states: "William (Billy) Mitchell came to the North Shore in January 1987 from Guelph, Ontario. He was employed by the Hastings Shingle Company first as a logger, then woods foreman. He stayed with them for 24 years. With his wife he lived in a house near the upper mill. A quiet unassuming man, as quiet as the woods of which he spent his life." Therefore, the location of his later residence is confirmed. It would also seem likely that Billy Mitchell did indeed come from Guelph to the North Shore on 1890 and with his earlier experience, joined the Hastings Shingle Co. of the McNair Brothers in 1904 when the McNair's came over from the south shore of Burrard Inlet. Henderson Directory shows Billy Mitchell living in Fromme's Camp in Lynn Valley in 1912.

of them.⁵ Starting from his section six miles above the old street car terminus at Dempsey and Lynn Valley Road, he joined them all up with flumes⁶ and by 1892 his merchantable timber was bobbing its way from 1200⁷ feet up the mountain to tidewater.⁸

Later on he used the Lynn and Seymour creeks, but as late as 1920 the flumes were still there.⁹

The Hastings Mill Company¹⁰ took over the logging later, and brought in steam donkeys and horses. As many as 600 men were employed in the camps before they closed in 1921.

⁵ This pond on 17th Street later belonged to the Western Corporation Limited which came over from Vancouver in 1903 and built the mill on 17th Street in 1906. Doubtless the pond existed before that, and while the pond itself has been converted, the outlet can be seen at the south end of Grand Boulevard and again at the most easterly flume on Low Level Road. It should be noted here that this stream was used to wash away bark at Moodys second mill at the west end log loading ramp where logs were brought in by tug.

⁶ This statement of linking the flumes as early as 1892 seems most likely because Kathleen Reynolds (History of the City and District of North Vancouver, page 80) states that the Spicer Shingle Company moved in to Lynn Valley to take out logs (spars) and shingle bolts and built a flume in Lynn Valley to convey shingle bolts to Moodyville. While Billy Mitchell did not build the flumes at his own cost as the story implies, he may well, considering the facts, have been working for or with Spicer to bring his logs out. There were 11 miles of flumes laid out in Lynn Valley. Likewise, since Billy Mitchell used a flume, it may be seen that his timber was cut into 4'8" lengths for shingle bolts.

⁷ If, as is stated, Billy Mitchell's property was located at 1200 feet altitude on Grouse Mountain and six miles above the Dempsey and Lynn Valley Road street car terminus then the property was likely to have been located above Prospect Rd. or St. Georges Avenue. The site of the old Anderson saw mill above St. Georges is at the 1500 feet level and that whole area is a maze of old roads and trails.

⁸ "Tidewater": at that time 1892, by way of flumes has to be Moodyville. The only other exit was by way of Westview and the skid road now known as Chesterfield.

⁹ Harold Fromme and Walter Draycott state that all signs of flumes were gone in those areas by 1921. This story states these particular flumes were still evident in 1920.

¹⁰ Here the "Hastings Mill Company which took over the logging", could have been Hastings Sawmill Company. Or more likely the Hastings Shingle and Manufacturing Company which Billy Mitchell later worked for in Lynn Valley.

Billy Mitchell died in 1944 in his Lynn Valley home on Engine Rd. at age 72 years. His widow, Mrs. Kathleen R. Mitchell lived on at 628 East 7th Street until she was at least 86 years old.

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DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 7

PART 4

TOM MEGLAUGHLIN - RENAISSANCE MAN
Service Station Operator - Wartime Entertainer - Opera Singer

CHAPTER 7
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOCAL CHARACTERS
Researcher: Roy J.V. Pallant

PART 4 TOM MEGLAUGHLIN - RENAISSANCE MAN
Service Station Operator - Wartime Entertainer - Opera Singer

In the Beginning

Tom Meglaughlin was born in the District of Handsworth, in the City of Birmingham, England, on February 16, 1921, during a return visit home of his mother Maggie and her older children.¹

Tom's father George Shelley Meglaughlin and his wife Maggie (nee Withers) had lived in Handsworth, Birmingham where George followed his Irish father by owning a number of tenement houses.

Tom's grandfather Meglaughlin himself lived in one of the tenement houses owned by his English wife Fanny Shelley. Fanny's father, George Shelley was at one time Lord Mayor of the City of Birmingham and as could be expected was also Chairman of the Board of Guardians, and laid the corner-stone² for the cottage homes and schools of the Marston Green charity sub-division in Birmingham on October 8, 1878.

In 1912 George Shelley Meglaughlin came to Canada and settled in Lloydminster, Saskatchewan, where he tried his hand at being a gentleman farmer with his brother Tom.³

Both brothers left Lloydminster to join the Canadian Forces in World War 1, both joining the Fort Gary Horse.

Before 1914 George Shelley Meglaughlin returned to England on a number of occasions and following the First World War with the family still in Canada he worked for the British Department of Veterans Affairs, re-settling and rehabilitating War Veterans.

George Shelley Meglaughlin moved to Duncan on Vancouver Island, where he continued small scale livestock farming.

¹ Personal interview of Tom Meglaughlin and his sister Mary Norman, Thursday, October 5, 1995.

² See ceremonial engraved trowel held by Tom Meglaughlin.

³ Tom was the father of Tom Melaughlin's cousin Edward who presently resides with his wife in West Vancouver - 1995.

When George's wife Maggie returned to Canada in 1922 with the new-born baby Tom and his brother Percy aged four, sister Mary aged seven, and Mona aged 10, they travelled on the SS Mettagama.

In that same year (1922) the family moved to Capilano from Duncan, and in the process of settling, they rented two consecutive houses on Bowser Avenue, one on Tatlow Avenue and finally 2420 West Keith Road. This house was one of five built by one Frank Isaacs. They rented this for \$8.00 a month until Frank Isaacs announced to Maggie, his tenant, that he was tired of renting and asked her to buy. When she advised that she had no funds available for this he arranged for her to continue paying \$8.00 per month rent until in total she had paid the \$1,000.00 sale price.

During this time Tom's mother Maggie kept two cows in a barn located at the south end of the north section of Bowser Avenue, on what was in 1908 the Western Corporation exclusive housing estate, poised on the top of a two hundred foot bluff, now known as Pemberton Heights.

The barn⁴ was a few blocks from the Meglaughlin house on 2300 block of Bowser Avenue and Mrs. Meglaughlin or her children walked over each morning to milk the cows and take them out to pasture close by. Maggie and her daughters Mona and Mary then sold the milk in the area using a two wheeled hand cart.

Maggie had about a dozen customers up to the Capilano Suspension Bridge, but very little money was exchanged during the Depression period. Instead, she had to accept eggs, vegetables, fruit and sometimes a rabbit in trade.

Keeping cows was not without hazard, one of Maggie's cows stepped on her foot and refused to move. She spent three painful hours until someone came to her rescue.

Meanwhile, Tom Meglaughlin was growing up. He delivered the North Shore Press and the North Shore Review on two newspaper routes and was later sub-manager for the Vancouver Daily Province which had a distribution shack on Capilano Road, near the eastern end of Keith Road Bridge.

Tom's early life centred around the end of the Capilano streetcar line on School Street and the two stores McLeod and Whites nearby. He and his friend played the usual games like "kick the can" and cherishing many warm memories of the immediate neighbourhood.

There was the Capilano Fire Hall complete with a brand new 1927 Ford fire truck manned by the volunteer fire brigade. Taxi driver Bill Hill was caretaker of the fire engine and he always parked his taxi close by the fire hall which was just a shack

⁴ This barn was located on the edge of the bluff opposite what is now the Harry Shaw House, 2210 Bowser Avenue. Built 1910 by Fred Diplock.

located east of Capilano Road and immediately south of the Little Green School House.⁵

South of the fire hall, at the end of the B.C. Electric Railway Terminus, on the #3 Capilano line, was the "rest room" for the BCER motormen and will be remembered as a dark, smelly, scary place, lit only by night and day with a single 30 watt bulb.⁶

Close by was a unique civic item for those days of the 1920s, an eight foot high by four feet wide wire waste paper basket. The local children played in it, jumping up and down, pretending to be a wild animal in a cage. It was installed before 1924 and owned by the District of North Vancouver. At Halloween,⁷ the children would haul that heavy basket up to the top of the nearest telephone pole and sometimes they were known to have Miss Marjorie Walker's dog in the basket, before hauling it up and securing it to the top of the pole. Sometimes⁸ with some quick movement the boys could tie the basket on the back of the streetcar as it left the terminus.

The fire hall also contained a cramped living quarters of North Vancouver City Police Constable with the appropriate name of Mr. Gurr. He was responsible for patrolling the Capilano area and particularly for enforcing the 8:00 p.m. curfew bylaw imposed upon children in that area.

Another adventure achieved by climbing the telephone poles was dart bombing. This required inserting a large feather in the top of a bottle cork and a pen nib pressed into the bottom end of the cork. The whole assembly was then dropped on persons passing below. One such victim remembered was one George Fox who upon being hit was seen to dance around like an Indian with the dart stuck in his scalp.

In the summer, happy days were spent by Tom and his friends, on the banks of the Capilano River which in those days, before the building of the Cleveland Dam in 1957, was deep and raging.

They liked the spot known as Clay Banks⁹ near the Keith Road bridge and on the east bank of the river where they enjoyed picnics and swam.

⁵ The first Capilano School, built in 1908, later site of Community Hall, later still the present tennis courts. The Community Hall was destroyed by fire in 1980.

⁶ This small square building was built by BCER around 1918.

⁷ Telephone interview with Tom Meglaughlin based on information remembered by his sister Mary Norman.

⁸ Randy Philip. long term Capilano resident.

⁹ Interestingly there is no clay left at Clay Banks.

Nearby there was a 30 foot cliff from which to dive but which took some degree of skill because of the protruding base.

They also enjoyed meeting, swimming and fishing at the "third and fourth" cribbing,¹⁰ where one could successfully jig for salmon.

Tom liked throwing stones high into the air and often the stone would land on a roof or hit a tree then bounce off his head.

Another hazard in those days was the fact that Tom's father George had a job as a salesman with Watkins Products.¹¹ The labels on the bottles had a standard wording and colour, with the contents indicated in small print on the bottom. One day George reached for the liniment bottle off his kitchen shelf as a cough cure, but he thought himself to be poisoned when he found he had swallowed a mouthful of furniture polish. He had not read the small print.

On another occasion his father reached for the Watkins Hair Cream to slick down his hair in the style of the times. The resulting smell made it quite clear to all that he had in fact dressed his hair with cod liver oil.¹²

One of the favourite haunts in the 1930s was Capilano View Cemetery, which remains located on the west bank of the Capilano River. It was approached by way of Third Street,¹³ West Vancouver. Children would likely visit the cemetery once a week to tend family graves with a parent or older sibling. It was the place to visit, clear of coniferous trees, green, peaceful and pleasant, a meeting place for neighbours. Mr. Cook, a nurseryman with premises on Garden Avenue, donated trees and shrubs to beautify the cemetery. There was no Chapel, just a caretakers shack, occupied for many years by the father of Walter Pearson, owner of Pearson's Hardware on Lonsdale Avenue. There was a shallow well at the Cemetery entrance contained by a four foot by six foot concrete wall where water for flowers could be reached with a can or bottle. Tom recalls that he was so impressed by the Cemetery that he took his future wife Yvonne for a walk there on their first date. He recalled she was somewhat puzzled by his choice of walks especially since she was wearing her high heels for the occasion.

In later years Tom saw the local people add a section on to Little Green School house and make it into a Community Hall for dances and concerts. Tom Walker, foreman at Wallace's Shipyards was a major figure in building the hall. A key figure

¹⁰ Researcher's note: These were angled stone-filled, log framed cribs set to reduce water velocity and thereby protect the river banks and ultimately the pipe lines beneath Capilano Road.

¹¹ Watkins Products - similar to the door to door sales of the Fuller Brush Company.

¹² Oil or just beef dripping was also popularly used to slick down men's hair.

¹³ Third Street was then known as Government Road as was Capilano Road at that time.

in organising dances, concerts and fund raising was another successful Watkins Salesman, Frank Isaacs.¹⁴ Frank earlier worked for Capilano Timber Company before it closed on the North Shore and it may be recalled that his son Frank Isaacs junior owned several Isaacs Pharmacies including one at 16th Street and Lonsdale, and several in Vancouver. Frank junior also owned a wholesale drug distribution house in Vancouver.

Introduction to the Imperial Oil Services

In 1931 at age ten years, Tom went to work hand-pumping gas at the Imperial Oil Service Station at 119 West Third Street, owned by his brother-in-law Nelson (Nels¹⁵) Waddell. At the same time he had a job helping John Brind¹⁶ shoeing horses in their Blacksmiths shop and Farriers next door on West Third Street. In his spare time he did landscaping in the Pemberton Heights area, including removing clover from the immaculate lawns of Major Robert Hargreaves in his 1927 home at 1473 West Keith Road.

John Brind Blacksmiths was located in the alley-way south of, and at a lower level than Third Street.¹⁷

Houlden Transfer¹⁸ stored their trucks above Brind's and therefore level with Third Street. When Stan Houlden required help with a heavy load he would hire available men, including Tom to help for a dollar or two - great value in those Depression Days.

Tom continued working at Nels Waddell's Service Station in the evenings and weekends when he was not at Vancouver Technical School.

At the tender age of 17 years Tom took over the operation of the gas station even though the lease was still in the name of his brother-in-law.

He successfully operated the service station throughout the war years. Tom was deferred from active service during the 1939-45 war by the War Department based on two factors: His father George Shelley Meglaughlin had gone to England to settle the estate of his father and was prevented by the declaration of war against Germany from returning to his family in Canada or sending funds out of the country.

¹⁴ Mentioned earlier as a Real Estate builder and owner.

¹⁵ Nels Waddell also leased a Shell Service Station on Capilano Rd. at School St. called Capilano Community Service.

¹⁶ John Brind - See accompanying photograph of the Third Street south alley workshop. John Brind has three sons, Cecil, Stanley and Reg, the latter being the son who helped John in the Blacksmiths shop.

¹⁷ Back alley still remains in 1995.

¹⁸ See Houlden Transfer, Chap. 13, Part 6 of this work.

Tom's two brothers were called into the Royal Canadian Navy and served in the European war zones. Tom was therefore providing care and financial support for his mother. Secondly, as a licensed mechanic he was operating, not just a gasoline dispensing station, but an essential repair service station which, during the war, repaired and maintained shipyard supply vehicles such as North Van Cartage¹⁹ owned by Bill Carnegie Sr. operated by his sons Ted and Bill Carnegie. Their office was located at the foot of Lonsdale Avenue. They had numerous and mostly obsolete vehicles for which spare parts²⁰ were non-existent. The garage also repaired and maintained the essential vehicles of war workers who were granted gasoline coupons.

Likewise tires during World War II were in very short supply and were of very poor quality requiring time, patience and skill to keep those vehicles in operation.

Tom was therefore certified as being on essential service for the duration of the war.

In 1947 Imperial Oil then built a new service station at 177 West Third Street. In recognition of Tom's excellent all-round service and attitude demonstrated at 119 West Third Street, they offered him the lease of the new station. The old 119 West Third Street became Third Street Texaco and the new station at 177 West was known as Third Street Esso. Therefore the Imperial Oil franchise was transferred.

On April 28, 1950 Tom Meglaughlin found time to get married at St. Johns Anglican Church, North Vancouver to Yvonne Perrier of Swiss descent, his present and only wife. On February 28, 1952 Margaret-Anne Shelley-Meglaughlin was born and on March 11, 1954, son Andre George Meglaughlin arrived.

It was in the summer of 1974 that Tom sold his business to Ron Lee. He carried on at the same garage as manager but his day was more like 9:00 to 5:00 p.m. and left more time for his family and his operatic singing.

Ron Lee also held the lease of Larwood Automotive at 1315 Cotton. In 1987 Tom moved down to Larwood to manage repairs there.

Retirement

In 1989 Tom Meglaughlin retired from his automotive career. To occupy his time in addition to his many and regular singing engagements, Tom did gardening in the area of his home on 22nd Avenue West on Pemberton Heights and cared for the cars of senior citizens who needed an expert hand. Tom is a member of the West Vancouver Historical Society, the North Shore Historical Society and the Lower Capilano Heritage Group. His many years as the son of a pioneer family, lifetime

¹⁹ North Van Cartage kept trucks equipment and stocks such as coal at the 100 block West Fourth Street. Earlier (1930s) they stabled horses for associated dairies (later Dairyland). The horses were cared for by Jack Spence, a fine Scotsman.

²⁰ See Chap. 3 of this work entitled SERVICE STATIONS for details of technical problems.

resident and pioneer businessman in the automotive maintenance and repair field, makes Tom a significant and valued asset to all three historical groups.²¹

Singing and Entertaining

While Tom Meglaughlin was discovered as having an exceptionally fine voice during his Capilano School days and as his talent developed, he himself recognised that the long term benefits came from his success in the automotive trade and management. But since he sang operatic arias as he worked, and was constantly reported in the news media for his various concerts and his entertaining both of customers at the garage and at society weddings, it was difficult to avoid stating that singing was his parallel if non-professional career.

Tom's early entertaining was typical of his well known modesty; he was so embarrassed at being selected to sing in front of the class by his Capilano School teacher Miss Elsie Williams that he used to go out into the nearby cloak room to sing there.

Around 1936 his mother bought a piano from Kellys on Seymour Street, Vancouver for \$100.00 to be paid at \$6.00 per month. Her purpose was to accompany Tom in his singing to help him develop his talent. Starting in 1937 at age 16 years he tried four different teachers. Tom said that they did indeed go through the motions of teaching singing, but did nothing to develop his technique. He was about to lose interest when one of his garage customers, a Royal Canadian Mounted Police officer, heard Tom singing at his work and asked him if he would like an introduction to his uncle, a music teacher. And so it was that Tom met William McIntyre²² of Vancouver, owner of Gillman and McIntyre Music. He then went on to associate with him in training as an operatic vocalist and the study of the opera and semi classics for the following twenty years.

Tom went on to sing on the same Canadian Broadcast Corporation Radio program as well known singers John Vickers, Robert Goulet and Walter Miller for shows sponsored by York Knitting Mills of Toronto for their Vancouver advertising. He relinquished a valuable contract audition in Toronto because he had a garage business to run.

With Agent John Emerson, Tom sang during the Second World War at the Georgia Dugout, a canteen on Georgia Street, similar to the Hollywood Stage Door Canteen. He also sang at the Lord Darby Veterans Hospital at Shaunessy Hospital. John Emerson also introduced Tom to Allan Thompson, CBC Wartime Program Director and from this meeting he sang three times each year for the three years 1946-47 and 48.

²¹ Tom Meglaughlin, personal interview October 10, 1995.

²² Tom Meglaughlin, personal interview, October 10, 1995.

In 1948 Jack McLaren, postman and organist at St. Martins Anglican Church, Windsor Road East founded his dream, a society called "Le Cantore d'Opera" whose purpose was to bring opera to the citizens of the North Shore. A small group of opera lovers which included Tom Meglaughlin, Joseph Donati, Rae Moir, Barbara Ede, Walter Miller, May Burrows²³ and Duncan MacLean rehearsed in homes and other donated premises²⁴ wherein they produced "Cavalleria Rusticana" and "I Pagliacci". Tom sang the part of Alfio in Cavalleria Rusticana in 1949, which he said was "Vancouver's first attempt at Grand Opera". Jean Rae who continues to sing in the church choir at St. Martins Church sang the part of Lola. Sisters Thelma and Joyce Scott were members of St. Martins Church choir and also members of the chorus with May Burrows of Lynn Valley.²⁵

The story goes that six-foot five inches postman Jack McLaren, while on his mail delivery rounds heard a man singing as he drove a truck. He was a tenor, an Italian-style tenor. McLaren hailed the driver, learned that he too loved opera and his name was Joe Donati. The excited postman rushed the surprised driver to the house of another singer, a soprano Rae MacLean (later Mrs. Dave Moir) who was washing her hair at the time. At that point, the lead soloists were in place and Le Cantore d'Opera was born. McLaren was the director, teacher and general instigator and in the Fall of that first year, 1948, the first program was performed consisting of well known operatic solos, duets and chorus numbers.

Rae MacLean, Joe Donati and Tom Meglaughlin starred in Rusticana - at least part of the time. Everyone wanted to get into the act, so two singers were cast for the leading roles and they performed on alternate nights. This left plenty of people for the chorus. In fact, people were something that was never lacking in the organisation's history. It was a measure of the Society's success that more than 800 people, excluding the orchestra members participated in productions. Many of the members did not read music and the fact that they sang the operas in Italian was not a mean feat.

For the historical record, in Mascagnis's opera "Cavalleria Rusticana" Jack McLaren conducted and the producer was Jean Pearce with Dan Roberts as stage director. Gordon Wayne associate musical director, acted as pianist and A. Taylor played the organ parts.

Chorus members were: Thelma Scott and Joyce Scott, Winnie Dombrowski, Maria Slough, Joan Grout, Muriel McLaren,²⁶ Olive English, May Burrows, Louise

²³ See further details of the artistic career of May Burrows, in 2925 Fromme Road.

²⁴ The group rehearsed at Capilano United Church and St. Agnes Anglican Church.

²⁵ Citizen, Wednesday, December 6, 1972. The Province, Saturday, February 17, 1973, p.4.

²⁶ Jack's wife.

Blanchard, Mary-June Jordan, Marjorie Hall, Jean Pearce, George Beasby, Ross Wilson, Russell Cooper, Merlin Gutensoln, Arthur Bohn and Herbert Jenkins.

Local members of the orchestra were: M. Moores, L. Hughes, S. Drost, Doris Lazenby.²⁷

In 1949 Tom Meglaughlin and Joseph Donati with nearly 50 dancers, singers and actors crammed into the lobby of TUTS (Theatre Under the Stars) in their then new building at 1021 West Hastings Street, Vancouver. They were there to audition for the six shows scheduled for that year in the magnificent outdoor theatre at Stanley Park. At least 400 hopefuls were interviewed in four weeks with auditions held on Tuesdays and Thursdays.

Both Joe and Tom were accepted enthusiastically by TUTS directors for that year, Gordon Hilker and Bill Buchingham. Joe and Tom had then to embark upon gruelling days and nights, working and studying some 15 hours out of each 24 hours.²⁸ Then too, they had to arrange to be away from their day-time jobs for at least three months meaning financial loss for most of the 25 successful applicants. But that was of little consequence for the hour of being part of the eminently popular Theatre Under the Stars.

Meanwhile "Le Cantore d'Opera" continued on the North Shore until 1950 when it was decided that light opera would have a wider appeal, and for several years the group concentrated on Gilbert and Sullivan. At this time the name of the Society was changed to the North Shore Light Opera Society.²⁹

From 1963 the group specialised in European and other ethnic operettas up to "The Desert Song" which was staged in March 1973.

On Sunday, December 10, 1972 - 2:00 to 5:00 p.m. at the Capilano Room of the North Vancouver Recreation Centre Gym building, the North Shore Light Opera Society hosted an open house at which past and current members were invited to drop in and browse among the souvenirs of the past twenty-five years and meet again their own cast members. Scrapbooks, pictures and films had been assembled against a background of taped highlights from all productions.

Again, for the rare record, a list of shows produced by the Society up to 1972 are reproduced below:

1949 Cavalleria Rusticana
1950 I Pagliacci
1951 Mikado

²⁷ Mother of Dr. Dick Lazenby, historian.

²⁸ Because of time demands Tom had to withdraw from taking the part to attend to his business.

²⁹ The Citizen, Wednesday, December 6, 1972.

1952 Country Girl
1953 Trial by Jury
1954 Yeoman of the Guard
1955 Iolanthe
1956 Gondoliers
1957 Mikado
1958 Firefly (not staged)
1959 Patience
1960 Merry England
1961 Sorcerer
1962 Gondoliers
1963 Bartered Bride
1965 White Horse Inn
1966 Countess Maritza
1967 La Perichole
1968 Bird Seller
1969 White Horse Inn
1969 Stingiest Man in Town
1970 Merry Widow
1971 Land of Smiles
1972 New Moon
1973 The Desert Song

Tom hastens to emphasize that his talent and his interest was his singing voice. His talking voice is remarkably soft by comparison to the rich and powerful tone of his singing voice. He says he was no actor and while very capable of singing songs from light opera at almost weekly wedding engagements he stayed away from acting parts.

From Tom's musical association with singing truck driver Joseph Donati came the interesting and most unusual circumstance where Tom and Joe sang during 1950 and 1951 to the two thousand strong "Sons of Italy". Tom says that out of that large group there were surprisingly no exceptional voices. Tom spent a lot of time with Joseph Donati and his family and so it was that Tom learned to sing Italian Opera in the same style as Italian opera singers. The Director of the "Sons of Italy" said that no one who sang Italian opera so well should have a name like Tom Meglaughlin. They therefore billed Tom as Tomaso Meglaughlin so as not to insult the natives by having an Englishman performing better than themselves.

Tom says the Donati kitchen was huge and had superb acoustics. Joseph's father knew most of the Italian operas, but could not sing them. So accompanied by the best in Italian wine and food, many were the impromptu performances enjoyed in that kitchen to the early hours of the morning.

In the late 1950s Tom and Joseph gave a singing recital at the University of British Columbia.

From his earliest days Tom attended church, there being no Anglican Church nearer to Keith Road West than St. John the Evangelist near Chesterfield Avenue, the Meglaughlins attended their nearest church, Capilano United.

For many years Tom sang at a number of churches in North Vancouver and the City of Vancouver at weddings, funerals and at banquets.

Tom sang at many weddings at St. Johns Anglican Church. The organist there was Kingsley Watson, a good friend of Tom's who served there for fifty-five years. In those early days he might receive \$2.00 to \$5.00 for singing engagements, and for friends he took nothing.

When St. Johns performed an anthem or Cantata, Tom would help out - just for the love of singing. He says they were wonderful exhilarating times.

Tom's friend Jim Robertson was at one time the organist and choir master at Ward Memorial Church, Vancouver, where Tom sang on several occasions, helping out with the choir. Jim and Tom often taped music played and sang in an endeavour to improve the quality of spiritual message. Jim would play a simple hymn and explain the words to obtain the appropriate emphasis on certain words and phrases.

Jim Robertson is now organist at Delbrook Baptist Church and so the musical association between Tom and Jim Robertson and his wife Pauline has continued for 30 years of Church concerts and functions.

Tom has sung at many society weddings over the years. He has been called upon to sing at weddings and decades later has been recalled to sing at that same person's funeral.

While some have embarked upon the vagaries of a singing career, Tom centred his life around his automotive business and so made his singing a joy to himself and those he entertained. He has made many friends from Service Station days, from weddings, funerals, wartime entertainment and at church. Many have heard him sing, but have never met him. But of all those all agree that not only is there a unique richness of tone, but perhaps best of all a distinct clarity of diction that encourages everyone to want to join with Tom in the love of singing.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 7

PART 6

MARY AGNES CAPILANO

CHAPTER 7
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOCAL CHARACTERS
Researcher: Roy J.V. Pallant

PART 6 Mary Agnes Capilano

Introduction

Mr. Dashwood Jones was an educator who contributed significantly in composing teaching aids suitable for children and indeed adults. He was the grandson of Staff Sergeant Donald MacRae of the North West Mounted Police (later the Royal Canadian Mounted Police). Staff Sergeant MacRae represented the Canadian Government in some negotiations with chief Joe Capilano, Mary Agnes, Chief Joe Capilano and S/S MacRae became firm friends, a friendship that lasted until the deaths of Chief Joe Capilano and Donald MacRae.

The following text is an adaptation of the original teaching aid with the inclusion of a more detailed research version of problems with the Lekwiltok (Yaculta) tribe.

Permission was granted by Mr. Dashwood Jones for publication of the original teaching resource text for the District of North Vancouver Centennial "Story of a Community" exhibit. We are pleased here to utilize this oral history into part of the written history of the District of North Vancouver and thereby ensure its retention as a valuable part of the social history of the District and the Province of British Columbia.

Mrs. Mary Agnes Joe Capilano, of the Squamish Indians, who has been identified with the interesting and romantic history of the North Shore and the Province, can rightfully lay claim to the title of "Indian Princess of Peace" because she was the first child of a marriage which sealed by blood ties a peace that was never broken. For centuries before the White Man came to this part of the Empire, the Squamish and Yaculta Indians warred against each other without mercy, motivated by savage instincts of warriors trained to love their friends and tribesmen, but to kill their enemies on sight.¹

Two geographical names indicated the region from which these fierce tribesmen originated. YACULTA, located in the southwest corner of Quadra Island. This is the name of the Cape Undge Indian Village and is an Anglicization of the Comox

¹ Andy Paul, When Peace Came to the Indians, from "The Sunday Sun" Magazine Section, Vancouver, B.C. Sunday, March 9, 1940, p. 1.

peoples pronunciation of LEKWILTOK. The second name is YUCULTA RAPIDS, east of Sonora Island also named after the local tribe of Indians.

Captain Barret-Lennard, who published in 1862 an account of his voyage around Vancouver Island in a yacht, observed of the "Ucultas" (sometimes spelled Euclataws or Lekwiltok) that they were "reputed the worst Indians anywhere to be found about here, plundering and killing those of the northern tribes, whenever they met with them".²

Cape Mudge also marked the southern extremity of the Kwakwaka'wakw, the home of the Lekwiltok or more commonly in 1884, the Yaculta. Their village on the favourable west side of Quadra, a short distance from Cape Mudge and opposite the Yaculta Rapids of Discovery Passage and the present town of Campbell River, was called Tsqulotn, a Salish name meaning "playing field". It was known by others generally as Yuculta Village.

Yuculta is said to be derived from a Kwakwaka'wakw Indian word for a large sea worm which cannot be killed by cutting it into pieces, for the separate pieces go on wriggling off through the water, being unkillable.³

Sometime after the voyage of Captain George Vancouver, the Lekwiltok, bearing firearms, had pushed southward into Coast Salish territory, and between 1841 and 1846 and numbering about 4,000 including slaves, they established their village at Cape Mudge as well as other points on Johnston Strait.⁴

Without doubt, the Lekwiltok seemed to outsiders a fierce race. They exerted a strong territorial prerogative over Cape Mudge and nearby waters, including both sides of Johnstone Strait north to within 20 miles of Fort Rupert. They exacted tolls on northern Indians who passed Cape Mudge. They terrorized the Salish Tribes to the south and ravaged natives living on the Fraser near Fort Langley.

For this reason the master of the HMS Plumper thought them "a very warlike savage race, always fighting with their neighbours and mostly gaining the advantage."

Commander Mayne held a similar view, termed them "the Ishmadites of the coast, their band being literally against everyone's and everyone's against them."

² G.P.V. and Helen, B. Akrigg, BRITISH COLUMBIA PLACE NAMES, pp. 343 and 345 (Sono Nis Press, Victoria, B.C. 1988)

³ Akrigg, op. cit., p. 345.

⁴ Dawson, "Notes and observations on the Kwakwaka'wakw", p. 74. Taylor and Duff "Post Contact Southward Movement of the Kwakiutl", pp. 56-66. Helen Cadere "Dwakiutl" in Edward H. Spicer, ed. PERSPECTIVES IN AMERICAN INDIAN CULTURE CHANGE (Chicago Press 1961) pp. 435-54.

“The most wild and savage looking set we had yet seen” was Commander Prevost’s assessment. James Douglas, whose opinion is particularly to be respected, called them “decidedly the most daredevil, forward and saucy Indians he had ever seen”, “unreclaimed by the discipline or influence of the whites”.⁵

Because of the Lekwiltok reputation as “the worst of Indians” to be met with and because of the hazards of navigating the narrows, Cape Mudge acquired the dubious distinction as a “death hole”.

No one dreaded the Lekwiltok more than the Comox, the most northern Coast Salish, who had fought an unsuccessful action to prevent the Lekwiltok from invading their territory. These Salish retreated southward to make Comox Harbour their northern outpost on Vancouver Island, living there for a generation or two before HMS Grappler brought the first white pioneers in 1862. Northern Indians such as the Bella Bella and Haida also knew the power of the Lekwiltok. In the course of their summer visits to Victoria they had to run the gauntlet at Cape Mudge. Still the Lekwiltok’s reputation did not deter these northern tribes and their determination to reach the colonial capital or Puget Sound, their daring and their love for wandering won the admiration of at least one British naval officer.⁶

Marriage Ties Tribes

The Squamish and the Yacultas were gathered to publicly witness the Indian marriage of the son and daughter of two chiefs who had led their tribes in war, when Skauk-kulton, the Squamish Brave became the husband of Say-pul-kath, an Indian Princess, and their first child was in later years baptized “Mary Agnes”, now the widow of her equally illustrious husband, the late Chief Joe Capilano.⁷

Matriarch of Capilano Escapes Torrent

Centenarian Mrs. Mary Capilano Undaunted by Night Spell on River Sandbar
West Vancouver, Oct. 29 ... Mrs. Capilano lost her way while returning from a visit to the mausoleum raised for her famous husband, Chief Joe Capilano. When she tried to ford the river, she found that its flow had been altered by white engineers, and she was pushed into deep water. It was night, and the current very nearly got a fatal grip on her before she staggered out to a remembered trail. Exhausted and chilled, the century old princess of the Squamish lay semi-conscious for two days in her house on Capilano Reserve. But she wasn’t yet ready to join her husband, ... and she is up and about again today.

⁵ Barry, M. Gough, Gunboat Frontier, British Maritime Authority and Northwest Coast Indians 1846-1890 (UBC Press Vancouver 1984), pp. 130-132.

⁶ Prevost to Moresby Report: 7 June 1853, Admiralty Papers 1/5630 Y73

⁷ Provincial Archives of B.C.

The past week was one of worry and trouble for Mrs. Capilano ... friends told her that Chief Joe Capilano's tomb has been broken into by marauders who removed the wire screen and window.

The cemetery is on the north-west corner of the reserve, three miles from Mrs. Capilano's home on First Narrows. (*The Capilano River runs between Mrs. Capilano's home and the cemetery. Ed.*) With an Indian lad to aid her up the steep slope, she set out to inspect the damage. Night wasn't far off when she turned homeward. The lad had become impatient and slipped away.

Mrs. Capilano ... knew of a trail that would lead her to Marine Drive, and this she followed through the dark until it ran into a tangle of slashing.

Ahead of her she heard the chattering of the river, which hadn't then climbed to flood level. She struggled through the bush, guided by the sound of running water, and for all her hundred years, decided to wade across. She would have made the traverse without trouble, but ... near the far shore ... the river bank had been reinforced with a smooth log cribbing, past which the stream ran swift and deep. Feeling her way with the aid of two sticks, Mrs. Capilano turned downstream. In no time at all, she was shoulder-deep in chill water. Step by step she fought her way back along the cribbing. Her left foot became wedged between two stones, so she had to wiggle her toes out of her shoe. The same thing happened to her other foot. When she reached the shallows, she was wet through and too tired to continue. She rested most of the night on the shingle bar, without a fire, and at 4 o'clock in the morning, she hobbled home. Recovered by Sunday, she went to visit friends at Mission Reserve, North Vancouver.⁸

Apropos of this brief association with royalty, (Chief Joe Capilano headed a delegation to King Edward VI) it is interesting to recall that a few years ago, while Chief Mathias (Mrs. Capilano's son) was away from home for the day, his home on the reserve was completely destroyed by fire. The fire was very rapid in its work and those of the family in the house barely escaped with their lives. His mother, (Mary Agnes Capilano), was asleep upstairs at the time and had a particularly narrow escape. Only three articles were saved from the flames and the old lady herself saved these. They were the pictures of Queen Victoria and two framed autographed photographs of King Edward and Queen Alexandra, which had been given to Chief Joe when he visited Buckingham Palace. Despite the danger in which she found herself, Mrs. Capilano would insist on tearing these from the wall where they were hanging.⁹

⁸ The Daily Province, Vancouver, B.C., Tuesday, October 29, 1940.

⁹ From an article "Chieftness Mary Capilano" by Noel Robinson in the CANADIAN GEOGRAPHIC JOURNAL #13, pp. 152-159. July 1936 (unabridged)

My object in writing this further letter is to take issue with Mr. Ball, the Indian Agent – as expressed in his letter in reply to mine – in the matter of Mrs. Capilano's age, which I place at 104 or 105 and which he estimates at about 90. This is a matter of some historical interest. It may be recalled that I based my estimate of her age upon her very detailed memory of a dramatic incident, when she was taken, as a very small child by her parents to Fort Langley, which was destroyed by fire in 1840.¹⁰

North Vancouver – Mrs. Mary Agnes Joe Capilano, aged and revered princess of the Squamish tribe, lay in state this morning before the high altar of the twin-spired St. Paul's Church, which many years ago she helped to build with her own hands on the site of her original home on Mission Reserve.

Tribesmen from more than a hundred miles up and down the coast and from interior points of the province attended the 9 o'clock Requiem Mass, celebrated by Rev. H.F. Dunlop, OMI, to honour their dead princess in three tongues, English, Indian, and Latin.

It was a fitting climax to more than 100 eventful years of life, which ended at 5 p.m. in her Capilano Reserve home.¹¹

Despite teachings of the white people, Mary had her own views on religion. When asked to which church she belonged, she answered, "Old Mary no'ligion just on Sagh-a-lie Tyee (God)."

Mary Thornton was a well known artist who painted a portrait of Mrs. Capilano and in the process came to know and admire the old lady.¹² The currents in the middle of ... (Burrard) Inlet, are extremely dangerous, especially when the rip-tides are flowing. Few white people would care to be caught in them, but they didn't mean a thing to old Mary. The stout timber of her old dugout (canoe) took them like a salmon at play. The sea was in her blood. She was as much a part of it as the fish that leaped at the stroke of her paddle or the gulls that screamed over her bare grey head. She knew it as a mother knows her baby and had just as much control over it. Fear was no part of her philosophy. Mary had a mind of her own, as may be imagined. When she grew aged, her people tried to reason her out of her hazardous expeditions across the Inlet. Her prompt response was to plunge into the turbulent tide. She would show them – the young upstarts! She chose a wild and windy morning to demonstrate her skill, in defiance of anxious relatives and ominous

¹⁰ From the "Letters to the Editor" The Vancouver Province, June 17, 1939, p. 11. From Noel Robinson. Mr. Robinson was the curator of the Vancouver Museum and an old friend of Mrs. Capilano.

¹¹ Vancouver Sun, December 19, 1940.

¹² Mildred Valley Thorton, INDIAN LIVES AND LEGENDS, Mitchell Press Limited, Vancouver, Canada, 1966, p. 118.

weather. Whitecaps were racing madly over the deep blue-green of the boisterous water.

They leaped joyfully at her dugout, and Mary's stalwart heart swelled with exaltation as she met the onslaught, bouncing like an autumn leaf on the crest of the billows. She knew every vagary of the currents and steered her clumsy¹³ craft with incredible speed and dexterity till one mighty comber, too quick even for her expert seamanship, caught her broadside and over she went into the rushing waters.

Never daunted, the old woman gave herself up to the motion of the sea and allowed herself to be washed up on the sandy beach with the incoming waves.¹⁴

An Outline of the Life of Mrs. Mary Agnes Capilano

Mary Agnes Capilano was the last link with the period before white settlement began. Her grandfather welcomed Captain Vancouver to the Pacific Coast. She was born at Potlach Creek on Howe Sound, probably somewhere between 1837 and 1857. Her age was in doubt; some people who knew her well argued that at her death she was one hundred and eight years old. She was the granddaughter of Paysmauq, the most famous of all Squamish Chiefs of the Coast Salish. Mary Agnes was possible the daughter, more likely the granddaughter of a Yaculta princess. She was named "Lay-hu-lette" which is translated as "Beginning of the World," an old family name which nobody else could use. She married a Squamish man called Sahn-luk in New Westminster. Her husband became Chief Joe Capilano of the Squamish Nation.

When the North West Mounted Police, (later the Royal Canadian Mounted Police), came west of the Rockies, Staff Sergeant Donald MacRae represented the Canadian Government in some negotiations with Chief Joe Capilano. Mary Agnes, Chief Joe Capilano and the Mounted Police officer became firm friends, a friendship that lasted until the deaths of Chief Joe Capilano and Donald MacRae.

For many years after her husband's death, Mary Agnes, who was fiercely independent, supplied fresh clams to the Hotel Vancouver chef, who would deal with no one else. She delivered her shell fish by dugout canoe from the North Shore to Vancouver. During the 1930's her family tried to convince her she was getting too old to take her dugout canoe across the harbour. She set out on a blustery day to prove how wrong they were. The canoe tipped over off Brockton Point, but she allowed tide and current to carry her to the beach, righted her dugout, and completed her journey.

¹³ The Indian cedar dugout canoe, by the way, is anything but clumsy. Over the centuries, the Native craftsmen had evolved what Naval Architects point out is the most effective form for the purpose.

¹⁴ *Other accounts describe how Mary Agnes righted her canoe on the shore, tipped out the water, launched it, and paddled back to her home. Ed. Mildred Valley Thornton, Op. Cit. INDIAN LIVES AND LEGENDS, Mitchell Press Limited, Vancouver, B.C., Canada, 1966, pp. 122 and 123.*

Some years later her home burned down with the elderly Mrs. Capilano in an upper room. She delayed her escape until she had rescued three portrait photographs: Queen Victoria, and two autographed photographs of King Edward and Queen Alexandra. These were the greatest treasures of her late husband from his visit to London in 1908.

In October, 1940, Mrs. Capilano (now at least 83 and possibly 20 years older than that), went to see her husband's mausoleum off Keith Road above the present Park Royal shopping centre. On her way back, she recalled an old ford across the Capilano, and waded up to her shoulders across the river. She lost her shoes but made it to the other bank, and then walked more than a mile to her home. After two days rest, she was visiting friends in North Vancouver. On December 15, 1940, she died.

Mr. Dashwood-Jones,¹⁵ grandson of Staff Sergeant Donald MacRae of the Northwest Mounted Police wrote of his grandfather and Mrs. Agnes Capilano and himself.

My grandfather had been a Staff Sergeant in the old North West Mounted Police. That force became the Royal Canadian Mounted Police. He had come west with the first detachment of the force to cross the Rockies under the famed Superintendent Steele, who later became General Sir Sam Steele. Grandpa acted as a representative of the Canadian Government in some early negotiations with the Squamish Nation. That was how he came to know Chief Joe Capilano and his wife Mary. Their friendship lasted until the death of Chief Capilano and, later, of my grandfather.

After the death of her husband, Mary Agnes regularly dropped in to chat with Grandpa about the old days, and I looked forward to seeing the old lady. As far as I can remember, I was around four when I first remember her, and those visits continued until my grandfather's death when I was eight.

I first remembered Mary Agnes Capilano as a big woman wearing a blanket as a shawl and a long, heavy black skirt. She came stomping up the back stairs to the kitchen calling out, "Hullo, Skookum Mac. It's Mary Agnes." She had come as usual to have her lunch and talk to Grandpa, her old friend.

It must have been her regular day to bring clams to the kitchens of the big hotels. In the early morning, she had paddled across the harbour in her old cedar dugout canoe to sell her sacks of clams to the chefs. They depended on her for absolutely fresh shell fish. Then, when she had finished her rounds by early afternoon, she came to our home for the lunch that my grandmother had kept hot on the stove for her. After she had eaten, she would settle down for many cups of strong, sweet tea and a long gossip with my grandfather who had remained at the table after lunch, waiting for her.

¹⁵ Dashwood-Jones, op. cit.

I thought that Mary Agnes was the most wonderful person, partly because she spoke to me as if I were an adult on the same level as herself. Talking to children like that seemed to be the custom among many of her people. When I told her what I was doing, she listened gravely and asked serious questions. She was quite unlike many of the other grown-ups who came to the house. They either ignored me, or asked me stupid questions about what I did at school that day, and then made jokes about anything I said.

Also, I must confess I loved Mary Agnes because she brought me unique, hand made toys which were the envy of my friends because they were not mere "store bought" things which anybody could have. At various times, she brought me hand carved little dugout canoes, complete with paddler, a long house, and even a birchbark tepee among other things. The tepee, I learned later, had been copied from the canvas tepees used by the Indian bands who came up from Washington to visit.

At some point, I broke one of the hand carved toy dugouts. I had been instructed to show the broken toy to Mary Agnes and apologize for not taking better care of it. Of course my family could not guess how valuable those toys would become, but they really realized the work and the kindness that lay behind the gifts. Mary Agnes endeared herself to me by shrugging off the whole matter as of no importance. They were toys, weren't they? And toys were made to play with, and sooner or later things to play with get broken. I thought that was tremendous.

The lunch part needs some explaining. As I told you, Mary Agnes made part of her income by supplying fresh clams once a week to the chefs at several of Vancouver's best hotels. The clams were always fresh, only hours out of the water, always the best, and always clean. She finished her rounds about 2:00 p.m. and then headed for our old house in the West End, which was only a few blocks from the old Immigration Dock where Mary Agnes moored her cedar dugout canoe.

Because it was lunch time for her and because the home of her old friend Skoocum Mac was on her way, she came in to visit and have a meal. Had my grandfather been anywhere near her home at meal time, she would have been insulted if he had not come in to share whatever was cooking. You see, Mary Agnes and Grandpa shared the same ideas about guests and meals. The Indians of her generation and the Highland Scots of his were very much alike in their iron rules of hospitality. If you came to their homes anywhere near mealtime, you were fed. It was as simple as that. When Grandpa was a mounted policeman, he had enjoyed the hospitality of Mary Agnes and Chief Joseph Capilano many times. So, as long as Mary Agnes chose to come to his home, there would be a welcome and a meal waiting for her.

This matter was by no means one-sided. Mary Agnes brought me toys, but from

time to time she brought presents for my family. She would bring baskets of berries in season, and how I wished we had kept those beautiful baskets. Only one of them survives. They're museum pieces now. Sometimes there was a bag of small ribbed clams which my grandfather referred to as "cockles," and sometimes a salmon. The "cockles" I remember with delight. Steamed and dipped in melted butter and eaten from the shell, they were a gourmet dish, and Grandpa was positively addicted to the broth that remained in the bottom of the huge bowl in which they were served. In return, Mary Agnes took away tea and sugar, carefully packed in biscuit tins, washed and pressed items of warm clothing, and occasionally, when we were greatly in her debt, a blanket. There was a strict protocol about these exchanges of gifts. They were always set out on the table without comment, and they had to be in proportion. The idea was that neither party must be embarrassed by a gift that could not be reciprocated.

Mary Agnes spoke quite adequate English, and she spoke at least two native languages as well as Chinook. That was the trading language of the Coast tribes. Grandpa could speak Chinook, and he and Mary Agnes alternated between English and Chinook over their cups of strong tea. Looking back, I think the Chinook part of the conversation was mostly gossip about the Indians and whites they knew. Probably much of it was scandalous, because Mary Agnes would frequently throw back her head and roar with laughter, and my grandfather would snort and chuckle, which was as close to laughter as he was likely come. Neither Grandma nor I nor the other members of the family knew more than a few phrases of Chinook, so their stories remained secret.

When I first met Mary Agnes, I was instructed to call her "Mrs. Capilano". But the first time I did this, she laughed uproariously and told me to call her "Mary Agnes". And so I did, but with no lessening of respect. I chattered away to her about my playmates and about starting school, and she told me about her trips across the harbour in her dugout canoe, about clam digging, about berry picking and the bears she encountered, and a hundred other strange and fascinating events which were commonplace to her and wildly adventurous to me.

Oh yes! The old Hotel Vancouver at the corner of Granville and Georgia Streets had a porte-cochere on Georgia with a curved driveway marked off with a low, two foot granite fence. Often in summer, Mary Agnes would sit on the Granville Street side of the low granite wall with a display of woven cedar baskets to sell. I remember one sunny day walking up Granville with Grandpa when we spotted Mary Agnes. Grandpa squatted down on his "hunkers", as he would say, and began chatting away with Mary Agnes in Chinook. He was completely oblivious to the crowd swirling around us. I wonder now what the passers-by thought to see that tall old gentleman, in his hard straw "boater" hat, a dark suit, immaculate white, starched shirt front, wing collar, and tartan bow tie, talking earnestly in some strange tongue to an elderly, shawl carved, Indian lady. Her handsome, impassive face, looking almost carved, would occasionally break into infectious laughter, and the small boy would be listening intently to all that went on.

Well, I wasn't allowed to take up too much of her visit because she had come to talk to her old friend Skookum Mac. "Skookum Mac" meant "Big Mac". Grandpa stood well over six feet and was still straight as a ramrod. They wanted to talk about the early days here on the coast. I realize now that it was a period they both looked back on with great pleasure and infinite regret. They knew that it would not come again.

Then too, I didn't speak Chinook, although Mary Agnes taught me such expressions as "Halo kumtuks" meaning "I don't know anything" (about that). I found that one a very useful phrase when I had broken something. I learned that "iktahs" meant "goods or belongings." For years, I had a big toy box labeled "IKTAHS". And, of course, I learned to say "Klahowya" for "How do you do?" or "Good-bye."

Mary Agnes had a terrific sense of humour, and she certainly didn't take herself too seriously. When I was six, my cousins in Alberta sent me a wonderful feather head-dress; not a genuine one, of course, but a toy. It had goose feathers in seven or eight colors and it hung down my back at least two feet. I couldn't wait to show it to Mary Agnes. On her next visit, I paraded in demanding to know whether or not I looked like a real Indian brave. Mary Agnes nearly choked holding back her laughter. She finally explained to me, with the help of Grandpa, that 'real Indians', meaning her people, the tribes of the Pacific Coast, didn't wear such things. Feather head-dresses were something that Plains Indians wore, and she didn't think much to it. She told Grandpa that her son wore a feather head-dress and buckskin jacket as a private joke on the tourists who didn't believe a chief was a real chief without all this decoration. Apparently the admiring comments by visiting whites on her son's head-dress were a source of great, secret amusement to Mary Agnes and her friends. The native dress of her people had been hats and cloaks of cedar bark, beautifully woven and quite water proof.

I shall always be grateful that the first member of her race whom I learned to know was so worthy of affection and respect. It made a profound impression on me as a child and inoculated me against the stupid prejudices that I encountered as I grew older. Many people look at those from a different culture and either idealize them or dismiss them. Knowing Mary Agnes made me value people for what they are.¹⁶

¹⁶ Dashwood-Jones, op. cit.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 7

PART 7

E.O. PERKETT
From Hand Tools to Machine Tools

CHAPTER 7 DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOCAL CHARACTERS
Researcher: Roy J.V. Pallant

PART 7 E.O. PERKETT - From Hand Tools to Machine Tools

John Rodger Burnes, Surveyor and Historian of North Vancouver once observed that he always took a historical interest in newspaper advertisements. He liked timber sales notices and the calls for tenders by British Columbia Hydro which always mentioned tiny remote places where power supply work was planned.¹

One day he saw an advertisement for a timber sale by the B.C. Hydro Forestry Department on Jervis Bay Inlet on Marasipina Strait and Texada Island on the coast of British Columbia. The advertisement was of no particular significance but the timber was described as starting at Perkett Creek.

J. Rodger Burnes recalled that this was the French-Canadian shingle cutter who came to North Vancouver in the spring of 1899 with only a crosscut saw, an axe, sledge and wedge, and an order for supplies from the City Grocery in Vancouver.² He contacted Burnes' brother, who at that time owned the land at the north-east corner of Twelfth Street and Lonsdale Avenue. His brother gave Mr. Perkett permission to build a shack on this corner.

Mr. Perkett split shakes and out of the timber just lying around, built a shack. Here Perkett and his wife Susan lived for a time and he was out every morning at 5 a.m. day after day going to work cutting shingle bolts for the Hastings Shingle Company.

Mr. E.O. Perkett became concerned with the poor state of repair of Twelfth Street as he travelled each day and petitioned to the 1904 Council of Reeve Jim Gill to take action. He also pro-actively offered a tender to repair Twelfth Street.

So it was, that at the regular council meeting of August 3, 1904 a motion was made by Councillor Keeley seconded by Councillor Pat Allan that Mr. E.O. Perkett's tender be accepted to repair the surface of Twelfth Street at a price of \$14.00 per 100 feet.³

¹ Burnes. J. Rodger, *Saga of a Municipality 1891-1907*, p.45 and segments of Interview with J. Rodger Burnes recorded in an undated cutting of the *Vancouver Sun*, circa 1954. Original held in file of researcher.

² City Grocer owned by the McNair Brothers.

³ District of North Vancouver Minutes of council meeting August 3, 1904, p.284 of original Minutes Book. Reeve Gill, Councillors Keeley, A.D. Nye, Pat Alland and P.N. Thompson.

Back in 1900, E.O. Perkett had written to the Council asking for Keith Road to be opened above Victoria Park as he had started a house there. He received the contract to open the road, but then A.D. Nye asked for access to Lonsdale. It was decided that the route should be opened by way of Keith Road through Victoria Park, so Mr. Perkett took on the contract. But this contract was for a limited number of feet, the measurement was to start at Mr. Nye's lot. Any over the value of the contract was to be left out. So in fact the road was to start nowhere and end nowhere. Neither A.D. Nye or E.O. Perkett were satisfied with the access road to serve both their lots.⁴

Mr. Perkett was a hard worker and saved his money so that in a short time he had sufficient to buy land for himself facing the north side of Victoria Park, east of Lonsdale Avenue between Eighth and Upper Keith Road. His home was on the south side of Eighth.

One, Mr. Leroux, took over the shack from Mr. Perkett and lived there for three or four years. He was also a French Canadian shingle bolt cutter, but he was a little late arriving in North Vancouver and according to J. Rodger Burnes, he did not do as well as Mr. Perkett. Both gentlemen were hard working pioneers in the best way. Good citizens ready to help in the community affairs.

Perkett, for the chance of doing better, bought a few cows and in no time had a large herd of dairy cows and sold milk around the municipality. With the money he saved at this occupation he was able to buy a logging operation up in the Jervis Bay area. Mr. Perkett did very well and acquired a sawmill as well as the logging camp.⁵

Eventually the creek near his camp acquired the name from him. Hence Perkett Creek that runs into Jervis Bay.

⁴ Burnes, op cit., p.46.

⁵ See also J. Rodger Burnes, op cit., p.94 & 45.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 7

PART 9

GEORGE WAGG
of Wagga Wagga, DL 801

CHAPTER 7
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOCAL CHARACTERS
Researcher: Roy J.V. Pallant

PART 9 GEORGE WAGG of Wagga Wagga
District Lot 801

In 1903 George Wagg had purchased DL801 which stretched across the rough narrow track, frequently blocked by several fallen trees, which became Lonsdale Avenue. Wagg's property was long and narrow; just a block wide and ran from the eastern end of what is now the parking lot of the Municipal Hall of the District of North Vancouver to the west and the centre line of St. Georges Avenue to the east. It was bounded by Queens Road to the north and 29th Street (the skid road to the south).

While it was difficult to struggle on foot up the steep slope of Grouse Mountain continuously from the waterfront 2 1/2 miles south on Burrard Inlet to this heavily forested area which became North Lonsdale, the first commercial road - as opposed to civic road, passed by immediately alongside the southern boundary of George Wagg's property and had done since it was cleared around 1870. This commercial road ran from the area of the rock quarry on Dempsey Road west of Centre Road (now Mountain Highway) in Lynn Valley, continued south to Princess Park Pond and up to Tempe Crescent and around the peak of 29th Street to join 29th on the west side of the peak at a point just below St. Kilda where Wagg Creek crosses 29th from the mountains to the north. It then ran west along the Wagg property to just before Chesterfield Avenue where it made a wide curve north to join Chesterfield Avenue, then south to the ramp at the foot of the skid road at Burrard Inlet. The long curve was necessary to allow sufficient turning circle to accommodate the transfer of 160 feet long logs hauled by a team of eight oxen. Not only were the logs and spars for ships masts long, but the oxen were not too dextrous at turning corners on the whale oil greased skid roads with their split shoed cloven hooves and could not, or would not, turn a sharp corner.

George Wagg was not alone. John Cowan had settled in 1881 on DL880 at what is now the top of Prospect Avenue. David Ferguson was John Cowan's immediate neighbour and Bill Eggie pre-empted DL617 on what is now Delbrook with Silverdale and Evergreen being the boundary. This curve undoubtedly was the reason why George Wagg's western boundary terminated at that point ie. to accommodate the similar curve on the track coming from the skid road at Westview. An ox shoeing blacksmiths shop belonging to Deitz Moody & Nelson of Moodyville existed at a point three blocks above North Star School on Mahon at Norwood in the midst of the forest. There was in 1918 over 300 worn shoe halves for oxen, piled outside according to Harvey Brundage, a logger who lived at 2600 Western.¹

¹ (Interview Wednesday, April 17, 1996).

George Wagg, from 1903 onwards would come to the District of North Vancouver for weekends with his son and according to John Rodger Burns (North Vancouver 1891-1907) had fenced in an acre or so east of Lonsdale (opposite Colour Your World store) where he had planted a garden and an orchard which, in part, still survives in the present garden of Mrs. Georgina Goodmurphy whose house is at 119 East Queens Road to the north of the Wagg property.²

George had a flour, hay and feed store at 912 Main Street, Vancouver near the Canadian National Railway (later Via Rail and now 1996 Greyhound Bus Station).

On March 8, 1907 George Wagg offered land to the District Council to connect between Lonsdale and Durham Avenue.

On September 3, 1910 the shack on his property was broken into.

Through the Wagg property east of Lonsdale flowed a creek which was officially nameless until 1985 when by representation to the District Council by Roy J.V. Pallant, the creek was officially named and registered in Victoria as Saint Martins Creek to commemorate the 75th Anniversary of St. Martin's Anglican Church on Windsor Road just north of George's property.³

While Saint Martins Creek flows through the Wagg property it must not be confused with Wagg Creek which is located east of St. Andrews several yards east of the termination of DL801. George Wagg had visited the North Shore for some years. The name Wagg Creek came from a mining claim he made also in 1903. He had purchased all DL801 by 1905.

On October 15, 1909 the local "Express" newspaper contained an advertisement reading:

"Wanted 100 cords of wood cut. Apply to George Wagg, 116 Hastings Street West, Vancouver or before 7.00am and after 8.00am at the corner of Lonsdale and 25th Street."

In addition to the horse feed and harness store at 912 Main Street, Vancouver, George had a grocery store of some significance at 116 Hastings Street West (Downstairs Telephone 581).

On October 27, 1911 the "Express" of that date announced:

"FINE OPPORTUNITY FOR ANYONE WISHING TO START A FIRST CLASS GROCERY

Gun Powder Plot Day, the 5th of November, my business will be shuttered to the public; landlord doubling the rent and until then we shall sell groceries at wholesale cost at the store.

All fixtures for cheap sale: six counters, six show cases, 1 coffee grinder, 125 feet of shelving, 22 grocery bins, 6 pair of scales, 1 electric sign, 1 delivery wagon with

² He would at first likely row the 2 miles across Burrard Inlet, Later he would be able to catch a ferry boat.

³ Roy J.V. Pallant, The History of Saint Martins Anglican Church, North Vancouver, footnote 23.

cover, 2 second hand cook stoves suitable for logging camp, 1 butter refrigerator, 2 cash registers and 1 refrigerator and other articles too numerous to mention."

On January 26, 1912 George Wagg offered a drinking fountain to be installed on what was then *the upside-westside of Lonsdale, between 29th Street (NW corner) and West Queens Road, and was accepted by the Council of the Municipal District of North Vancouver. The trough was offered "To refresh both man and beast on the long haul up Lonsdale Avenue". A number of horses had died of heart failure on-route up the hill.⁴

At that same time, George planted eight chestnut trees on either side of Lonsdale Avenue.⁵

The fountain was located outside what is now "Colour Your World" a paint store, 2925 Lonsdale Avenue. Unlike the horse trough on the west side of Lonsdale at Victoria Park which if formed of concrete like the trough recently (1995) restored and recommissioned at Lynn Valley, the Wagg fountain was built of stone and could be considered a work of art. The fountain/ horse trough was located in a spot about the middle of the curb lane or west lane of Lonsdale Avenue. Therefore, in the widening of the westside of the road in 1956 the community of North Lonsdale, lost the fountain, the trees on the westside of the road and the site of both culturally pleasing features.⁶

In 1912 George built a house in place of his required (for Municipal taxation purposes) shack and called the house and associated complex "Wagga Wagga". The entrance to George Wagg's house had property on what became Lonsdale Avenue and was heralded by a large twin gate with the title over the gates.⁷

By 1916 George had chicken runs on the property with a capacity of 500 birds. In "The Express" of June 23, 1916 he advertised to sell 250 Wyandottes, Rhode Island Reds and White Leghorns.⁸

By July 28, 1916 he had leased his property for three years to a Mr. Marcus who, it was expected would raise fruit from the several hundred young fruit trees there, and raise chickens in the runs still accommodating 500 birds.

⁴ Municipal Minute Book No. 2 of the District of North Vancouver.

* Traffic direction changed over in January 1922.

⁵ Three trees on the east side of Lonsdale only remain in 1996.

⁶ At Keith Road

See photo by Jim Galozo, life long resident.

⁷ Now demolished, replaced by a second house and how replaced by a strip Mall containing a popular 7-11 convenience store.

⁸ On the site of the chicken manure heap at the side of East Queens Road is a grass covered mound in front of 119 East Queens Road which provides a dense show of Snow Drops every spring.

Later George, returning to his property kept 15 horses which grazed in his orchard to the east of Lonsdale and more especially the section west from Lonsdale to beyond Chesterfield just below the Christie House, located at 267 East Queens Road, built in 1911 and adjacent to "French's Field". The horses were rented out to people ascending Grouse Mountain from the top of Lonsdale Avenue and the saddle horse trail which ran from the east end of Rockland where it intersects with Lonsdale. Percy conducted rides for children on the Wagg property. All horses were in the direct charge of Percy Blair who, after leaving North Star School had gone to work as a cowboy at the Penatan Ranch, 20 miles outside Kamloops. Percy was pleased to obtain a steady job as a horse wrangler close to his relatives who lived on Connaught Avenue and Kings Road East. Harvey Brundage advised that Percy's father was killed in World War 1, hence the need for him to find work wherever available.⁹

To commemorate and respect the civic and local development contribution of George Wagg in the North Lonsdale, a park on the westside of Lonsdale Avenue south of 23rd Street is named as Wagg Park. It is a small but picturesque space below the level and traffic noise of Lonsdale Avenue and is opposite the Lawn Bowling Greens and what was formerly the site of the Agricultural Hall. The park contains a section of St. Martins Creek flowing from the north-east to south-west. Wagg Creek flows into it by way of a bubble-up device to avoid flow resistance and back wash on Wagg's Creek.¹⁰

By 1933 George Wagg, continuing his flour and feed business at 912 Main Street, City of Vancouver, now lived just two doors away at 914 Main Street, Vancouver.¹¹

⁹ Harvey Brundage, see Chapter 7, Part 8 of this work entitled Uncle Harvey - Logger, who attended North Star School with Percy. This was in 1922, therefore thought the name of George Wagg does not appear in the street directories of North Vancouver at least until 1922. See note below.

¹⁰ North Lonsdale was a separated community within the District of North Vancouver between May 1, 1912 to July 1, 1946 when it became Vancouver - North Lonsdale.

¹¹ There is the possibility that George Wagg and his son came from either Featherston or Masterton, New Zealand. Letter dated July 23, 1995 from Mrs. Elizabeth Donald of Papakura, N.Z. Research continues with the Wagg family in Papakura, N.Z.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 7

PART 10

**CAPTAIN W.C. GLADWIN AND
THE GLADWIN HOUSES**

“The Lonely Sisters” - 254 and 260 East Keith Road

CHAPTER 7
DISTRICT OF NORTH VANCOUVER
DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOCAL CHARACTERS AND OUTSTANDING PERSONALITIES
Researcher: Roy J. V. Pallant
PART 10 CAPTAIN W.C. GLADWIN AND THE GLADWIN HOUSES
"The Lonely Sisters" - 254 & 260 East Keith Road

Researcher's Note:

While the Gladwin houses are located in the City of North Vancouver it was thought appropriate to include this chapter part under Characters and Outstanding Personalities for the following reasons:

- a. Wynard Charles Gladwin was well known in British Columbia for his expertise in the training of militia groups which were very popular in the early twentieth century after the poor showing of the British and empire forces against the Boer farmers in South Africa and the the subsequent reforms in the British Army by Lord Haldane;
- b. At a time when forestry, sawmills and shingle mills were extremely important economic entities, the resulting friendly association between C.W. Gladwin and James A. McNair, "Shingle King of British Columbia" provides a fine insight into character and business ability of both individuals;
- c. The fact that C.W. Gladwin had risen as rapidly as constitutionally possible through the executive committee of the Provincial Conservative Party made him a well known figure, indeed, with his military bearing, a model for such a position;
- d. Cuthbert Gladwin and his wife Mary, in their electrical appliance sales and repair business, were both well known in the the North Vancouver area as were Robert Gladwin and his wife Judy at the Pemberton Shell service station in Lower Capilano.

The story of "The Lonely Sisters" and the people who lived in them is therefore of essential interest in the history of both the District and the City of North Vancouver.

Captain W.C. Gladwin

The very interesting story of these two houses which were built in 1908 and owned by the Gladwin family for 78 years, must begin with the reason why they were built; the posting of Captain Wynard Charles Gladwin to Vancouver, as Provincial Fire Warden.

Captain W.C. Gladwin was born in Nova Scotia on August 3rd, 1869, the son of Arthur Stanhope Gladwin and Louise Gladwin.¹

¹ Who's Who & Why, Parker, C.W., Edit, Vol. 3, International Press, Vancouver, B.C.

He was educated in public schools in Middle Musquodobolt, Nova Scotia and commenced his career as a Prairie Farmer when he came west, leaving his native place in 1888.²

Captain Gladwin took a shortened course at the Royal Military College in Fredericton, New Brunswick and served four years in the 78th "Colchester" Battalion Highlanders, in Nova Scotia, and on August 2, 1897 was promoted to 2nd Lieutenant.³

In the year 1898 Captain Gladwin came to British Columbia and took up residence in Kamloops, where he was for several years a member of the City Police Force.⁴

For three years he was a founder member and Captain of the Kamloops District Rifle Association, which was formed in July 1902 with forty-four members on the roll. At the election of officers, W.C. Gladwin was unanimously voted Captain and instructor of the Association and remained in that position from 1903, 1904, 1905 and 1906, resigning in April 1906 to move to Vancouver as Provincial Fire Warden. He was highly commended in his command of men and his proficiency as an instructor of marksmanship and Infantry Drill.⁵

Captain Gladwin was previously in 1899 to 1900 an officer and instructor in military drill in the 102nd Regiment Rocky Mountain Rangers.⁶

Traditions were always closely allied with the Conservative party. His father, Arthur Stanhope Gladwin, early in 1914, received recognition from the then Dominion Government for services rendered during the Fenian raids. On arrival in Vancouver he joined the Conservative Party, became Secretary in 1909, was elected Vice President in 1911 and in February 1913 was unanimously elected to the Presidency. This was indicative, not only of his personal popularity, but likewise of the fact that he had with him the hearty support of a membership in whose ranks harmony prevailed.⁷

² North Shore Press, February 14, 1913.

³ Who's Who & Why, op. cit.

⁴ North Shore press, February 14, 1913, op. cit.

⁵ Letter, September 15, 1914 from John F. Smith, Secretary/Treasurer, Kamloops District Rifle Association.

⁶ Letter, October 23, 1914 from Lt. Col. J.R. Vicars, Commander in Chief, 102nd Regiment, Rocky Mountain Rangers. See photograph of W.C.G. in uniform.

⁷ Henderson's Street Directory listed under Political Organizations.

His long term membership of the Conservation Party and his militia background, highly popular following the Boer War placed him in good stead for high level positions. He was appointed Provincial Fire Warden in 1906 being mainly concerned with good order in forest practice and in the many sawmills throughout the Province. In 1914 he became Provincial Inspector of Railways.

In all of this W.C. Gladwin was married to Charlotte Rose Bayer, also of Middle Musquodobolt, Nova Scotia.

Apart from rifle shooting W.C. Gladwin was keen on playing lacrosse and again, rather importantly, he and his family were strong in the Presbyterian Church.

When W.C. and his family came down from Kamloops they at first lived in Vancouver, since the Provincial Fire Warden's office was at 429 Pender Street, Vancouver.

Benson Gladwin, a carpenter and house building contractor was already a resident of North Vancouver, living at 225 Tenth Avenue East, immediately east and almost opposite St. Andrews Presbyterian Church. It was Benson Gladwin who introduced his brother Arthur Stanhope Gladwin to the congregation, and in particular to James A. McNair, who at that time was president of his family business, Hastings Shingle Manufacturing. McNair was either Director or President of several companies and an owner of saw mills in Washington State, U.S.A.

James McNair was particularly interested in welcoming a fellow Presbyterian who happened also to be Provincial Fire Warden issuing safety permits to sawmills and further, was obviously influential with the local Conservative Party.⁸

The Housing Site

In 1906 James A. McNair decided to build a family home on Upper Keith Road, the first public⁹ road on the North Shore. It was just east of Victoria Park and on a site occupying the city block between St. Georges and St. Andrews Avenues. It commanded a view of the North Shore Mountains, those on Vancouver Island, English Bay and its ships, Vancouver Harbour, and his own giant mill on the south shore, just to the east of the City of Vancouver.

The McNair house was in fact fronted on East Sixth Street to provide the view to the south from open balconies and large windows. But James also owned the land on the north side of Keith Road to ensure a view of the North Shore Coastal Mountains. It was therefore agreed between James McNair and the Gladwin family that they should purchase: (a) District Lot 274, Block 108, Lot 22 with later

⁸ See James A. McNair Brothers, Chapter 8, Part 8 of this work.

⁹ As opposed to commercial logging roads.

assigned cadastral number 254 East Keith Road to be occupied by Wynard Gladwin and his wife Charlotte Rose; (b) District Lot 274, Block 108, Lot 21 was later assigned cadastral number 260 East Keith Road to be occupied by Arthur Stanhope Gladwin.

Both of these lots were purposely opposite but to the north-east of the James McNair residence for all the McNairs to enjoy the view of the North Shore Mountains while allowing the Gladwins' a fine view of Vancouver Harbour and the Olympic Mountains of Washington State.

Apart from the view there was something else the two families shared: the land between them, St. Andrews and St. Georges Avenue as elsewhere in North Vancouver, is full of significantly sized glacial erratic boulders, some six feet in diameter. These resting on or just below the the soil's surface were deposited by one of the several glaciers which in this case deposited a toe in the bay formed at the discharge of Mosquito Creek.¹⁰ These boulders were at that time left in place partly because the horse teams available were not equipped to remove or transport objects of this weight and shape. A second reason for leaving the boulders submerged was that being heavy and on a slope, they were subject to movement which loosened the soil and resulted in the outstanding growth of fruit trees in that area.¹¹

This fact was proven on the McNair property from 1908 onwards when one Archibald Gilmour¹² who was retained as a gardener by James McNair from that time and who successfully cultivated Red Victoria Plus trees with 8" diameter trunks and Black Tartarian Cherry Trees with 10" diameter trunks. It is therefore most likely that Archibald Gilmour became at least advisor to the Gladwins on matters horticulture.

Since Benson Gladwin had in 1910 built a group of houses on East Tenth Street which became 225, 227 and 231, it was logical that he would build two very similar houses for his relatives in Keith Road. The configuration of the joint lot allowed the two houses to enjoy a 42 feet space between them. The assessment price for 254 was \$2,400 and for 260 was \$3,000.¹³

¹⁰ The present site of Mosquito Creek Marina.

¹¹ James McNair, op. cit. p. 15.

¹² Archibald Gilmour, uncle to William Gilmour, long term resident in Lynn Valley and Principal of Lynn Valley Schools.

¹³ These three houses remain well preserved and retain virtually all of their original charm and character. See City of North Vancouver Heritage Inventory 1989, p. 26. (Note: the name of the builder has been erroneously reversed as Gladwin Benson.)

The road surface were known locally as “The Lonely Sisters” and in later years just “The Sisters”¹⁴ as other houses were built nearby.

The Environment

At the time of building, the city of North Vancouver was described as being ideally situated on the North Shore of Burrard Inlet, directly opposite the City of Vancouver from which it is about two and one-quarter miles, and with which it was connected by this time by means of a modern ferry service with a twenty minutes schedule.

The entire North Shore of the Inlet prior to 1907 was comprised of the Municipal District of North Vancouver, but a centre of population having sprung up at the waterfront foot of a commercial logging road as being a conveniently central point, was incorporated as the City of North Vancouver on May 13, 1907, the boundaries enclosing about 4000 acres.

The townsite that was the City of North Vancouver was considered of the highest excellence in every respect. For a distance of twenty miles the North Shore of Burrard Inlet offered an unbroken waterfront available for shipping and industrial purposes, the greater portion of which had sufficient depth of water for the accommodation of ocean-going craft of the deepest draft. Extensive tidal flats likewise existed providing ideal facilities for railway terminals, warehouse, docking and other purposes.¹⁵

Which created the best natural conditions for sewage and drainage and water supply from mountain lakes, while providing an elevation which afforded an excellent view from all parts of the townsite. This constitutes one of the greatest attractions from a residential standpoint. The slope is inclined to the south while toward the north the location was protected by retreating hills giving at once a delightful combination of a sunny southern slope effectively protected from cold winds. The thoroughfares of the city were considered wide, many being eight feet in width. There were in all about 100 acres within the city which had been set aside for public park purposes, the total of which has swelled to 160 acres by including what was then the new Grand Boulevard, 346 feet wide and twelve blocks in length,¹⁶ a feature which was expected to become distinctive and of the highest value as the city increases in population.

The environs of the city in 1908 offered scenic attractions which were seldom equalled. The famous Capilano Canyon was considered a marvel to even world-

¹⁴ William Gilmour from tales told by his uncle Archibald, op. cit.

¹⁵ Henderson's Directories Limited, North Vancouver, 1912.

¹⁶ Grand Boulevard with land offered by the North Vancouver Land and Improvement Company in 1905 to the council for \$8,000.00.

wide tourists, and is within six miles of the city, with an excellent roadway the entire distance in the form of Keith Road. Lynn Canyon and Seymour Canyon were alike, grand and imposing and easily reached on Keith Road. Mountain climbing facilities of the moderate order for the amateur or of the perilous for the more venturesome, may be had within a few hours walk of the city.

Though incorporated just two years before, the city already had a population of about 7,000 and was rapidly growing. The bridging of the Second Narrows of Burrard Inlet and the construction of the Vancouver, Westminster and Yukon Railway¹⁷ into the city and the plans for which had been filed, it was anticipated would open up North Vancouver all the immeasurable possibilities of a good seaport, manufacturing and industrial centre.

The city at that time was considered to have all the advantages of modern city conditions. The lines of the B.C. Electric Railway Company give ready access to all parts of the City and District of North Vancouver with a terminus at Windsor Road at the top of Lonsdale, Dempsey Road on Pipeline Road (now Lynn Valley Road) in Lynn Valley and at School Street at Capilano. Their electric lighting system provided up to date facilities in this regard for streets and residences etc., with AC/DC rotary converter station at St. Davids Avenue and Fourth Street, together with a car barn and head office at Lonsdale Avenue (currently numbered 78 Lonsdale Avenue).

The telephone of the B.C. Telephone Company with offices at 11th Street near Lonsdale Avenue, gave modern local and long distance facilities.

The waterworks system was owned by the corporation and was installed at a cost of \$50,000 and involved a contract completed May 3, 1905 with 5.5 miles of pipe to the foot of Lonsdale Avenue and handed over to the Municipality of the District of North Vancouver. The contractor J.C. Williams had done a great job and was at that time continuing to make household connections and lay further distribution lines. Most of the residents had been connected to the system with 100 homes connected and 15 fire hydrants installed.¹⁸ A Mr. Eisenman received the appointment as the Lynn Creek intake caretaker.

The system provided an unlimited supply of the purest and coldest glacier water. The domestic pressure was regulated at 75 to 150 pounds per square inch with main supply system set at 260 psig for fire hydrants.

¹⁷ V.W.E.Y. Railway Resolution passed by the Municipal District in 1901, but the railway was never built.

¹⁸ Five additional hydrants were approved by the Municipal Council, May 3, 1905.

The fire department consisted of the fire chief and nine permanent firemen together with a volunteer brigade of twenty-five men. There were two fire halls with efficient equipment of wagons, hose reels and a chemical engine.

The assessed value of property in the city at that time was nearly 15 million dollars. Improvements were exempt from taxation, the land alone providing civic revenue. There was a full complement of churches, schools and hotels etc.

The Municipal District of North Vancouver

The district municipality by comparison comprised an area 22 miles long and 8 miles wide. The population was estimated at about 2,500. The assessed value of the property was 3 million dollars and the tax rate in 1909 was 12.5 mils net.

The Lynn Valley Water District which had recently been incorporated provided domestic services for a large portion of the District. By 1912 the extension of the B.C.E.R. tramway and electric lighting systems was then under construction to Lynn Valley and a new District Hall was opened at Fromme Road and Pipeline Road.

Occupiers of The Gladwin Houses

- 1908 254 and 260 East Keith Road built and given the cadastral designation of "near St. Andrews Avenue". These were top class houses located specifically opposite the prestigious James A. McNair family residence with land occupying the block from St. Andrews and St. George Avenues.
- 1910 Arthur Stanhope Gladwin listed as occupying 260 East Keith Road by lot number, not as a directory listing.¹⁹ Occupation - carpenter.
- 1910 Wynard Charles Gladwin listed as occupying 254 East Keith Road²⁰ with occupation as Dominion Fire Warden.
- 1911 As for 1910.
- 1912 As for 1910.
- 1913 As for 1910 but on this listing the cadastral numbers of Wynard C. Gladwin is shown for 260 Upper Keith Road and Arthur Stanhope Gladwin is shown as occupying 254 Upper Keith Road.
- 1914 The listing for W.C. Gladwin is modified to read 260 East Keith Road and with the new appointment as Provincial Inspector of Railways. His father Arthur S. Gladwin now residing at the same address of 260.
- 1915 On April 12, 1915 Wynard Charles Gladwin died at age 45 years and his father, Arthur Stanhope Gladwin and wife Charlotte Rose continued to live in 260 East Keith Road. Charlotte Rose lived much longer, until 1939, age 62 years.²¹

¹⁹ Henderson's Street Directory - the presence of wives was not listed in the earlier directories.

²⁰ This section of Keith Road was listed as Upper Keith Road.

²¹ The Gladwin family are all buried at the City of North Vancouver Cemetery, Lillooet Road.

Lot 22 - 254 East Keith Road

- 1925 James Andrews: Foreman, Burrard Dry Dock. James Andrews Jr.: Labourer, Burrard Dry Dock.
- 1927 As above.
- 1931 As above.
- 1933-
- 1945 Arthur F. Young: Shipper. During this time he married Ada M. (1933) and also became a millworker, working for S & D McLeod, Sash and Door Manufacturer, 1251 Charles Street, Vancouver.
- 1946-
- 1960 William E. Wilson (owner): School Teacher, North Vancouver School Board, and his wife Mabel E.D. He had no permanent work in 1948/49/50, but became a construction worker in 1952 through to 1960.
- 1965 Cornelius J. Pierik: Draughtsman with Phillips, Barratt and Partners, and his wife Grietje.
- 1971-
- 1979 Arthur Fawcett: Diesel Engineer with Nelson Brothers Fisheries, with his wife Susan.
- 1980 Robert Gladwin, Manager of Pemberton Shell Service Station, and his wife Judy, who was his book-keeper.
- 1986 As above.
- 1988 Judy Gladwin only.

Lot 21 - 260 East Keith Road

- 1925 Vacant
- 1926 Mrs. Charlotte Rose Gladwin
- 1927 J.P. Lewis: Labourer
- 1931-
- 1937 Vacant
- 1938 Cuthbert Gladwin²² and his wife and the owner Mary F. He was a salesman for British Columbia Electric Railway.
- 1940 As above.
- 1945 As above.
- 1946 Cuthbert had his own business,²³ Gladwin Electrical Appliances, 91 Lonsdale Avenue.
- 1950 Cuthbert and Mary F. Gladwin operated an electrical appliance sales and service store, 91 Lonsdale Avenue.
- 1967 Cuthbert and Mary operated Gladwin's Electrical Repair Service, 260 East Keith Road
- 1968 Cuthbert and Mary retired.

²² Cuthbert, nicknamed Cubby is the son of W.C. Gladwin and had a brother Lorne.

²³ See advertisements

1970 As above.
1980 Mary F. Gladwin
1984 Mary F. Gladwin
1991 By 1991 Mary F. Gladwin had moved to #703, 140 East Keith Road.

These two houses were lovingly cared for by the Gladwin Family members for 78 years during which time they were not traded.

During 1996/97 both these fine houses were restored by Manoochehr Omid to their original splendour with 254 being moved eastward and therefore closer to 260. A very substantial one-piece concrete box foundation was provided on to which 254 was lowered and which was designed to absorb the stresses of the slope location.

The restoration of these two homes to their original Edwardian style, earned Mohammed Pirouz and Manoochehr Omid, of the S.A.P.I. Group, and Architect Graham F. Crockett, a City of North Vancouver Heritage Award. Mayor John Loucks presented the award at a special ceremony at the City Hall on Tuesday, February 18, 1997, hosted by Karen M. Russell, M.C.I.P., Planner of the Development Services Department, City of North Vancouver.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 7

PART 11

ALBERT BLANEY REMEMBERS

CHAPTER 7
DISTRICT OF NORTH VANCOUVER
DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOCAL CHARACTERS AND OUTSTANDING PERSONALITIES
PART 11 ALBERT BLANEY REMEMBERS

Resercher's note:

The following transcription from a taped interview with Albert Blaney was made seven years ago and published in the monthly newsletter of the North Shore Historical Society in 1990. As a result of further research on Albert Blaney's comments of seven years ago, Albert was in October 1997 reinterviewed and his original text annotated by the researcher. Albert had at the time of the second interview by Tom Meglaughlin, reached his ninety-second birthday and was recovering in Lions Gate Hospital from a shattered leg. Tom Meglaughlin, Historical Society member is a long term resident of Capilano and has known Albert Blaney for many years. Albert Blaney was well known , kind and well-respected by all those who he met and helped. He was indeed a useful and skillful pioneer and in re-telling his important story we can witness what life was like here during the Great Depression for one who turned his many skills into a means to survive for himself, for many others and his good wife and friend of sixty-three years. Introductory text composed by the Researcher Roy J.V. Pallant, M.A., who has served as president of the North Shore Historical Society since 1987 and 1997 continues in that position.

I came from Birmingham about 1922 and landed in Halifax on the second of June and started from Halifax on an immigrant train having been called to cover over by an uncle, a Mr. Murphy, who lived on what they called Edgebaston Road.¹ But due to difficulties over the telephone they altered the name from Edgebaston Road. That was the first side road off Capilano Road; it was the first road going towards the mountain, a good quarter of a mile beyond Eldon Road.

I got there by having a piece of property given to me for my birthday from this uncle of mine named Murphy.² He used to be a manager of the railroad building for Hastings Timber and Trading Company, whose mill was on Burrard Inlet. I

¹ Edgebaston Road was named for the suburb of Birmingham City, England which was in medieval times originally named "Edge of the Bastion". Some residents of Capilano objected to the name Edgebaston but those who knew the history and origin of the name of the road was changed to Edgewood because insufficient effort was made to explain the proud origin of the name to the dissenters in the telephone survey made.

² Mrs. Murphy kept goats, according to Tom Meglaughlin, long term Esso Service Station proprietor, operatic singer and in his early days - Capilano newspaper boy. Mrs. Murphy one day complained that she had not received a paper for three consecutive days. While they stood there in the front garden the dilemma was solved as one of the goats climbed up and took the just delivered paper from the box and ate it.

started more or less from there and he gave me five acres; I built a little house, and a cabin for friends; cut timber down and cleared an acre. I was twenty-one when I got that, and single.

I stayed there quite a number of years until some relations called the Cahills came out from Dublin. They had a grandmother and two young men came along, Jack and Christie Cahill.³ They had difficulties in obtaining work which my uncle had promised them where he was building a railroad for the Hastings people up at Rock Bay, way up the coast. We used to go up there on the SS *Camosun*⁴ - you'd be a night on the boat before you got to Rock Bay.

The Depression was noticeable then and unemployment was quite positive in North Vancouver at that time, which meant that everybody felt a bit of it somewhere. There was no work here and these young men were waiting for my uncle to send for them to come to Rock Bay to carry on working. In their trials they said to me, "Well, we're having quite a show." I said, "It's not very bright for anyone, but, if you like, what money you brought from Ireland, I don't know, but I'll tell you what I'll do. I'll cut my property and give you half if you care to take up the responsibility and I'll pay for the changeover and get the papers fixed up at the Hall in Lynn Valley on Lynn Valley and Fromme Road.

I went down there and got this all fixed up. They had possibly three hundred dollars, so I said, "You'll never manage a little house with three hundred dollars, but there's ways and means you can employ it, but we'll see what we can do."

So I went down to North Vancouver and North Shore Lumber and mentioned to a Mr. McGee, an Irishman, that these young fellows were just out from Dublin and temporarily lived with an old aunt of mine, Mrs. Murphy, and that they were determined that they must have a place for themselves, I mentioned that they didn't have much money. You could see that McGee wasn't getting much business and was very happy to have us interested in getting some lumber. He was very generous to them. The next day he sent up enough lumber to build a house for three hundred dollars.

I had a wonderful garden, you know. I had bees; I grew tobacco, every vegetable you could think of and even planted apple trees. So I cut my property in half and gave them an acre. I didn't ask them anything for it. They couldn't have afforded it.

³ Later at least one of the Cahill boys was married and had several children all living in that same hut to which Tom Meglaughlin delivered newspapers.

⁴ Patricia Koretechuk has advised that in her earlier interview with her Uncle Albert, he said the name of the Union Steamship vessel was not the SS Camosun but spelled it out as the SS Cellohsin which was ordered by Union Steamship from Dublin Dockyard Company at the end of 1910 and cost approximately \$140,500. It was a fine twin screw vessel of 1,133 gross tons, 175 feet long and 35 feet in breadth. It was designed to have sixty-six berths in first class, a coast license for 191 passengers and provision for a crew of thirty-eight.

There was another Blaney, a Simon Blaney,⁵ a relation of mine but unknown to me until I got talking with him. He was the first man to give me a job when I got here. He was a logger; he and some Irishmen and an American had a business logging up on Grouse Mountain. He asked me if I could handle a team and after about two years I had my place so well developed. I had goats and firewood.⁶⁷

I had married Mrs. Blaney in Vancouver. I had a floor laying business in Vancouver and I used to lay floors, parquetry etc. I met her there on Howe Street where I was lodged. I was interested in photography and I used to take her around and show her how to handle a camera. That's how I met my wife; she lived on the top floor. She took part in learning developing, etc.

We decided there was no point in staying in the city, so I said to her, "My floor business is not doing so well, let us go back to the property in Capilano."

The nice part about it was that my Uncle Murphy had ten acres along side of us. It meant that we had relatives adjacent. My wife was a farmer's daughter and would not worry about handling animals. We could survive by the produce we grew.

We had about ten hives of bees. I could sell honey going down to the homes that were built on Capilano Road; they were sparse but I still had a number of customers. I would put fifty pounds on my back and even in those days I got thirty-five cents per pound. My bees went as far as Stanley Park. There was a

⁵ Simon Blaney, Albert's relative and first employer, lived in a "cabin" on Edgebaston (now Edgewood) Road. It, and others like it in that area, was not a shack but intended as a room of a future house - such as a kitchen. These "cabins" were built by loggers working independently or for the Capilano Timber Company formed in 1914 to accommodate their families if they could be persuaded to live in the Capilano forest area.

⁶ Actually, Albert Blaney's brother Stanley, who became the father of Patricia Koretechuk, did not accompany Albert from Birmingham, England, but arrived a year later when Albert sent over his fare.

⁷ This cabin was actually located in the 5½ acre property of Harry Gooch who was well-known for his taxi business. Simon rented the cabin from him. The cabin measured according to Ray Gooch, Harry's son, 20' x 25' and was located on the northeast corner of Capilano Road and Edgebaston Road. Albert Blaney's Capilano property was located three lots from Capilano Road further east along Edgebaston. The "cabin" had a door on the east end and a window looking out on Edgebaston Road.

In 1936 the film "*Rose Marie*" starring Eddie Nelson and Jeanette McDonald was partially filmed along Crown Creek and both outside and inside the "cabin" on the Harry Gooch property and as Ray Gooch has said, trees were laid over the surface of Edgebaston Road for the "Mounties" to ride over while conveying a dense wilderness scenario.

blacksmith named Kingsley⁸ and we were the only ones that I knew of who had bees. I learned a lot about bees from him and he told me that he had made tests and shown that the bees went as far as Stanley Park.

There were few gardens, very few people. On that top flat from Eldon Road there were only about four or five places. There was Mr. Bailey who had a sawmill;⁹ Charlie Anderson had a little store with a tea-room. The suspension bridge was already there. You could go down to where the dam is now and watch the salmon run. There were millions of them and it looked as if you could walk across the water on the salmon. One salmon could last us a week. It was a pleasant place.¹⁰

I forgot to mention one thing. In Capilano in the Depression days all the neighbours knew me because in Capilano I built a number of log houses. People would say to me, "Well, Bert, you're doing pretty good," and I'd say "You can do the same but first you'll have to get yourself some property."

It was all good level ground, you know. Through logging etc. I knew where all the stakes were because you weren't allowed to pull out a stake. Byrnes had put all those in, and when he heard, years later, that I had logged there he asked if I had pulled out any of his stakes.

You could get any ground for twenty-five dollars down and pay when you could and arrange it at the Hall on Fromme Road.

I was getting people around me and showing them how to grow a carrot or bees or something. When they got into any troubles they came to me. How do you do this? How do you do that?

They started an unemployed organization in Vancouver. The next thing you know I'm building houses for them. The Lumbers, Rices, the Waldos; I built quite a number of places and it was all in the business of helping them to get away from their troubles.

It got to the point where the civil authorities created work times, and, or course a man that had children got a better deal. They got work to pay their taxes and a man like me that had no family was always behind the eight-ball on that business

⁸ The well known Blacksmith and Farrier was Bob Kingston, not Bob Kingsley as was understood. He, for many years, had a forge and stall for changing horseshoes by the side of the Dew Drop Inn on Marine Drive in Lower Capilano.

⁹ The Gooch family agree that the Bailey sawmill was located a quarter of a mile south and a quarter of a mile east of Charlie Anderson's tea room just in the dip of Mont Royal Road.

¹⁰ Albert built houses for the Lumber family, the Rice family and the Walden family, all neighbours of Albert and his wife Nelly and located north and south of Edgebaston Road.

of getting work. Although I did get work because I had all kinds of ability with tools, felling, and trenching and one thing or another. That's how it was in Capilano.

I started on another tack when the Canadian Pacific Railway was looking for decorators and painters and there was an ad in the papers for that type of work. The wages were good so I applied and got the job provided that I got a group of painters together. I got ten men and we were to go to Nelson. I spent one summer there and throughout the Interior painting water tanks and anything that needed painting. We got our instructions by telegraph from Vancouver. This was in the early thirties. This was for about eight months.

I started a little business in Vancouver with another man and worked getting him on his feet. I went to work for a floor laying company on Granville Street. It kept me for about twelve months. He closed down his floor business and he mentioned that he could sell me machines. When I met this other chap, a Mr. Woods, I told him where he could buy a machine. He bought one and I got him started. I chose to leave him to go some place else.

I had left Capilano and worked at Wallaces and did painting there; it was a good place to work, and the pay was good. You had to go down on the wharf and you might be working on any day or not.

Then the war came along; I had been in the Black Watch for a number of years in Montreal. I joined the Seaforths' when I enlisted and I stayed in the army and got put with the Scottish Regiment in Victoria and I stayed there for four years. They said there were not many who had first aid. They put me in the military hospital in Nanaimo and I worked in the Operating Room. When I left they were getting rid of men of a certain age and I was sent to Shaughnessy Hospital before I got out of the army.

A Capilano man, named Wibbley¹¹, was interested in prospecting. He lived on the lower end of Capilano Road. My wife went to work for Eaton's Restaurant

¹¹ Jack Whibley is the corrected spelling. Jack was in the Cariboo during the Great Depression busily prospecting for gold and other precious metals. As a child he was brought up on a homestead near Winnipeg where the Cree Indians taught him and all the white settlers the way to survive. He was an excellent shot and could survive by hunting. He taught all of these skills to Albert and his brother Stanley. He could turn his hand to any practical occupation but was listed as a machinist. He was not related to Miss Mabel Willoughby which, now that the names have been clarified by the Capilano Heritage Group, is quite obvious. Miss Mabel was a school teacher who lost all her savings in the stock market crash of the early thirties like so many others; always dressed in black, made daily visits to McLeod's Store and Post Office on School Street, Capilano looking for mail and was known to the local youth as "The Black Phantom".¹

¹ "The Black Phantom" - See this work, Chapter 11, Part 12, A Brief Chronological History of Lower Capilano.

and we let one of the painters take the house over and my wife moved over to Vancouver while I went prospecting.

the city hall and you could get thirty dollars out of it. The Commissioner gave me thirty dollars and that meant that I had enough money to buy sufficient gas.¹²

In time we found enough men we could rely on and we made a team of ten and we did well. We lived like kings. We were around Woodpecker, about forty miles north of Quesnel. In patches along the Fraser River there are patches of black slate in the shallow water where all the matter was getting caught in these slivers of slate.

¹² Albert and his team of ten selected men, obtained thirty dollars gasoline money from the Commission Indigent Box at the City of North Vancouver Hall, and went prospecting around a place named Woodpecker about forty miles north of Quesnel, looking for gold in the Fraser River. He talks about Old Steel Brooms with which two or three men broke the river bed slates and swept them into the sluice boxes. These old steel brooms were originally used in North Vancouver docks and shipyards for two purposes; one was to scrape down the inside of cargo holds in the process of cleaning before loading the ships in the harbour. The second purpose was to scrape the loose paint of the steel hulls to establish if the sides and bulkheads needed painting and if so, to clean off loose or peeling paint. Crowds of men were hired for this short term task during the Depression. When worn out, the brooms were dumped and easily procured for filling sluices boxes.

Albert also talks about the Mercury Process of gold extractions which was his job. The mercury process in extracting gold when panning was indeed dangerous and required someone of experience in the process. Gold specks and flakes are removed from the washed material in the panning pan but there remains more “black gold” among the sluiced dust. Clean mercury is then poured onto the remaining material. Mercury is a good solvent for other metals, forming some compounds but usually giving alloys which are known as amalgam. On contact the black or other discoloured gold and silver (the latter on Seymour River) is extracted or what is termed “winning” and lays in the mercury and can be picked out. The next stage was the dangerous one where the essential pot-bellied stove was heated to red hot and the pan placed on top. The resulting heat draws more otherwise unidentifiable gold from the contents of the pan into the heated mercury, again “winning the gold” from its inherent ore. The problem then is that if heated excessively in one spot in the pan, Mercuric thiocyanate is produced which gives off a poisonous vapour and is in itself as a compound, poisonous to the touch. People sitting around the stove in a tent or shack often died during this chemical process of “winning” gold from its ore. For most prospectors this process was a nightly ritual and the day’s “winnings” were divided. One is left to wonder how many gold miners have died in this manner without knowing why or how.

We got old steel brooms and our method was for two or three to break these slates down and sweep it into the boxes. It didn't matter what we made, it was a matter of survival.

By the time I'd got my cleanup job done, the potbelly stove in the cabin would be red hot and we would put the dust through a screen and then use the mercury process. That was my job, and after supper we'd sit around and everything was divided equally among all the men.

There's a lot of gold in the Fraser. I could tell you two miles from here where I could dig it up by the cartload, but they won't let me do it. I've got lots of stories that I could tell you. That's where our friend, Mr. Draycott comes in.

When I was working for the city, anytime we hit old gravels and I found fossils, I would take them to him.

Mr. Draycott used to wander all around the country and tell me there's no gold there. But I said, "how can you tell me there's no gold when you haven't panned."

This reminds me of another story concerning old timers. The North Vancouver District offered me a caretaker's job. I said I'd take anything. They said they had an old house on Duvall Road, "and it's fit to be lived in, but we notice that people have been trying to tear it apart. We'd like it taken care of. There's lots of room for work and we'd like the old barn taken down." I stayed there for a number of years. I had to tally all that I did.

I went down to the Lynn Canyon Park and cleared a little spot. I turned it over, planted a little grass and a tent there where I could read. I saw very few people. One day I went down there and there were two old chaps, one about ninety years old and one about ninety-two.

I said, "good-day" and said, "you've found my spot". I noticed a gold pan so I said "Are you gold miners?" "We've come down from Barkerville." They said they were born there and this was the first time they had come to Vancouver.

"Somebody told us we would find nice fine hotels on Main Street. We got one for a week and on Saturday night they raised such trouble, the drunks, and so on, that we felt this was not the place to have relaxation, so we asked the management were there any parks, and he mentioned three or four parks and so we finally came to Lynn Valley Park."

They were good enough to show me the gold they got on Lynn Creek. I didn't want to enquire into their business but I thought it was marvellous for two old

fellows to find Lynn Creek and to find gold. He took a pan and started to dig around some of the rocks and he panned it and got some fine dust.

Later on I said to my wife I have a notion that the canyon might be well worth poking around in. If you see a run of pebbles as big as your hand you know that there has been pretty near four feet of water over that. I dug down to hard pan and started finding big heavy nuggets. That proved my point and so there's gold in Lynn Creek. I told Mr. Draycott about that and he almost laughed me right out of the house.

There was a ninety year old Swedish fellow who lived in Lynn Valley. He wanted to work with me. As a miner I know I can't get a stake here. He took the lumber down there but he came too late in the year, about the twelfth of September. I got the boxes all set up but the weather was getting heavy then. We started a hole down to the clay and the gold was in a layer of clay. We started in where I had filled the hole up and you know the first four hours we got eight hundred dollars.

To get back to Walter Draycott, I used to go down and listen to his talks. He was fond of company and like any man who lives by himself, company was good as long as he wasn't doing any writing. He would tell me he was going to write for a couple of days and would not expect any interference. He would write all night sometimes. He had a good way of producing the right words for the right time. He had me beat because he'd pull down books, books, books and say I want you to look at this ... Well, I was so far from him and his work, he had me buffaloed.

He mentioned that he had once gone over to Leech Creek, north and east of Victoria, and he was telling me that he had been in there but apparently he had never thought of minerals. I was always puzzled over his fossils and shells. His eyes would pop out of his head when he saw a certain object I had gotten out of ditches when I was laying water pipes for the city.

Another thing I had in my Capilano house was a lathe, and so I got to make all kinds of knives and pistols that would fire, some with long barrels and some with short. These were very popular with the people who knew of them but I ended up with a visit from the local Constable and put a stop to it all.¹³

¹³ Additional story related to Tom Meglaughlin during his visit to Albert Blaney in October 1997.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 7

PART 12

**OLIVE AND MOLLIE NYE,
TWO OUTSTANDING
B.C. SCHOOL TEACHERS**

CHAPTER 7
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOCAL CHARACTERS AND OUTSTANDING PERSONALITIES

Researcher: Roy J.V. Pallant

| PART 12 OLIVE AND MOLLIE NYE, Two Outstanding B.C. School Teachers | Source Reference |
|--|---|
| <p>Architectural Features of</p> <p>940 LYNN VALLEY ROAD, Alfred John Nye Residence</p> <ul style="list-style-type: none"> • Built: during the Spring and Summer of 1913; completed by August 1913. | |
| <ul style="list-style-type: none"> • By: Vernon P. Cross, Architect; Norman Cross, contractor (son of Vernon Cross); excavated by Thomas Spendlove I | |
| <ul style="list-style-type: none"> • Location: northwest side of Lynn Valley Road, almost opposite Kirkstone Road. | |
| <ul style="list-style-type: none"> • Features: Arched porch opening supported by tapered stone columns. Three-storey frame house covered in fir siding. Original roof was cedar shakes - replaced with Duroid shingles. In 1986, an aluminum roof was installed. | Foundation Group Designs Ltd. <u>DNV Heritage Inventory</u> , 1988. |
| <ul style="list-style-type: none"> • Two brick chimneys to carry away the smoke from the wood (later coal) burning stove heaters, an oil stove (added later), a furnace and fireplace. At first, there was no furnace, so only the dining room, one upstairs bedroom and one downstairs bedroom had heaters. The living room had the only real fireplace. | Mollie Nye, current owner and resident. Daughter of Alfred John Nye. |
| <ul style="list-style-type: none"> • In 1913, there were seven rooms: two bedrooms and a hall upstairs; and dining room, living room, two bedrooms, a hall, separate bathrooms, kitchen, and pantry located downstairs on the main floor. | |
| <ul style="list-style-type: none"> • Full cement basement and concrete foundations. | |
| <ul style="list-style-type: none"> • Dining room has wood panelled walls and plate rails. | |
| <ul style="list-style-type: none"> • Ceilings and the walls of the other rooms are plastered. | |
| <ul style="list-style-type: none"> • Walls are currently papered or painted. | |
| <ul style="list-style-type: none"> • Windows in dining room, living room and front bedroom are assembled with swing out stained glass fan lights. | Mollie Nye |
| <ul style="list-style-type: none"> • French doors lead from the dining room to the verandah. | |
| <ul style="list-style-type: none"> • The ceilings are 9 feet high. | |
| <ul style="list-style-type: none"> • Verandah has an arched ceiling. | |
| <ul style="list-style-type: none"> • Three triangular windows in the front door. | |
| <ul style="list-style-type: none"> • Contractor Norman Cross built the home after Thomas Spendlove I (see 2926 Royal Avenue) cleared the property with his team of horses and excavated the basement. | |

| PART 12 OLIVE AND MOLLIE NYE, Two Outstanding B.C. School Teachers | Source Reference |
|---|--|
| <ul style="list-style-type: none"> Total cost of the house was \$3,500.00 in 1913. | |
| <ul style="list-style-type: none"> Local Fir Cedar and granite was used in the building and bricks were made at Clayburn, B.C. | |
| <ul style="list-style-type: none"> Modern conveniences, such as electricity, hot and cold running water and a telephone, were installed. | |
| <ul style="list-style-type: none"> Chandeliers in the dining and living rooms | |
| <ul style="list-style-type: none"> Brass door knobs and light switches as well as a brass front door bell | |
| <ul style="list-style-type: none"> Pantry contained a cooler and pass-through to the dining room (butler's pantry) | |
| <ul style="list-style-type: none"> Kitchen ceiling ventilated cooking odours up into the attic | |
| <ul style="list-style-type: none"> A wood elevator brought wood up from the basement when a rope was pulled (this was later blocked off when the small daughters, Florence and younger sister, Joyce, were found taking turns giving each other rides). | |
| <ul style="list-style-type: none"> Bathroom had a chute for soiled clothes. There was no washing machine, just standard galvanized wash tubs with a scrubbing board and a 125-foot clothesline in the back garden for drying. | |
| <ul style="list-style-type: none"> <u>Alfred John (Jack) Nye</u> is the brother of Thomas and George, the son of Arthur Dalton Nye and Catherine Nye of Brighton, UK. | |
| <ul style="list-style-type: none"> Alfred Nye enlisted in the second contingent of volunteers from Vancouver, B.C. in 1898 at the age of 20. This became the 2nd Battalion Royal Canadian Regiment. His regimental number was 7086 in "A" Company. He left Vancouver with the Canadian contingent for participation in the Boer War on October 23, 1899. He was awarded a medal with the Cape Colony clasp and another for Orange Free State (Orange River Colony under British rule). | Mollie Nye. Walter Draycott, <u>Early Days in Lynn Valley</u> . |
| <ul style="list-style-type: none"> A.J. Nye was the first British Columbia returnee from the Boer War. He received, in exchange for his "scrip" or Military Grant of August 19, 1901, a parcel of 160 acres (40 chains by 40 chains) of land on DL 2025 extending from what is now East 21st Street to 29th Street and what is now Upper Levels to the west and Fromme Road to the east. Granted as applied for September 20, 1901 and approved, after certificate of improvement*, in December 1902. | * Certificate of Improvement was a stage of the process of pre-empting Crown land in British Columbia. |
| <ul style="list-style-type: none"> At first, A.J. Nye constructed a log cabin on a beaver pond on East 21st Street, living there a few years. | |
| <ul style="list-style-type: none"> Following a trip around the world in 1911, he met Miss Olive Seddon Punch on the HMS Megantic. She was travelling to visit her sister, Mrs. W.S. Compston in North Vancouver and had obtained a year's leave of absence from her school in Kendall, England. On October 2, 1911, they were married at St. John's Anglican Church and lived on East 17th Street in North Vancouver. They decided to build on Lynn Valley Road on (DL 2025-13-F) which was on the existing streetcar route from Lonsdale Ferry to Lynn Valley. Since Alfred Nye owned the land, he gave the right-of-way to Lynn Valley Road (formerly known as | |

| PART 12 OLIVE AND MOLLIE NYE, Two Outstanding B.C. School Teachers | Source Reference | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|------------------|--------|-------|------------------------|--|------|---------------------|--|------|------------|--|-------|-------------|--|-------|--------------------|--|-------|-------------|--|------|----------------------------|--|------|------------|--|------|----------------------------|--|--------|---------------------------------------|
| Pipeline Road) since it was cleared to carry water from Rice Lake to the City of North Vancouver. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">Alfred J. Nye was involved in real estate, was a police commissioner and a contractor. Olive Nye was a teacher at Roche Point School, Ridgeway School and Lynn Valley School. Both daughters, Florence M. Nye (Mollie) and Joyce Ena (2 years, 3 months younger than Mollie), achieved BA and M.Ed degrees. Mollie Nye taught at Mountain Ridge, B.C., Roche Point, Capilano, Queen Mary Junior High and Sutherland Junior Secondary for a total of 40 years. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">Five generations have lived in this house over a period of 75 years from 1913 to 1988. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none"><u>Stove Heater:</u> These were oval in shape, wood-burning and portable, each one standing on a wood base covered with a fancy patterned sheet metal. | Mollie Nye | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">The stove heaters were set out in November and stored away in March. A separate stove heater was installed in the front bedroom, upstairs and in the basement. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">Dining room had a heater with front doors which opened like a fireplace. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">A proper fireplace was later installed permanently in the living room. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">All stoves were connected to chimneys which had dampers at the connections to control the flow of air out when the stove heaters were in operation and to shut off the flow of cold air from the chimney when the stoves were detached. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">The kitchen range (which also heated the water in the tank by convection) was connected with the dining room heater into the kitchen chimney hidden in the kitchen wall. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">All other stove heaters were connected into the main living room chimney. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">There was no heat in the bathroom. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">Stove heaters were started with kindling. Fir was used for fuel until supplies became depleted and then hemlock was used. Later, coal was used. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">List of contracts and supplies involved in the construction of 940 Lynn Valley Road:<table><tr><td>J.D. Canaevan</td><td>\$</td><td>79.60</td></tr><tr><td>North Vancouver Lumber</td><td></td><td>4.80</td></tr><tr><td>Evans Coleman Evans</td><td></td><td>9.80</td></tr><tr><td>W.A. Tibbs</td><td></td><td>69.00</td></tr><tr><td>D.J. Callow</td><td></td><td>46.00</td></tr><tr><td>Wm N. O'Neil & Co.</td><td></td><td>12.80</td></tr><tr><td>F.A. Mander</td><td></td><td>6.10</td></tr><tr><td>Martin Finlayson & Mathers</td><td></td><td>1.45</td></tr><tr><td>S.A. Flett</td><td></td><td>5.00</td></tr><tr><td>Lynn Valley Lumber Company</td><td></td><td>808.10</td></tr></table> | J.D. Canaevan | \$ | 79.60 | North Vancouver Lumber | | 4.80 | Evans Coleman Evans | | 9.80 | W.A. Tibbs | | 69.00 | D.J. Callow | | 46.00 | Wm N. O'Neil & Co. | | 12.80 | F.A. Mander | | 6.10 | Martin Finlayson & Mathers | | 1.45 | S.A. Flett | | 5.00 | Lynn Valley Lumber Company | | 808.10 | Documentation supplied by Mollie Nye. |
| J.D. Canaevan | \$ | 79.60 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| North Vancouver Lumber | | 4.80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Evans Coleman Evans | | 9.80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| W.A. Tibbs | | 69.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| D.J. Callow | | 46.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wm N. O'Neil & Co. | | 12.80 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| F.A. Mander | | 6.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Martin Finlayson & Mathers | | 1.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| S.A. Flett | | 5.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Lynn Valley Lumber Company | | 808.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

| PART 12 OLIVE AND MOLLIE NYE, Two Outstanding B.C. School Teachers | | Source Reference |
|--|----------|---|
| Labour | 779.00 | |
| B. Cottell | 39.90 | |
| John Swanson, chimney builder | | |
| foundations, stonework | 42.00 | |
| F.C. Duval | 5.50 | |
| H.H. Lee | 34.50 | |
| G.J. Johanson | 14.00 | |
| W.R. Clark & Co. (shelf & heavy hardware) | 12.20 | |
| H. Thompson | 38.50 | |
| K. Graham | 143.50 | |
| Dickinson & Son | 119.00 | |
| Renshaw & Heughan | 176.50 | |
| Johnston & Salisbury | 155.35 | |
| F.R. Begg & Co. Ltd. | 94.95 | |
| Bogardus Wickens, Begg Ltd. | 31.72 | |
| J.A. MacDonald | 107.50 | |
| C.T. Tubbs | 30.00 | |
| N.V. Cartage Co. | 1.65 | |
| N.V. Cross Builder | 240.00 | |
| plus knobs, doorstops | 242.50 | |
| • Carpenters were paid 25¢ per hour. | | |
| • Tom Spendlove Senior (of 3015 [originally 2935] Royal Avenue) cleared the property and excavated for the basement foundations with a team of horses. | | See DNV Socio-Historical Service Infrastructure Chap. 2, part 3, Lynn Valley Teamsters. |
| • A large boulder in the excavation could not be moved by the team so the basement and foundation was raised by the height of one step (about 10") on the east side of the house. The basement therefore has two levels. | | See Spendlove file for family and business details |
| • Originally the basement had a wooden floor, with concrete floors made in sections over a period of time. | | |
| • Glass was purchased from Bogardus Wickens, Begg Ltd. on Homer Street, Vancouver; paint and oil were supplied from their paint store on 70 Cordova Street. | | |
| • Hardware was from W.R. Clarke & Co. on Centre Road and Lynn Valley Road. | | |
| • Nails, tar paper, building paper, sash cords and fittings were from Johnston and Salisbury. | | |
| • Payroll sheet for those working on the house: | | *Alfred's brother, George Nye |
| N. Wilson | \$ 58.80 | |
| G. Nye* | 57.35 | |
| W. Wheeler | 58.65 | |
| H. Cassen | 67.70 | |
| M. McCann | 81.50 | |
| T. Crosby | 57.60 | |

| PART 12 OLIVE AND MOLLIE NYE, Two Outstanding B.C. School Teachers | | Source Reference | | | | | | | | | | | | | | |
|--|--|------------------|---------|--------------|-------|--------------|-------|------------|-------|--------------|-------|------------|--------------|----------------------------|-----------|--|
| | <table><tr><td>H.W. Bogue</td><td>37.75</td></tr><tr><td>T. Robinson</td><td>10.35</td></tr><tr><td>C.W. Blackie</td><td>8.25</td></tr><tr><td>E. Blackie</td><td>8.50</td></tr><tr><td>A. Blakeburn</td><td>8.25</td></tr><tr><td>N. Nelson</td><td>10.50</td></tr></table> | H.W. Bogue | 37.75 | T. Robinson | 10.35 | C.W. Blackie | 8.25 | E. Blackie | 8.50 | A. Blakeburn | 8.25 | N. Nelson | 10.50 | | | |
| H.W. Bogue | 37.75 | | | | | | | | | | | | | | | |
| T. Robinson | 10.35 | | | | | | | | | | | | | | | |
| C.W. Blackie | 8.25 | | | | | | | | | | | | | | | |
| E. Blackie | 8.50 | | | | | | | | | | | | | | | |
| A. Blakeburn | 8.25 | | | | | | | | | | | | | | | |
| N. Nelson | 10.50 | | | | | | | | | | | | | | | |
| • | <p>Separate, additional list:</p> <table><tr><td>N. Wilson</td><td>\$61.15</td></tr><tr><td>A. Blakeburn</td><td>59.95</td></tr><tr><td>T. Robinson</td><td>68.25</td></tr><tr><td>H. Casson</td><td>65.95</td></tr><tr><td>C.W. Blackie</td><td>29.75</td></tr><tr><td>E. Blackie</td><td><u>29.75</u></td></tr><tr><td>Total labour of list 1 & 2</td><td>\$ 779.00</td></tr></table> | N. Wilson | \$61.15 | A. Blakeburn | 59.95 | T. Robinson | 68.25 | H. Casson | 65.95 | C.W. Blackie | 29.75 | E. Blackie | <u>29.75</u> | Total labour of list 1 & 2 | \$ 779.00 | |
| N. Wilson | \$61.15 | | | | | | | | | | | | | | | |
| A. Blakeburn | 59.95 | | | | | | | | | | | | | | | |
| T. Robinson | 68.25 | | | | | | | | | | | | | | | |
| H. Casson | 65.95 | | | | | | | | | | | | | | | |
| C.W. Blackie | 29.75 | | | | | | | | | | | | | | | |
| E. Blackie | <u>29.75</u> | | | | | | | | | | | | | | | |
| Total labour of list 1 & 2 | \$ 779.00 | | | | | | | | | | | | | | | |
| • | <p><u>Details of House Interior 1913:</u></p> <p>Living room:</p> <ul style="list-style-type: none">- Piano and stool- "The Last Supper" picture stitched in petit point and hung above the mantle- gold patterned carpet- gold plush settee in left corner- child's chair made of Oregon Oak Fir for Joyce Ena Nye - when she was two years old by her father- Walls and ceiling were plaster- local fir floor laid flat (not edge on)- stained glass windows — casement- wicker chair- plaster statue on piano- picture rail- tiles in hearth of fireplace- three electric chandeliers | Mollie Nye | | | | | | | | | | | | | | |
| • | <p><u>Dining room:</u></p> <ul style="list-style-type: none">- furniture- oak chair with leather seats<ul style="list-style-type: none">- dining room table and buffet- gold patterned carpet- lace and linen cloth on table made by hand- stained glass casement windows- French glass doors to front verandah- sliding fir panelled doors to living room- three chandelier lamps in the centre of the ceiling- fir panelled walls- plate rail- plaster ceiling and walls- dumb waiter between dining room and pantry | Mollie Nye | | | | | | | | | | | | | | |
| • | <p><u>Pantry:</u></p> <ul style="list-style-type: none">- plaster ceiling and walls- cool air shaft from outside to attic- double hung windows | | | | | | | | | | | | | | | |

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|---|------------------|
| PART 12 OLIVE AND MOLLIE NYE, Two Outstanding B.C. School Teachers | Source Reference |
| <ul style="list-style-type: none"> - green inlaid linoleum on floor decorated with ½" beige squares | |
| <ul style="list-style-type: none"> • <u>Kitchen:</u> <ul style="list-style-type: none"> - plaster walls & ceiling (now painted) - 6 doors to hall, living room, dining room, pantry, rear verandah and to basement - double hung windows - cupboard for hot water tank - small door to small hand-operated elevator to bring kindling and logs from the basement - inlaid linoleum (same as the pantry) - ventilator in ceiling above kitchen stove which was opened and closed by a rope - original kitchen cupboards extended through bathroom wall | |
| <ul style="list-style-type: none"> • <u>Bathroom:</u> <ul style="list-style-type: none"> - bath and wash basin, (latter originally was installed under the window) - pipes were located in the outer wall and froze every winter - double hung window with opaque glass - inlaid linoleum on the floor - plaster walls and ceiling (now painted) | Mollie Nye |
| <ul style="list-style-type: none"> • <u>Toilet:</u> <ul style="list-style-type: none"> - a separate room - double hung window with opaque glass - inlaid linoleum - plaster walls and ceiling | |
| <ul style="list-style-type: none"> • <u>Hallway:</u> <ul style="list-style-type: none"> - connects kitchen, bathroom, toilet and two downstairs bedrooms, hall closet and upstairs to hall and bedroom by way of 17 stairs and a banister - originally had a picture rail - varnished floor | |
| <ul style="list-style-type: none"> • <u>Back Bedroom:</u> <ul style="list-style-type: none"> - two double hung windows - plaster walls and ceiling - picture rail - closet with window - varnished floor | |
| <ul style="list-style-type: none"> • <u>Front Bedroom:</u> <ul style="list-style-type: none"> - stained glass basement windows - one piano window of stained glass - plaster walls and ceiling - picture railing - varnished fir floor - closet with stained glass window & shelves | |
| <ul style="list-style-type: none"> • <u>Upstairs East Bedroom:</u> <ul style="list-style-type: none"> - received heat from the kitchen via hot water tank - one closet - plaster walls and ceiling | Mollie Nye |

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| <ul style="list-style-type: none"> - varnished fir floor - two double hung windows - originally the playroom for Mollie and her sister - fir door with opaque glass window <ul style="list-style-type: none"> • <u>Upstairs West Bedroom</u> <ul style="list-style-type: none"> - plaster walls and ceiling - varnished fir floor - two double hung windows - originally was a study. It is now a dressing room and bedroom - one closet - fir door with opaque glass window <ul style="list-style-type: none"> • <u>Upstairs Hall</u> <ul style="list-style-type: none"> - landing area at the top of the stairs - connects two upstairs bedrooms - light for the hall from the opaque panes in the bedroom doors - hall leads to two attics - contains wardrobes, filing cabinet and trunk - upstairs hall and rooms are now papered | |
| <ul style="list-style-type: none"> • <u>Original Heating Arrangements</u> <ul style="list-style-type: none"> - kitchen stove using wood fuel - now oil furnace - living room - wood fireplace - dining room - wood heater with glass doors - front bedroom - downstairs wood heater in basement (by convection) - bathroom - no heat - toilet - no heat - back bedroom downstairs - no heat - east upstairs bedroom - heat from water heater - west upstairs bedroom - heater in basement (by convection) - Note: the house has always been equipped with a telephone, water, electricity and sewerage. The latter was by septic tank until the sewer was laid in 1950. | Mollie Nye |
| <p>Brief History of Miss Florence M. (Mollie) Nye</p> <ul style="list-style-type: none"> • The history of Florence M. (Mollie) Nye must essentially cover details of her childhood, for it is from this period especially that an insight is gained in to the life of a pioneer teaching in Western Canada immediately following World War I as she lived and learned with her teacher mother Olive and her younger sister Joyce. Not only did she experience disturbing conditions but she was privileged to watch her mother cope with them and to witness first hand the role model of her mother successfully teaching under difficult and impoverished conditions. Such prolonged circumstances made her think as an experienced teacher from her earliest teaching years thus making Mollie Nye an obvious choice as a staff teacher when new schools were opened. | |
| <ul style="list-style-type: none"> • Mollie's father must also be mentioned in her early history since he and his parents played important in the early development of North Vancouver, North Lonsdale and Lynn Valley. Their collective stories show clearly that Mollie Nye, as part of the third Nye generation in Canada, continued in the long saga of community development contributed by the Nye family. | |

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| <ul style="list-style-type: none"> Olive Seddon Punch, Mollie's mother, was born in Middlesborough in the county of Yorkshire, England on October 2, 1882. Her father Burton Punch died when she was four years old leaving her mother Elizabeth Punch to raise four daughters in the Lake District at Kirby Stephen. Three of these daughters became teachers and taught in Canadian schools. Olive was the third daughter. | |
| <ul style="list-style-type: none"> Olive S. Punch came to Canada on the <i>HMS Megantic</i> in 1911 for an intended three month visit to North Vancouver to stay with her sister Mrs. W.S. Compston having obtained a year's leave of absence at Kendall School in England. On that voyage she met the young Boer War veteran who was completing a world tour. | |
| <ul style="list-style-type: none"> Alfred John Nye had been one of sixteen volunteers, part of "A" Company and Special Service Battalion, Royal Canadian Engineers which left Vancouver, October 3, 1899 to serve in South Africa. | |
| <ul style="list-style-type: none"> On October 2, 1911, Olive Punch* and Alfred John Nye were married at St. John the Evangelist Anglican Church, North Vancouver and rented a house on East 17th Street owned by the Rev. J. Hugh Hooper. Mollie said that her father had certainly caught his bride. He had liked her looks when he met her on the <i>Megantic</i> and had tried to think of a way that he could get to see her again. So he offered to take care of her purse and deliver it safely to her in Vancouver. She consented; he did just that and just three months after he delivered the purse, they married. | <p>* Personal interview with Mollie Nye, at her home, North Vancouver, April 19, 1995.</p> |
| <ul style="list-style-type: none"> Mollie Nye was born on September 23, 1913 in what was then Harbour View Hospital (or Sanatorium), previously known and built in 1904 Langton Lodge, as the home of Colonel Alfred St. George Hamersley. The house in which she lived most of her life and which became, when cadastral numbering commenced, 940 Lynn Valley Road was built in 1913 the same year as Mollie was born, which was the reason why she was in Harbour View maternity hospital; the house was just not finished. | |
| <ul style="list-style-type: none"> Alfred John Nye built his house on the 160 acres of forest covered land which he was deeded for being a British Columbia resident who had served in the South African War. | |
| <ul style="list-style-type: none"> The Nye family first came to British Columbia in 1889 on the arrival of Alfred's older brothers: Percival – future Captain of the coastal vessel <i>Camosum</i>, Bert – who built the first salmon cannery and Charles – who installed and repaired pipe-organs and also became a resident of Lynn Valley. | |
| <ul style="list-style-type: none"> The rest of the family followed including Agnes and brothers George (North Vancouver's first professional photographer) and Thomas Samuel Nye, who was also deeded 160 acres of land in what became North Lonsdale. | |
| <ul style="list-style-type: none"> Alfred John Nye, son of Arthur Dalton Nye and his wife Catherine of Brighton, Sussex, England, had enlisted in the second contingent of volunteers from Vancouver, B.C. in 1899 at age 20. The newspapers of the day advised that Alfred was then five feet eleven inches tall, and had a chest measurement of forty inches and weighed 180 pounds. | |
| <ul style="list-style-type: none"> Mollie's sister Joyce was born in 1915. This was by contrast a home birth with local and unregistered midwife Miss Gustavson attending. Mollie's first memory of her sister was that whenever Joyce was bathed, she would | |

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| always fall asleep. | |
| <ul style="list-style-type: none"> Mollie and Joyce used to share a room downstairs and kept the second floor room free to play in. When they were children they used to sleep outside in the large front porch, summer or winter, until the traffic got too noisy. Baby Joyce slept outside as an infant, even in winter, bundled up in her perambulator (pram). Every once in a while someone would go out to brush the snow off the covers. | |
| <ul style="list-style-type: none"> The 1914-18 war began and during the war years Alfred and Olive were heavily taxed for their property, as much as five dollars a day. As a result they lost most of their land until they were left with only 2 ½ acres of the original script of 160 acres*. Financially, times were difficult and Olive Nye was forced to go to work despite the tender age of her two daughters. Since she was a teacher she decided to return to the occupation she had in Kendall, England, but discovered to her dismay, that she could not teach in British Columbia without further training and certification in British Columbia methods. However, the Province of Alberta would employ teachers who had been trained in England so she applied and received her first posting. | <p>* A.J. Nye had earlier (1910) sold a section of his land to the Municipal District of North Vancouver to build a new District Hall at the north-west corner of Lynn Valley Road (Pipeline Road) and Fromme Road. The original property wall of this hall still exists in 1998.</p> |
| <ul style="list-style-type: none"> She packed, and with her daughters left for Alberta. Mollie's father Alfred worked where and whenever he could, securing a job at Slave Falls Power Dam for a while. The house was in the meantime, rented for \$35.00 per month and the family went off to work to keep their house and remaining property. | |
| <p>The Teaching Experiences of Mollie Nye and Her Mother Olive as Pioneer Teachers</p> <ul style="list-style-type: none"> The following text entitled TEACHING ON THE ALBERTA PRAIRIE is a biographical account of the teaching experiences of Olive Nye and the living conditions under which she and her daughters Mollie and Joyce had to endure in the process of teaching in Alberta and British Columbia from 1919 and into the 1920's. Later the account turns to briefly survey the positions held by Mollie in North Vancouver. | |
| <ul style="list-style-type: none"> This biographical account was hand written by Mollie sometime after 1986 at the request of the researcher and other interested individuals keenly interested in Mollie as a meticulous historian, the unique teaching skills of her mother Olive passed on to Mollie in-class experience. Later Mollie continues with a series of brief accounts of her own experiences as a pioneer teacher both outside and within the Vancouver area. | |
| <ul style="list-style-type: none"> The story is told by Mollie Nye in the first person simply typed as she wrote. Minimum editing has been applied by the researcher and then only to clarify and identify for readers who were not familiar with the teaching life of this great lady and that of her mother. | |
| <ul style="list-style-type: none"> However, to support and lend credibility to the extremely primitive teaching and living conditions which Mollie describes here, it is necessary to set the scene in British Columbia and Alberta of one room schools during the period 1919 to the early 1930's. | |
| <ul style="list-style-type: none"> Even by 1935 one could travel almost anywhere through the lonely | |

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| <p>hinterland of British Columbia and Alberta and come up on a one-room school house. Often it would be a sod roofed log cabin in a clearing near a stream or in Alberta, a tiny rectangular building on a windswept hill top. Very few signs of houses would be evident close by the school but somewhere in the area on distant ranches or small stub farms in the bush there would have to be families with enough children to establish a school. Ten was the minimum enrolment required by the Department in those days.</p> | |
| <ul style="list-style-type: none"> In 1932, the peak year, there were 704 one-room schools in British Columbia alone, each with its own school board composed of three elected trustees, often belonging by communication necessity and simplicity to one family. | |
| <ul style="list-style-type: none"> Hundreds of these little schools have been built and abandoned over the decades since the first formal school was built in Alberta at Father Lacombe's instigation at Edmonton House (1795) by Brother Constantin Scollen who taught some twenty pupils in a log building within the palisades, an occupation he commenced in 1862 and continued until 1871. | |
| <ul style="list-style-type: none"> In British Columbia the first formal school was opened in 1849 in Bachelors Hall, the large dining room of the Hudson's Bay Fort which was located near the corner of Fort and Douglas Streets in the present day layout of downtown Victoria. This school is gone, but Craigflower School which opened in Victoria in 1855 still stands, a tiny colonial school house of white clapboard and in a high level state of preservation. | |
| <ul style="list-style-type: none"> In 1872 a Public Schools Act was passed establishing free, non-sectarian public schools open to all children from six to sixteen years of age. | |
| <ul style="list-style-type: none"> John Jessop, the first superintendent of schools under this act, was greatly concerned with the problem of providing schooling for the children of the settlers who were rapidly moving in to ranching, logging and mining communities in the vast interior of British Columbia. There were then hundreds living beyond the reach of education. Jessop travelled thousands of miles organising new schools in pioneer areas. He also had to close schools in areas where the timber supply for a sawmill had run out, or where a mine had a hundred children, spread close and the population had dwindled away. | |
| <ul style="list-style-type: none"> In British Columbia alone, in the areas between settlements with schools the families were widely scattered and it was impossible to collect the required number of children to form a school. There were for example six children between Lytton and Lillooet, six or seven at Big Bar Creek and nine at Dog Creek and Alkali Lake, some eighteen miles away had four and on the opposite side of the Fraser there were three. At Chimney Creek there were eight or nine more. At Deep Creek, land at Soda Creek with Olive Nye in charge and including Mollie and sister Joyce in the student population. There were three or four families and seven or eight children of school age. There were in fact, at that time, nearly one hundred children, spread over an area of ten thousand square miles: about one child to a hundred square miles. | |
| <ul style="list-style-type: none"> The rapid increase of one-room schools in both British Columbia and Alberta was linked with development and settlement of the country. The | |

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| <p>biggest changes occurring because of transportation. In 1896 there was a sudden rise in school enrolment after the completion of the trans-continental railway. The need for a link to the interior gold fields of British Columbia sparked the building of the Cariboo wagon road, opening up the Cariboo and Chilcotin ranching areas to settlers. Paddle wheelers played a large part in the development of British Columbia. The Fraser, Thompson, Columbia, Skeena, Stikine and Peace were all made accessible to settlers by these shallow draft river boats.</p> | |
| <ul style="list-style-type: none"> In Alberta, starting about 1912 the Canadian Pacific Railway, Canadian Northern Railway and Grand Trunk Pacific commenced weaving a network of lines in the heartland of the province, the large elliptical area between Edmonton and Fort Macleod. Many of them took care to pass over farming lands underlain by coal and a host of coal mining towns sprang up in the wheat fields or range lands. | |
| <ul style="list-style-type: none"> By 1903, mainly as a result of Mormon effort, some 480 miles of canals and ditches had been constructed and were said to be capable of watering thousands of acres. The Mormon's practical exponents of irrigation continued and expanded their successful application of water to the parched soils until in 1912 the Canadian Pacific Railway, taking over the Alberta Railway and Irrigation interests, enlarged the main canal and gave the project and the communities of settlers a shot in the arm. | |
| <ul style="list-style-type: none"> Starting about 1910 under the name of the Eastern Irrigation District, Canadian Pacific Railway turned its attention to the more easterly division of the lands. Building its impressive dam on the Bow River near the east end of the Blackfoot reserve brought the town of Bassano, Olive's first posting into the lime light to the extent that it began to advertise itself as "The best in the West by a Dam site". The concrete flume can still be seen in 1998 from the Trans Canada Highway. | |
| <ul style="list-style-type: none"> The Northern Alberta Railway line helped bring homesteaders to the Peach River country of B.C. and the vast area of north central B.C., north of the Cariboo gold fields and south of the old fur trading routes. With the completion of the Grand Truck Pacific in 1914 people began to arrive in greater numbers lured by advertisements promising rich banana-belt farm land. As Mollie will describe, these farmers eked out their living by cutting ties for the railway, initiating the "stump farmers" hew tie industry, which helped settlers survive in the depression years. | |
| <ul style="list-style-type: none"> As families moved to these remote areas, others were about to follow. The children were small at first, so the absence of a school was not a problem, but after a few years rolled by the three year old and five year old would be six and eight years old and growing up without book knowledge. The arrival of new settlers with children was important, even under negative circumstances, as Mollie will describe at Soda Creek with a mother and her family descending from a Fraser river boat up on the unprepared community. These brought a new School or more funding as was the case for Olive Nye's school. Some times even four year olds like sister Joyce were hustled off to school to make up the required number, or children might be "borrowed" from a neighbourhood miles away and boarded in the school district. | |
| <ul style="list-style-type: none"> When a school site was chosen for a school, the financial aspect had to be considered. "Interested persons" were responsible for footina the bill for a | |

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| <p>new school, assisted by the government. This assistance was often extremely modest. For example, at the hamlet of Chezacut, British Columbia, north of Chilcotin and which was formerly Chilcotin Lake (meaning birds without feathers – when geese were moulting and could not fly), the BC Government donated \$125.00 towards the school in 1926. The standard school house pattern consisted of a small vestibule leading to an oblong room with windows down one side and a black board on the front wall. As Mollie will describe, the childrens' desks were usually arranged in rows and fastened to the strips of two-by-four so that they could be moved quickly when a community dance was planned. In the very early days, these desks and benches were hand-hewn, and the blackboard was simply a piece of painted wood. Despite the primitive conditions in these early schools, they were very important to the families in that school district for the school was the centre of the community.</p> | |
| <ul style="list-style-type: none"> Of Soda Creek which Mollie describes , a teacher who also taught there in the 1920's, when asked to report on boarding accommodation wrote: "Boarding accommodation is not at all satisfactory. I am at present living in the government jail with borrowed furniture. The people are difficult to get along with." | |
| <ul style="list-style-type: none"> The people were at first extremely poor and therefore could do little to help these situations. Some found the approximately \$35.00 a month board money paid by the teacher, was their main income small though it had to be. | |
| <p>Teaching on the Prairie by Miss Florence M. (Mollie) Nye</p> <p>Teaching on the Alberta Prairie in a one room school was quite an experience for our mother, Olive.</p> <p>It was 1919 – World War I was over and times were hard. As our mother only had an English Teaching Certificate it wasn't recognized in British Columbia so mother decided when she discovered she could teach in Alberta that she would apply for a teaching post there. Our first destination was Liberty School, 23 miles south of Bassano – the heart of the dry belt with no irrigation. Our Aunt, mother's sister Eva Comston decided to teach in Alberta too and obtained a position five miles from our school.</p> <p>The two sisters, Olive and Eva started out with five children in tow. At first on the Canadian Pacific Railway it was exciting. Sleeping on the train, having meals, viewing the majestic mountains were really exciting. Transferring at Calgary we travelled south to Bassano. It was a strange lonely feeling when we left the train and lined up on the station platform waiting for our transportation – horses and wagons.</p> <p>Arriving at our destination, a flat dry prairie farm land we finally came to our boarding house. Our home, attic bedroom with coal oil lamps and candles was hot in summer and freezing in the winter. We ate the first meals with the family with whom we lodged, and who were the school trustees.</p> | |

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| <p>My first experience on horseback was being bucked off and suffering from concussion. As there was no phone, no doctor, our mother was frantic. Next day she asked for a teacherage of our own.</p> <p>A single boarded frame, hired man's shack was moved to the school grounds. As there was no water one of the pupils brought one kettle from her home each day to supply the children and our home with drinking water. A horse and cart brought a large barrel of water each week, at a cost 50¢. This provided us with washing water, water for baths and scrubbing floors.</p> <p>During September days were extremely hot but as fall progressed it became very cold. Frost would appear on the bare nail heads each morning.</p> <p>The water barrel froze solid. Going to bed at night was an effort. Fleece lined sleepers, mitts, red sweaters, red bonnets and socks kept us from freezing. My three year old sister was placed in the middle of the bed while mother and I slept on each side to keep her from freezing. We often sat on the oven door to keep warm. Baking was a problem with this poor cook stove.</p> <p>The school was very dusty but mother swept and scrubbed until it was habitable. For fuel, lumber from the attic was hauled out for the stoves, when that was finished lumber from the school basement was used. The boys out house was used for fuel and finally the fence posts were used. For an English woman who had not used an axe, mother managed quite well.</p> <p>The students ranged from my sister Joyce who was four years old to students in grade 8. Many travelled many miles or on horse back to receive an education. Their days started early as many of the older boys had to milk cows or plough before coming to school. Evening chores took up most evenings. There was little time for homework.</p> <p>One of our worst problems was fighting millions of flies – fly swatters sticky rolls dangling from the ceiling and screens on the windows – nothing really worked for as soon as the first round was killed another swarm arrived.</p> <p>As winter arrived our problems really increased. Frost covered the nails in the bare wooden walls. Everything froze, milk, water in the kettle, the barrel full of washing water, doors and windows stuck as the wind howled. As it grew colder my sister and I sat on the over door to keep warm. At bed time we dressed as it going to the north pole. Fleece lined sleepers, woollen socks, red woollen mitts, red sweater and bonnets. My three year old sister slept</p> | |

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| <p>between mother and I to keep her from freezing.</p> <p>Not only did our mother have to light the stove in the cabin but the school stove had to be lit – often without paper and little wood. It was almost impossible to get bread to rise in these cold temperatures.</p> | |
| <p>My sixth birthday will never be forgotten. Mother had made a gingerbread cake and placed it in the school basement to keep it cool until supper time. There was great excitement when we went to get the cake. When we got there only crumbs were left as the gophers had eaten it for their birthday party.</p> <p>One day my sister Joyce decided to climb a wind mill, to our horror she had climbed extremely high. One of the farmers was screaming that when she came down she would get a spanking. Mother stepped in and offered a bag of candy – she was down in a few minutes.</p> <p>One day I went missing after school – some people had an old Ford and offered me a ride. I didn't seem to realize that I should ask my mother first. As she didn't know where I had gone she was frantic. After a while I was returned safely.</p> <p>It was very difficult to get a variety of foods as we were 23 miles from the nearest store which was at Bassano and we had no transportation depending on the local people to offer rides "in to town".</p> <p>As the winter set in the farmers looked out each morning to see if smoke was coming from the chimney. If it was, they knew we were still alive and hadn't frozen to death during the night. Our mother realized we couldn't possibly survive so despite the income from a steady job she decided to leave in mid term and return to BC where we spent the winter of 1920 at uncle Thomas Samuel Nye's at Daisy Lake, near Squamish at the head of Howe Sound. It was just like heaven.</p> <p>Leaving Alberta by train that Fall, 1919 was a long arduous journey. The trains were filled with soldiers returning from World War 1. Everyone fell asleep in their seats as there were no berths to spare. One poor soldier offered to look after us while mother had a rest. My sister Joyce woke up and cried for her "straw" so the poor man started searching for a straw hat not realizing that "Straw" was the name for her favourite blanket which she wrapped around her finger and stroked her mouth. There was little to do on the trains but I was lucky having received a book "Little Susie's Sixth Birthday" so I kept busy reading it.</p> | |
| <p>Christmas at Daisy Lake and Our Trip to Glencoe School</p> <p>It was just a wonderful time staying with Uncle Tom and Aunt Emily. In the house it was actually warm and Aunt Emily cooked wonderful meals</p> | |

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| <p>– all we could eat. There was a piano so we spent musical evenings singing. Sleigh riding occupied our outdoor play periods and we also built snowmen. Christmas was wonderful with all the lovely gifts – toys my cousin had outgrown – hand made aprons etc.</p> <p>All this time mother was applying for schools where teachers were required and finally by April there was a reply from Glencoe School, an ungraded school. Mother had been appointed. Once more we packed up got on the P.G.E. at Daisy Lake and headed north to Williams Lake.</p> <p>It was a wonderful trip as the train ploughed through the deep snow, the scenery with snow covered majestic peaks, frozen lakes and rivers.</p> <p>By evening we reached Williams Lake and were told that was the end of the line. The men working on the line were housed and fed in a large work camp.</p> <p>We wondered what we would do. We were told by the station master that each family would choose a mattress on the station floor and that would be our bed for the night.</p> <p>When we awoke in the morning we were so hungry and wondered about our breakfast. Instructions were to go to the mess hall for the workers. I'll never forget the wonderful meal of canned milk and cornflakes.</p> <p>The next problem was to find transportation to Soda Creek. A very large wagon pulled by four horses could be hired so all our possessions were put in it. We were provided with seats and I was able to hang on but Joyce had to be held by mother so that she wouldn't fall out. It was a very narrow road, bumpy and ungraded, barely enough room to pass any other wagons. By nightfall we had reached the Douglas Ranch where a very pleasant night was spent and a good breakfast was provided.</p> <p>Then we started on the last leg of our journey in the same horse wagon. By mid afternoon we finally reached Soda Creek, north of Williams Lake and so named from the white alkali powder that dries on the rocks along the bank. The school secretary Mr. Charlie Ross met mother and took her to the small general store to buy supplies – flour, sugar, rice, macaroni, canned milk, potatoes, carrots, turnips, jam, porridge, etc. Our supplies and possessions were taken to the suspended cable car. All our possessions and supplied were put on board and we were pulled across the Fraser. Large cracks in the floor</p> | |
| <p>boards were terrifying as I thought we would fall through to the river far below. Finally we crossed successfully and we were met with a team of horses and wagon on the west bank.</p> | |

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| <p>A five mile drive through pine and spruce trees on a very narrow ungraded road brought us to Glencoe where we met Mrs. Ross, Dolly Harrick, Mary and Alma. We were taken to their three room log home before proceeding to our teacherage.</p> <p>Along a narrow trail we proceeded on foot crossing a frozen creek where there was an axe. Mr. Ross explained that to get our drinking water we had to chop the ice and carry the water by bucket to our teacherage. The next stop was the wood pile. Mother was instructed how to split the wood, but when Mr. Ross saw her efforts with wood flying everywhere his exclamation "For God's sake woman do not chop another stick – You'll kill yourself". Wood had been flying every which way.</p> <p>Our teacherage was a one room log cabin with a sod roof where wild flowers and grass grew in the spring and summer. It was a cosy warm room with a curtained off space for a double bed and a small cellar for storage. The floor was made of wide hand hewn planks with cracks in between them.</p> <p>One day mother's front tooth broke off her top dentures. Dad tried his best to fix it with sealing wax, as that seemed to be the only thing that would hold it in place. Unfortunately the tooth went down a crack and it could not be found. Mother said that she would not go to school without her tooth. Dad asked for the button box, he filed a pearl button and placed it with sealing wax to her top dentures. Needless to say she never went out without a match and sealing wax to replace it. That summer when she went to university in Edmonton she visited the dentist immediately. He was so interested in the home made tooth he begged it from her.</p> <p>Winters were very cold – below zero temperatures were common. Luckily the little log cabin was nice and warm if the cook stove was lit.</p> <p>Good supplies had to be brought in from Soda Creek, five miles away and brought over on the cable car. Wild meat – deer, ... etcetera, and fish were main meat dishes, but there was great celebration when cattle could be butchered. Our main source of fat was from the bears and soap could be made if one had lye. Wild berries were picked and</p> | |
| <p>bottled to supplement the apples.</p> <p>Raspberries from the orchards. During winter we lived on canned milk as cattle went up to the Chilcotin to graze so it was a real treat to have fresh milk and butter when they returned. Chicken supplied eggs and meat in season. Vegetables from the gardens were stored in root cellars. Of course, rice and maccaroni helped to stretch out the food and provide variety.</p> <p>Visitors were few and far between. When the school inspectors came</p> | |

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| <p>mother let them use the double bed. My sister and I slept on a camp cot and mother had a camp cot outside. As she had long hair she braided it each night and was rudely awakened one night by a sniffing at her braids. A cow thought she would have a good meal of hay.</p> <p>There were about 13 to 20 children in the little log school which had five windows and was very dark. A stove kept us warm and comfortable in winter.</p> <p>By Spring the mosquitoes returned so smudge pots were placed in the strategic places around the classroom. Dry leaves were lit in the lard or syrup pails and then twigs and damp leaves were place on top. Our eyes used to get very sore with the smoke but it was better than being bitten by mosquitoes. If we could find paper we would wrap our bare legs with it and then pull on long black stockings or overalls to keep out the mosquitoes. At night smudge pots were used in the homes. Netting was placed on windows and over the beds otherwise one could not sleep.</p> <p>Mother was appalled at the lack of books in the school so decided to go on the 40 mile trip south to Williams Lake to beg money from the PGE Railway workers. She was very fortunate in collecting over \$300.00j – a fortune then and started the first school library in the Cariboo.</p> <p>Christmas Concerts with a Christmas tree and gifts for the children were very well received. People came for miles as it was the only entertainment for the year. It became an all night affair as a mid-night lunch and all night dances followed. Babies and toddlers slept on the benches or desks and on the floor on piles of coats and jackets. A good time was had by all.</p> <p>As there were no medical facilities the teachers had to be prepared for any emergency. One day the stern wheeler steamers blew three blasts. Mother asked Dolly Ross (Mrs. Eric Collier) if she would supervise the younger pupils while she went to help with the emergency.</p> <p>A pregnant woman with her five children had been starting up the river. She'd had her older children build a raft and they all climbed on board and floated down to Soda Creek. No one was prepared to look after such a large family so they were put on board that stern wheel steamer. The captain finding out the baby was arriving decided the best thing to do was to put them ashore at Glencoe.</p> | |
| <p>The family in a deluge of rain was taken to the small Ross home – with two bedrooms and a kitchen. Mr. and Mrs. Ross gave up their</p> | |

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| <p>bedroom to the mother who had a baby where the sod roof was leaking. A wash basin collected drips as they fell on her chest and lard pails collected drips around the room. Problems arose – Mother knew the baby must have its eyes washed out and luckily got hold of a very weak solution of carbolic acid. What could be used for baby clothes. Mother looked at my doll and said “Mollie we’ll have to use your doll clothes for the baby”. I began to cry that my doll would be cold and mother explained how the baby would be colder.</p> <p>Feeding 9 children, a baby and three grown ups was quite a problem. A house had to be built so the men went out in the forest, selected a site for the home, cut down trees, trimmed the branches and built a log house – no windows, no floors. A bonfire outside provided facilities for cooking. Neighbours gave what food and clothes they could spare. As it was April it was still very cold with frosty nights. It was difficult to keep the family warm.</p> <p>The government grant was increased with the extra pupils. Everyone was delighted.</p> <p>The children made their own fun. Making mud pies was an interesting occupation especially if one tasted them. No stores were available for gum so we used to get gum from the spruce trees.</p> <p>Our dolls included dolls made from sticks with a rag head. Girl dolls were dressed in skirts. Horses were twigs shaped. Homes were made from scraps of cloth or buckskin draped over sticks shaped like tents. We spent hours making little settlements, and the children had to work too – feeding chickens and animals, milking cows, planting gardens, harvesting, picking berries and apples, splitting wood.</p> | |
| <p>One day mother was appalled when she came home and found me plucking chickens and cleaning them. Everyone learned to do jobs at a very early age. I was then seven years old.</p> <p>Another form of entertainment was when our dad on one of his visits, cut up strawberry jam tins into dancing fairies with jointed legs and arms. They were dressed in sparkling tinsel and little ruby coloured beads. Black thread was used to join their hands and legs, and longer threads were tied to door knobs. Everything was prepared at dusk before the audience came in. Lamps were turned down very low so that when the sparkling fairies came to life when the strong black thread was jiggled the little fairies feet make a little metallic tapping sound on the roughly hewn bare floors.</p> <p>Mr. Ross, our school secretary was from Scotland and very superstitious. He would get down on his hands and knees and attempt to crawl towards the fairies. I am certain that he thought that they were real and I know that we thought they were real. Every time any one got too close there was a warning that the fairies would vanish if we went any nearer. Many years later I found the little fairies in a tobacco tin in</p> | |

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| our basement – still as good as new. | |
| <p>Our Last Prairie School at Fairplay, Alberta</p> <p>After our mother went to University of Alberta in Edmonton she applied for a better position at Fairplay School, 36 miles from Calgary, 5 miles from Cheadle* and 7 miles from Langdon**. She thought we were living in luxury as the school was a large one room frame building with an organ and cloak room. Mother was able to put on lovely Christmas Concerts with lots of songs, plays, dances and drills. It was a bright sunny school with lots of windows. A teacherage – long narrow like a railway car was joined on to the school, so dad put a door through the blackboard so we didn't have to go outside.</p> <p>The teacherage one room was furnished sparsely with a kitchen table, four chairs, a large kitchen cabinet, wash stand and a sanitary couch and a camp cot. When temperatures reached 30° - 40° F below zero the water pump froze and had to be primed with warm water. Water was very precious and snow was often melted to help out with washing. My sister would be bathed first, then a kettle of water was added and I would be second, more water being added for mother. After dad had bathed the washing was done. Lastly the water would be used to scrub the floor.</p> <p>It was so cold that beautiful fern like pictures covered the windows. The snow in '29 was as high as the fences. No one needed to open the gate.</p> <p>Transportation was difficult in winter. Those who lived close enough walked, some rode horses back or were driven in sleighs. One little girl rode her horse, for seven miles and she was only seven years old. As she passed each home on her route a phone call would be made to the next house for them to be on the lookout to see if she was safe.</p> | <p>Researcher's Note: Cheadle was named after William Butler Cheadle (1835 – 1910). Noted traveller and co-author with Lord Milton of NORTHWEST PASSAGE BY LAND. Milton and Cheadle crossed Canada by way of the Yellowhead Pass, to the Cariboo Country in 1862 and the book is based on Cheadle's Diary of 1884.</p> <p>** Researcher's Note: Named after Langdon of Langdon and Shepard, subcontractors who built part of the Canadian Pacific Railway in the vicinity of Langdon and Shepard stations.</p> |
| <p>We had wonderful Christmas Concerts followed by a Christmas tea and dance and midnight supper. People would travel for miles for the annual entertainment.</p> <p>Life was hard for the older boys as they had to rise early – about 4:00 a.m. and plough or seed the land before coming to school. Many had to milk cows, clean barns etcetera before their long trip to school. There was very little time to spare to do homework.</p> <p>Entertainment for the children included catching gophers. Precious water was poured down the gopher holes, the gophers would come up to the surface for air and would be caught. Tails were cut off and the teacher would keep track of the numbers in order to get the bounty for the children. 1¢ - 3¢ per tail. Sleighs pulled by horses took us to the store five miles away so that groceries could be brought. One time the trailer sleigh was left far behind when the coupling broke – all the</p> | |

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| <p>children were sprawled many yards behind before anyone knew they were missing.</p> <p>In spring massive fields of purple crocus were picked and the fragrant perfume of the wild rose was always most welcome. It was such fun when the harvest crews were nearby as the camp cooks were so generous with their tasty apple pies, doughnuts and other goodies.</p> <p>Sunday afternoon was spent around the organ singing hymns, while mother played and sang. This was a very special time when roads were all blocked and one could travel through the very deep snow. At week ends, visits were made to homes that were close enough. Our pleasures were simple but really appreciated.</p> <p>Gophers were such a nuisance as they would sneak into the cloakroom, take the lids off the lard pails and eat the children's lunch. Our cooling system was a deep hole with water or milk suspended down the hole to keep it fresh. Often gophers would get into the pail and it would become a pail of mud.</p> <p>Games in winter were all to do with snow. "Run Geese Run", building snow statues, sleigh riding and skiing and snow shoeing and ice skating. Fishing through ice on the Columbia River was much fun.</p> <p>Games in summer were basketball, football, tag, hid and seek, kick the can, anti-lover. There was no basketball equipment, skipping for girls, marbles for boys. Falls were bountiful hunting, mountain goat, deer, bear, etc. provided food for winter as it could be frozen or bottled. Wild berries were made into jam or preserves. With vegetable gardens, cows for milk and chickens, people were almost self supporting.</p> <p>Social life was scarce, visiting neighbours and dances interrupted the monotony. There were no churches, libraries, stores or phones, no medical services and no daily papers. Once a month a farmers magazine would arrive, grocery shopping once a month kept ink to be on the list with the necessities. Horses and buggies or wagons and the odd car supplied transport when roads were clear of snow.</p> <p>The life of the stump ranchers was not an easy one.</p> | |
| <p>Roche Point School – Dollarton</p> <p>By 1924 mother received a teaching position at Roche Point School – 8 miles from North Vancouver. Teachers either had to board there for the week or travel by boat from Gore Avenue, Vancouver. Later a bus transportation system was set up from North Vancouver.</p> <p>The school was small with just one room, but the room was crowded with about 40 children in all grades. These were many different nationalities speaking different languages and some children could</p> | |

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| <p>speaking no English.</p> <p>The first job was to teach English, and then the various subjects could be tackled. Luckily there was a piano so music was enjoyed by all. The usual Christmas Concerts often followed by a Christmas tree was held with lovely presents for the children. The grown ups would conclude the evening with a dance.</p> <p>There were wild animals in the forests at this time. Bears would be seen on the playground. Timid deer would venture to eat the grass on the play ground. The most terrifying moments came when cougars prowled around. The children soon learned to seek safety particularly when on their way to school.</p> <p>As Dollarton was a mill town, many ships called there from the orient and other foreign lands. One of the results was the epidemics brought by the sailors – small-pox, scarlet fever, rubella and scabies. For the latter, all decks had to be scrubbed with disinfectant, a daily inspection to try to eradicate the problem.</p> <p>The teacher's life was a busy one as preparation had to be completed for eight grades. This took many hours each evening so weekends were a great treat.</p> | |
| <p>Roche Point School was a training school for the Provincial Normal School in Vancouver. Many local teachers received their first experience in a class room where eight grades were taught at once.</p> <p>By the early thirties a second room was added to cope with the increased population at school. Grades 1 – 4 were in one room while Grades 5 – 8 were in the second room. At last plumbing was introduced – much more consistent than the outhouses. Running water provided drinks for the thirsty children, so it seemed quite a luxury.</p> <p>A school garden was planted with good results when it was harvest time. At this time Grade 8 pupils were required to write government exams sent from Victoria so May and June were very busy months for the Grade 8.</p> <p>A yearly award was given to the best school in the inspectorate. Three times Roche Point School won the prize. It was always a great honour as all North Vancouver Schools were involved.</p> <p>Roche Point School as a North Vancouver District School was allowed to enter the North Vancouver May Day Queen Contest and provided a decorated float for the queen.</p> | |

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| <p>As the transportation was difficult in the early days, it was almost impossible to enter teams in the North Vancouver sports.</p> | |
| <p>Mollie Nye – Mountain Ridge School</p> <p>It was September of 1932 when I received my first teaching position at Mountain Ridge School, BC. There was great excitement packing my trunk and suitcases as supplies had to be taken for one year. Both summer and winter clothes were necessary. Books both texts and reference would be required. A portable record player would be required for Christmas concerts, and costumes for the plays were a must. Pencils, pens, notepaper, scribblers, crayons, paints, pencils, pens would be needed.</p> <p>Finally everything was packed and transported to the Vancouver CPR station. The family saw me off at the train. Luckily one of my best friends was travelling to a neighbouring school so it was wonderful having company. After twenty-six hours through wonderful scenery we finally arrived at Golden the next morning at 9:00 a.m. My friend was picked up first and transported to her school in the Columbia Valley. It was several weeks before I saw her again.</p> | |
| <p>My official trustee and her husband met me at the Golden Station and we were soon on our way to Mountain Ridge School. Our transportation was by a truck of the early 1920's – completely open. My belongings were put in the back and I was requested to sit on the lady's knee as there being insufficient room anywhere else.</p> <p>The countryside was bathed in beautiful autumn colours which looked even brighter in the intense sunlight. After about 7 miles we started climbing up a narrow dusty switch-back road and finally arrived at the official trustee's low lying log home. The eldest daughter of thirteen had cooked a chicken dinner for the new teacher's arrival. This was topped off with bottled crab apples. As I'd had no breakfast a chicken dinner seemed rather odd.</p> <p>I met the two girls and two boys who would be some of my new students. They at first were a little shy but we soon became friends.</p> <p>The next part of our journey was about seven miles to my boarding place, a log house on the Bench as it was called. To greet me were three 6 month old babies – twins a boy and a girl, children of my landlady's sister, her four year old daughter, a polio victim who couldn't walk and a three year old son. My land lady had the other baby.</p> <p>After meeting everyone I was escorted to my bedroom upstairs, furnished with a dresser, bed and wash stand. As there was no electricity in the home coal oil lamps were used and sometimes when</p> | |

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| <p>we ran out of coal oil we went to bed when it got dark.</p> <p>My salary totalled \$65.00 per month, \$20.00 was paid for room and board, \$10.00 had to be saved monthly for transportation and money saved for the two months summer holidays and transportation to return to school in September of the next year. There was practically nothing left for the year's work.</p> <p>My meals were very plain as my landlady depended on others for transportation to Golden, 15 miles away. Substitution had to be made frequently and one time cabbage fried in lard was our supper.</p> <p>The walk to school on the school opening in September was beautiful. The majestic Rocky Mountains on one side and the Selkirks on the other with the Columbus River in the valley were breath taking. It was a dusty road. So narrow one could barely pass other vehicles. After a walk of about $\frac{3}{4}$ of a mile and passing two houses I finally arrived at Mount Ridge School. A lumber building, no wood shed, a flag pole and two out houses. There was no paint anywhere.</p> | |
| <p>Inside there were four rows of desks. One row had small desks for the Grade 1's and each row contained slightly larger desks. All desks were mounted on long boards so that when needed for concerts or dances they would be shoved to the sides of the room. A teacher's desk and chair made up the rest of the main furnishings. A few wall maps were hung above the blackboard and there was a globe. At the back of the room beside the door was a water cooler, wash basin and community school towel. A fairly large old stove heated the room but it was very old and sparks would fly out of holes in the chimney.</p> <p>Wood was obtained from outside and as there was no wood shed had to be dug from under frozen snow. Kindling and shavings had to be made from the often green pine as we had no paper to light the fire. This was quite a feat in -40°f degree weather. When it got to be -20°f to -40°f below weather we all huddled around the stove for warmth. Outer clothes were draped nearby to dry out when the clothes were covered in snow.</p> <p>Two outhouses provided facilities at the back of the school. Until the day racoons got in them and chewed the seats everything had gone fairly smoothly but that day I had to take a long stick and attempt to chase them out.</p> <p>At Halloween a dance was usually held to raise the money for Christmas gifts for all the pre-school and school children. There never seemed to be quite enough so I used to knot mitts for the numerous number of babies. Gifts and wool were ordered from the Eatons Catalogue. The teacher started preparing for the Christmas concert</p> | |

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| <p>fairly early. Plays, drills, dances, recitations and songs were practised daily in preparation for the biggest event of the year. It was really a very full evening as the concert took place first. Santa Claus then presented the Christmas gifts to the children. A supper followed and then there was the dance music being supplied by local accordion players and violinists. Sometimes an orchestra would be brought from Golden. The dance would go on for several hours before the people would leave for homes, some arriving home for breakfast.</p> <p>The next day was a heavy work load as the school had to be swept out, the floors scrubbed, desks washed and placed in correct positions.</p> <p>These dances were enjoyed so much by the settlers as it was often the only time they had to socialize. Whole families, even the babies, would be there. The children and babies would be put to sleep either on the floor or on the desks and benches.</p> | |
| <p>This area was one of the most beautiful to be seen. In spring it would be the various shades of green when the buds would burst forth on the branches. Summer would bring more wild flowers and mature leaves. By Fall these were many wonderful shades of gold to wines and brown. By winter with several feet of snow it was just like a beautiful Christmas card.</p> <p>Nature played a great part in changing the scenery. The heavy snows of winter would cause the pines and other trees to snap. Avalanches would come down the mountains with a roar taking everything with it down the mountainside, often demolishing very large trees, causing rock slides which often covered the local farms. Fences were broken and buildings were torn down with the force.</p> <p>Lightening storms with many spectacular colours would flash across the sky accompanied by very loud peals of thunder. Some time forest fires would result causing great devastation.</p> <p>The heavy snow storms and blizzards caused road closures and resultant school closure. Some times supplies, mail, etcetera could not get through.</p> <p>If there was severe illness sometimes problems arose as there were no phones on the Bench even in summer. Sometimes I had no contact with another adult for three weeks at a time when the snow was deep.</p> <p>Once I took ill with Quincy. My landlady said she would cure it – so it was a dose of coal oil and brown sugar. No results. The second night she gave me a dose of horse medicine as there was no human medicine available. Still no results. The third night she said she would</p> | |

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| <p>really fix it. I was to get my dirty woollen socks, not a clean one. She put an onion in the large cook stove to heat up among the ashes and then put the onion in the sock. I had to wear this all night around my neck. Next morning I went to school -40°f as usual. By mid-morning the abscess broke and from then on I began to feel better.</p> <p>Water had to be pumped or obtained from springs or streams as none was wasted. Most people were lucky to have one bath a week. The teacher was allowed two. In winter snow or ice had to be melted.</p> <p>Occupations of the parents were varied. At first there was a very small lumber mill but when it closed there was unemployment. Several men worked on the Big Bend Highway at 25¢ an hour. Stump ranchers planted their crops of fruit and vegetables around the stumps – this saved the labour of blasting them out or digging them out.</p> | |
| <p>Illness at school sometimes was a problem as there were no phones. Often the child would put his head on the desk and fall asleep. One time a little seven year old boy was so sick he couldn't walk home – nearly three miles down to the valley. The only solution was to carry him home on my back and then climb back up the mountain to return before dark. This would have to be done after school as one could not dismiss the class or leave them alone.</p> <p>Wild animals played a large part in the lives of the settlers. Bears were a common sight, one tried to avoid them. I'll never forget a beautiful scene when deer were feeding by the moonlight one night. Mountain goats caught on the mountains about or above the timber line were a great asset to the menus. Moose were also used for food when it was available. One was lucky if a cougar did not pounce out of a tree.</p> <p>After a month in my first boarding place I decided when the snow got deep it would be very difficult to break trail to the school. A parent asked me for a Sunday night dinner which was a wonderful meal of meat, potatoes and vegetables and fruits dessert. She showed me the little log cabin – one room teacherage – where the teacher usually stayed. She said she would do my washing but would have to charge \$25.00 a month instead of the \$20.00 I'd been paying. As it was about a three minute walk to school it would be so much easier to walk to school when the road was bad that I jumped at the chance. The cabin held a single bed, a kitchen table, two chairs, a small wall bookcase, a dresser and wash-stand. Heat was provided by a small heater. A lard pail contained water and provided washing water when it didn't freeze. It was very cold as one could see daylight between the logs where it wasn't chinked. In the morning my wash water would be frozen and one morning my hot water bottle froze in bed. After my time a teacher froze her feet in bed.</p> | |

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| <p>Two highlights occurred during the year – visits by the school inspector Mr. Trimble and Miss Bowron who visited the teachers to see if there were problems. Miss Bowron brought me a chocolate bar and as I hadn't tasted one for months I broke it in tiny pieces and ate a small piece each day. The school inspector was Mr. Miller who visited in the fall to see if everything was proceeding correctly. Advise was given i.e. grading, supplies, problems, etcetera – no woodshed, poor stove. During the winter with its heavy snow it was hard for him to travel so he wouldn't venture out again until spring.</p> <p><i>Researchers Note:</i></p> <p>By the late twenties, it was apparent that some young people who were leaving sheltered homes and venturing into the lonely life of a one-room school were in need of more help and advice than the occasional visit from the school inspector could give them. In 1928 the government appointed a teachers' welfare officer. Her name was Lottie Bowron. Miss Bowron was born in Barkerville in 1879, the daughter of a well-known pioneer John Bowron, after whom the Bowron Lakes were named. No doubt she inherited from her fold-commissioner father an intrepid character and a capacity for hard work. Throughout her six year appointment, Miss Bowron travelled tirelessly all through British Columbia, visited nearly every one-room school in the Province, and bringing solace to lonely teachers with her wisdom and kind common sense. Many teachers living today can recall her visits and her competence in dealing with her difficulties. A few short records of Miss Bowron's journeys are preserved in the public school reports of 1929 and 1930.</p> <p>When trouble arose anywhere in the widely scattered school districts of British Columbia, the intrepid Miss Bowron could be counted upon to arrive by some means ready to do battle with the problem. Unfortunately, in 1934, she was dismissed, probably as a casualty of a change of government.*</p> <p>Problems arose when winter arrived. Ink froze in the ink wells. Sometimes the large bottle of ink froze and burst. Water froze in the cooler and the spring. The stove wouldn't light with no paper and no kindling as dry wood. One Halloween some young fellows piled lumber and logs against the only door and we couldn't get in or out of the door, so for a week we used the windows which were slightly open.</p> | <p>*Researcher's note: Since Mollie Nye elected not to discuss the visits of Mr. Trimble and Miss Bowron this account has been taken from the book by Joan Adams and Becky Thomas <u>Floating Schools and Frozen Inkwells</u> One Room Schools of British Columbia, Harbour Publishing Co. Ltd., Vancouver, 1985 p60, Chapter entitled "On living where you're put".</p> <p>Mollie did say during an interview with the researcher that this kindly lady who was like a fairy godmother would not only bring about improvements in both living and teaching conditions during or subsequent to her visit, but would also leave a gift such as a whole chocolate bar as a token of encouragement and thanks.</p> |
| <p>Capilano School</p> <p>In 1936 a transfer was made to Capilano School where I taught Grades 3, 4 and 5. As the enrolment increased I had Grade 3 & 4. Most students were of the white race but some Japanese and Hindus were enrolled.</p> <p>It was war time 1939 – 1945, the sirens would go off at 2:00 p.m. and classes either had to hide in ditches or the bush. Time drills were given when children were told to run home as quickly, as possible, have parents sign a paper with length of time to get home and then run back to school when the all-clear sounded. I remember ruining my precious</p> | <p>Researcher's Note: Again, Mollie has elected not to mention that part of the wartime provision in local schools was to have at least one member of the permanent staff trained to a required qualification in First Aid. Having her mother's</p> |

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| <p>nylons when trying to hid in a ditch with the children.</p> <p>It was a sad day when we had to say “Goodbye” to the Japanese pupils because they were being evacuated to the interior for the duration of the war.</p> | <p>caring attitude as a lifelong example, Mollie took a number of evening courses and became the qualified staff member. She was so impressed by the training and how useful it was when applied to daily life that she applied to her Principal to teach First Aid and Hygiene to grades 3, 4 and 5. It was Mollie who introduced sex education to these same grades, at first under hygiene and later under social studies.</p> |
| <p>Queen Mary Junior High School</p> <p>Having received my B.Ed. from the university of British Columbia by 1943 I was transferred to Queen Mary Junior High. I was assigned mathematics, Social Studies, Applied Arts and Art. Classes were very large – up to 45. As we only had 40 desks we didn’t grumble when a few students stayed away. Often a few students had to sit around the teachers desk.</p> <p>Many boys who were old enough worked at the shipyards. Working hours were from 4:00 p.m. to midnight. There was little time to sleep as sometimes they fell asleep in school. Their pockets were filled with money during this time.</p> <p>All students were encouraged to buy war savings stamps. A representative from each class was appointed to collect 25¢ from each child for a stamp to be purchased and pasted in a small book. After the war the stamps could be redeemed for money.</p> <p>Air raid drills continued. Schools with senior pupils had the boys, usually trained by a teacher attend classes in the rifle drills, physical ed, etcetera. These classes were sometimes held in physical education periods or after school.</p> | |
| <p>Sutherland Junior High School</p> <p>During the 1950’s Queen Mary Junior High and Ridge Junior High were both over crowded. Space was needed in each school for the elementary students so it was decided to build a new Junior High at 19th and Sutherland. In 1950 Sutherland was built with eight classrooms for Grades 7, 8 & 9. In September the school opened with Mr. Ned Miller as principal.</p> | |

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| <p>Immediately there were problems as all the teachers and students desks had not arrived. The train load was delayed on the Prairie closed to a strike. Students had to sit on the floors and the teachers had to stand. The playground was not completed, so sports were curtailed for a while.</p> <p>Every few years a new wing had to be built as the population increased. Students were brought from all the areas of North Vancouver by bus, so that most classrooms registered 40 to 50 pupils.</p> | |
| <p>A Home Economics and manual training centre were added and a library extension and more classrooms took care of the extra pupils. The large auditorium with a stage and the large cafeteria which soon had to be enlarged provided adequate space for the ever expanding population.</p> <p>For a term Sutherland shared accommodation with Argyle. Sutherland used the school in the morning and the Argyle students used the school in the afternoons. The shift system worked well with a few complications until Argyle High School was completed in 1960.</p> | |
| <p>Mollie Nye's Doll Collection</p> <ul style="list-style-type: none"> In a massive oak show cabinet from Barker's hardware in the Fromme Building in the front room of 940 Lynn Valley Road was Mollie's doll collection. One hundred and seven dolls ranging from beautiful china and procelain headed dolls to hand painted clay headed dolls with just a stick for a body and fabric hands sewn on to the sleeves of the garment being worn. All of the dolls clothes were immaculate, most were sewn or knitted by Mollie herself. | |
| <ul style="list-style-type: none"> The dolls were all shapes and sizes and colours but were in three distinct groups. About one third of the dolls had been donated to Mollie by individuals who knew of her collection and wanted to give a valued doll "a good home". A selected few people knew the real reason why the collection had started and gave dolls to that cause. Mrs. Margaret "Peggy" Hunt of Lynn Valley, a recognised antique dealer with a business in the Fromme Building then on Queensbury Avenue, instantly saw that this part of the collection consisting of thirty-six magnificently formed and richly dressed dolls were worth thousands of dollars if sold privately to collectors. But Mollie politely declined the offer. Peggy Hunt was in fact pleased with the decision since she as a local historian anticipated Mollie's intention to bequeath the dolls to the North Shore (now North Vancouver) Museum and Archives where all could see the dolls and learn the story of each one. That did not happen. On release of the probate following Mollie's passing, all dolls were sold in a 1997 private garage sale. Mollie had made no written catalogue of the doll collection, or number them for identification. She kept all the information in her head. | |
| <ul style="list-style-type: none"> On April 17 and 18, 1994 the researcher spent two evenings recording the story of each doll displayed in rows in the display cabinet. Whilst we have the stories we have neither the dolls or their positions in the cabinet for | |

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| identification purposes. Below is a selection of descriptions on stories to illustrate the true reason for at least two thirds of Mollie's collection. | |
| <ul style="list-style-type: none"> Out of the remaining seventy-two dolls, forty-nine had been purchased by Mollie at local church rummage sales or left over from Christmas toy fairs. These dolls had been painstakingly repaired by Mollie and clothes made by her or by a student or a parent. Over the years Mollie had repaired many dolls and given to local church and similar charity sales and always had in addition to the permanent collection, a transient collection for discretionary distribution. No doll was ever thrown away. | |
| <ul style="list-style-type: none"> The remaining twenty-two dolls were the least valuable or even considered as trash on the market but absolutely priceless for their real purpose as the only teaching aids available to Olive, her mother in the 1920's in Alberta and the Cariboo, and Mollie herself in her early teaching position at Mountain Ridge near Golden, BC in 1932. Most of the heads of those dolls were clay, hand painted with distinctly recognisable features. Others were either stuffed fabric or papier mache. Their bodies were held together with cord or nails rivetted over. One had a left leg that was rigid and a right leg that had a crude knee joint. Another had a right arm rounded off at the elbow while the other arm was normal with a cord joint. | |
| <ul style="list-style-type: none"> The early rural schools at least, had very few school supplied. The teachers, despite the spartan living conditions described previously, had to be relied upon to beg, borrow or steal their school supplied, including such teaching aids as this latter category of dolls. Mollie explained that the children would sit at a table (usually a crate) and each had a doll. Olive would ask the children to imagine a certain circumstance and they, speaking through the dolls, would act out the circumstance and arrive at a solution. Since it was the doll that was speaking, not the child, there was much less evidence of self-consciousness and more realistic answers. The dolls, however crude, had bodies and because of this, they had a distinct advantage over hand puppets. | |
| <ul style="list-style-type: none"> The doll with the rigid leg, for example, was named Monty because he was the doll used by the real Monty who, at that time, wore an iron leg support on his left leg due to a birth defect which his family could not afford to rectify because of the distance from a suitably equipped hospital. Monty managed quite well with the additional aid of a single homemade crutch and did well at school because Olive always kept him busy in the class to offset the frustration of sitting out in games that required running. What pride he lost in physical achievement he gained in ability to provide ready answers in class. | |
| <ul style="list-style-type: none"> Mollie hinted that her mother Olive had a great deal to do with organising for Monty a visit to Calgary General Hospital for an operation to his knee. After local therapy aided and enthusiastically encouraged by his fellow students, his crutch was discarded but later rescued from the bush to hang on the wall at his home as a memento. Meanwhile, his doll also went to hospital in a box in the classroom and was later with great ceremony given a nail joint for its knee. His doll was also identified with a baseball bat fashioned from a twig since Monty during his therapy, was found to have a talent for springing home runs. | |
| <ul style="list-style-type: none"> The stick dolls with stuffed rag or painted clay heads were not only identified with each child in the class or sometimes what they would like to | |

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| <p>be (nurses, knights, locomotive drivers or cowboys), but with locally known personalities. Some were farmers, horse drawn wagon teamsters or shop keepers and, of course, teacher Mrs. Nye herself. All were engaged in setting scenes of feeding chickens and farm animals, milking cows, planting gardens, harvesting, picking berries and apples and splitting wood. Each character had to be identified in some way by agreed body or dress characteristic so that all students could recognise them and on occasion be sent to bring a doll from a shelf in the class. During the scene setting arithmetic problems pertaining to that scheme would be set and like wise a vocabulary of names and terms would be listed on the board. Often the students would be required to be teacher for a few minutes. Mollie of course being the first to volunteer.</p> | |
| <ul style="list-style-type: none"> All of these teaching aids and methods were continued by Olive and late Mollie, right through the series of schools at which they taught, and certainly to Roche Point in the Municipal District of North Vancouver. Like many other boys in the teaching careers of Olive and Mollie, one of Mollie's local students was adamant that he would not be seen playing with dolls. Mollie readily agreed with his sentiments and suggested a better male image might be set if he would make furniture for the dolls. He immediately realised that he, by his lack of cooperation had got himself in a box because he could not make furniture. But with clandestine efforts by Mollie, the boy's father came to the rescue and together at home he and his son made several items and painted them before the son proudly took them in to class. The boy of course received instant acclamation from both teacher Miss Nye and his class mates and he and his dad were given a round of applause. Needless to say, the next time the dolls were brought out in class, the boy took an instant interest in the lesson and the placing of the dolls. He now regularly makes doll furniture for his grandchildren and those of his Lynn Valley neighbours. | |
| <ul style="list-style-type: none"> Finally, and out of the many stories told by Mollie in these two invaluable evening interviews, there is the saga of Ian of Mountain Ridge School near Golden, who was born in an active railway box car around 1920. His father was working on the line between Golden and Revelstoke and had obtained permission from Canadian Pacific Railway for himself and his wife and son to live temporarily in the box car. Baby Ian had caught his right arm in the door of the box car and was taken by locomotive to Golden where the local doctor decided to amputate. | |
| <ul style="list-style-type: none"> By the time Mollie met him in class he had grown to accept this one arm but his behaviour was aggressively defensive and disruptive in class and in walking to and from school. He would often be absent or arrive late yet often want to stay after class, alone with Mollie. By this time Ian had younger brothers and sisters and Mollie came to feel that Ian felt unwanted, unloved but only perhaps because his parents were too busy surviving to give him the smiles and attention he craved. Mollie therefore visited his home and received his mother's agreement to keep him after school to do the chores. She strapped a stick on to his stump so that with an additional two straps he could sweep the floor with a broom and he could clean the blackboard. She made another stick with an eraser tied to it. Ian could then write with his left hand and turn the pages with his artificial hand. He at last felt he was useful and developed neat hand writing with a pencil and also with chalk on the board. He could then write the lesson, or a greeting | <p>* Each day the class would commemorate some famous person alive or dead and learn about them. By this means Ian was enabled to really answer questions asked of him from his prior knowledge of the subject.</p> |

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| or message to his classmates from the teacher.* | |
| <ul style="list-style-type: none"> While Mollie was still at Mountain Ridge, the Canadian Legion at Golden, in conjunction with the CPR workshops made a usable artificial arm with attachments for Ian who incidently came to work in those same regional workshops and also as a farm mechanic and blacksmith. | |
| <ul style="list-style-type: none"> From these and many other stories it can be seen that the teaching resources of both Mollie and her mother Olive from whom she learned on the job, was not book teaching, but a natural innovative skill which involved love and caring for the thousands of fortunate students who she touched in some way. Many of those students now retired or retiring held important positions in their chosen field and without exception, those interviewed had warm and appreciative memories of Mollie and all admitted that when they did not do a good job in class they felt sorry that they had let down this kind, understanding and dedicated lady who taught that learning brought happiness and self esteem. | |
| <p>Joyce E. Nye</p> <ul style="list-style-type: none"> Mollie's sister Joyce Ena Nye's first teaching experience was at Roche Point School in the District of North Vancouver, BC as she was too young to attend Normal School. She was a volunteer for one year, a great experience for one who was to become a teacher. After graduating from Normal School she taught at Willowford in the Cariboo in an ungraded school. This was followed by positions at Blubber Bay, Texada Island, Trail, Abbotsford and Ocean Falls, where she was a Primary Teacher. | |
| <ul style="list-style-type: none"> After her marriage to Genot Machell, an American, and raising three children, Allan, Linette and John, Joyce entered the University of Utah and obtained her Batchelor of Science, Cum Laude in 1966. By 1973 she had received her Master of Science in Special Education from the Fairfield University in Connecticut. Between 1966 and 1974 she started and taught a class in Special Education in New Canaan, Connecticut. | |
| <ul style="list-style-type: none"> When her husband was transferred to Vancouver she became Director of Special Education in the Vancouver neurological Centre in 1975. | |
| <ul style="list-style-type: none"> After retiring her spare time was spent tutoring pupils with learning disabilities. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 8

PART 2

THE ROLE OF CHINESE IMMIGRANT WORKERS

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DNV Socio-Historical
Service Infrastructure
TRANSPORTATION AND INDUSTRY
Researcher: Roy J.V. Pallant, MA

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| <ul style="list-style-type: none"> • <u>Introduction</u> – Chinese immigrants played a significant role in the early development of North Vancouver and of British Columbia and Canada as a whole. In the mid-nineteenth century, up to 7,000 Chinese fortune seekers from San Francisco swelled the ranks of gold-hungry miners in the B.C. Interior. Many stayed on after the creek beds and sand bars were exhausted, to become loggers and labourers. Still more arrived in the 1870's and 1880's to meet the demands of the Canadian Pacific Railway for a cheap labour force to complete the Western portions of the transcontinental railway that would bind the country's far flung precincts together. | |
| <ul style="list-style-type: none"> • <u>Brief Chronological Early History of the Chinese in B.C.</u> Officially it was as early as 1788 when the first Chinese settlers, fifty artisans, arrived in Canada with Captain John Meares* to set up a temporary camp on Nootka Sound as the anchor of a fur-trading route with Canton, China. | *Mears Island is named after him. |
| <ul style="list-style-type: none"> • In 1858 the gold rush in the interior of British Columbia spurs Chinese immigration from San Francisco; by 1860 the estimated population of Chinese in the British Colony was 7,000. | |
| <ul style="list-style-type: none"> • In 1872 an Act removing Chinese (and Native Indians) from the voters lists in B.C. was passed but not affirmed until 1875. In 1875 the Chinese were officially removed from B.C. voting lists. | |
| <ul style="list-style-type: none"> • In 1878 the first anti-Chinese society was formed in Victoria. The province legislates against Chinese labour being used on any public works project. | |
| <ul style="list-style-type: none"> • In 1883 only registered voters in British Columbia are allowed to serve as jurors in both civil and criminal cases. | |
| <ul style="list-style-type: none"> • In 1885 head tax for admission of Chinese to Canada began. | |
| <ul style="list-style-type: none"> • In 1886, sixty Chinese attempting to vote in Vancouver's first municipal election were driven away by whites; the City was incorporated with a statute | |

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| clause prohibiting Indians and Chinese from voting. | |
| <ul style="list-style-type: none"> In 1887 white mobs attack Chinese workers at Coal Harbour in Vancouver and burn the homes of ninety Chinese workers in the Carrall Street area. | |
| <ul style="list-style-type: none"> In 1900, at the instigation of B.C. politicians, the federal Liberals increased the immigration head tax to \$100.00 but this did not satisfy the angry B.C. politicians who had sought an increase to \$500.00. The federal government then appointed a Royal Commission to study Japanese and Chinese immigration in response to B.C. political pressure and which concluded that Asians “were unfit for full citizenship, obnoxious to a free community and a danger to the state”. | |
| <ul style="list-style-type: none"> In 1903, the head tax was finally increased to \$500.00. | |
| <ul style="list-style-type: none"> In 1907 Chinatown in Vancouver was attacked by white mobs. | |
| <ul style="list-style-type: none"> In 1921 The Asiatic Exclusion League was formed. | |
| <ul style="list-style-type: none"> July 1, 1923 is known to Chinese Canadians as Humiliation Day with immigration effectively suspended (the Act was repealed in 1947 although restrictions were not fully removed until 1967). | |
| <ul style="list-style-type: none"> In 1947 Chinese Canadians as well as East Indians were given the federal and provincial vote. | |
| <ul style="list-style-type: none"> In 1957, the first Chinese Canadian Member of Parliament, Douglas Jung was elected. | |
| <ul style="list-style-type: none"> By 1993 it was officially estimated that in Canada as a whole, there were 700,000 Canadians with Chinese ancestry. | |
| <ul style="list-style-type: none"> 1997 marked the 50th anniversary of the Chinese right to vote in British Columbia. | |
| <ul style="list-style-type: none"> <u>Saltwater City</u> – Chinese people were here two years before Vancouver City was incorporated in April of 1886. A count around Burrard Inlet had tallied 114 Chinese, including 60 sawmill hands employed at Moodyville on the north shore and at Stamps Mill – Hastings Sawmill at the foot of Dunlevy Street on Vancouver side. There were 30 washermen/cooks, 10 store clerks, 5 merchants, 5 children, 3 married women and one prostitute. | |
| <ul style="list-style-type: none"> Twenty-five years after incorporation, Saltwater City as the Chinese called Vancouver, was home to 120,000 people and its Chinatown had grown from 100 people to 3,500 and from a few wooden shacks to blocks of brick and stone buildings. The streets and alleys were | |

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| lined with stores of every kind that comprised the new trading hub of Canada's Chinese. It was a community of established families and businesses that set down deep roots and quietly cultivated lofty ambitions. | |
| <ul style="list-style-type: none"> • <u>The Geographic Origin of Chinese Immigrants</u> – The Chinese come from eight rural counties in the Pearl River delta in Guangdong province on the southeast coast of China. Guangzhou, known to non-Chinese as Canton at the Pearl's mouth, had been a major port city since the eighth century A.D. and in 1757 it became the sole Chinese port to trade with the West. | |
| <ul style="list-style-type: none"> • News of New World opportunities came readily to nearby peasants. In addition, Guangdong's tropical climate provided a long growing season and plentiful cash crops, sold at local market towns. Such an economy created money-wise and mobile peasants. | |
| <ul style="list-style-type: none"> • <u>Conditioning to Work Away from Home</u> – Southern merchants and artisans travelled to other cities without their families, but kept strong ties to home. Travellers formed mutual help clubs to provide housing, letters of introduction and credit. Sons borne by host city or village wives or concubines were often sent back to their father's villages. When emigration to North America started, the people of south China had already learned how to survive away from home and families. | |
| <ul style="list-style-type: none"> • <u>The Causes of Discontent in Southern China and Reasons to Emigrate</u> – In the mid-nineteenth century, massive problems struck China. Between 1787 and 1850 Guangdong's population almost doubled from sixteen to twenty-eight million, yet no agricultural innovations emerged to increase the food supply. Land ownership was concentrated in a few hands, so that peasant-tenants faced rising rents and taxes. Wage-labour jobs became scarce after China's defeat in the First Opium War (1839-42) when four new treaty ports were opened. | |
| <ul style="list-style-type: none"> • These diverted trade activity away from Guangzhou and put many local people out of work. As well, the lower prices of foreign manufactured goods undercut native Chinese products. | |
| <ul style="list-style-type: none"> • Economic troubles were compounded by a breakdown in law and order. The Taipins Rebellion swept through China between 1850 and 1864 and claimed twenty million lives. Other uprisings erupted in the Pearl River delta in 1853 and took an estimated one million lives. | |

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| <p>Fighting over land and water rights in several Pearl River counties cost 150,000 lives between 1854 and 1868. Ongoing warfare prevented farmers from maintaining their fields when able-bodied men were conscripted for military service.</p> | |
| <ul style="list-style-type: none"> • Banditry and river/coastal piracy continued unabated under the weakened central government. The peasants also faced natural disasters such as flood and drought. | |
| <ul style="list-style-type: none"> • These crises forced many Guangdong residents to emigrate. Those who went to North America were almost entirely men: merchants, peasants, labourers. The merchants were few in number and most came from Sam-yup, the commercially advanced Three Counties surrounding Guangzhou. | |
| <ul style="list-style-type: none"> • They took capital abroad to establish stores selling groceries and supplies to their compatriots. They also had connections to establish trading houses in Hong Kong and Guangzhou. | |
| <ul style="list-style-type: none"> • The majority of the migrants, however, came from Say-up, the Four Counties. They included landless hired hands, sharecroppers, and small landholders. Some had worked in cities and ports as pedlars, rice-carriers and boatmen, or had plied trades such as cobbling. Those who owned land often sold it to raise passenger money, while other families pooled resources to send one clan member abroad. | |
| <ul style="list-style-type: none"> • Cultural World View – Despite their different economic background, the emigrants shared similar values. Confucianism taught that in a harmonious society, all people accepted their station in life and gave unquestioning obedience to authority. Peasants were idealized as sturdy and virtuous yeomen with a simple, reverent attachment to the land; in reality they lived at a subsistence level. | |
| <ul style="list-style-type: none"> • The gentry class of scholars and land owners acted as an informal government in the countryside. Merchants, although ranked lowest in Confucian order, were not social outcasts. They were viewed as useful and able members of society. Merchant families moved up into the gentry class in two ways: they purchased low ranking social titles, or they hired good tutors to prepare their sons for imperial examinations. | |
| <ul style="list-style-type: none"> • Confucianism emphasized the family as a key to peace, and good government in society. Family | |

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| <p>harmony and stability were based on the respect accorded to the oldest living male. As in earlier pre-industrial societies, the Chinese family was an economic unit, the purpose of which was to enrich itself, protect its interests and enhance future prospects. In south China, family power was impressed through the lineage or clan, a network of families possessing a common surname such as Mah and a common founding ancestor. In Guandong, many villages held only a few surnames and like Say-up, many villages contained only one surname. The lineages were Guandong's largest land owners. They collected rents, they loaned money, underwrote law suits, dispensed relief to the aged and needy and maintained public buildings and bridges.</p> | |
| <ul style="list-style-type: none"> These lineage activities gave individual peasants a strong sense of adhesion, of belonging to a larger social unit. A wealthy, powerful lineage supplied prestige to all its members, rich and poor alike. The lineage was also important for upward mobility because it paid the cost of government exams. Accordingly, individuals were urged to contribute to the wealth and well being of their lineage. Overseas Chinese sent money home – not only to feed their families (and this was a lifetime expectation of many individual family members) but to strengthen the lineage. The cultural world view they brought to North America thus helped, or at least encouraged them, to survive in a hostile social and physical environment. | |
| <ul style="list-style-type: none"> <u>The Chinese Surge into Canada – the Gold Rush Era</u> Mr. Matthew Begbie said of the Chinese in 1885, "They are generally abused and yet everyone employs them." The first Chinese came to British Columbia in 1858 from California where they worked for about ten years. Two years later they sailed directly from China. These later people and all subsequent newcomers had no mining experience but they followed the surge of eager gold-seekers, north and east entering the province complete with gold-pans, shovels, pickaxes and weigh-scales. By 1863, 4,000 Chinese were working in the Caribou. | |
| <ul style="list-style-type: none"> The Chinese had a unique strategy. They reworked sites that whites had abandoned, one reason being that it was easier to acquire and often cheaper to take over | |

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| <p>an abandoned site and secondly, their natural tenacity and zeal gained them success that most whites would consider not worth the effort. What was probably the most important gain was they were safer to work away from the first strike areas of the gold rush.</p> | |
| <ul style="list-style-type: none"> • Of nearly two thousand gold miners registered in the province in 1883, almost fifteen hundred were Chinese. About them the inland revenue inspector commented: "The larger number of claims in the province are owned and worked by Chinese, their more frugal habits, their greater industry and more moderate expectations of reward, making profitable to them claims that the white miners regard as not having sufficient attraction. Thus but for the Chinese, the production of gold in this country would not reach nearly the sum shown." | |
| <ul style="list-style-type: none"> • The Building of the Railway through B.C. – Meanwhile, the first construction of the Canadian Pacific Railway in British Columbia took place in the Fraser Canyon section contracted by the Canadian Government to Andrew Onderdonk. Work commenced at Yale on May 15, 1880. Steam-powered mechanical drills, horse-drawn scrapers and liberal amounts of black powder were used extensively. Otherwise, however, the entire task of construction had to be carried out by human muscle and sweat. Often work had to be done under difficult and dangerous conditions. Many labourers died. And always the labourers toiled for long hours in almost complete isolation from the outside world. | |
| <ul style="list-style-type: none"> • The manpower required to build the Yale-Savona's Ferry section of the railway was staggering. In 1880, Onderdonk had estimated his manpower requirement at 10,000 men, nearly one third of the entire population of the province of British Columbia at that time. To meet this demand Onderdonk imported hundreds of white labourers from California. But even this supply was soon exhausted. Late in 1880 Onderdonk reported that he "had run out of broken down bartenders and others of that ilk" in his search for manpower and he proceeded to compound British Columbia's dislike for him by resorting to the mass importation of Chinese coolies to work on his railway by way of Chinese middlemen. These Chinese agents would bid low on a job to get the business then charge their Chinese workers high prices for supplies such as sacks of rice, pork, tobacco, opium and liquors | |

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| <p>imported from China. The middlemen charged each man 10¢ per month for the privilege of being allowed to gamble.</p> | |
| <ul style="list-style-type: none"> Onderdonk was vehemently denounced for his use of Oriental labour, but he ignored his critics who were not involved in the building of a railway. The Chinese coolies willingly worked for \$1.00 per day, 50¢ less than the white labourers. They proved to be excellent workers who shunned the payday binges of their white counterparts. Nicknamed "Onderdonk's Lambs" because of their peaceful disposition and high mortality rate*, the coolies soon numbered more than 6,000. Many of them remained in British Columbia after the completion of the railway to form the backbone of the province's Oriental population. | <p>* "Leading a sheep to slaughter".</p> |
| <ul style="list-style-type: none"> Andrew Onderdonk coupled his wholesale use of Chinese labour with many innovative construction techniques, such as the prefabrication of wooden trestles. The trestles were pre-built at a sawmill near Yale and then transported as finished trestle assemblies to the bridge sites at the end of the track. This was rather than using the traditional method of framing each trestle member from scratch at each bridge site with the accompanying loss of tools, time consumption in the use of band tools, faulty workmanship and casualties and death among assemblers. Onderdonk's crews soon had this prefabrication innovation perfected to that of a skilled science. So efficient was his system and the skill and cooperation of his Chinese bridge builders that, in several instances, trains were recorded to have run in late afternoon over trestles made of timbers which had been growing trees at daybreak. When teamsters on the Cariboo Road demanded what Onderdonk considered to be excessive rates for hauling in construction supplies, he said he would move his own supplies. And he did. Disregarding the commonly held tenet that the Fraser River was un-navigable, Onderdonk built his own steam vessel named "Skuzzy" and with great courage and enterprize he bested the rapids of "Hells Gate"* with the vessel, using regiments of his coolies pulling on tow ropes from the precarious paths on the river bank. Once through the rapids, "Skuzzy" made hundreds of successful supply runs on the | <p>* To the whites it was called "Hells Gate". To the Chinese coolies under Andrew Onderdonk it was called "The Slaughter Pen" because of the large number of Chinese labourers killed or injured during construction.</p> |

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| <p>“unnavigable Fraser” delivering supplies along the advancing railway track. When Andrew Onderdonk reached Savona’s Ferry he found the CPR thrusting a contract at him to continue building eastward towards Eagle Pass in the Monashee Range. He was also awarded a contract to build westward from Yale to tidewater at Port Moody.</p> | |
| <ul style="list-style-type: none"> • Meanwhile, “Onderdonk’s Lambs” pushed the railway eastward from Yale to cross the Selkirk Mountains towards the yet undiscovered Rogers Pass. | |
| <ul style="list-style-type: none"> • <u>Chinese Workers at Lynn Valley Lumber Company, Lynn Valley, 1906</u> * - Walter Mackay Draycott in his very valuable book on the history of Lynn Valley advises, “Thomas Husthwaite**”, a Yorkshireman, millwright-sawyer had 15 Chinese helpers. In those days Chinese men folk wore their plaited hair in long queues down their backs; out of sheer deviltry Husthwaite snipped off a number of queues. He still had four of them when the writer interviewed him; the hair was jet black; after he shuffled off his mortal coil, his wife consigned them to the fire***. | <p>* Formerly Hastings Shingle Manufacturing Company owned by James and Robert McNair of Vancouver.</p> <p>** In 1998 his house still stands in excellent condition, occupied by his grandson and his wife.</p> <p>*** Walter Mackay Draycott, <u>Early Days in Lynn Valley</u>, p. 24.</p> |
| <ul style="list-style-type: none"> • Elsewhere Draycott tells that Charles Murdoch Munroe*, foreman of flume building at Upper Lynn and at Rice Lake had the assistance of Alfred Burrows and Joseph Burrows, both brothers. These became residents of Fromme Road near 29th on Boundary Road. They had the help of Chinese workers on the daily adjustment of the flume brackets and general maintenance. They rebuilt the 100 feet high flume trestle over Keith Creek near Keith Lynn school site** when it fell down because the two banks of “the cut” moved independently and the bridge had been built straight across with no provision for flexibility. When the Chinese rebuilt it was designed in a horizontal curve to allow for differential land movement. Something learned from their previous railway experience. | <p>* Munroe lived at Ross Road in 1998. His house built in 1910 remains in excellent condition inside and out.</p> <p>** The bridge was over the present “Cut” containing the Trans Canada Highway.</p> |
| <ul style="list-style-type: none"> • Walter Mackay Draycott also mentions that “A few yards westward of the mill * a spring of clear cold water enables the brewing of good coffee and tea when requested by the Chinese; this spring of uncontaminated water has been constantly used by local folk who respected their stomach’s requirement, as opposed to piped chlorine** treated water when it | <p>* The Mill on Mill Street (Upper Mill).</p> <p>** Draycott, op. cit., p. 25.</p> <p>*** This spring remains. The DNV workers have provided a channel for the water to run north to</p> |

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| <p>as opposed to piped chlorine** treated water when it was first introduced. Albert Gugin built a house close to the spring in 1912 ***.</p> | <p>south outside 1470 Mill St and from there it is culverted into the Old Mill Pond on Thames Creek.</p> |
| <ul style="list-style-type: none"> • <u>Other Occupations</u> – The Chinese eagerly filled other gaps in the frontier economy. They serviced the largely male populations of the gold rush with laundries, restaurants and vegetable farms. The Caribou Wagon Road, started in 1863 between Harrison Lake and Williams Lake, used about a thousand Chinese workers. On its completion they worked as teamsters, driving horse teams through dangerous canyons. In 1866 Western Union employed some five hundred Chinese to string telegraph wires between New Westminster, Surrey and up to Quesnel. In the 1870s fish canneries were established along the British Columbia coast, and Chinese workers dominated cannery work because labour shortages still plagued the province. Engineer Edgar Dewdney said in 1879, “In a country where there are mining operations starting up in every direction, you cannot depend on the white labour; they run to the mines and leave the employer in the lurch, and the only labour they can depend upon is the Chinese.” | |
| <ul style="list-style-type: none"> • On Vancouver Island, the Chinese worked as coal miners. Victoria contained the first China town in British Columbia and was a major Chinese centre until after 1900. Cumberland, the coal mining centre northwest of Nanaimo and just south of Courtney one hundred years ago had a Chinatown that once rivalled San Francisco and Vancouver and half the population of Cumberland spoke Cantonese. After mines closed in Cumberland and Nanaimo some of the Chinese populations came to Vancouver and opened pig farms in east Vancouver. One on Mitchell Island, operated by male Mah family members, delivered fresh pork everyday to the top hotels in Vancouver. In those days before the Knight Street bridge, a ramp gave access for the truck to reach Marine Drive and contained the cabin of the government food inspector, specifically for that extensive farm occupying the west end of the Island. | |
| <ul style="list-style-type: none"> • <u>Chinese Houseboys</u> – There being a shortage of useful female domestic servants, Chinese houseboys were first employed by genteel American settlers, and one employer noted that | |

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| <p>“Without Chinese servants, the privations in family life would be extreme, and of weary monotony, and would have become intolerable and a general exodus of families would have been the result.”</p> | |
| <ul style="list-style-type: none"> In North Vancouver, the family of James McNair* had a large house located at 275 East Keith Road. Elsewhere in this work is a description of a typical scene of the 1906 North Vancouver social etiquette. “The room in which afternoon tea was served was a beautiful room, closed to the children of the house except by special permission. The best furniture, the best pictures and the best china would be found there. Afternoon tea was usually served sharp at 4 o’clock by the maid and consisted of thinly sliced bread and butter with dishes of homemade jams and rock cakes. This was a time when recipes for jams and other confectionery was discreetly exchanged by the ladies. <p>For those ladies who might be staying to join their husbands for dinner, this was served usually at 7 o’clock with the dressing gong sounded in the hallway at a quarter to seven.</p> <p>The great trend of the period was to have a maid or preferably a Chinese “boy” who could strike the gong in a manner recognizable and distinctly associated with that household. The popular style was for a single gong to be beaten rapidly from a gently volume up to a crescendo and back down to a gentle beat over a period of eight to ten seconds. At the McNair house the gong unit had three gongs mounted vertically. It was likely that each gong was beaten at agreed meal and tea times.*</p> | <p>* See Roy J.V. Pallant, Chapter 8, Part 8 of this work <u>Transportation and Industry, James McNair and the McNair Brothers</u>, p. 16.</p> |
| <ul style="list-style-type: none"> <u>Lim Gong – Merchant and Friend</u> * Captain Charles Warren Cates of the pioneer tug boat family and former Mayor (1953-57) and Alderman (1948-52) wrote the following of a well-known Chinese citizen of North Vancouver. “He was not always old, this kindly Chinese merchant who so many people in North Vancouver knew as Lim Gong, for he came to Canada from his native Canton when he was a boy of 18 years. <p>The Cantonese are known even in China as a hardy, venturesome and aggressive people and certainly Lim Gong was all of that for he borrowed 34 Mexican to pay his passage and arrived in a sailing ship in Victoria in the year 1884**.</p> | <p>*Unpublished series of individual stories written by Captain C.W. Cates and held by the North Vancouver Museum and Archives.</p> <p>** 1884: just before the head tax was applied to Chinese entering Canada in 1885.</p> <p>*** See Chapter 8, Part 13 of this work <u>Charles H. Cates and Son Towing and Lightering on “Spratts Ark”</u> (TBA)</p> |

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| <p>He was unable to speak a word of English and without funds, but with the tireless industry of his Cantonese people, he managed to make his way in this new land. At first he worked for other Chinese but it wasn't long before he had a hand laundry on his own. He soon came to Vancouver (I believe before the fire of 1886) and had a laundry on Drake Street near False Creek.</p> <p>He used to loved to tell me of the times when he did my father's laundry when father was captain of the "Spraff's Ark" in the early nineties.***</p> <p>Gong then moved to New Westminster where he was burned out in the great fire of 1898.</p> <p>He then came to North Vancouver. Why I don't know because there was nothing but bush in 1900 in North Van. He built a laundry on the southwest side of what is now Third and Mahon. His laundry was not a success because try as he might, poor Gong could not get a well to supply water in the summer time.</p> | |
| <p>"After a year or so of heartbreaks, he gave up the laundry and went to work for Mr. and Mrs. Peacy, who had the big house which still stands across from the City Hall at Fourth and Chesterfield*. It was there that I first remember Gong for I played with Teddy and Ruth Peacy in those days. Gong, of course, had known me since a baby for the Chinese are great people to keep track of all the families of their acquaintances. It was not many years before Gong was in business again with a little store on the lower side of 2nd Street in the middle of the block between Chesterfield and Lonsdale.</p> <p>Here he was in his element. He was kind to everyone, especially the children. He always had Chinese candies or fruits or other delicacies for the children when they came to see him.</p> <p>It is remarkable how these people, although sometimes tormented almost beyond endurance by some of the hoodlum type of people in this foreign land, invariably turned the other cheek and returned good for evil.</p> | <p>* The North Vancouver City Hall is no longer at that location which is presently (1998) Presentation House, the location of the North Vancouver Museum and Archives.</p> |

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| <p>So it was with Gong until he became part of early North Vancouver. When his business prospered he moved to a new store at the southeast corner of Second and Chesterfield.</p> <p>I well remember how, at Chinese new year, he had a table set with the Chinese foods piled high upon it, and everyone was welcome to come in and visit his shop and partake of his Chinese delicacies. But the years roll by and Gong, like other people was getting old, and eventually he had to give up his store and take up a small place on Lonsdale between 2nd and 3rd on the west side.</p> <p>It was only an effort, however, for he used to go to Vancouver formerly with a hand wagon and pick out the very best vegetables and fruits for his customers. Now, being old, he could not do these things, so he gave up the store and lived in a room at the back of the building. He used to love to talk of his early life in B.C.</p> <p>He told me one time in his pidgin English, "All old fliend gone now. You Fada go, many old fliends go, leave only Lim Gong. Old fliend fly away, they no fly far, they come back see Lim Gong alla time. Plenty soon Lim Gong he fly to see him old fliend."</p> <p>But Lim Gong lived for quite a few years after he retired and many people will remember this peaceful old chinaman with his fawn coloured raincoat and walking stick, slowly making his way down Lonsdale Ave.</p> <p>Lim Gong died in the fall of 1951. I went to his funeral. It was in Chinese style and very well attended by both whites and Chinese. At the graveside one of Gong's relatives came and gave me a small envelope and thanked me for coming to the funeral.</p> <p>When I returned home I opened the envelope. In it was a piece of candy and a 25¢ piece. The Chinese say that a sorrow has a bitter taste therefore they give you a sweet candy to remove</p> | |

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| <p>the bitterness. Also as you have lost a friend they give you money so that you may have good luck to make you forget your loss. So, in 1951, North Vancouver lost one of her kindest citizens and I received my last gift from my old friend Lim Gong.”</p> | |
| <ul style="list-style-type: none"> • Thomas Bramah Diplock*, son of A.B. Diplock, President and Managing Director of the Western Corporation and nephew of Benjamin J. Cornish, writes of one Cao. Cao, their Chinese man, was of great assistance in developing the house and property established on 15th Street between what is now Eastern Avenue to St. Georges Avenue. The house with four others was built in 1903 and Cao cleared the property. | <p>* Diplock, The North Shore of Burrard Inlet from 1897 and Other Reminiscences, unpublished work privately printed by T.B. Diplock, p. 7&8 of the complete work, 1978.</p> |
| <ul style="list-style-type: none"> • Quite a large pond had been dug out in a stream* in front of the house and a dam put in bringing the water up to over two feet in depth with a cairn of rocks built up in the centre in which a fountain was later installed. The underbush was cleared by Cao from the creek banks which were lined with large alder trees and was a favourable spot for the many birds which took advantage of the peace and quietness except for the presence of many bluejays that set up an incessant chatter. | <p>* Unofficially known as Charlie Mee Creek at the suggestion of John Roger Burns, historian and surveyor.</p> |
| <ul style="list-style-type: none"> • T.B. Diplock writes: “I previously mentioned our China man named Cao and I feel that this story of our family would not be complete without recording our great debt to this wonderful man who did so much to bring our property to the condition I have already mentioned. Cao came to us in the early 1900's, and besides being a great help to my father, was I feel one of the most thoughtful and trustworthy individuals one could meet. As part from his work he did much to keep us out of mischief and was always good natured although we often played tricks on him which he took in good part. A small cottage was built for him near the stables where he lived with one or two of his “cousins”. Chinamen always seem to have a lot of cousins*. After Cao had worked for us for several years he came to my father one day and requested the loan of \$500.00 in order to visit his relatives in China for a period of six months. He promised to repay the loan on his return from China. My father had no hesitation in lending him the money and Cao went off to China. Within the period of six months he was back again and immediately resumed his former jobs. When his first | <p>Researcher's note: See earlier on the clan system.</p> <p>Researcher's note: The mill was located at the top of St. Georges. William marks the trail from the main mill on Sutherland up to the field mill. Sawdust pile of this mill remains visible in 1998.</p> |

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| <p>pay day came due, my father went to pay him but he refused to take a cent. My father pointed out to him that he would require some money to live on and tried to persuade him to accept at least half his earnings. Again he refused to accept any money until the \$500.00 loan was paid off. When asked how he would live in the meantime he said, "My cousins keep me". Every cent of the loan was paid off. To finish Cao's story, I regret to say that when the big fire on the mountain burned down my father's mill** Cao became very despondent and thought the end of everything had come and committed suicide."</p> | |
| <ul style="list-style-type: none"> A later account of Chinese immigrant workers was that of Quai Ping Jung, who came in 1950 to Vancouver from Canton (Guangzhou) and worked at a Chinese vegetable farm in Richmond. Quai Ping Jung's father had left Canton when Quai was only eight years old and went to Indonesia from which he never returned. Quai Ping Jung then joined a firm of mine catering contractors and served as an apprentice cook at various mining camps in British Columbia and Yukon Territories. Quai Ping Jung became known as Peter Jung. His wife Nellie and son Yick Hung Jung arrived from Yin Ping in 1957*. | <p>* See Chapter 13, Part 1 of this work entitled Facilities and Establishments Shared by the Communities by Both the District and the City of North Vancouver – Yics Dining Loung and Cheers Restaurant</p> |
| <ul style="list-style-type: none"> Peter Jung bought a restaurant in 1962 at 3135 Edgemont Blvd. and called it "The Mountaineer". The restaurant backed onto the Edgemont No. 3 fire hall and the firefighters, admiring both the cooking and the spirit of Peter Jung and his family, unofficially adopted them. When some of the Edgemont residents decided to paint racist and obscene statements on the restaurant windows after darkness fell, Chief Steacy and his firefighter crew made a point of coming in early for duty each day for the purpose of removing the signs and to clean the windows of the store to avoid the ever friendly and hard working Jung family being hurt and discouraged. | |
| <ul style="list-style-type: none"> Later in 1969, Peter and Nellie built the Woodbine Inn on Woodbine Drive in Edgemont Village. Later they sold that restaurant to the very popular Harold Chu who himself had a very colourful history of endeavour. Harold was the only "Chinese Irishman" on the North Shore and who, every Saint Patricks Day was seen wearing his green suit and green bowler hat with four leaf clover for the occasion. Harold Chu was likewise | |

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| the only “Chinese Scotsman” on the North Shore dressed in a kilt on Robbie Burns Day. | |
| <ul style="list-style-type: none"> In the meantime, Yick Hung Jung, son of Peter and Nellie Jund, had graduated from Handsworth School just east of Capilano Road DNV. Together with the Vernon family, whose son graduated with Yick Hung Jung, opened Yics Dining Lounge at 127 East 3rd Street. The name “Yics” came from the time Yick Hung Jung was at Handsworth School; his fellow students could never quite get used to address him as Yick so he was always known as “Jack”. Therefore, “Yics” is sympathetically known as “Jack’s Dining Lounge”. | |
| <ul style="list-style-type: none"> The Jung family has long associations with Canada; some of the first relatives came over from Canton and worked on the building of the Canadian Pacific Railway under Andrew Onderdonk. The great grandfather came from Canton in the 1900’s and worked for a Chinese agency providing Chinese catering staff and manual labour in the early British Columbia mines*. | * See Chapter 13, Part 1 of this work. |
| <ul style="list-style-type: none"> There are many more like Bill Mah who owned and operated a grocery store on 9th Street East and Peter Wong and later L.T. Chung, who owned and operated the Keith Road Grocery* which remains with the Chung family. These and other stores were taken over at a time when they were reserved as sole provision centres before the advent of supermarkets. Like other societal needs fulfilled by Chinese immigrants, as can well be asked, how would our heritage have been shaped without their consistent courage, tenacity and good will. | * See Chapter 13, Part 8 of this work – Keith Road Grocery. |
| <ul style="list-style-type: none"> Dr. J.S. Helmcken, who arrived at Vancouver Island in 1850, told the first Royal Commission on Chinese Immigration in 1885 that “The Chinese have cultivated the soil, raised vegetables, are employed in tanneries and at the canneries, in boot and shoe making, some in coal and gold mining and other labours. Having done these things, they have benefited the country. They have been producers – the one thing the country stands in need of.” | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 8

PART 3

**THE LYNN VALLEY WATER TROUGH AND
LYNN VALLEY TEAMSTERS WHO USED IT**

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
TRANSPORTATION AND INDUSTRY
Researcher: Roy J.V. Pallant

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| <p>· <u>Introduction</u></p> <p>It is to the credit of Councillor Paul Turner of the Council of The District of North Vancouver in that he undertook to arrange a meeting on this subject between the researcher and The District of North Vancouver Assistant Fire Chief Gary Calder. The following day, Saturday, September 1, 1992, the researcher conducted a scheduled heritage walk around "Shaketown" starting at the Walter Mackay Draycott Memorial. Gary Calder joined us there and was invited by the researcher to tell the 20 minute story of the Lynn Valley Horse Trough.</p> <p>It so happens that the Draycott Memorial is located in Pioneer Park at the intersection of Lynn Valley Road (formerly Pipe Line Road) and Mountain Highway (formerly Centre Road) and is therefore immediately opposite the original site of the Lynn Valley water trough and drinking fountain which was poured en situ by the Roads Department of The District of North Vancouver in 1912.</p> | <p>Shaketown was the unofficial name by which Lynn Valley was known for many years because of its shingle and shake manufacturing operations.</p> <p>An audio cassette has been retained with its unedited content.</p> |
| <p>· With us that day was Mr. William Gilmour, member of the North Shore Historical Society, retired teacher and Principal of Lynn Valley School and who was willing and able to give us all, the precise position of the drinking fountain together with the positions of the original water supply and drain pipes.</p> <p>· Mr. Gilmour's statement that the trough was put in place in 1912 when the Fromme Block was completed and the intersection realigned, was later confirmed by Lynn Valley pioneers Harold Fromme* who started school that year and Mrs. Peggy Hunt who is mentioned hereafter.</p> <p>· Assistant Fire Chief Gary Calder kindly supplied an</p> | <p>Researcher's calculation.</p> <p>* By interviews with the researcher October 26 and 29, 1992.</p> <p>** The audio cassette has</p> |

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| <p>audio cassette containing his story.</p> <ul style="list-style-type: none"> The following history is based entirely on a transcript of the tape with noted editing by the researcher as was required to update the exclusive information** supplied by Gary Calder. | <p>been retained with its unedited content.</p> |
| <ul style="list-style-type: none"> <u>Description</u> <p>The Lynn Valley horse trough and drinking fountain is a square concrete tub weighing some three tons with the letters DNV for the District of North Vancouver embossed on the street side of the trough.</p> <ul style="list-style-type: none"> At the back of the trough coming up in a tulip shape is the drinking fountain with the fountain head in the centre with a continuous jet of water flowing for people to drink. At the bottom of the tulip shaped fitting and fed internally is a channel which collects the water spilled from the drinking fountain head and directs it into the horse trough. In the horse trough is a drain that is arranged for connection with a closed circuit street drainage system.* Quite a lot of the plumbing of the horse trough was destroyed when it was acquired by Gary Calder some ten years ago in the 1980's and he has gone to great lengths to restore it to original form as described later. | <p>* Originally the drain fed into a drain line coming from the Fromme Building unit 1303 Lynn Valley Road - Researcher's note.</p> |
| <ul style="list-style-type: none"> <u>History</u> <p>The horse trough and drinking fountain was poured en situ by the District of North Vancouver Roads Department after the Fromme Building was completed in 1912, while the crew were realigning both Lynn Valley Road and Centre Road (now Mountain Highway) and after they had drastically realigned Ross Road in 1911 from its original bullock trail form.</p> | <p>Researcher's note</p> |
| <ul style="list-style-type: none"> The precise positioning was that when facing the | <p>Researcher's note with</p> |

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| <p>DNV lettering, the right-hand end of the trough extended 10" south west of the north east line of the current pedestrian crossing opposite the Fromme Building unit 3096 Centre Road (now 3096 Mountain Highway).</p> | <p>confirmation from Pioneers William Gilmour and Harold Fromme.</p> |
| <ul style="list-style-type: none"> Both the water feed and the drain for the trough/drinking fountain were connected beneath the wooden board walk to the plumbing of 1303 Lynn Valley Road which was then Stan Nursey's Hardware Store. | <p>Walter MacKay Draycott, <u>Early Days in Lynn Valley</u>, pg. 65</p> |
| <ul style="list-style-type: none"> The trough/drinking fountain was installed in this location for the same reason as for the Fromme Block in that it was at that time, the new centre of commercial, industrial and retail activity in Lynn Valley. | <p>Harold Fromme</p> |
| <ul style="list-style-type: none"> <u>Teams and Teamsters Using the Trough</u> The hose reel shed and ramp and hose drying tower of the Lynn Valley Volunteer Fire Brigade was located on the north side of Ross Road on a triangular piece of land at the corner of Ross Road and Mountain Highway (formerly Centre Road). That site later, when the fire station was moved, became that of an Esso Service station and is now occupied by the Seven Eleven Store (south east corner of the store). | <p>Walter MacKay Draycott, <u>Early Days in Lynn Valley</u>, pg. 65</p> |
| <ul style="list-style-type: none"> In 1919, when a fire alarm was telephoned into either the second Lynn Valley post office in the Fromme Block or Stan Nursey's Hardware Store, someone would rush to the Firehall and turn the crank handle to sound the siren. During daylight hours, the teamster and his horses would more likely be working at hauling timber or cedar-bolts in the woods. While awaiting his arrival, the volunteer fire crew would begin hauling the heavy fire hose reel on two large iron wheels to the scene of the fire until Charlie Germyn with his team caught up to them. One can imagine pulling that reel with its heavy firehose on up to Dempsey Road or Doran Road. It was not so difficult in cool weather but during hot summer days when most of the fires occurred, the task served the purpose of reducing one's weight. | <p>Draycott, loc. cit., pg. 65</p> |

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| <ul style="list-style-type: none"> The volunteer fire brigade at the end of the First World War was lead by District of North Vancouver foreman Jack Graves, uncle of Peggy Hunt (nee Williams) who had lived since 1911 at 1530 Kilmer Road opposite the driveway of the first Lynn Valley Post Office in the home of George and Alice Sugden. With Graves as fire chief was F.M. Jack Barker, Captain; Charlie Germyn, teamster; and firemen Stanley T. Nursey, Howard White, Herbert Bogue, William Marr, William Bartlett, Fred Hannowell, Martyn Paulson and Harold Froggatt. All were volunteers except Jack Graves. | <p>Researcher's note.</p> <p>See photograph of this named group.</p> <p>Draycott, loc. cit., pg. 65</p> |
| <ul style="list-style-type: none"> After the fire, the horses and the fire brigade members could refresh themselves at the trough. In addition to the fire brigade, the following teams and teamsters were known to regularly utilize the trough: <ul style="list-style-type: none"> CHARLIE GERMYN and his two horse team from Burrill for transporting shingle bolts; BILL GERMYN, Charlie's brother with his two horse team from Burrill also transporting shingle bolts; CHARLIE BLAIR from Frederick and Church (south east corner) transporting shingle bolts with two horse team; HAROLD WHYTE with two horse team carrying shingle bolts; JOHN HOLT with a single horse and wagon hauling shingle bolts. All of the teams belonging to the Hastings Shingle and Manufacturing Company, stabled in what are now woods to the north of Ross Road and at the upper mill on Mill Street. There were at least five teams of two horses, each in stalls directly north of the Fromme house, 1466 Ross Road, involved in hauling shingle bolts to the flume loading platforms located along the eleven mile flume system. | <p>Harold Fromme</p> |

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| <ul style="list-style-type: none"> TOM SPENDLOVE, Snr, who had stables for nineteen horses on Royal Avenue (north end). Tom Snr. was a road builder, house foundation excavator, snow clearer, road grader, tree remover and haulage teamster. He held a District of North Vancouver powder license for the necessary use of explosives for removing rocks and massive tree stumps.* | <p>Harold Fromme</p> <p>* See DNV Biographical Index on Tom Spendlove by the Researcher.</p> |
| <ul style="list-style-type: none"> CHARLIE STONEHOUSE with six teams, who teamed for Jack Swanson, bricklayer, stone mason and chimney building contractor. | <p>See DNV Biographical Index on Jack Swanson by the Researcher.</p> |
| <ul style="list-style-type: none"> GEORGE MALT, who was one of the first single small horse teamsters who with a flat dray carted parcels and furniture. | |
| <ul style="list-style-type: none"> STAN HOULDEN of Lynn Valley, who later expanded to Houlden Transfer with several horse teams and later motor trucks in a moving business. | |
| <ul style="list-style-type: none"> BARKERS GROCERY in the Fromme Building had a one horse rig for supply and home delivery. MR. KIRKHAM had a one horse rig for local cartage. ROBERT McGINNIS had a sulky for delivery of meat. He had a ranch on what is now McGinnis and was a butcher. MRS. ALICE SUGDEN, who, though having in 1912 given up her post office business after six years of faithful service, was still seen with her famous surrey and shining horse Bess, out serving the community. | <p>Harold Fromme</p> <p>See photograph N.S.M.A. under Lynn Valley Post Offices.</p> |
| <ul style="list-style-type: none"> <u>Early Human Interest Recollections</u> <p>Gary Calder cites his interview with Walter MacKay Draycott who remembered that in about 1912 he was walking by the corner of Lynn Valley Road and Centre Road one night around midnight. In those days the old Shaketown "area was rather rough and ready", and there sitting on the horse trough full of water, soaked to the skin, was a local logger clutching a nearly empty whisky bottle in his hands. As Walter passed by, the logger shouted at him, "God help a sailor on a night like this". Walter was, of course,</p> | <p>Gary Calder tape.</p> |

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| <p>highly amused.</p> <ul style="list-style-type: none"> Then there was the case of Lynn Valley historian, Mrs. Peggy Hunt (nee Williams)* who, at eight years old, when attending Lynn Valley schools, remembers being given a "talking to" by Stan Nursey for putting her thumb over the drinking fountain head and squirting water all over the window of his hardware store. | <p>* Who still lives in the house 1553 Kilmer, built by her father Frank Williams in 1924. Peggy was 8 years old when she came with her parents in 1924 from London, Eng.</p> |
| <ul style="list-style-type: none"> <u>The Firehall and Horse Trough Move</u> <p>At a later reorganization in the early '30's*, necessary because some firemen found employment in Vancouver, a new crew was formed when the firehall and its equipment were moved to a site on Lynn Valley Road, west of Allan Road and nearly opposite Church Road, along with the horse trough, again to water fire horses. The new location was a garage-like structure situated on the bank of Kilmer Creek that crosses diagonally south under Lynn Valley Road at that point. New positions in the crew were Walter M. Draycott, Captain; Fireman Jack Kelly, Frank Crosskey and two others.</p> | <p>* Walter M. Draycott on the Gary Calder tape.</p> <p>Draycott, loc. cit., pg. 65</p> <p>Researcher's note.</p> |
| <ul style="list-style-type: none"> During the 1940's, the firehall opposite Church became disused and the trough was pushed down the steep bank into Coleman Creek* where it joins Thames Creek*. Some ten years later the District employees hauled out the trough and Walter Draycott was convinced at that time that the trough had been consigned to the Premier Street Land Fill site and was lost under hundreds of tons of refuse never to be seen again. To quote him, he says <p style="padding-left: 40px;">"The concrete drinking trough finally ended its usefulness by being consigned to the District Dump".**</p> <ul style="list-style-type: none"> But this was not so, the shipment was waylaid en route by someone who either had in mind a better use for it or just did not agree that such a well used public facility would be tossed aside when no longer in | <p>* Researcher's note. Gary Calder tap, Sept. 11, 1992.</p> <p>** Draycott, loc. cit., pg. 65.</p> <p>Gary Calder tape, Sept. 11, 1992.</p> |

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| <p>current public demand. We may never know the true motive but it was a fortunate one and the three tons of trough ended up its journey that day in a back garden on Hendry Road and stayed there for several years.</p> | |
| <ul style="list-style-type: none"> · In the mid '50's, Captain Pete K. McDonald of the District of North Vancouver Fire Department, who lived on Kilmer Road, a few houses in from Mountain Highway on the north side, saw the horse trough on Henry Road as he was out on an assignment in a firetruck. Being brought up in Lynn Valley he readily recognized it and negotiated the purchase of the trough for a small amount. · Captain McDonald approached Donny Lund of Lunds Crane Service and for a bottle of rye whisky agreed to move, with his crane and flat bed, the trough up to Captain McDonald's house. And so the trough rested there during the 1960's and 1970's. · When Captain McDonald retired from the District Fire Department in the early 1980's, he generously gave the trough to Gary Calder before he moved out of Kilmer Road with the proviso that Gary would make every effort to restore it not only to the way it was in 1912, but to return it to its original site in Lynn Valley. | <p>Gary Calder tape, Sept. 11, 1992.</p> |
| <ul style="list-style-type: none"> · <u>The Restoration Process</u> Gary called Payless Towing that is normally involved in picking up derelict cars. The trough was lifted with great difficulty, in fact, the operator was unable to lock the flatbed down properly because of the weight. All this was done without charge and the trough was taken down to Seaside Sand Blasters. The trough had sustained some damage over the years and there were some small craters in the surface together with some flecks of white paint. Gary wanted these cleaned, ready to start the work of restoration and the trough was duly sand blasted at a very reasonable price. · Gary was at that time, a member of Local 1183 of the Firefighters Union and thereby applied for and received a grant from the Union of up to \$100.00 to | <p>Gary Calder tape, Sept. 11, 1992</p> |

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| <p>restore the trough. The trough was then taken from Seaside Sandblasters down to the back corner of the District of North Vancouver Fire Department training grounds and was given permission by the Fire Chief to store it there until a new home could be found for it.</p> <ul style="list-style-type: none"> Gary then went to Bricks and Blocks Ltd., then located on the south side of Main Street, North Vancouver, and they generously donated a gallon of white paint and also a bucket of concrete sealer. This sealer was particularly required since some parts of the bottom of the trough showed signs of the concrete and sand separating perhaps with the effects of freezing so that sand could be picked out with a stick or with the fingers from patches on the side and craters on the bottom surface. Gary therefore patched the craters and bad spots and painted white those exterior areas that had previously been painted and left the other parts, that is to say, the interior, natural concrete colour. But, in all cases, he coated the surfaces with clear sealer. | |
| <ul style="list-style-type: none"> The plumbing for the water feed was a 3/8" outside diameter pipe (which is a British Standard Pipe [BSP] size which was used for some years in Canada after 1910 but is not currently available except from commercial pipefitters suppliers*). So Gary went to Bartle and Gibson in North Vancouver who brought in a special order of 3/5" OD pipe with a 1/2" ASP adaptor so his dream could be achieved of a working drinking trough that could be connected to a current municipal system. | <p>* Researcher's note.</p> <p>Gary Calder tape, Sept. 11, 1992</p> |
| <ul style="list-style-type: none"> The drinking fountain head was damaged. It was soft brass and looked as if it had been badly beaten over the years. It was mushroom shaped with a hole in the centre and very functional. So Gary took the fountain head down to Wagstaff Engineering accompanied by another firefighter who had worked there in years passed. They were allowed to use the machine shop area and given a piece of brass. From this they machined another fountain head spigot which looked the same as the original and was attractively finish machined. It was screwed into place. | <p>Gary Calder tape, Sept. 11, 1992</p> |

| PART 3 THE LYNN VALLEY WATER TROUGH AND THE TEAMSTERS USING IT | Source Reference |
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| <ul style="list-style-type: none"> The 3/4" drain from the trough was completely rusted and was lacing a screen to stop leaves and similar foreign matter from entering the drain system and causing it to overflow. This Gary replaced to make it vandal-proof. | <p>Gary Calder tape, Sept. 11, 1992</p> |
| <ul style="list-style-type: none"> The Lynn Valley water trough now carefully found, procured and restored by Assistant Fire Chief Gary Calder has been resting at the District Fire Department Training Centre for over ten years. An offer was made by the Council of the District of North Vancouver to reinstall the trough on the north side of Draycott next to the new Lynn Valley Nursery. It would have been in sight of and within thirty feet of the original location. But the location did not allow for the correct location of regulation traffic signs and therefore the project had to be aborted at the eleventh hour. A second tempting offer was made to install it at Maplewood Farm which does have horses. But Gary, true to his promise to Captain Pete McDonald felt he must try to get the trough back to Lynn Valley. Another suggestion by a fire chief was to install it at the picturesque fire station at Fromme and Lynn Valley Road. He could see the trough there with a cedar roof and benches around it and a large chessboard so that the people from the old folks homes around Lynn Valley could come and sit on the fire station lawn, take a drink of water when they liked, and play chess. But that vision never did materialize. The current suggestion is to place the fire trough on Council land at the extreme north end of the Fromme Building on existing pavement space on the south side of Draycott. The trough would be roughly 25 feet from its original site, and would be opposite Pioneer Park and would be accompanied by a commemorative cairn listing the numerous historical sites in the immediate area. | <p>Gary Calder tape, Sept. 11, 1992</p> |
| <ul style="list-style-type: none"> In its day, the trough had a function as essential as a | <p>Researcher's note.</p> |

| PART 3 THE LYNN VALLEY WATER TROUGH AND THE TEAMSTERS USING IT | Source Reference |
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| <p>single pump automobile service station would have in a small community. It has been saved over the decades and restored by Gary Calder and his colleagues based on their obvious pride in the rich Lynn Valley heritage. It is a non partisan effort by the people, not the Council, and has no ulterior motives attached. Therefore, showing respect for this heritage artifact and for the outstanding public spirited attitude of Gary Calder, the trough must be preserved for the education and environmental appreciation of our future citizens.</p> | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 8

PART 4

LYNN VALLEY TRAMLINE EXTENSION 1908 - 1911

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
TRANSPORTATION AND INDUSTRY
Researcher: Roy J.V. Pallant

| PART 4 | B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| · | Before 1910, the roads into Lynn Valley were virtually just trails bordered by vast woodlands and were at times difficult to traverse due to their boggy and muddy condition. | <u>North Shore Express</u> , Vol. 1, No. 8, May 17, 1910. |
| · | As a result of the increase in population, the establishment of a Water Works System and the demand for the movement of the Municipal Government from Vancouver to North Vancouver direct communication links between Lynn Valley and North Vancouver was thought to be necessary. Lynn Valley residents were being left behind in civic development for which they were paying rates and taxes. | Kathleen Marjorie Woodward-Reynolds, <u>A History of the City and District of North Vancouver</u> . Thesis, University of British Columbia, October 1943, page 85. |
| · | The British Columbia Electric Railway Company opened a tramline in 1906 along Queensbury to 19th Street and the Lynn Valley residents then began to demand an extension of the tramline into Lynn Valley. These people objected to the fact that their taxes were being used to pay for work on Lonsdale Avenue while they themselves had no roads. Due to their endeavours, a bylaw was passed to permit the collection of \$25,000 for the construction of roads and bridges. | Loc. cit. Loc. cit. Loc. cit., page 86. |
| · | With the money raised, the "old plank road" as it was called, was built by the Hastings Shingle and Manufacturing Company, and was later replaced by a new road which ran parallel to it, which was called the Lynn Valley Road. | Loc. cit., page 86. |
| · | The people of Lynn Valley now had a road, but their next need was the extension of the tramline to help the industries in the Valley and as a convenience for the populace to get in and out of the Valley. The extension of the tramline was eventually built and was opened to the public May 14, 1910. | Loc. cit., page 87. |
| · | "In 1906 the British Columbia Electric Railway Company opened a tram service along Queensbury Avenue as far as 19th Street and the demand for a road through to Lynn Valley became more insistent." | Kathleen Marjorie Woodward-Reynolds, <u>A History of the City and District of North Vancouver</u> . Thesis, University of British |

| PART 4 | B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| | | Columbia, October 1943, page 85. |
| <ul style="list-style-type: none">The property owners in Lynn Valley now began their fight for the construction of a road and the extension of the tramline to Lynn Creek. This involved negotiations with the council, with B.C. Electric and with both the council and the company. The need for the populace of Lynn Valley for good roads and a good transportation service was apparent, not just as a convenience for the residents, but would help the community in its development, and would benefit all."Not only the residents and property owners of Lynn Valley, but likewise the city of North Vancouver, the B.C. Electric Company, and the general public, would all derive large benefits from the proposed extension." | <p><u>North Shore Express</u>, Vol. VIII, No. 7, April 9, 1909.</p> <p>Loc. cit.</p> <p>Loc. cit.</p> | |
| <ul style="list-style-type: none">Travelling in and out of the valley, before the "old plank road" was built was difficult due to the woods which surrounded the valley making it especially difficult for women, encumbered by button-up shoes and long dresses and with the choice of walking on boards or the mud beside them.If the residents in the Valley ever hoped to establish family homes in the Valley and to make it an agreeable place to live, roads and transportation were a necessary function of this ideal. | <p>Woodward-Reynolds, <u>A History of the City and District of North Vancouver</u>, U.B.C., 1943, page 86.</p> <p>Loc. cit., page 86.</p> | |
| <ul style="list-style-type: none">People in the Valley needed a tramline for a variety of reasons: a tramline for instance, would be helpful for those who lived in the Valley and worked elsewhere, and would also help the people who owned businesses, as they would be more accessible to a larger amount of people living in and outside the Valley. Supply costs and delivery would be improved. <p>It was hoped that a tramline would encourage new businesses to establish themselves in the Valley and help the older ones to flourish, due to a good transportation system, which in turn could have a benefit for the unemployed, as a business boom could create new jobs.</p> | <p><u>North Shore Express</u>, Vol. VI, No. 21, July 10, 1908.</p> | |
| <ul style="list-style-type: none">The B.C. Electric tramline extension also had the additional advantage to the community in that it would be connected | | |

| PART 4 B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| to other lines in the North Shore and with the Ferry Service to Vancouver. With the construction of the extension line to Lynn Valley, the B.C. Electric Railway Company would increase their range of service on the North Shore and would be in a better position to help the North Shore develop and prosper. | <u>North Shore Express</u> , Vol. IX, No. 25, Feb. 25, 1910. |
| <ul style="list-style-type: none"> • "The extension of the tramline system in operation within this city as rapidly as possible in all directions throughout the district is a most important item in the situation. There are the largest possibilities of benefit connected with cordial co-operation between the Electric Railway Company and the City of North Vancouver. The policy followed by the company operating these lines will exert a well nigh irresistible influence in encouraging or discouraging a very large and a steady increasing trade of travel in this direction." | Loc. cit. |
| <ul style="list-style-type: none"> • The lack of transportation at this time was creating difficulties for the industries already established in the Valley. For instance, the owner of the timer industry in Lynn Valley needed transportation facilities to get their logs out, so they approached the British Columbia Electric Railway Company and a tramline into the Valley was discussed with the result that the route was surveyed. • The two large industries in the Valley, the mining and timber companies, now began to pressure the British Columbia Electric Railway Company by trying to offer them incentives to build an extension of their tramline system on the North Shore. • The mining companies in Lynn Valley, the Swayne Copper Company and the Woodland Group owned by Captain Cates and Associates, drew up a contract with the British Columbia Electric Railway Company to establish a tramline as soon as the owners of the mine could establish a certain tonnage of ore each day*. The timber industry such as the Lynn Valley Lumber Company Mill, owned by Mr. Fromme, "regarded by many old-timers as the Father of Lynn Valley"**, and his partner Mr. Allan, also needed access to Burrard Inlet, so they offered the British Columbia Electric Railway Company, the opportunity to handle its entire output of logs, if they would build a tramline to the timber. | <p><u>North Shore Express</u>, Vol. VI, No. 8, April 10, 1908.</p> <p>Loc. cit.</p> <p><u>North Shore Express</u>, Vol. VII, No. 24, Feb. 5, 1909.</p> <p>* <u>North Shore Express</u>, Vol. VI, No. 8, April 10, 1908.</p> <p>** <u>Lions Gate Times</u>, Nov. 5, 1970.</p> <p><u>North Shore Express</u>, Vol. VI, No. 8, April 10, 1908.</p> |
| <ul style="list-style-type: none"> • The British Columbia Electric Railway Company then decided to work out the costs of such a project and to refer the whole matter to London for a decision. The Express at | Loc. cit. |

| PART 4 | B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| | <p>the whole matter to London for a decision. The <u>Express</u> at this time reported that:</p> <p>"... the survey party now in the field will run three temporary lines based upon which estimates of cost and construction will be made. The whole project will then in all probability be referred to London for action by the Board of Directors and upon their decision after developments depend."</p> | Loc. cit. |
| <ul style="list-style-type: none"> • | <p>The British Electric Railway Company (formerly Consolidated Railway and Light Company) had been taken over on November 22nd, 1895, by a London syndicate headed by Mr. R.M. Horne-Payne. The Company had gone into receivership due to the collapse of the Point Ellice Bridge in Victoria*. Mr. Horne-Payne, however, had managed to secure fresh capital in Britain and had returned to organize a new company (The British Columbia Electric Railway Company) in April 15, 1897.** The Company was, therefore, British controlled, as Mr. Horne-Payne had obtained his capital in Britain. Most of the Company's directors, therefore, apart from Mr. Horne-Payne, were in Britain and had established the headquarters of the company in London.</p> | <p>Harold Till, <u>Vancouver Traffic History, 1889-1946</u>. Paper in Northwest Room, Vancouver City Public Library.</p> <p>* Loc. cit. ** Loc. cit.</p> <p>Loc. cit.</p> |
| <ul style="list-style-type: none"> • | <p>The directors, therefore, had to be consulted before any major financial transaction took place.</p> | |
| <ul style="list-style-type: none"> • • | <p>Mr. Bunbury, who was then local manager of the B.C. Electric Railway Company, had a special meeting with the District Council and the tramline extension to Lynn Valley was discussed. He told the meeting that the proposed extension line for hauling the lumber out of the Valley was being surveyed through Lynn Valley to the Seymour River and that they also hoped to calculate the possible traffic from Lynn Valley to other points.</p> <p>One mining company, the Swayne Copper Company, who perhaps were not willing to await the decision from London, announced its intention to build their own tramline to take the ore out of the Valley for smelting. The tramline was supposed to follow Lynn Creek up to the mining claim near the Headwaters.</p> | <p><u>North Shore Express</u>, Vol. VI, No. 8, April 10, 1908.</p> <p><u>North Shore Express</u>, Vol. VI, No. 21, July 10, 1908.</p> |
| <ul style="list-style-type: none"> • • | <p>It was to be equipped to handle timber, general freight and would be available for public service.</p> <p>The fact that the Company was contemplating such a</p> | Loc. cit. |

| PART 4 | B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| | <p>drastic action, which obviously would be extremely expensive, showed the concern of industry in the Valley for transportation facilities for their produce. The <u>Express</u> at this time commented on the need that existed in the community after they heard about the Swayne Copper Company's proposed tramline.</p> <p>"The importance of putting forth every effort to enable the company to accomplish the purpose cannot be overestimated."</p> | Loc. cit. |
| <ul style="list-style-type: none"> • | <p>The paper went on to discuss the possible effects of the tramline on the community.</p> <p>"The complete plan doubtless contemplates the development of the property on an extensive scale, the employment of a large number of men, the installation of an up-to-date mining plant of large capacity and the erection of a smelter somewhere in the vicinity. This of itself would be sufficient to emphasize the great value of this scheme to the district, but to this must be added, the mining and agricultural interests of Lynn Valley by the establishment of a first class system of transportation from salt water to the extreme end of the Valley. In the development of the tourist trade, the tramline would be a most important factor and would be instrumental in having much money spent on this side of the Inlet."</p> | Loc. cit. |
| <ul style="list-style-type: none"> • | <p>It is obvious from the comment that much was expected from the construction of a tramline. Here again, we must remember that this was a new community and the construction of a tramline at this time was a major event.</p> | |
| <ul style="list-style-type: none"> • | <p>Dr. Swayne, then president of the Swayne Copper Company, applied for a fifty year franchise to the District Council and stated in his letter, that the line would be completed as quickly as possible. The whole matter was referred over to the city solicitor and the Reeve stated a special meeting would be scheduled to announce the decision.</p> | Loc. cit. |
| <ul style="list-style-type: none"> • | <p>On the 22nd of July 1908, the council took up consideration of the application for a tramline by Dr. Swayne. The outcome was that Dr. Swayne should submit a more definite proposition. Present at this meeting was a Mr. F.R. Clover who represented the British Columbia Electric Railway Company.</p> | |
| <ul style="list-style-type: none"> • | <p>He stated that he would communicate with the directors of his company and that his company would in all probability</p> | <p><u>North Vancouver District Council</u></p> |

| PART 4 | B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| | his company and that his company would in all probability build the tramline if sufficient traffic would be guaranteed. | <u>Minutes</u> , July 22, 1908. |
| · | The proposed tramline of the Swayne Copper Company may have influenced the final decision of B.C. Electric to build the tramline in order not to lose what looked like a profitable line. This insight was due to their latest financial figures at this time, which showed an increase in traffic over the existing lines on the North Shore, showing the area was developing. The important point here is that the Lynn Valley line up to 19th Street was the steadiest earner over the whole year. The temptation, therefore, to cash in on the industrial development in the Valley as well as the transport service for business and recreational purposes may have had an effect on the final decision of the Company whether or not to build the tramline. | <u>North Shore Express</u> , Vol. VI, No. 23, July 24, 1908. |
| · | Public opinion though was now beginning to affect the decision of the B.C. Electric Railway Company. The reports of the events concerning the tramline extension in the <u>Express</u> newspaper, the pressure exerted by the Council and the ratepayer association (formed to fight for the tramline extension), as well as the pressure by industry already mentioned must have annoyed the leaders of the Company who were trying not to make a decision to build if it was going to be to their disadvantage. As an example, Mr. Bunbury, local manager of B.C. Electric in these early days, was one who objected to these pressures as he wrote to the District Council stating that his Company was "not legally bound to make extensions throughout the district on request." Unfortunately, all letters of this period have been destroyed so it is difficult to extend this point further. | W.M.L. Draycott, <u>Lynn Valley - From the Wilds of Nature to Civilization</u> , North Shore Press, Vancouver, April 1919. (copyright applied for) page 26. <u>North Shore Express</u> , Volume VI, No. 23, July 24, 1908. |
| · | The pressure did, however, continue. On the 3rd of August 1908, the Reeve stated the desire of the council to have some assurance that the extension line into Lynn Valley would be built and that it would meet the requirements of settlers and tourists. | <u>North Vancouver District Council Minutes</u> , August 3, 1908. |
| · | The British Columbia Electric Railway Company still, though, did not commit themselves to build the tramline. However, the next year on the 16th of February 1909 ... "a lengthy discussion took place regarding possible extensions of the tramline to different points in the District." | <u>North Vancouver District Council Minutes</u> , February 6, 1909. |

| PART 4 B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| <ul style="list-style-type: none"> The council submitted to the Company the expected traffic revenues from a variety of sources and the Company agreed to refer the whole matter to Britain and to inform as quickly as possible of whether or not the tramline would be constructed. | Loc. cit. |
| <ul style="list-style-type: none"> The council then decided to offer some incentive to the British Columbia Electric Railway Company to help them in their decision. <p>The first proposal submitted was that: "Upon B.C. Electric giving the necessary assurances that they will commence operations to extend their lines along Lynn Valley Road or roads adjacent, their etc., within 3 months, the council will clear the right of way on the north side of the said road 22 ft. wide from the City Boundary to the Hoskins Road."</p> | <u>North Vancouver District Council Minutes</u> , April 5, 1909. |
| <ul style="list-style-type: none"> The District Council at this time was offered two lots 856 and 857 by the provincial government for \$10 an acre. The council then decided to transfer the right of purchase to B.C. Electric upon the condition that they build the tramline extension from 19th Street out to the west boundary of these lots. There was a further condition that the Company used these lots "in part for public parks and recreational purposes." | <u>North Vancouver District Council Minutes</u> , April 23, 1909. Loc. cit. Loc. cit. |
| <p>*NB. Lots 856 and 857 were never given to B.C. Electric. However a resolution was passed, that because of the large outlay of the Company in the construction of the tramline, they should be compensated and that the lots become the property of the City of North Vancouver.</p> | |
| <ul style="list-style-type: none"> The Swayne Copper Company was then taken over by the Tyee Mining Smelting Company of Vancouver Island and due to the satisfactory examination of the mining belt, the need for a tramline to take the ore to Burrard Inlet increased. The Woodland Group, controlled by a syndicate in Glasgow, Scotland, took control of an ore deposit on the west fork of Seymour Creek. They, too, had decided to construct a tramline, but when they heard of the proposed extension by B.C. Electric, they decided to forestall on a decision and use the line without constructing one of their own. | <u>North Shore Express</u> , Vol. VII, No. 24, Feb. 5, 1909. Loc. cit. Loc. cit. |

| PART 4 | B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| · | It took, however, until July 1909 before the public statement that the tramline was in fact to be extended. This statement caused various large acreage lots to be split into smaller town lots*, as the land owners in the Valley perhaps hoped that the tramline would cause an increase in the population, thereby creating a demand for land, for homes and businesses which could be and to some extent was shared by the owner residents. Advertisements began to appear in the <u>Express</u> emphasizing the fact that land values would increase once the tramline was constructed and encouraging people to buy now and make a profit. | <p><u>North Shore Express</u>, Vol. VIII, No. 23, July 30, 1909.</p> <p>*Loc. cit.</p> <p><u>North Shore Express</u>, Volume I, No. 2, April 8, 1910.</p> |
| · | The people that bought land then (1909) may well have made a profit as the population of the Valley increased from 200 in 1909 to approximately 1100 prior to the war of 1914-1919. | <u>Lions Gate Times</u> , Feb. 4, 1909, page 32. |
| · | With the trail already cleared as promised by the Council, the British Columbia Electric Railway Company announced that it would be offering the construction of the tramline to any firm qualified which wished to offer tenders for construction. | <p><u>North Vancouver District Council Minutes</u>, April 5, 1909.</p> <p><u>North Shore Express</u>, Vol. VIII, No. 23, July 30, 1909.</p> |
| · | Mr. Albert Perry, who was the Manager of B.C. Electric on the North Shore at this time (1909), submitted the plan of the tramway to the council in September 1909 and the project was approved. The long-awaited tramline was not approved and awaited the go-ahead for construction and the future of the Lynn Valley community, its people and its industries were assured of the advantages of a good transportation system. | <u>North Vancouver District Council Minutes</u> , Sept. 28, 1909. |
| · | It was in the fall of 1909 when B.C. Electric announced the go-ahead for the construction of the extension line to Lynn Valley and in November of that year Patterson Lumber Company who had won the contract started work on the line. | <u>North Shore Express</u> , Vol. I, No. 8, May 17, 1908. |
| | <u>The Construction of the Tramline</u> | |
| · | The construction of the tramline was hampered by a number of difficulties. The weather for instance was extremely bad, at times creating unforeseen delays. The District Council, who were anxious that the tramline be completed, stated at a meeting in October 1909, that they | Loc. cit. |

| PART 4 B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| <p>hoped the work would be carried through as quickly as possible. Apart from the weather though, other difficulties arose which added to the difficulty of the construction. For instance, a disagreement arose between the British Columbia Electric Railway Company and the District Council over the water-pipe which had been laid above ground in 1904. The problem was, that the pipe had been laid above ground creating difficulties for the contractors who were constructing the tramline.</p> | <p><u>North Vancouver District Council Minutes</u>, October 7, 1909.</p> <p><u>North Vancouver District Council Minutes</u>, Dec. 13, 1909.</p> <p>Loc. cit.</p> |
| <ul style="list-style-type: none"> At a regular meeting of the District Council on December 13, 1909, the problem with the water main was discussed but no action was taken. The next year on March 11, 1910, at another council meeting, the engineer reported that: <p style="margin-left: 40px;">"British Columbia Railway contractors in the Lynn Valley extension, had knowingly felled a large tree across the city's water main with the result that the pipe was smashed and the city's water supply was cut off for some time."</p> | <p><u>North Vancouver District Council Minutes</u>, Dec. 13, 1909.</p> <p><u>North Shore Express</u>, Vol. X, No. 1, March 11, 1910.</p> |
| <ul style="list-style-type: none"> It was decided at this time that British Columbia Electric be held responsible for this damage and a recommendation to make them pay was adopted. This point may not appear all that important as far as the general scope of local history is concerned yet it serves to show the feelings which existed at this time. The District Council though, eventually adopted a new attitude and the pipe line was laid beneath the road surface. | <p>Loc. cit.</p> <p>Woodward-Reynolds, <u>A History of the City and District of North Vancouver</u>, U.B.C., 1943, page 87.</p> |
| <ul style="list-style-type: none"> The contractors though did work hard, for with the advent of the fine weather, their progress soon became apparent and the line from Queensbury Avenue and 19th Street to the corner of Hoskins, and the pipe line road was soon completed. The actual terminus of the tramline was to be further on, but the excavation of this last 1200 feet had not yet been completed. The terrain over which the tramline had to be built also created problems. <p style="margin-left: 40px;">"Throughout, the work is remarkable for its stability in view of the numerous boggy places over which the line passes."</p> The contractors obviously had their difficulties but they | <p><u>North Shore Express</u>, Vol. X, No. 8, April 29, 1910.</p> <p><u>North Shore Express</u>, Vol. I, No. 8, May 17, 1910.</p> <p>Loc. cit.</p> |

| PART 4 | B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| | overcame them, and finally constructed a worthwhile service for the Lynn Valley community and the numerous visitors who would use the tramline when visiting the Valley. | |
| | <p><u>The Opening of the Lynn Valley Extension</u></p> <p>May 13, 1910 was the day of the official opening of the Lynn Valley Tramline Extension. Between thirty and forty prominent guests were present to ride on the first car to traverse the new tramline, which marked "one of the most noticeable advancements yet experienced in the Valley". Evidence of the importance of this occasion was summed up in the <u>Express</u>' comments that "with the advent of a half-hourly service into that very desirable locality progress will surely be rapid".</p> | <p>Loc. cit.</p> <p>Loc. cit.</p> <p>Loc. cit.</p> |
| <ul style="list-style-type: none"> • | <p>The article in the <u>Express</u> describing the official opening of the Tramline was extremely good and it is doubtful whether or not it could be expressed better, as it contains the essential description which this occasion necessitates. It is for this reason that I will conclude this section on the opening of the tramline with a large quotation from this article.</p> | |
| | <p>"On Friday afternoon promptly at 3:40 p.m. Conductor Jones pulled the rope signalling Motorman Griffin to turn on the juice when the double truck special, laden with its many prominent officials and prominent citizens started on its first journey into the district municipality. The ride was common place until 19th was crossed, and the new line entered upon. From that point to 20th Street and along 20th to the connection with the pipe line road tall firs wrapped the car and track in a primeval cloak and the eye rested on a wild waste of some of B.C. heavy stuff.</p> <p>A short distance past the corner of 20th and the Lynn Valley road the car slowed down with a "Hurray" from an assembly of school children from the Lynn Valley School. They announced that a ceremony was about to be dispensed. The car emptied and in the centre of the track stood little Miss Sadie Allan, daughter of Councillor Allan, bearing a large bronzed key made of Lynn Valley wood and about two and one half feet in length, bearing the inscription,</p> <p style="text-align: center;">'Presented to Mr. A.G. Perry by the scholars of Lynn Valley School on the occasion of the opening of the first car line in the present municipality North Van 13th May 1910 - The Key to Success'</p> <p>Little Miss Allan with the remarks that it represented the key and freedom of the municipality and it was hoped that a great</p> | |

| PART 4 | B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| | <p>many more lines would be opened up through different parts of the district, presented it to Mr. Perry, the local manager.</p> <p>Mr. Perry acknowledged the token of welcome and good will and said that this was only the beginning and that it was the forerunner of many more lines that would be constructed in different parts of the district as soon as traffic warranted the company doing so. The Reeve said he was glad to announce the welcome information that the line was now open and that the people of the valley would not be forced to take the muddy roads anymore. He added that it would be his greatest pleasure when he could see a through connection to Vancouver via the Second Narrows bridge. Another special was then brought into commission and the whole party glided along on the new but firmly imbedded track to the temporary terminus at Hoskins road. Here the party took leave of the cars for a short time and engaged in some refreshments after which an inspection was made."</p> | Loc. cit. |
| <ul style="list-style-type: none"> • | <p>After their refreshments the party then boarded the tram once more and had a pleasant ride back to North Vancouver. The next day on Saturday the 14th May, 1910, the tramline was opened to the public, many of whom took the ride "to experience the pleasure of the long ride and to enjoy the scenery along the route".</p> | <p><u>North Shore Express</u>, Vol. I, No. 11, May 20, 1910.</p> |
| <ul style="list-style-type: none"> • | <p>A description of the line appeared in the May 20th, 1910 edition of the <u>Express</u>:</p> <p>"The line after leaving the old terminus at the corner of 19th Street and Queensbury Avenue first traverses a short piece of thickly wooded territory, delightful to the eye in its primeval beauty. The line then follows the Lynn Valley pipe line road to the terminus located at a point 1200 feet north of the junction of Hoskins road. This portion is mainly through the cultivated and opened parts of the district, with the picturesque Lynn Valley Creek and Canyon to the east and the long range of snow capped mountains piercing the horizon to the north and west."</p> <p>Feelings at this time were running high in anticipation that the tramline would help the Lynn Valley community to grow and prosper.</p> <p>"Much prosperity and advancement is being looked forward to in the valley as a result of these adequate transportation facilities offered by a company which has never shown any inclination to be behind the times and in entering into any district with their lines, where there was a possibility for growth and development."</p> | <p>Loc. cit.</p> <p>Loc. cit.</p> |

| PART 4 | B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| · | <p>"The years 1911-1914 were prosperous ones for the growing city. New banks, schools, churches, stores, apartments, hotels and theaters were built. Many clubs were started. The police force and fire department were improved. Free mail delivery came into effect and newspapers were published more often. The <u>Express</u> became the "North Shore Press", street lighting was made better, a new telephone cable was laid across the Inlet and the City's population was increasing rapidly."</p> | <p>City of North Vancouver Public Library, <u>A Brief Summary of the History of North Vancouver</u>, page 2.</p> |
| · | <p>The Lynn Valley extension therefore was just a part of the overall development of the City of North Vancouver. The important point is that the Valley was now no longer a separate community, but with the construction of the tramline, had become an easily accessible part of the City of North Vancouver.</p> | <p><u>North Shore Express</u>, Vol. I, No. 45, January 31, 1911.</p> |
| · | <p>This accessibility brought with it prosperity; new families increased the size of the population of the community, new homes were built, fortunes were made by investors as more people demanded land.</p> | <p>Loc. cit.</p> |
| | <p>"One salesman of the Canadian Financiers Ltd. sold more than 500 lots in this wealth producing area between June 1, and December 15, 1910."</p> | <p>Loc. cit.</p> |
| · | <p>The success of the Lynn Valley Community was greatly due to the construction of the Lynn Valley Tramline Extension.</p> <p>"The Event of most vital importance in the present history of the Valley was the construction of a rail line from the City of North Vancouver to this sequestered spot by the B.C. Electric last summer. This improvement joined this beautiful land with the whirling professional and business world of Vancouver and caused the tide of investment to flow into this virgin area."</p> | <p>Loc. cit.</p> |
| | | <p>Loc. cit.</p> |
| · | <p>Due to the influx of people into the area, new businesses were started, providing the growing population with a variety of services, such as grocery stores, drug stores and other services which were important to the community.</p> <p>New buildings had to be constructed to provide accommodation for the new businesses and services which were needed. The large number of families coming into the Valley with children necessitated the building of a new school*. Other construction in the Valley at this time included a new Municipal Hall** and a new Presbyterian</p> | <p>Loc. cit.</p> <p><u>North Shore Express</u>, Vol. XI, No. 29b, June 19, 1911.</p> <p>* Loc. cit.</p> <p>** Loc. cit.</p> |

| PART 4 B.C. ELECTRIC RAILWAY EXTENSION LINE TO LYNN VALLEY 1908-1911 | Source Reference |
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| Church. | <u>North Shore Express</u> , Vol. XI, No. 15, April 28, 1911. |
| <ul style="list-style-type: none"> Lynn Valley had made rapid strides in a few short years and the community was reaping the benefit of good planning and foresight in constructing the Tramline extension. | |
| <ul style="list-style-type: none"> Other developments continued to take place, the tramline having provided the stimulus for action. "Industrial, residential, educational, religious advantages, scenic beauty, city water, electric light; electric cars and promised telephones," showed that the Valley had come a long way since the day when it was first suggested that a tramline be constructed. | <u>North Shore Express</u> , Vol. I, No. 45, January 31, 1911. North Shore Express, Vol. XI, No. 29b, June 19, 1911. |

**DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE**

CHAPTER 8

PART 5

**BCE RAILWAY TRAMLINE SYSTEM EFFECTING
THE DISTRICT OF NORTH VANCOUVER**

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
TRANSPORTATION AND INDUSTRY

Researcher: Roy J.v. Pallant

| PART 5 BCE Railway Tramline System Effecting the District of North Vancouver | Source Reference |
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| <p data-bbox="244 573 550 604"><u>Introductory Overview</u></p> <ul data-bbox="244 645 1193 819" style="list-style-type: none">• There must be many current residents of both the City and the District of North Vancouver who will not be aware that throughout the area in which they live and travel, could be heard for four decades, the common sound of tramcar warning bells and wheel flange squeal and grinding on sharp corners. <p data-bbox="292 857 1181 1066">Not a trace remains of the miles of track that formed the arteries of public transport which radiated from the ferry wharf at the foot of Lonsdale Avenue. Every twenty minutes, commuters, shoppers, students, picnickers and hikers hurried from the ferry to board one of the three tramcars that paused to load for Capilano, Upper Lonsdale or Lynn Valley.</p> <p data-bbox="292 1104 1174 1205">It was a transportation service that started in 1905 and made its final contribution to mass transit on the North Shore on April 23, 1947.</p> <p data-bbox="292 1243 1181 1635">The first line constructed ran straight up Lonsdale Avenue as far as 23rd Street but was extended eventually to Windsor Road in North Lonsdale. The No. 1 Lonsdale car paused at its northern terminus while the conductor and motorman changed ends, the latter carrying the control levers from one end of the car to the other and changing over the trolley arm to follow on the centre mounted catenary suspended from poles beside the roadway. The conductor would look out to see if he could see any of his regular customers running to catch a ride, he would then pull the bell cord to alert the motorman, and the car started down the hill to catch the next ferry, picking up the passengers on the way.</p> <p data-bbox="292 1673 1142 1742">At a double-track between 15th and 16th Streets it passed the northbound car with a joyful clang of bells.</p> <p data-bbox="292 1780 1193 1912">The longest run extended to the small community at the corner of Lynn Valley Road (formerly Pipe Line Road) and Dempsey Road. From the foot of Lonsdale the Number Two (Lynn Valley) car swung east on 1st Street to St. Davids Avenue where it turned</p> | |

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| <p>sharply north to the substation and car barns at the corner of 3rd Street. Turning north on Queensbury, the car continued up the centre of Grand Boulevard to 20th Street. At 20th Street the car followed the tracks one block east to Lynn Valley Road then continued up the left (north) side of Lynn Valley Road to the end of the run. On the last part of its journey the car had passed a second car at a switch in front of the Municipal Hall (now the site of a senior citizens hospital) at the corner of Lynn Valley and Fromme Roads. At the Dempsey Road Terminus, after the usual ritual of changing ends and ringing the bell, the driver returned to the foot of Lonsdale.</p> <p>For many years after the tracks were taken up, it was possible to see a long stretch of brown grass up the centre of the Boulevard where the gravel of the old roadbed discouraged growth, but even this final evidence of the old Lynn Valley line has been lost to careful gardening by the City Parks Department.</p> <p>The Capilano run was more complicated. The Number Three car started ahead of the Lonsdale car and turned west at 1st Street to Mahon Avenue. It travelled uphill to Keith Road near Queen Mary School, turned left (three quarters of a circle) and ran down Keith Road to a trestle that carried it over Mission Creek, now hidden in a ravine on the north side of Keith Hill, on to what is now Marine Drive to Fell Avenue. Turning right up Fell, the car passed its partner returning to the ferry at a switch near 16th Street and continued north to 20th Street where it turned to cross MacKay Creek on the very high three decked trestle. It then followed MacKay Avenue northward to 23rd Street which it followed westward to a vaguely defined location where it turned to the north at forty-five degrees and ran diagonally through the bush to arrive at Phillip Avenue and the terminus on School Street between McLeods Store on one side of the street and a Red and White store on the other, all close to the little green Capilano School and currently below the westbound lane of the Trans Canada Highway.</p> <p>The old street cars were a community institution. On weekends they were packed with picnickers heading for the thrills of the suspension bridges over Lynn Creek and the Capilano River or with skiers and hikers taking the Lonsdale car before beginning the grind up Grouse Mountain, or the Lynn Valley car before the much longer trek over the Lynn and Seymour Creeks to the steep trail up Mount Seymour. During the week the trams were a</p> | |

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| <p>meeting place for the regular passengers who boarded the cars at the same places, sat in the same seats and met the same friends daily for years.</p> <p>The driver on every run knew all his regular passengers, watched for them and sometimes waited for them for half a minute and clanged the bell if they were not in sight.</p> <p>Originally, all the cars had a motorman and a conductor but for economic reasons, the Lynn Valley and Capilano runs were changed at one time to one man operated cars while the Lonsdale car retained its two-man operation.</p> <p>Coming home to Lynn Valley late in the evening with a few lights gleaming from between the trees, the smell of wood fires and with a nearly empty car, the privileged passenger could stand up by the driver and discuss local gossip, gardening, politics, the weather and any other of life's problems. The ride was sometimes fast and rough if the driver wanted to get to the end of the line early and have time for a smoke, and the car ground around its corners with a snarl of steel against steel. During the rushhours, tired workers from Vancouver or from the shipyards jammed every inch of space hanging by one hand to the straps provided and swaying wearily as the car stopped and started or rolled around the tight corners.</p> | |
| <p><u>Detailed History</u></p> <ul style="list-style-type: none"> The Municipality of the District of North Vancouver had lain tilted up and against steeply rising mountains almost two miles north across Burrard Inlet from Vancouver since its incorporation August 10, 1891. Moodyville and its sawmills situated at the foot of Moody Avenue in North Vancouver*, had in fact been in 1862 the very first settlement and the very first commercial industry on Burrard Inlet. To it had operated the first cross-inlet ferry in 1866 from Gastown on the south shore, the precursor of Vancouver City. By 1905, Lonsdale Avenue, an imposing precipitous muddy main street, located somewhat over half a mile west of Moodyville, had firmly established itself not only at the inlet's edge as the ferry terminus, but also as the commercial centre and forest penetrating north/south lifeline of the municipality of the District of North Vancouver still languishing with a population of about 1500 persons. | <p>*What had become North Vancouver City in 1907 but was completely independent as a company town prior to that date.</p> |
| <ul style="list-style-type: none"> On May 19, 1905 Mr. Buntzen*, the president of the British | <p>* Johannes</p> |

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| <p>Columbia Railway Company wrote to the Municipal District of North Vancouver suggesting that his company came to North Vancouver with Light, Power and a Tramway.</p> | <p>Buntzen was born in Copenhagen and was a resident of Vancouver. He was secretary of Consolidated Railway and Light Company and first general manager of the B.C. Electric Railway. Under his management, the streetcars and interurbans experienced their greatest growth. He retired as G.M. in 1905 and returned to live in his native Denmark but remained a member of BCER board of directors. Buntzen died in 1922.</p> |
| <ul style="list-style-type: none"> The suggestion was received favorably and Mr. Buntzen was asked to make specific proposals to the Council. This he did on June 12th and the District Council took the proposed agreement under advisement. | |
| <ul style="list-style-type: none"> During 1905 the Reeve of the District of North Vancouver had been J.C. Gill, who had been instrumental in starting these negotiations and gave clear leadership to Council members on the subject. J.C. Gill resigned as Reeve because he found that since he had moved his family to Squamish it was difficult to attend to his duties while commuting to and from Squamish. It was likely by mutual agreement* Reeve Keeley of the District of North Vancouver carried on the negotiations. Keeley had always been a follower of Gill and therefore was quite willing and able to carry out his programs. Council members Tom Allen, W.O. Bell, William Morden and ex-Reeve May, who threatened to resign when Mr. Keeley was elected Reeve by by-election were persuaded by fellow councillors to stay. Fortunately, also was that the very able and knowledgeable Alexander Philip was Clerk | <p>* There is no mention of such an agreement in the Municipal Minutes but such an arrangement did avoid holding an election. It was interesting that Keeley did not run for councillor that year and so was available to serve as Reeve without losing a council member.</p> |

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| of the Municipal Council (CMC) from July 9, 1906. | council member. |
| <ul style="list-style-type: none"> On June 16th the Municipal Council received another proposal for light and power from the Stave Lake Power Company that later changed its name to Western Canada Power Company. But since they were satisfied with the complete BCER, they rejected the competition's offer. | |
| <ul style="list-style-type: none"> On June 27, 1905, three bylaws were read to the Municipal Council for the required number of times: the Street Lighting Bylaw; the Power and Light Bylaw and the Tramway Bylaw, all classed as the 1905 Bylaws. | |
| <ul style="list-style-type: none"> A public meeting of the Ratepayers was held on July 10, 1905 to debate these bylaws and then on July 12th they were presented to the electorate. | |
| <ul style="list-style-type: none"> The bylaws were passed with a large majority and became ready for the signatures of the Reeve and CMC as well as the company officials led by Mr. Sperling. | |
| <ul style="list-style-type: none"> In the meantime, Mr. Buntzen became the chairman of the Board of B.C. Electric Company. He left for London, England and Mr. Rochford Henry Sperling became General Manager in 1905. From then on negotiations between the Municipal Council and BCER were carried on with R.H. Sperling and in the minutes of the August 9th meeting it was reported that Mr. Sperling had approved the agreement. | Sperling was General Manager from 1905 to 1913. |
| <ul style="list-style-type: none"> At the September 6th meeting of the Municipal Council it was announced that the BCER had purchased part of the horticultural grounds. The Horticultural Society had an option to buy a site at 21st and Lonsdale*. The BCER had taken over the option with the consent of the Society on the understanding that the Society was to have the west part of the block and the BCER was to clear and beautify the balance. | * The current location of the lawn bowling greens on the east side of Lonsdale Avenue. |
| <ul style="list-style-type: none"> Work was begun immediately on the Light, Power and Tramway. Bessy & Quinn was the company receiving the contract to select the necessary poles to carry street lights, the power lines for domestic and commercial lighting, the catenary line support for powering the streetcars and the telephone lines*. | Burnes, John Rodger, <u>North Vancouver 1891 - 1907</u> , pg. 80. |
| <ul style="list-style-type: none"> To bring the power to North Vancouver, BCER erected four straight tree trunks over two hundred feet tall, at the Second Narrows site and installed high-tension cable, with a span of over three thousand feet across Burrard Inlet with a headway of one hundred and ninety feet above tide water for clearance of the masts of sailing vessels. | See photograph British Columbia Electric Railway Co. Ltd., September 1910. |
| <ul style="list-style-type: none"> Power came from a hydro-electric plant at Lake Buntzen, four hundred feet above tide, on the north arm of Burrard Inlet, and an arm of the Gulf of Georgia, and by 1910 was supplying the lower | |

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| mainland of British Columbia, more especially the City of Vancouver, New Westminster, North Vancouver, and the Fraser Valley, east of New Westminster. | |
| <ul style="list-style-type: none"> • Lake Buntzen was connected by tunnel to Lake Coquitlam, altitude 432 feet. The tunnel 12,775 feet in length, was in 1910 the longest hydro-electric tunnel in the world. | BCER Co. Ltd., September 1910, <u>op cit.</u> |
| <ul style="list-style-type: none"> • Within a few weeks, company surveyor G.E. Jorgenson and his party of men were hard at work defining the route of the streetcar line from the ferry wharf up Lonsdale Avenue to 21st Street. Here the five-acre park of the North Vancouver Horticultural Society* was also being surveyed, as the B.C. Electric had agreed to clear and fence the park in preparation for the Society's next annual exhibition. | <p>Ewart, Henry, <u>The Story of the BC Electric Railway Company</u>, White Cap Books, North Vancouver, 1986, p. 62.</p> <p>* Located on the site of the lawn bowling greens in 1996.</p> |
| <ul style="list-style-type: none"> • While slash-burning in 1905 to clear the site of the car barn on Third Street at St. David's Avenue, the fire got out of hand and engulfed a hut in which blasting powder was stored. The ensuing explosion shattered windows all over the sparsely settled area. | Advised by Bert Giffen, one of the first motormen. This event is never quoted since it occurred before the opening of the North Shore system and was recalled after the system had closed. |
| <ul style="list-style-type: none"> • On December 12, 1905 the Vancouver Daily Province reported comprehensively on the progress of the new North Vancouver system. "The facilities for getting about in North Vancouver will be greatly increased by the electric cars which will be running early in the coming summer, not only furnishing intercity means of transit but acting as a feeder to the ferry. The plans submitted by Mr. R.H. Sperling, general manager of British Columbia Electric Rail to the municipal Council last night show the proposed route, the main line being straight up Lonsdale avenue to Twenty-first street, the site of the proposed recreation park and for the present the terminus of the line. A branch from this main line westward will pass along Third street, crossing the reserve if the necessary permission can be secured. That obtained, the Keith road would be taken and its course followed to Capilano Canyon. | |

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| <p>The eastward branch, with Moodyville as the general objective point will traverse Third street to St. Davids road, St. Davids road to Queensberry (sic) avenue. Originally five miles was the distance contracted for, terminating at the Bouer estate.</p> <p>The Queensberry avenue speedway project had caused the people of the city to ask for an extension as far as Fifteenth street making a little more than six miles of rails. After discussing the matter, Twelfth street was suggested by Mr. Sperling as the extent of the line on Queensberry avenue making about the six miles mentioned. This suggestion will be dealt with at the next regular meeting of the council. The change is the only one from the original plan, and may lead to the speedway being shortened to reach Twelfth street instead of Fifteenth, as originally planned.</p> <p>According to the terms of the agreement between the British Columbia Electric Railway Company and the North Vancouver municipality, the company is to maintain a half-hourly schedule both on the Lonsdale avenue on the Capilano Canyon-Moodyville lines in the summer and hourly during the winter months. When the cars start running about next June* they will run at the half-hourly schedule, although it is confidently expected that in a short time a fifteen or twenty minute schedule will have to be adopted on the Capilano line during the summer months to accomodate the heavy tourist travel which will undoubtedly patronize that line. The many splendid scenic advantages possessed by the Capilano Canyon, together with the popularity of that stream as an anglers resort will make the new line extremely popular.</p> <p>In the easterly direction the general opinion among the councillors was that the extension in that direction was the best possible as it would afford rapid communication with the ferry and Vancouver city to the residents of Moodyville.</p> <p>Regarding street lights Mr. Sperlin asked the District council to submit a list of the lights desired, and their location. Work is to be commenced as early as possible in the spring both on the tramway and on the construction of the light and power lines.</p> <p>The visitor from week to week cannot help being struck with the evidence of improvement; new buildings, sidewalks, roads etc. being seen on every hand.</p> | <p>Correct spelling - Queensbury.</p> <p>Vancouver Daily Province, December 12, 1905.</p> <p>June 1907</p> |
| <ul style="list-style-type: none"> 1906 opened with disputes in North Vancouver about the proposed street car routing particularly that of the Capilano line. Many favoured a belt line which would run west from Lonsdale to Forbes Avenue, north to Fifteenth Street and east to the Lonsdale line. Many felt strongly that the east running Lynn Valley line should also be belted and also come back, west to Lonsdale Avenue along Fifteenth Street. | <p>Ewart, Henry, <u>op cit.</u>, p. 63.</p> |
| <ul style="list-style-type: none"> The east-west route for the lines branching off Lonsdale in either direction was equally contentious. The company initially favoured | |

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| <p>Third Street, but over two hundred property owners petitioned for First Street because then it was a significant business street and was closer to the wharves. But throughout the sometimes fierce debates in the council chamber and outside, in the press and in the barkers shops, Sperling was the sole of patience and tolerance.</p> | |
| <ul style="list-style-type: none"> On January 11, 1906, grading began on Lonsdale and east on First Street, as well as at the car barn and substation and AC to DC convertor building at Fourth Street and St. Davids Avenue. The cables from Second Narrows ascended Third Street hill on the north side and turned at Queensbury Avenue onto Fourth Street*. The cable was hauled up from Second Narrows by Smith Bros., teamsters. | <p>The converter building remains in place in 1996.</p> <p>*Where the overhead cables remain in 1996.</p> |
| <ul style="list-style-type: none"> These four long poles sunk into the floor of Second Narrows and each surrounded by an island of heavy boulders had to be taken from the Capilano forest by way of existing commercial and civic roads. They were hauled by contractor Quinn's teams of horses, with great difficulty negotiating corners and circumventing what few existing buildings encountered at the foot of Lonsdale. As in logging, a high line had to be erected in congested sections and the four two-hundred and fifteen feet long poles were lifted by fair-lead pulleys and horse power over the buildings and other obstacles. | <p>Burnes, John Rodger, <u>op cit.</u>, p. 81 and Pallant, Roy J.V., <u>The History of Saint Martins Church</u>, <u>op cit.</u> p. 9.</p> |
| <ul style="list-style-type: none"> Angus McDonald of BCER erected the poles at Second Narrows on to the land occupied by the Seymour Creek Indian Reserve. | |
| <ul style="list-style-type: none"> Concurrently a decision was made to distribute the 400 tons of rail along the route rather than storing them at the wharf a block east of the foot of Lonsdale Avenue. | <p>On what is now the Burrard Dry Dock site near the foot of St. Andrews Avenue.</p> |
| <ul style="list-style-type: none"> Likewise in New Westminster the company's abortive post fire depot at Columbia and Begbie Streets was finally sold and in March of 1906 its car shops announced that special street cars similar to the "60" series but with more powerful electric traction motors and better brakes for coping with the eight percent grade on Lonsdale Avenue, were being built for the North Vancouver system. | |
| <ul style="list-style-type: none"> The smaller poles were erected in the streets and those residents and commercial customers who requested electric power were connected. | |
| <ul style="list-style-type: none"> On Lonsdale Avenue the utility power lines for street lights and power were installed on poles on the west and the telephone lines on the east side. The poles were installed exactly opposite each other on either side of Lonsdale Avenue and the DC | <p>Burnes, John Rodger, <u>op cit.</u>, p. 81.</p> <p>DC - direct</p> |

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| catenary cables were suspended by steel support cables down the centre of the Avenue. If a DC cable broke and fell onto a conductive port of the tramcar, the power would go to ground through the railway tracks. | current required for powering the variable speed traction nose-motors of the tram cars. |
| <ul style="list-style-type: none"> On August 15, 1906 electric lights lit up North Vancouver for the first time, and Saturday, September 1, 1906, was the first day of street car operation. | |
| <ul style="list-style-type: none"> The first cars in service were numbers 14, 16, 24, 25, 26, 60 and electric locomotive 915. These were floated across Burrard Inlet from Vancouver although Henry Ewart points out that not all of these cars had arrived by September 1st, and unloaded just a few yards east of the foot of Lonsdale Avenue at Wallace Shipyards, connected by a spurline to the street car tracks at the land that was Esplanade. | <p>915 later became identified as S.62.</p> <p>Ewert, Henry, <u>op cit.</u>, p. 65.</p> <p>Note: This spur served as a storage place for street cars until the car barn at Third and St. David's Avenue was ready. (The diesel bus garage remains at this same site in 1996.)</p> |
| <ul style="list-style-type: none"> At the northeast corner of Lonsdale and Esplanade which served at that time as the road running east to Moodyville, the BCER's first modest, wood-frame office already was in place. | |
| <ul style="list-style-type: none"> On September 1st only the Lonsdale Avenue line was in operation, and only about three-quarters of a mile of it up the hill to Twelfth Street, but service commenced even on this relatively short run since at that time few houses existed above Fifteenth Street until North Lonsdale was reached. | |
| <ul style="list-style-type: none"> At 6:00 a.m. on Saturday, September 1st, motorman Bert Giffen with conductor W.D. Jones wheeled out Number 14, the first car in Vancouver sixteen years earlier and proceeded up the long continuous hill of Lonsdale Avenue for the first time, picking up the first paying passenger in North Vancouver, Charles Mussen. | <p>North Lonsdale lights were officially installed in 1912 although BCER North Vancouver Manager, Mr. Parry was very obliging in providing electric lights for special occasions. Not everyone had the means or the</p> |

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| | inclination to abandon their illumination by coal oil lamp even in 1912, a boom year. |
| <ul style="list-style-type: none"> • Coming back down the hill, with only the hand brake to restrain the tramcar, it reached Sixth Street just below the Eighth Street curve at the Burnes house and by this time it was exceeding the clause in the franchise agreement which stated: "The speed of the cars shall not exceed ten miles an hour". • Since another tram had been set at the foot of the track, it served as a shock absorber, saving No. 14 with its inadequate braking system from sliding down into Burrard Inlet. The resulting damage was soon covered up by a large Union Jack flag, and the service continued without interruption until that evening when another derailment took place, simply due to the car overrunning some ties* placed at the ferry wharf end of the line. The first days trips, despite the demonstration (or perhaps because) of poor braking of the cars, attracted 408 riders, a large percentage of the 1906 population. | <p>* "Ties" is the American term for "sleepers" used by the strong British element of the population in 1906.</p> |
| <ul style="list-style-type: none"> • Two days later was Labour Day, September 3rd, a fitting day for a more festive beginning, and all the cars had arrived across the Inlet by that time. Car 25 with its entire right hand side opened for easy rider access, was the first tramcar to ascend the hill that day. On its return journey it emulated car 14, as the Province newspaper reporter related: <p style="padding-left: 40px;">"The car coming down the hill struck a place when the rails were slippery from the morning dews and skidded along though the wheels were tightly locked by the brakes. Sand had been applied to the rails at the point, but the rails were elevated* had fallen to the side. The runaway was going at two miles per hour, but bumped into a sister car standing at the foot of the hill with sufficient force to put the vestibule out of business."</p> | The tracks were left raised to allow for eventual macadem surfacing of the road. |
| <ul style="list-style-type: none"> • Once the seemingly obligatory first trip pile-up was out of the way, everything worked smoothly. 2,047 riders enjoying a new kind of Labour Day. | Ewart, Henry, <u>op cit.</u> , p. 65. |
| <ul style="list-style-type: none"> • It should be noted here that because of delivery problems on a contract that took only one year to complete from signing to operation, the first cars placed in service by BCE Railway were old, some being the first cars operated by the company in Vancouver in the 1890s; they were small but serviceable. Some | Pallant, Roy J.V., <u>History of Saint Martin's Church</u> , <u>op cit.</u> Footnote 20, p. 167. |

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| cars used on Lonsdale were built, as mentioned early, by BCER in their New Westminster workshops. All the cars had only hand brakes and it was the custom for passengers to ride with the motorman and help him brake the car on the steep unbenched descent of Lonsdale Avenue. | |
| <ul style="list-style-type: none"> BCER did appreciate the cable car steepness to be a primary operating concern. To avoid the Lonsdale cars running away on brake failure, BCER installed a safety switch below Third and Second Streets which would turn the car onto a second pair of rails that ran down the hill near to Second Street. These two rails were covered with a heavy layer of sand that was supposed to bring a runaway car to a halt. The switch at Third Street was always left closed to guide the car onto the sanded rails. On the descent, the conductor got off the car at the switch and placed it in the closed position so that the motorman could continue on down the hill, waiting for the conductor to reboard after he had opened the switch for the safety of the following car, somewhere up the hill. When going up the hill, the switch would close with a spring. It was not surprising that Lonsdale street cars remained two man vehicles right to the end despite the fact that the Capilano and Lynn Valley lines eventually became one man routes. | Burnes, <u>op cit.</u> , p. 82. |
| <ul style="list-style-type: none"> It should be noted that in 1907, 20 mph was the maximum speed for any vehicle anywhere. In July 1910 a resident was fined a massive \$25.00 for driving an auto over 10 mph in the streets of North Vancouver. | |
| <ul style="list-style-type: none"> On Friday, September 7, 1906 a night shift was added to expedite the completion of the branch lines, and on the Monday following, September 10th the westbound line, which later extended to become the Capilano line, began operating from the foot of Lonsdale Avenue to First Street, west to Mahon Avenue, north to Keith Road, then west almost to Fell Avenue at the bottom of the Keith Road hill, a distance of 1.45 miles in all. Motorman Walter Haig and conductor Dick Fawcett guided the first car. | |
| <ul style="list-style-type: none"> Actually, this section of the track had been in use for some time, to convey gravel cars being hauled with ballast taken off to smooth the incline of Keith Road hill and removed to other undulating or marshy areas in the new system. | |
| <ul style="list-style-type: none"> A further reason for the delay in extending the Capilano line beyond the foot of Keith Road Hill was that the Heywood Lonsdale Family, from their estate in England, were concerned that the route of the BCER streetcar would not pass through their proposed subdivision at Hamilton Heights. | Researcher's note: Private interview with Timothy Heywood-Lonsdale at the |

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| | Lonsdale Estate in Shropshire, England, April 1993. See also Chapter 11, Part 12 of this work, p. 15. |
| <ul style="list-style-type: none"> The obvious route from both the engineering and cost standpoint was to proceed with the Capilano track down to Marine Drive and by simple platform bridge over Mckay Creek before turning sharply north to ascend Mckay Avenue. | |
| <ul style="list-style-type: none"> But to achieve the fulfillment of the Heywood-Lonsdale plans it was necessary to descend Keith Hill to Fell Avenue, ascend past what in 1910 would be Seaforth Terrace, go west on 20th Street and build a trestle over Mckay Creek to Mckay Avenue to a point half way up the steep hill and turn sharply north to proceed up that hill to 22nd Street. | |
| <ul style="list-style-type: none"> In the negotiations that took place in the headquarters of BCER in London, England and in Vancouver, the Heywood-Lonsdale Family, by way of their family relative and representative, James Pemberton Fell, agreed to pay for the Mckay Creek trestle. | |
| <ul style="list-style-type: none"> To complete the deal, on June 12, 1911, Heywood Park was donated to the City of North Vancouver by James Pemberton Fell. | J.P. Fell, cousin to Henry Heywood-Lonsdale of Lonsdale Avenue fame, later became Major J.P. Fell of the 6th Field Coy Canadian Engineers. |
| <ul style="list-style-type: none"> Hamilton Avenue was constructed at the same time and named after the family of Mabel Hamilton, the wife of Henry Heywood-Heywood-Lonsdale (1860-1930) for whom Lonsdale Avenue was named. | |
| <ul style="list-style-type: none"> By the end of October 1906, the line on Lonsdale Avenue was in operation to Twenty-first Street, a distance of 1.41 miles. The eastbound line which eventually would run into Lynn Valley was operating from the ferry wharf to First Street, east to St. David's Street, north to Fourth Street where it turned east around the AC to DC rotary convertor building and future car barn site, and eastward to Queensbury Avenue, then north up the centre of Grand Boulevard to Nineteenth Street at the top of the Boulevard; a run of 2.45 miles. | Ewart, Henry, <u>op cit.</u> , p. 66. |
| <ul style="list-style-type: none"> Before the end of 1906, the car barn along this line was ready to shelter North Vancouver's curious collection of street cars. | |

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| <ul style="list-style-type: none"> On February 18, 1907 the Municipal council* gave permission to BCER to extend its westward line one-third of a mile further along Marine Drive from Fell Avenue, through the Lonsdale family estate lands to Mackay Avenue, which it did, simultaneously installing a passing siding at Beswicke Avenue. | <p>* Researcher's note: The municipal council being at that time Reeve Arnold E. Kealy with Councillors W.H. May, William Morden, Benjamin Cornish and Thomas Allen. CMC was Alexander Philip. Arnold E. Kealy became Mayor of the City of North Vancouver in 1907.</p> |
| <ul style="list-style-type: none"> On June 1st, 1907 the most thickly settled area of North Vancouver municipality, the townsite clustered around the lower section of Lonsdale Avenue and the ferry wharf, broke away politically from the municipality and became the city of North Vancouver, a move contemplated for some time. Its new council met for the first time on June 10th in what had previously been the Hall of the District of North Vancouver on Lonsdale at First Avenue. | <p>Researcher's note: Before the City was inaugurated on June 1, 1907, there had been a provisional committee consisting of W.A. Bauer, A.B. Diplock, Ed. Mahon and G.J. Phillip. The new council was as stated earlier: Arnold E. Kealy as Mayor and councillors A.E. Crickmay, W.J. Dick, W. Emery, W.J. Irwin, A. McKay Jordan and A. Smith.</p> |
| <ul style="list-style-type: none"> In 1907, car number 915 which was a somewhat smaller prototype tramcar for the new 900 and 901 steeple-cab locomotives made at BCER New Westminster was fully employed functioning as a work car, wrecking car, snowplough, and more especially as a locomotive when the occasion arose for it to haul logs from the Capilano line up to the new Diplock-Wright sawmill at Seventeenth Street and Sutherland Avenue, just one block east of Grand Boulevard. It was in fact involved in the first accident involving actually dumping a cargo in Burrard Inlet. | |

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| <p>Electric locomotive 915 was attempting to haul, from the foot of Lonsdale wharf, a flat car loaded with motors destined for the mill; near Second Street it was evident that wheel slippage exceeded forward movement with the result that the flat car and its electric motor load were dumped into the waters of the Inlet with number 915 barely escaping while hanging precariously over the edge of the wharf.</p> | |
| <ul style="list-style-type: none"> During 1907 and with a view to the impending extension of the western line to the Capilano River, and to make provision for recreation at the new terminus, the BC Electric purchased 160 acres of Capilano Canyon between the first and second canyons* for park development. | <p>* Located where the current Suspension Bridge and Cleveland Dam are situated.</p> |
| <ul style="list-style-type: none"> In early April of 1908 the company let it be known for the first time that it could become interested in extending its eastern line in North Vancouver beyond Nineteenth and Grand Boulevard into Lynn Valley, but as a logging railway, not as a passenger line, or at least for the time being. | <p>See Chapter 8, Part 4 of this work for details of negotiations which led to this interest by BCER.</p> |
| <ul style="list-style-type: none"> A. G. Perry arriving in North Vancouver on December 2, 1908 to become the manager of BCER there, reminisced some years later about that day on which he found "a street railway 'system' with five miles of track, three wee dinky cars operating a half-hour service, and to celebrate my coming we carried 706 passengers that day". | <p>May Perry, daughter who in 1996 still lives in North Vancouver.</p> |
| <ul style="list-style-type: none"> During 1908 the Lonsdale line had been extended a quarter mile to Twenty-fifth Street, and a passing track had been installed on Lonsdale Avenue between Fifteenth and Sixteenth Streets. | <p>Ewart, Henry, <u>op cit.</u>, p. 74.</p> |
| <ul style="list-style-type: none"> In May of 1909 cars number 40 and 42 were shipped over to the North Shore to enhance the existing tram car fleet. | |
| <ul style="list-style-type: none"> Then on August 12, 1909, another brake failure occurred when, despite the fact that the end of the track was actually a couple of hundred feet from the edge of the wharf at the foot of Lonsdale Avenue, Lonsdale Avenue line car 62, with conductor Jones and motorman John Kelly, ran away when its brakes failed. Kelly suffered a broken leg as he and two passengers jumped off the car, but Jones sustained no injury as he rode the car into the waters of Burrard Inlet. | <p>Ewart, Henry, <u>op cit.</u>, p. 77.</p> |
| <ul style="list-style-type: none"> In November 1909 in North Vancouver, the Patterson Lumber Company, which secured the contract for extending the eastward line into Lynn Valley, started work on the extension. Patterson would do the grading and track laying and the BC Electric would string the trolley cable*, for this heavily timbered route**. The foreman in charge of the ballasting and track laying crew and who later moved to Lynn Valley was a young man named George L. Hancock. He had a rough crew of railway builders used to | <p>See Chapter 8, Part 4 of this work for details of the Lynn Valley line.</p> <p>Ewart, Henry, <u>op cit.</u>, p. 80.</p> |

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| <p>L. Hancock. He had a rough crew of railway builders used to laying track with speed not integrity and being paid for being on site regardless of the work done. Therefore, one rainy day when George refused to continue the track laying and ballasting work because the wet ballast would subside, the crew revolted because they were only paid when they worked. The crew there upon physically attacked George Hancock, smashing his face and particularly, his nose, so badly that his nose always had a sideways bend in it and causing him to spend four months in hospital.*** After this assault, the family moved out of Lynn Valley and George took a similar mechanical installation job with the Newfoundland Light and Power Company where he remained for forty-seven years.</p> | <p>*This is why a 1910 print shows the track completed but no catenary in the area near what is now Kirkstone or the house of A.J. Nye.</p> <p>**Researcher's note: The line route ran through DL _____ owned as script by A.J. Nye, father of pioneer teacher Molly Nye and husband of another pioneer teacher Olive Nye. He built his house at Lynn Valley Road with the tram line running in the north lane in front of his house and the pipe line to the City running under the south lane.</p> <p>***Mrs. Dora Dordge, daughter of George L. Hancock, interviewed at the Margaret Fulton Centre, North Vancouver, Monday, November 18, 1996.</p> |
| <ul style="list-style-type: none"> For the impending opening of the Lynn Valley line, North Vancouver acquired four more street cars from Vancouver in April 1910. No. 28, a marvel on her arrival in Vancouver a | |

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| decade earlier, and three of the Westminster and Vancouver tramway cars, 32, 34 and 36. | |
| <ul style="list-style-type: none"> May 13, 1910 signalled the opening of the 2.24 mile Lynn Valley extension from Grand Boulevard and Nineteenth Street north to Twentieth Street, east to Southerland Avenue and along the north side of Lynn Valley Road, across some boggy patches and occasional trestle work, to Dempsey Road. The seemingly official inaugural team of motorman Giffen and conductor Jones was in charge of the dignity-filled first street car which left lower Lonsdale at 3:40 p.m. The trip went well, Friday the 13th or not, even to the point of a delightful interruption by students of Lynn Valley School along the way for a short ceremony and welcome. | |
| <ul style="list-style-type: none"> Public service commenced on May 14, 1910, a new passing siding having been installed. Less than a week later the North Shore Express related its good feelings about the setting of the new line: "The line, after leaving the old terminus at the corner of 19th Street and Queensbury Avenue*, first traverses a short piece of thickly wooded territory, delightful to the eye in its primeval beauty. The line then follows the Lynn Valley Pipeline Road to the terminus located at a point 1,200 feet north of the junction of Hoskins Road. This portion is mainly through the cultivated and open parts of the District with picturesque Lynn Valley Creek and Canyon to the east and the long range of snow capped mountains piercing the horizon to the north and west." | <p>*Researcher's note: At the stop known as College for St. Johns College (building still there in 1996). That section of Queensbury is known as Grand Boulevard in 1996.</p> |
| <ul style="list-style-type: none"> On July 10, 1910 in Lynn Valley, a raging bushfire which had started near Rice Lake, destroyed a quarter of the new street car line, including poles and overhead. The company had been admitting that its sparsely-populated North Vancouver system was running at a heavy loss, yet anything but rebuilding the Lynn Valley line was certainly out of the question. | <p>The History of the BC Electric Railway Company.</p> |
| <ul style="list-style-type: none"> On June 30, 1910 with surveys completed, contracts were awarded for the 1.67 mile long Capilano extension. Its route would proceed north on Fell Avenue, west on Twentieth Street to a 450 foot long, 98 foot high trestle crossing of McKay Creek, then along Twenty-Second and through School Street, unidentified parts of which remain in 1996 on either side of the Trans-Canada Highway, immediately east of Capilano Road. The Capilano Terminal site lays under the north embankment of the highway*. The Terminus was located on School Street at the intersection of Bowser Avenue. Three separate sections of Bowser Avenue remain. | <p>The trestle was located over Mackay Park presently across Marine Drive from the Capilano Shopping Mall. The concrete foundations for the trestle remain visible on the east side of Mackay Creek. The route of the trestle is now</p> |

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| | <p>occupied by a BC Hydro power transmission line best seen from Mackay Avenue.</p> <p>*See the District of North Vancouver Walk entitled "Heritage Mysteries South of Murdo Frazer Park".</p> <p>Researcher's Note: City, District and street signs indicate three spellings for this name: McKay; MacKay; Mckay. Since Mckay Avenue and all similarly named items in the area were given by provincial government order to be named after G.G. Mckay, otherwise known as the "Laird of Capilano", the reference here is considered correct.</p> |
| <ul style="list-style-type: none"> Also in 1910, plans were going ahead for extending street car barn facilities and all night street lighting was introduced. | |
| <ul style="list-style-type: none"> On November 19, 1912 the Lynn Valley line service was again disrupted as heavy rains caused the collapse of the wooden supports of flumes of Hastings Mill near the street car lines terminus causing the washout of 500 feet of track. | |
| <ul style="list-style-type: none"> North Vancouver saw its delightful "mountain railway", the Capilano line brought into service during 1912 and operations on the Lynn Valley line were enhanced by the installation of a passing siding on Fourth Street east of the AC/DC rotary. | Ewart, Henry, <u>op cit.</u> , p. 99/102. |
| <ul style="list-style-type: none"> March 6, 1912 saw the incorporation of West Vancouver and though there would be discussions over the years regarding a | |

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| street car service there, such a thing never happened. | |
| <ul style="list-style-type: none"> At the end of June 1912, eight of the large Vancouver street cars which had begun arriving by cross-inlet barge in May 1911 were then in regular service. In addition to these vehicles, 150-157, the older 24, 28, 32, 34, 36, 40, 43 and 60 were still in operation, most often spending their time in the small storage area opened during the year adjacent to the car barn at Third Street and St. David's*. Old 14 and 16 as well as locomotive S62 (formerly 915) had been scrapped here in North Vancouver in April 1912. At the same time, track had been laid six blocks further north onto the North Lonsdale community on Lonsdale Avenue to Windsor Street (formerly Nye Street) and just south of North Lonsdale Post Office (Loutet's Hall). | <p>Ewart, Henry, <u>op cit.</u>, p. 104.</p> <p>*Researcher's note: The site of the present (1996) bus garage yard.</p> |
| <ul style="list-style-type: none"> At this time, the Dominion government census of 1911 showed the combined population of North Vancouver City and Municipal District as being 8,196. | Ewart, Henry, <u>op cit.</u> , p. 99 |
| <ul style="list-style-type: none"> In June of 1913 BC Electric laid a temporary track to the waterfront east of Lonsdale at the same location mentioned for the 1906 opening of service to facilitate the last street cars ever to reach North Vancouver, numbers 158 and 162. | |
| <ul style="list-style-type: none"> The first day of 1914 on the lower mainland was one of considerable excitement at the Foot-of-Lonsdale street car terminus as a new railway operation began from a small station located just a few yards west. The Pacific Great Eastern Railways first trip left at 10:00 a.m. with a train of two steel gasoline engine self-propelled combination coaches with 150 passengers aboard, bound for Dundarave 16 minutes west across the Capilano River into West Vancouver. | <p>Ewart, Henry, <u>op cit.</u>, p. 123.</p> <p>This PGE line was destined eventually for the sea side resort of West Vancouver.</p> |
| <ul style="list-style-type: none"> By 1915 there were thirteen street cars, 150 to 162 and a line car (a former street car) No. 28, providing service on all routes in the North Vancouver system. These were all double truck tram cars. All the single truck cars in North Vancouver had been retired though three were still operating over in Vancouver. | |
| <ul style="list-style-type: none"> A picture showing the streetcars at the foot of Lonsdale Avenue in the deep snow of February 1916 does not indicate if the cars were stopped, waiting for a plough or a thawing trend, but records do show that five feet of snow fell in Vancouver in January and February 1916. On Vancouver Island, at that time, this was the deepest snow fall that had been recorded or was in living memory. There had been over four feet of snow on the ground at one time accumulated from consecutive snowfalls that totalled over six feet. | |
| <ul style="list-style-type: none"> Also, in 1916 at the peak of system capacity, the car barn between Third and Fourth Street and St. Davids was 1,390 feet in | Ewart, Henry, <u>op cit.</u> , p. 133. |

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| <p>area and could house 21 street cars. There were seven passing sidings in place which may be listed as follows:</p> <table><thead><tr><th>Location</th><th>Length (feet)</th><th>Car Capacity</th></tr></thead><tbody><tr><td>Fell Ave. at 16th St.</td><td>452</td><td>7</td></tr><tr><td>4th St. at Moody Ave.</td><td>400</td><td>6</td></tr><tr><td>Grand Blvd. at 15th St.</td><td>346</td><td>5*</td></tr><tr><td>Keith Rd. at Beswick Ave.</td><td>315</td><td>4</td></tr><tr><td>Keith Rd. at 13th St.</td><td>222</td><td>2</td></tr><tr><td>Lonsdale Ave. at 15th St.</td><td>462</td><td>7</td></tr><tr><td>Lynn Valley Rd. at Fromme Rd.</td><td>400</td><td>6</td></tr></tbody></table> | Location | Length (feet) | Car Capacity | Fell Ave. at 16th St. | 452 | 7 | 4th St. at Moody Ave. | 400 | 6 | Grand Blvd. at 15th St. | 346 | 5* | Keith Rd. at Beswick Ave. | 315 | 4 | Keith Rd. at 13th St. | 222 | 2 | Lonsdale Ave. at 15th St. | 462 | 7 | Lynn Valley Rd. at Fromme Rd. | 400 | 6 | <p>*This item is very important in that it reveals the position of the passing siding on the site of a line which existed down the centre of Grand Boulevard Park and of which there is now (1996) not a trace.</p> |
| Location | Length (feet) | Car Capacity | | | | | | | | | | | | | | | | | | | | | | | |
| Fell Ave. at 16th St. | 452 | 7 | | | | | | | | | | | | | | | | | | | | | | | |
| 4th St. at Moody Ave. | 400 | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| Grand Blvd. at 15th St. | 346 | 5* | | | | | | | | | | | | | | | | | | | | | | | |
| Keith Rd. at Beswick Ave. | 315 | 4 | | | | | | | | | | | | | | | | | | | | | | | |
| Keith Rd. at 13th St. | 222 | 2 | | | | | | | | | | | | | | | | | | | | | | | |
| Lonsdale Ave. at 15th St. | 462 | 7 | | | | | | | | | | | | | | | | | | | | | | | |
| Lynn Valley Rd. at Fromme Rd. | 400 | 6 | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">In January 1917 North Vancouver City council were planning to join the B.C. Electric line at the ferry wharf at the foot of Lonsdale Avenue with the Pacific Great Eastern Railway. This physically was a short and simple connection. It was intended that B.C. Electric would be the distributing agent for freight so transferred. A more difficult problem which all but the council could well perceive, was that moving the PGE's heavy cars on the steep grades and the sharp turns of the B.C. Electric North Vancouver system. That this plan was not completed to fruition goes without saying. | <p>The CNV Mayor at that time was George Washington Vance, with Aldermen W.J. Barclay, T.P. Clark, T. Irwin, G.W. McBain, E.A. Morden and B. Watson.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">During the month of June 1917 the same Reeve and Aldermen of the City of North Vancouver and the police commission began dealing with a problem of traffic overcrowding based on automobile traffic, street cars, ferries and pedestrians at the Lonsdale Avenue street car terminus and ferry wharf. In September, follow-up plans were being discussed for the repositioning of the street car trucks along the east side of the ferry wharf. | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">On June 13, 1918 in an early public relations gesture, street car conductors had begun selling a B.C. Electric produced map and street guide. | | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">At the same time, B.C. Electric motormen and car barn workers threatened strike action throughout the month of June. Wages were a continuing issue. On July 2, 1918, the men went out on strike all across the company's system with only the Chilliwack and Lulu Island lines not only operating but very busy. By July 11th the strike was settled and the following day regular service was resumed. | <p>See photograph of strikers in North Vancouver City.</p> <p>Ewart, Henry, <u>op cit.</u>, pa. 139.</p> | | | | | | | | | | | | | | | | | | | | | | | | |
| <ul style="list-style-type: none">Concern became even greater in 1920 with the congestion of traffic at the foot of Lonsdale Avenue with street cars, ferries, automobiles trying to get on or get off the ferries, the periodic flood of pedestrians and freight from the PGE terminal and the | <p>CNV continues with G.W. Vance as Mayor, W.J. Irwin, T. Irwin, D.H. McColl, J.H.</p> | | | | | | | | | | | | | | | | | | | | | | | | |

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| <p>general ubiquitous, unpredictable pedestrians. Somewhere in this area, there had to be an impending accident.</p> | <p>D.H. McColl, J.H. Pilling, B.E. Townsley, B. Watson.</p> |
| <ul style="list-style-type: none"> As an interesting passenger handling statistic, it was noted in the local press that in one August weekend in 1920, the Pacific Great Eastern (PGE) boasted at carrying 5,000 passengers, while for the same weekend 18,668 passengers were carried by the three street car lines in North Vancouver City and District. | <p>Joint population in 1921 was North Vancouver City 7,652 and District 3,950, totalling 11,602 persons.</p> |
| <ul style="list-style-type: none"> By 1920 the North Vancouver street car system was equipped with 9.72 miles of single track mainline and 0.10 miles of double track for a total of 9.92 mainline miles of track covering all three lines. Spurs, sidings and passing tracks made up another 0.67 miles for a total of all tracks of 10.59 miles. | <p>Ewart, Henry, <u>The Story of the B.C. Electric Railway company, op cit.</u>, p. 155.</p> |
| <ul style="list-style-type: none"> On October 2, 1920 the creator and instigator of the formidable B.C. Electric concept, Johannes Buntzen died in his home town of Copenhagen, Denmark. His name is remembered in the Vancouver area by Buntzen Lake Hydro Electric power reservoir and picnic area owned by B.C. Hydro and formerly named Lake Beautiful. Henry Ewart states in his book that Johannes Buntzen “was one of the builders of British Columbia”. “He was an extraordinary man, magnificently at the right place, at the necessary time.” | |
| <ul style="list-style-type: none"> January 1922 was a somewhat daunting month for British Columbia road users, more especially those who encountered hills and sharp curves in their daily travels. All forms of transportation in British Columbia observed the left hand rule of the road until 6:00 a.m. Sunday morning, January 1, 1922. At that time the rule of the road was changed from left hand driving to right hand driving. The new rule was “keep to the right” and it is a lasting tribute to the motorists of that time that they conformed to the new regulations without one single accident taking place in all British Columbia. | <p>That is why the current location of the horse trough in Victoria Park, at the junction of Lynn Valley Road and Mountain Highway together with the site of George Waggs horse trough on Lonsdale and 29th St. appear to be on the wrong side of the road when used by the teamsters of the day.</p> |
| <ul style="list-style-type: none"> To the motorist, the change meant little more than exercising a little more care in driving but to the operators of B.C. Electric systems in Vancouver and Victoria the change-over required a highly organised effort in mechanical and system adjustment. | |

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| <ul style="list-style-type: none"> Many people may have long since forgotten, or perhaps have never known that British Columbia motorists, prior to 1922, observed the left hand rule of the road as applied and still applies (1997) in Britain. But, owing to the fact that the United States and all other provinces in Canada observed the right hand rule of the road, the B.C. government recognised this difference to be a dangerous situation. Visiting motorists accustomed to the left hand rule were a menace to themselves and others and for this reason, traffic experts, fire chiefs and automobile clubs were in favour of a change to conform to the driving habits of all other areas on the North American continent. | |
| <ul style="list-style-type: none"> The proposed change had been discussed as early as 1913, and it was immediately recognised that B.C. Electric would be faced with many problems should the change become law. Massive quantities of track work accompanied the change from left to right: cross-overs had to be reversed; many even to be located or removed; wyes had to be reversed; branch offs had to be altered; automatic electric switches had to be moved. Obviously, the corresponding trolley wire suspensions and frog positions would all require adjustments. This work, as well as that of once again reconstructing the street cars to remove their redundant doors and steps would keep gangs and crews occupied for many months. | |
| <ul style="list-style-type: none"> Soon after midnight on January 1st, work gangs all across the B.C. Electric system reversed cross-overs, trolley wire, and switches. In the car bars, crews removed the barriers from the new street car entrances and barricaded the old ones. | |
| <ul style="list-style-type: none"> The day, long awaited, and by many, long feared, arrived and the first street cars crept out of their protective barns at 6:00 a.m. Everyone was cautious, but just as the preparatory period had been free of incident, so was the inception period. Nowhere in the world had such a change been tried before, and no one knew what to expect. At one minute to midnight all forms of vehicular traffic were operating under the left-hand rule. At 12:01, January 1st, 1922 the street railway system was operating on the right hand rule of the road. | |
| <ul style="list-style-type: none"> By 1923 North Vancouver's council had been discussing the issue of one man operated street cars for sometime. In May of that year, B.C. Electric General Manager George Kidd had met with North Vancouver City and District officials to discuss the safety and viability of the cars on the North Shore. It was in November that the City council of North Vancouver, led by Mayor D. Donaghy with Aldermen E.H. Bridgeman, A.E. Harron, W.J. Irwin, A. Prior, H.B. Stoker, W.A. Tolmie and B.E. Townsley took | |

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| a stand, against one-man operated street cars. | |
| <ul style="list-style-type: none"> West Vancouver had long been interested in a street transit system though they would never get it from B.C. Electric because of the sparse, widespread population and the most important factor, that the system would have to be a repetition not an extension of the North Vancouver system. However, in 1923 West Vancouver, having been incorporated in 1912, eleven years earlier, received electric light and power from B.C. Electric. This was a significant and rather tardy improvement considering the municipality's proximity to all other populated areas already equipped with electric power systems. | |
| <ul style="list-style-type: none"> B.C. Electric in 1923 turned over, as a gift to the City of Vancouver, its 145 acres of Capilano Canyon, a short walk north of the outer terminus of the Capilano street car line. The gift was presented to the Vancouver Board of Trade by President George Kidd to be held in trust by the board for use by the public. | Ewart, Henry, <u>op cit.</u> , p. 166 |
| <ul style="list-style-type: none"> At Second Narrows, the point at which B.C. Electric transmission lines crossed from the south shore to the District of North Vancouver near Cutter Island, a combined road-railway bridge, costing \$1,800,000 was opened for traffic on November 7, 1925. Though the bridge was sturdy in structure and was made entirely of steel, its relative lack of height above the water would make it a hazard for shipping, especially during the inevitable fog situations. At the time of the opening, having waited many years for such a connection, the enormous potential for the North Shore was fully realized and 3,000 automobiles crossed the bridge on the first day. | See earlier description of crossing arrangements. |
| <ul style="list-style-type: none"> A further event in 1925 is worthy of highlighting since the general public was not fully aware of the rapid corporate transactions involved at that period. On December 4, 1925 B.C. Motor Transportation Limited was incorporated, organized by and a subsidiary of, the B.C. Electric and which brought the company heavily into the field of bus and truck transport, a step with enormous implications for the future of the company and for the Vancouver area. This new creation of B.C. Electric acquired all property of British Columbia Rapid Transit* in addition to twelve bus and truck lines, including Pacific Stages, Gray Line, Yellow Cab and Fraser Valley Freight. This new subsidiary had, of course, been created for the specific purpose of removing these carriers from competition with the B.C. Electric's transportation system**. | <p>Ewart, Henry, <u>op cit.</u>, p. 170 and 171.</p> <p>* B.C. Electric obtained complete control in 1932.</p> <p>** Within a year Ladner would finally have a B.C. Electric transit link with down town Vancouver after this same B.C. Motor Transportation acquired White Star Motor Line</p> |

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| | and its buses. |
| <ul style="list-style-type: none"> Plans were underway in 1925 for the Harbour Board to build a connecting railway line between the new Second Narrows Bridge and the terminus of the Pacific Great Eastern Railway at the foot of Lonsdale Avenue. | <p>Also in 1925 a British Columbia historical event occurred when a 67 year tradition came to an end and the stern wheeler "Skeena" tied up for the last time at New Westminster.</p> |
| <ul style="list-style-type: none"> At this time 147 men were at work building a highway to the top of Grouse Mountain from Mountain Highway (formerly Centre Road) in Lynn Valley. | |
| <ul style="list-style-type: none"> B.C. Electric had again proposed to the North Vancouver City Council that one man cars should be operated on the Capilano and Lynn Valley lines. But in February 1926 the Council relayed its objections on safety grounds, to the ever patient B.C. Electric Company. There was a latent concern among the tramcar travelling public that had watched driver, and often a male passenger, hauling on the hand brake on a steep hill or a very sharp carrier on a hill with ice covered tracks, to leave the matter of life and limb to one operator. | |
| <ul style="list-style-type: none"> Also in 1926 B.C. Electric replaced the old carbon filament globes in the cars, with new tungsten lamps throughout the fleet. | Ewart, Henry, <u>op cit.</u> , p. 172 |
| <ul style="list-style-type: none"> Likewise on May 24, 1926 work began on the four month rebuilding of the imposing three deck, single track, frame bent Mckay Creek trestle on the Capilano line. | Over the current Mckay Park opposite Capilano Mall on Marine Drive at Mckay. |
| <ul style="list-style-type: none"> B.C. Motor Transportation, the incorporation of which was mentioned earlier, was already running eleven daily return trips to and from Vancouver to the Second Narrows Bridge. The first locomotive passed over the bridge in June 1926. | |
| <ul style="list-style-type: none"> Also in June 1926 a delegation to Vancouver City Council displayed plans for another bridge, this one at First Narrows, at the site of the current Lions Gate Bridge. | <p>The verbal battle of the First Narrows Bridge continued on through 1931 to 1936. Construction did not begin until March 1937. The bridge was opened to traffic by West</p> |

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| | Vancouver Reeve Joe Leyland and Vancouver Mayor George C. Miller, November 12, 1938. |
| <ul style="list-style-type: none"> • The completion of the rebuilding of the Mckay trestle had meant the resumption of the through street car service and opening of the Capilano recreation park at its School Street terminus. The three line system of North Vancouver was operating thirteen two-man, double-end street cars (150 to 162) with number 28 operating as an all purpose work car. | |
| <ul style="list-style-type: none"> • In the Christmas 1996 "snowfall of the century adventures", it is worth noting that there was a series of heavy snowfalls at the end of 1926 and a B.C. Electric owned bus entered a ditch between Chilliwack and Hope on December 17th. All in the bus repaired from the ditch into a neighbouring farmhouse for dinner. The first really heavy snowfall occurred on December 23rd but the street car and interurban systems did not experience any major problems. In January 1927 there was another heavy snowfall. All the sweepers and even snowplough 952 saw frantic action in Vancouver from the afternoon of January 12th through the night and into the morning of the following day. | |
| <ul style="list-style-type: none"> • During 1927 a committee had been formed in North Vancouver to further study the idea of a bridge at First Narrows. | |
| <ul style="list-style-type: none"> • On Low Level Road, the site of Moodyville and on Esplanade, work was well underway and a railway underpass with poured in situ, reinforced concrete walls designed and supervised by City of North Vancouver engineer George Hanes*, known as the Father of Concrete Roads in North America.** The underpass (it was not a tunnel) under Lonsdale Avenue below Esplanade was built to connect the Harbours Board railway from Second Narrows Bridge with the Pacific Great Eastern Railway. | The contractor who was responsible at that time for the building of the 3rd Street Bridge, the Low Level Road, through what was Moodyville and the Harbour Board Railway underpass, was an American named S.S. McGoffin. To provide the fill for all three projects he ran a narrow gauge railway from Cutter Island to the Low Level Road site. |

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| | <p>* George S. Hanes was engineer, Mayor (1913, 15 or 16), and MLA 1916-24 for City of North Vancouver.</p> <p>** Since George S. Hanes was born and educated in Canada it is a significant statement that it was USA engineers who gave him this title in 1907.</p> <p>Mrs. Evelyn Peterson, remaining daughter of George Hanes continues to live in North Vancouver in 1997.</p> |
| <ul style="list-style-type: none"> The new bridge had begun to make an impact on the North Shore: 1927's 1,944,227 fares paid were down 34,799 from 1926; riders travelling on transfers issued in Vancouver were down 3,541 to 189,249. Nonetheless, greatly increased numbers of hikers climbing to the Capilano River and the mountain peaks beyond and up Grouse Mountain*, had been carried on Sundays and holiday. Across the whole of the B.C. Electric system, 1927 had been a year of further gains, 75,113,022 riders being carried. The business of freight hauling had set records in 1927: 481,690 tons, which exceeded the record year of 1913, brought in a revenue of \$898,478. | <p>* Access to the trail to the summit of Grouse Mountain was a quarter of a mile north of the Windsor Road terminus on Lonsdale Avenue at Rockland.</p> |
| <ul style="list-style-type: none"> Returning to the subject of heavy snowfall: near five o'clock on the afternoon of Friday, November 11, 1927, began one of the Fraser Valley's then infamous snow-hail-sleet storms, this one ending on the Tuesday following in a "silver thaw". The entire countryside had transformed into an ice palace beautifully hung with ice crystals and cloaked in gorgeous glittering ice. The high tension line between Abbotsford and Huntingdon had broken in | <p>Ewart, Henry, <u>op cit</u>, p. 178.</p> |

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| <p>four places; poles and wires were down at Sardis; and interurban operations on Tuesday November 14, 1927 were in disarray. The broken overhead wire between Delair and Vye had largely been the cause of the milk tram's arrival in Chilliwack at 10:00 p.m. despite having pulled out of New Westminster's depot at 3:05 p.m. (The afternoon train from Chilliwack had not arrived at New Westminster until 11:30 p.m.)</p> | |
| <ul style="list-style-type: none"> • Similarly, on Sunday, December 11, 1927 the worst storm in a decade hit the lower mainland; on this occasion Victoria was just brushed by it. The snow had begun falling early Saturday evening and by Sunday morning the continuous fall, together with the unusual cold, had rendered the maintenance of street car and interurban service, let alone light, gas and power services, almost impossible. • The six sweepers of the B.C. Electric used over four tons of Java swamp cane in the first five stormy days alone and three tons of salt a day were dumped onto the rails by salt car 53. On Sunday 11th, twenty-four Vancouver city street cars had been compelled to return to car barns with frozen air in the braking systems and allied maladies. Although the wing ploughs were employed with great success, the worst source of trouble had still been, as usual, the use of the cleared street car lines by automobiles and trucks. | |
| <ul style="list-style-type: none"> • The bus and truck services of B.C. Electric subsidiaries had been cancelled outright but the interurban trams went right through to Chilliwack, preceded by a snow plough when necessary. | |
| <ul style="list-style-type: none"> • While Sunday, December 24, 1927 had been the lightest day for traffic in years on the interurban lines, a record for volume was set on Monday when automobiles were escewed in favour of the friendly, secure and worry-free confines of the on-track interurban cars. Fighting the first ten heaviest days of the snowstorm was estimated by B.C. Electric to have cost throughout the system a missive \$18,000 in 1927 dollars. | Ewart, Henry, <u>op cit.</u> , p. 178. |
| <ul style="list-style-type: none"> • The Capilano line had long transported vacationers, hikers and tourists to the Capilano Suspension Bridge, hung precariously across the Capilano River somewhat over half a mile up hill and north of the street car lines terminus. A second bridge was added and opened July 2, 1928 about a mile further up stream and directly above the present Cleveland Dam. This remarkable \$10,000 structure was 250 feet long and swung 425 feet over the second Canyon of the Capilano River. | . |
| <ul style="list-style-type: none"> • The bridge was built by Sunset Holdings with principals Rowe Holland and Bruce McKelvie. They had earlier in 1928 acquired Pete Lawson's Canyon View Hotel located close by and to the | Researcher's note: See elsewhere in this work the Chapter |

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| <p>northeast of this bridge.</p> | <p>part entitled "Pete Lawson's Canyon View Hotel" for further details of this enterprise.</p> <p>Morton, James, <u>Capilano - Story of a River</u>, p. 122.</p> |
| <ul style="list-style-type: none"> In September of 1928 was the time of farewells to Robert Horne-Payne, the action oriented dreamer and motivator, who had done so much to make the success of B.C. Electric possible, a success that had brought about his retirement through takeover of the company just four months earlier. He did so well, he lost his job. The success of B.C. Electric having caught the attention of aggressive intentions of eastern Canadian investors, it became along with much negotiating a Canadian company on May 19th, after thirty-one years as a British company with the incorporation of B.C. Power Corporation Limited on that date. It had purchased the preferred and deferred ordinary shares of the B.C. Electric, thus Robert Horne-Payne and his colleagues had been succeeded by Herbert Holt and A.J. Nesbitt as company principal directors, but the B.C. Electric name remained intact as did George Kidd and the managerial corps. | <p>Robert Horne-Payne, founder and first chairman of the Board of the B.C. Electric Company. At 24 he was already a partner in the London financial house of Sperling and Company.</p> <p>On a visit to B.C. he met Frank Barnard and the two men organised the Consolidated Railway Company, the forerunner of BCER. After the disastrous Point Ellice Bridge collapse in Victoria, he reorganised the street railways into the BCER.</p> |
| <ul style="list-style-type: none"> Though Horne-Payne suffered a stroke that kept him an invalid at Brentwood near London shortly after the Point Ellice Bridge Collapse, he had remained the leader, a strong and able bulwark who personified the vigour and vision of B.C. Electric. | |
| <ul style="list-style-type: none"> Chairman of the B.C. Electric throughout its entire life until its acquisition by B.C. Power, he had personally raised and sent out millions of dollars of British capital for the undoubted development of British Columbia. Horne-Payne would die within the space of a few months on January 30, 1929. | |

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| <ul style="list-style-type: none"> Street car and ferry patrons at the foot of Lonsdale Avenue found their westward travel pattern altered on November 29, 1928, the day the Pacific Great Eastern Railway terminated its money-losing service to Whytecliffe. | |
| <ul style="list-style-type: none"> In March of 1929 concern had been expressed over the large number of automobile accidents and run-aways on Lonsdale Avenue, a growing problem for the community during the previous three years. In April, the B.C. Electric requested permission to operate one man street cars in North Vancouver but was at least for the moment, rebuffed this time by the street car crews who insisted that such equipment was unsuitable for the special conditions of North Vancouver. | |
| <ul style="list-style-type: none"> On April 24, the Harbour Board's underpass beneath Lonsdale Avenue, linking its railway from Second Narrows Bridge with the PGE, was opened with the running of a special seven-car train. It was pulled from Vancouver CPR depot by a Harbour Board locomotive over the bridge and stopped at the entrance to the underpass at the foot of St. Andrews. There the official party, in today's absence of reporters and photographers (only a Mr. Scott, private citizen, took photographs with his Kodak Brownie camera*) cut the ceremonial ribbon, whereupon they reboarded the train and passed through the underpass to the large awaiting crowd assembled at the relocated station and wye at the west end to which Governor-General and Viscountess Willingdon added lustre to the celebration even though it was something of an anti-climax. | <p>The underpass was required to be placed beneath Lonsdale Avenue to avoid delays and congestion at the ferry dock but the North Vancouver City Council led by George Hanes. In the process, the contractor S.S. McGoffin encountered delays in the process of relocating the storm drain under Lonsdale. It was mainly for this reason that while the entrance to the underpass at the foot of St. Andrews is labelled 1928 when in fact the underpass was opened April 1929.</p> <p>* These photographs are held by the North Vancouver</p> |

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| | Museum and Archives as donated by Joyce Baker, daughter of Mr. Scott. |
| <ul style="list-style-type: none"> When an out of control freighter knocked one of the spans of the Second Narrows Bridge into Burrard Inlet on September 19, 1930, business increased for the street car/ferry combined fare but no one could have predicted that more than three years would elapse before its reconstruction. | |
| <ul style="list-style-type: none"> Improvements had been made in 1931 to the track of the Lynn Valley line down the centre of Grand Boulevard between Keith Road and Nineteenth Street to the special track work from 1st Street south at the ferry terminal. | |
| <ul style="list-style-type: none"> In 1911, Bertram J. Hughes joined the B.C. Electric Railway as a streetcar motorman, working the Capilano and Lynn Valley routes. Then, after 20 years, in 1931, he became Inspector/Supervisor of the North Vancouver Transit system taking over from Bill Rogers who, in turn, had taken over from Albert Perry. Bert was born in 1885 in Staffordshire, England and came to British Columbia in 1906. He first worked at the B.C. Sugar Refinery and shared his first "digs" with three bachelor friends. They used to row a boat across Burrard Inlet to the North Shore to picnic and enjoy themselves. After a while Bert decided to move to the North Shore, living first at Moodyville. Here he bought a team of horses and established the community's first wood lot on Second Street and St. Patrick's, running this business for a year with local teamster Tommy Spendlove senior who lived in Lynn Valley. Bert wrote to his friend Miss Alice Gorse in England and asked her to come out to British Columbia to marry him. She said yes, and they were married in December 1910 in the Church of St. John the Evangelist in North Vancouver. When the rent on the house on East Third Street rose from \$5.00 to \$10.00 a month, Bert decided to build his own. His three bachelor friends helped him build his home at 628 East 9th Street, one room at a time, plus an outhouse and perhaps a shed or two, because the young men moved in with the newly married couple. There were no children for nearly ten years. Though the house was quite small (only two bedrooms even when the family had grown to five people) there was plenty of ground around it for supporting the vegetables, chickens and goats, which, in turn, supported the family. About six milk goats grazed on the land, which in the future, would be sold as a lot for \$100.00. Bert belonged to a local Goat Breeders | Dorothy and Gladys Hughes, the identical twin daughters of Bert Hughes, January 1997. Dorothy died on January 16, 1997. See also The North Shore Historical Society December 1996 and January 1986 newsletters and the issue of February 1997. |

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| <p>Association and he personally looked after the animals. His wife Alice took care of the chickens.</p> | |
| <ul style="list-style-type: none"> After 40 years of service Bert retired on September 29, 1951. He was a long-time member of the Quarter Century Club, whose members had worked for B.C. Electric for 25 years or more. He had seen the ancient street cars give way to a fleet of modern buses in 1947, and was cited in 1949 for his excellent safety record for both operating staff and passengers. In 1951 the North Shore Press quoted from an official commendation, "Almost single-handed, he has run the North Shore Transit System for the past 20 years". | |
| <ul style="list-style-type: none"> Although Bert suffered a small stroke in 1952, he made a good recovery until his death in 1957 at age 72. He was a true North Vancouver pioneer. His vast store of energy demanded a formidable challenge, and the new City, incorporated only a few years, needed that kind of energy; he was a man in the right place at the right time. | |
| <ul style="list-style-type: none"> Certainly from 1915 onwards, with some considerable variation during the Second World War years, the time table applying to the street cars was simple and firmly set in the minds of the travelling public. At 6:00 a.m. the street cars would leave the car barn and three would proceed to the three terminals at Capilano at School Street, Lonsdale at Windsor Road and Lynn Valley at Dempsey Road. Three more cars would proceed from the car barn to the ferry terminal. All six street cars would leave at 6:40 a.m., would meet and pass on their respective line passing tracks. The ferry bound incoming car always had the priority and would wait at the outer switch until the car bound for the outer terminus was, by spring switch, directed to run onto the passing lane. Once that had happened the ferry bound car would proceed tripping the switch back to the straight through line. The service from 6:20 a.m. to 8:20 p.m. was every twenty minutes with six cars leaving their respective terminus simultaneously, with slight delays at the foot of Lonsdale to suite the ferry arrival. | <p>North Vancouver Time Schedule</p> <p>Don McMahon, North Vancouver District long term residents and frequent street car traveller. See also more on D. McMahon in Heritage House Section under Christie House, 267 Queens Road West, built 1911.</p> |
| <ul style="list-style-type: none"> While the North Vancouver transit system never was equipped with Birney Cars, there are (in 1997) a number of senior North Shore residents who were born and lived in Victoria and remember these cars. B.C. Electric in October 1921 ordered ten steel, single truck, one man lightweight* "safety cars", known by the name of their designer, Charles O. Birney, the engineer in charge of street car design and construction for U.S. transit operator, the Stone and Webster Corporation. | <p>* 8 tons as opposed to the typical street cars weighing 25 tons.</p> |
| <ul style="list-style-type: none"> The Birney tram cars had been a response to the threat of jitneys and private automobiles taking passenger trade away from the transit system. Because of their lightness and length, just 28 | <p>Ewart, Henry, <u>op cit.</u>, p. 150.</p> |

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| <p>transit system. Because of their lightness and length, just 28 feet, their operating costs were low, and because of the safety feature of a “dead man” control which immediately halted the car if the motorman released his hold on the control, their success had been extraordinary, over 4,000 of them having been built in the first four years since they had begun service in 1916.</p> | <p>The jitney was simply a privately owned automobile usually a Model T Ford which motored down the street picking up passengers ahead of the street car. By 1916 BCER counted 500 of these cars running during the rush hour.</p> |
| <ul style="list-style-type: none"> Though they were relatively rough riding and under powered, the Birneys with their low operating costs, could provide more frequent service and an attendant increase in business; and their “dead man” feature was a remarkable safety advance, combining in one control handle the brake, sander, door opening device and emergency valve. | |
| <ul style="list-style-type: none"> The school children were thrilled to discover that if they crowded to the back of the car and bounced up and down together, the little four-wheeler Birney would bounce off the track, making all on board late for school. | <p>Margaret Fulton Centre, January 22, 1997 interview with Blanche McOrmond, school child and school teacher in Victoria.</p> |
| <ul style="list-style-type: none"> The operators nicknamed the cars “kangaroos”. Birney street cars ceased operation in 1947 and were offered for sale at \$100.00 each in Victoria. | <p>Kelly, Brian and Francis, Daniel, <u>Transit in British Columbia</u>, 1947, p. 42.</p> |
| <ul style="list-style-type: none"> The one man street car concept finally achieved reality on a cold, wet December 1, 1932 with the conversion of the No. 3 Capilano line, giving twenty-minute service as before with two street cars. Preparations for this much debated move had been thorough; motormen had been brought over to Vancouver to practice becoming one man car operators on Renfrew Street, a line used otherwise only for special events. Seven of North Vancouver’s street cars were being revamped as one man cars at the North Vancouver car barn at St. David’s Avenue and 4th Street. Cars 150, 151, 154, 157 and 160-162, together with car 160, in late November 1932 had made a special trip over the Capilano line piloted in turn by three employees who were already trained as operators. Aboard them were, among others, company | <p>Ewart, Henry, <u>op cit.</u>, p. 196.</p> |

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| <p>transportation assistant E.W. Arnott, traffic superintendent W.H. Dinsmore and government inspector William Rae.</p> | |
| <ul style="list-style-type: none"> The North Vancouver public too had been very much part of the preparations as company inspector George Sharman had carried on demonstrations aboard regular scheduled street cars. On one such trip, the ferry wharf-bound Capilano car he was riding on had been just rounding the corner from 20th Street onto Fell Avenue when he announced: "Ladies and gentlemen. You are riding in a one man street car. Some of you are sceptical as to the safety of this car under one man operation. I am going to speed up the car going down this hill, and we will conclude that the operator faints. Please keep your seats because there is not the slightest danger. A few dubious people became uneasy, but they retained their seats. The car speeded up. 'Give it full power,' said George. Then, as the car attained its highest speed, 'Now faint!' The motorman fainted (apparently), releasing all the controls. Without any human assistance the car came to a fully controlled stop and at least a number of North Vancouver passengers were convinced of the safety of one man cars.* | <p>* "Safe Control", The B.C. Electric Employee's Magazine, May 1933, p. 1 in Ewart, Henry, <u>op cit.</u>, p. 196/197.</p> |
| <ul style="list-style-type: none"> The snows of January 1933 had finally brought out old street car No. 28 on the last day of the month to help clear the tracks and supply tools to the workers, who could not help noticing some of the car's former brilliance in the presence still of a few of its original plush seats. In the winter of 1931, Alta Lake, in what is now Whistler, received seven feet of snow in 48 hours. | |
| <ul style="list-style-type: none"> No. 2 Lynn Valley line commenced one man street service on March 1, 1933 with the same frequency as before, every twenty minutes and with three cars. Two weeks later, a new siding at William Avenue on Lynn Valley Road went into use, replacing the existing one at Fromme Road which was then dismantled; this new switch would allow for an easier maintenance of the lines schedule. On the No. 1 Lonsdale run which would remain a two-man operation to the end, near side stops, replacing the far side ones, were put into effect on April 10, permitting street cars to make safer and better hillside starts and stops, especially with the proliferation of cross-street road traffic. | <p>See map of routes.</p> |
| <ul style="list-style-type: none"> The June 18, 1934 reopening of Second Narrows Bridge which had been out of commission since it was damaged by an out-of-control ship, had necessitated an adjustment to street car schedules, now the gasoline engined buses were once again able to cross the Burrard inlet. Likewise the delayed two-year tie (sleeper) renewal program was begun in June. Three thousand ties would be needed. The program was begun in North | <p>Ewart, Henry, <u>op cit.</u>, p. 202.</p> |

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| <p>Vancouver in June of 1934 as it was in New Westminster which required, 3,500 ties. The cost of each tie was \$1.00.</p> | |
| <ul style="list-style-type: none"> On April 11, 1936, Sir Frank Barnard, KCMG, died at his family home "Clovelly" in Esquimalt. He had been a significant force for the province, not only furnishing the life for its street car systems in the late 1800's but also serving as its distinguished lieutenant-governor, and even working with Premier Sir Richard McBride to purchase two Chilean submarines for the protection of the province's coastline during World War I. | |
| <ul style="list-style-type: none"> North Vancouver street cars 152 and 158 became redundant due to reduced passenger volume and were returned to Vancouver on May 27. There they were rebuilt into single end cars for Vancouver service. | |
| <ul style="list-style-type: none"> Snow was the real trouble-maker for early 1937, starting with distinction on December 28 of 1936. On the evening of January 16th, a Saturday, Vancouver climaxed three weeks of snow with a silver thaw, repeated in somewhat milder form five days later. Ice conditions, never worse, necessitated driving street cars with the front window down for the sake of visibility, and motormen coming off shift were visions of ghostly iciness. | <p>Snow conditions early 1937.</p> <p>Ewert, Henry, <u>op cit.</u>, p. 210/211.</p> |
| <ul style="list-style-type: none"> Vancouver's hills were almost impassible, and beginning January 12th, seven sweepers, which always went to work when snow reached a depth of 1 1/4", were out and occasionally all eight were in use. | |
| <ul style="list-style-type: none"> Car 555, in North Vancouver since October 1934, was a phenomenon of industry there. In Vancouver, two salt cars were working the bridges and hills and three flangers were available for the worst conditions. Cars 135 and 901 had been rigged up to scrape the ice from rails and their attendant grooves. The maintenance-of-way department had a workforce varying between 100 and 150 men out nightly, and by the end of 1937's snow session, around February 20th, when 12" of snow hit Chilliwack, approximately 100 tons of salt had been spread over Vancouver streets and the sweepers had worn out nine tons of broom cane at a cost (1937) of \$60.00 per sweeper per night. | |
| <ul style="list-style-type: none"> In New Westminster, the snow sweeper had kept the lines open, concentrating especially on the Sixth and Twelfth Street hills, and the Central Park and Chilliwack lines had each employed as usual, a locomotive fitted with a plough. Frozen snow and ice to a diameter of four inches on wires even brought down the power transmission lines from Jordan River. The bus line in New Westminster barely kept its service going since that city owned no snow clearing equipment. Yet the street cars of new Westminster, North Vancouver (where the snowfall accumulated | <p>Details to make comparison with 1996/97 snow clearing conditions sixty-one years later.</p> |

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| <p>to five and six feet with no loss of street car service), Vancouver and Victoria once again had demonstrated their value as the most dependable means of transportation, smoothly and efficiently cruising where buses and automobiles were left to flounder.</p> | |
| <ul style="list-style-type: none"> The spectacular, new, three land suspension bridge at the First Narrows of Burrard Inlet, the real opening to the harbour shared by Vancouver and North Vancouver, was ready and named Lion's Gate Bridge after the two headed (East and West Lion) mountain peaks guarding Vancouver from the north. The bridge opened to pedestrian traffic on December 20, 1938 and a week later to road traffic. The B.C. Electric inaugurated an intercity bus run over it between North Vancouver city and District and Vancouver. This new toll bridge gave citizens not only of North Vancouver but West Vancouver access to Vancouver they had long contemplated having depended heavily on the West Vancouver ferries for pedestrian transport and the North Vancouver ferries for the motorists. | |
| <ul style="list-style-type: none"> In 1939 the 10.535 miles of track existing in North Vancouver was operated by eleven street cars. On February 15th car number 28, all purpose work car, and one time demonstration quality street car, was officially destroyed by burning; thieves under cover of the adjacent bush already having removed almost everything of value. S55 had been in North Vancouver for over five years to deal with the snow, a line car would soon be shipped over from Vancouver, and so the expense of reconditioning No. 28 was too great in view of her age. Surprisingly, the vandals made off with their loot and no charges were laid. | <p>Ewart, Henry, <u>op cit.</u>, p. 222.</p> |
| <ul style="list-style-type: none"> So, as scheduled, line car L2 arrived in North Vancouver on March 11, 1939, shipped by truck across Lions Gate Bridge. The line cars trucks were taken over separately, the car itself supported by fifty-foot timbers on its own conveyance. Under the direction of freight superintendent J.R. Walker, six men prepared the timbers, set the line car in place on them, and transported it to North Vancouver, reassembling it there, all within a space of three days. | |
| <ul style="list-style-type: none"> On December 7, 1941 the Pacific Coast residents of Canada and the United States were plunged into war. What foreshadowing the blackout had been when, on May 22, 1941 for 15 minutes from 10:00 p.m., the imposition of the City of Vancouver's first blackout was found to be an all round successful experiment. Now with the attack of the Japanese on Pearl Harbour on December 7th, a full blackout went into effect on December 8th | |

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| <p>for three nights with no street lights, house or building lights and transit vehicles on reduced schedules. Their curtains were tightly drawn and inside lighting reduced to one bank of lights when possible. On December 9th and 10th, 1941, street cars, interurbans, and buses kept out for the length of their schedules, though running slower times and spaced by specially assigned employees at all terminals. The blackout was lifted on December 11th.</p> | |
| <ul style="list-style-type: none"> Also during 1941, where other areas were having tracks and sidings removed, in North Vancouver two sidings were added to help the system cope with increased travel, one for two cars on the Lonsdale line at Twenty-third Street, another on the Lynn Valley line on Grand Boulevard at Ninth Street. | |
| <ul style="list-style-type: none"> As 1941 came to a close, B.C. Electric had reason to be deeply concerned about the efficiency of its transportation system. During the last six months of 1941, the war had turned the Company's worries upside down; the number of passengers carried was up to 83,996,509 and freight tonnage hauled had reached an unprecedented 723,000. | |
| <ul style="list-style-type: none"> The upsurge was due to the establishment of war industries, a factor completely absent during World War I. Shipyards, steel fabricating plants, machine shops, foundries, and an aircraft factory all engaged in war contracts. | |
| <ul style="list-style-type: none"> In addition, the coming introduction of gasoline rationing and the difficulty of obtaining tires for all off track road vehicles combined with the atmosphere of conservation had only increased the Company's transit emergency. | |
| <ul style="list-style-type: none"> The B.C. Electric Company thus began promoting a three point program as a means of relief from this situation. The number of car stops had to be reduced to increase service efficiency. Automobile parking which often severely delayed the passage of the street cars* had to be curtailed. Hours of work had somehow to be staggered to enable the same number of transit vehicles to carry more passengers. | <p>* Unlike off track vehicles, the street cars could not circumvent automobiles in the process of parking or those that were left protruding over the track.</p> |
| <ul style="list-style-type: none"> As 1942 got underway, rush hour crowds were getting larger, but additions and adjustments were continually being made by the B.C. Electric to its transit services. | |
| <ul style="list-style-type: none"> At the depot at New Westminster for example, interurban trains were dispersing crowds almost as soon as they congregated, and at Main Street and First Avenue in Vancouver, street cars were stopping every thirty seconds to take on or let off shipyard and industrial workers from the frantically busy False Creek area. | |
| <ul style="list-style-type: none"> Meanwhile, all street cars and interurban cars were being | Blackout |

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| equipped with metal restricting devices (masks) for use on headlights in the event of a blackout, these taking the place of the cardboard covers currently available. One of these covers would be kept in a vestibule on each car. | precautions. |
| <ul style="list-style-type: none"> During 1941 a Dominion Census was taken which showed the population in the District of North Vancouver was 5,931 and in the City of North Vancouver 8,914. Almost beyond belief was the twelve inches of snow which greeted lower mainland residents as they started out for work on Tuesday, January 19, 1942. Every piece of snow sweeping and clearing equipment was in use, but all Vancouver schools and shipyards were closed and on hills such as Grandville South, Dunbar, Tenth Avenue, and Lonsdale Avenue and McKay in North Vancouver, streetcars would actually ride up on the ice packed on the track and slither off the rails. To avoid this problem rail flangers had been employed in previous years. By Thursday, January 21st, at least a dozen street cars had been immobilized by broken axles, and maintenance-of-way, transportation, and shop men were working around the clock. | Snowfall 1942. |
| <ul style="list-style-type: none"> While Vancouver and area were battling creature discomfort and war effort paralysis, farmers in the Fraser Valley dumped their milk onto the snow because blocked side roads made milk delivery impossible. There were thirty inches of snow in Abbotsford, and drifts up to ten feet between there and Chilliwack. Veteran crew members on the Chilliwack interurban line described conditions as the worst they had ever seen. | |
| <ul style="list-style-type: none"> On that same Thursday, January 21, 1942, an extra baggage express car was added to a Chilliwack interurban train for the purpose of bringing milk into Vancouver for distribution to avert a milk famine, and farmers who were able to get their milk to the railway line throughout the time of the storm had their milk loaded onto the car, whether at the station or in the middle of a snowbound nowhere. In addition, all trains picked up people at any point they could reach the track and deliver feed to farmers along the line. | Milk supply from Fraser Valley. |
| <ul style="list-style-type: none"> September 30, 1943 was the last full day of operations by Capilano line street cars to their terminus on School Street. The large wooden trestle across McKay Creek having been condemned, the 3.176 mile line had been forced to cut back 1.014 miles from the outer end to a new terminus located at Hamilton Avenue and Twentieth Street, thereby eliminating one of the most picturesque stretches of track anywhere on the B.C. Electric. A new shuttle bus* run from Marine Drive and Fell Avenue to cover some of the street car's territory began service | <p>Closure of McKay Creek Trestle condemned as unsafe.</p> <p>* See photograph.</p> <p>** Before the 1947 building of</p> |

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| <p>on the following day. It could be said that the old trestle could not really have been deemed a priority in wartime, especially since the last mile of the line was at that time** was only sparsely settled and buses, which could run through an even more settled area to the street car terminus were available. But there were many residents saddened by the absence of the street car and many walked from Pemberton and Hamilton Heights to their war time jobs at the North Vancouver shipyards.</p> | <p>Edgemont and subdivisions as the District emerged from insolvency.</p> |
| <ul style="list-style-type: none"> • In 1945 North Vancouver still had eleven street cars in operation comprised of four two-man, double end cars and seven one man double end. But the end of the street car era was in sight. | |
| <ul style="list-style-type: none"> • President of the company for more than seventeen years, George William Murin retired from that post on April 25, 1946 though remaining with the directorate. He was replaced by Albert Edward "Dal" Grauer, the sixth C company head, following managing director Franks Barnard, general managers Johannes Buntzen and Rockfort. Henry Sperling and presidents George Kidd and George W. Murin. | <p>B.C. Electric top management listing.</p> |
| <ul style="list-style-type: none"> • North Vancouver and B.C. Electric came to an agreement on May 14, 1946 to eliminate its three street car lines. Ratification by the city's voters was still necessary before the street cars could be forced up the steep, broad, undulating North Shore mountainside. | <p>The end of the street car era.</p> |
| <ul style="list-style-type: none"> • Free bus rides between 6:30 p.m. and 9:30 p.m. to the travelling public for one week beginning September 3rd, following the routes of the street car lines, preceded the voter's ratification on September 11th of a new twenty-year accord, to go into effect October 1st, calling for buses to supplant street cars within sixty days. September 24th was the last day of service for the No. 1 Lonsdale line and its four two-man street cars, 153, 155, 156 and 159, just a little over forty years since the first street car had struggled up the hill. And the car barn foreman Bert Giffen, who had been there at the very beginning, was one of those riding car 156 on its final journey on Lonsdale completed at 12:55 a.m. on September 25th. | <p>Ewart, Henry, <u>op cit</u>, p. 247.</p> |
| <ul style="list-style-type: none"> • Buses went into service later that day, their run on Lonsdale extending three blocks to Carisbrooke Road, two buses running in tandem during rush hours between the ferry wharf and Twenty-third Streets. | |
| <ul style="list-style-type: none"> • Normally the Lynn Valley street cars would have had the east track at the ferry wharf, formerly shared with the Lonsdale line, to themselves, the Capilano street cars, as always, the sole occupant of the paralleling west track. However, the buses found it convenient to use vacant track space. | |

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| <ul style="list-style-type: none"> • Tearing up the 2.055 miles including two passing tracks of the abandoned Lonsdale rails was undertaken immediately. | |
| <ul style="list-style-type: none"> • On November 17th, B.C. Electric buses replaced the company's Pacific Stage Lines highway buses on the North Vancouver to Vancouver operation by way of Lions Gate Bridge. On the same day in 1946 the company inaugurated a bus service on Capilano Road running north of Woods Drive to the upper end of Capilano Road, the way for this operation having been prepared by B.C. Electric purchase of the Canyon bus service which had been operated by Mr. J. Roy Henry using automobiles. | |
| <ul style="list-style-type: none"> • Also in 1946, the passing lane on Grand Boulevard at Ninth Street on the Lynn Valley was removed, a rapid elimination of a traffic feature considered necessary in 1941 to 1946 during the high passenger movement of the war years. | |
| <ul style="list-style-type: none"> • Then on January 1, 1947, though it was the first day of a new year, was the last day for the outer end (Grand Boulevard and Nineteenth Street to Lynn Valley and Dempsey roads) of North Vancouver's No. 2 Lynn Valley line. Cars 160-162 predominated on the final day of the complete operation of the line to Lynn Valley across the North Vancouver system's other trestle just east of Mountain Highway over Hastings Creek. | Closure of the Lynn Valley line outer section. |
| <ul style="list-style-type: none"> • Another important passing of history occurred on February 8th, 1947 when a transport era came to an end with the demise of the West Vancouver Ferry System. Every one, who in 1997, are aged 50 years or younger will not be able to recall experiences happy or otherwise of this small fleet of vessels that served West Vancouver well for close to thirty-eight years with only one fatal mishap. While the sailing regattas of English Bay encourage a disciplined but enthusiastic pastime, the captain of a West Vancouver Ferry boat whose passengers expected safe and timely delivery to destination were severely tested. During the weeks of pea-soup-thick fogs, stormy seas and frequent bouts of riptide-bucking through the First Narrows with waves that could crest as high as seven feet, the skill and experience of the crew was paramount. It was such an occasion that Captain Findlay sustained a broken forearm by a sudden back-lash of the steering wheel. | <p>Closing of the West Vancouver Ferry Service.</p> <p>* See further on the conditions of First Narrows Riptides in Chapter 11, Part 2 of this work describing the laying of the Vancouver water works pipeline to Vancouver in 1888.</p> |
| <ul style="list-style-type: none"> • For the first fifty years of the twentieth century, the First Narrows was much narrower than it is today due to the turbulence created by the Capilano River dumping large quantities of river-bed gravel at the mouth. All the water in Vancouver Harbour, the First and Second Narrows, the North Arm and the Port Moody Inlet store in a flood-tide (in-flowing), had to escape through this bottleneck at Prospect Point on the next succeeding ebb-tide | |

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| (out-flowing). If the ebb-tide followed a large flood-tide and there was an opposing westerly wind, a riptide with the associated high waves would result. | |
| <ul style="list-style-type: none"> During the time that the West Vancouver Ferries were in operation, it was quite common for West Vancouver residents, more especially mothers with young children, to walk across the Keith Road bridge to catch the Capilano street car on School Street and thus avoid the rough weather trips on the West Vancouver ferry. | |
| <ul style="list-style-type: none"> Frequent dredging helped to relieve this navigational hazard to a certain extent and with the building of the Cleveland Dam in 1950, the Capilano River was well and truly tamed; the “rip” became more manageable but the West Vancouver Ferry fleet has been gone now for fifty years. | Frank Hunt, G.V.R.D. and Len McCann curator, Vancouver Maritime Museum interview on 1888 water pipe installation problems April 1996. |
| <ul style="list-style-type: none"> By mid-February 1947, North Vancouver Lonsdale cars 153*, 155 and 156 had been sold for housing units in the Chilliwack area, 159 had become a home in North Vancouver's Lynnmour area, and 154 had been withdrawn from service. | <p>Ewart, Henry, <u>op cit.</u>, p. 250.</p> <p>* Note: car 153 was in 1971 as a shell only was brought in from Ryder Lake Road, southeast of Chilliwack. See end note below for further details of car 153.</p> |
| <ul style="list-style-type: none"> Car 151 was withdrawn from service in March 1947 leaving 150, 157 and 160 to 162 to handle the service on both remaining truncated lines. | |
| <ul style="list-style-type: none"> Finally, the end of a remarkable street car system was mourned in the early hours of April 24, 1947, the last full day being Wednesday, April 23rd. Residents near Fell Avenue were chagrined at losing their Capilano street cars, knowing only too well that buses would never venture up their narrow dirt road. | |
| <ul style="list-style-type: none"> Not only was the No. 3 Capilano service gone, car 150 providing the last service until 1:15 a.m. but also No. 2 Lynn Valley. The car barn, consisting of a two-track metal shed* accomodating six street cars and several outdoor tracks, was located on the Lynn Valley line, at Third Street and St. David's Avenue. Storage was | <p>* See photograph.</p> <p>** The sub-station remains in place in 1997.</p> |

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| mainly outdoors, the shed being used mostly for servicing and repairs; the substation was adjacent to the barn**. | |
| <ul style="list-style-type: none"> The Lynn Valley line had partaken of centre-of-street, side of road and private right of way operation, its grade approaching the old terminus at Dempsey Road relatively steep. This fact, in addition to the low power at this remote end of the system had always slowed the street cars to a crawl making it almost impossible to run two cars in tandem on this portion. | |
| <ul style="list-style-type: none"> On Wednesday, April 23, 1947, the 41 year old street car system in North Vancouver officially ended in favour of bus transportation with ceremonies to mark the historic occassion.. | The Vancouver Daily Province, Thursday, April 24, 1947. |
| <ul style="list-style-type: none"> The final run from the Third Street car barn was made by car No. 161 operated by Bill Cochrane. Among the passengers was Burt Giffen, barn foreman, motorman on the first street car to travel up Lonsdale Avenue, September 3, 1906. | |
| <ul style="list-style-type: none"> Hilarious passengers singing old-time songs enjoyed a gay ride over the Boulevard Route collecting souvenirs, including seats, before leaving the car in the silent barns. | |
| <ul style="list-style-type: none"> Two gavels, made from oak taken from one of the old cars were presented to Mayor Jack Loutet and Commissioner M.E. Sowden by Jack Buichell BCER Traffic Manager. | |
| <ul style="list-style-type: none"> Ceremonies began with a scenic tour of North Vancouver in the new twin-engined coaches which were in operation on Thursday, April 24, 1947 on Lonsdale Avenue. Three coaches carried civic, union and BCER officials and pioneer employees of the North Shore system. | |
| <ul style="list-style-type: none"> A.E. (Dal) Grauer, president speaking at a dinner at the Olympic Club, recalled the history involved in the old system. | |
| <ul style="list-style-type: none"> Guests included Capt. John Cates, North Vancouver MLA; Acting Mayor G. Miller, Vancouver; Mayor W.M. Mott, New Westminster; Councillors J. Richardson, representing Reeve T.J. Brown, West Vancouver; E.W. Arnott, Vice President BCER and E.L. Howard, executive member, Street Railwayman's Union. | |
| <ul style="list-style-type: none"> Among 25 pioneer employees of the street car system were Albert G. Perry, former traffic superintendent*; William Rogers, J.G. Kelly and Mr. Giffen, three of the first crews on the North Shore. | * A.G. Perry's daughter May Perry continues to live in North Vancouver in April 1997. |
| <ul style="list-style-type: none"> Mr. Giffen recalled that the first run in a single truck car with side bench seating on a line which ended at Twelfth Street seemed a long time ago. The line extended rapidly he said in the expanding community. A loop from Keith Road to McKay Creek, stopped at the ferry. Pete | |

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| Larsen's Hotel and The Lounge tea rooms were way points Capilano and Lynn Valley obtained service. | |
| <ul style="list-style-type: none"> Literally beginning with a bang, the line gave reliable service with only two noteworthy accidents. | |
| <ul style="list-style-type: none"> Slash burning in 1905 to clear the site of the car barn on Third Street at St. David's Avenue, the fire got out of hand and engulfed a hut in which blasting powder was stored. The ensuing explosion shattered windows all over the sparsely settled area. | Mentioned earlier in the events prior to the opening of the street car system. |
| <ul style="list-style-type: none"> An attempt in 1907 to haul a railway car laden with electric motors up Lonsdale Avenue, ended in the inlet when two street cars supplying motive power, skidded on the icy rails and plunged down hill. Surprisingly, no one was injured. | This incident has been mentioned earlier in this work but there is no identification that the flat car carrying the machinery with the type employed on railroads and which are much heavier than those intended at that time to be hauled up steep slopes by low weight street cars - which were never intended to be employed as locomotives. |
| <ul style="list-style-type: none"> In 1909 failure of a hand-brake and electric emergency brake sent a passenger laden car hurtling from Fourth Street, to overshoot the end of Lonsdale and capsize into the Inlet from the ferry wharf. Two passengers were injured, one of them, Mrs. Arnold Keeley, wife of the first mayor of the City of North Vancouver. | |
| <ul style="list-style-type: none"> J.G. Kelly, 132 East Nineteenth, was a motorman involved in both incidents. In jumping clear of the runaway passenger car just before it leaped the end of the wharf, he sustained a fractured skull. | |
| <ul style="list-style-type: none"> On Sunday, April 27, 1947, some thirty members and friends of the Lower Mainland Railroad Club gathered in North Vancouver under the direction of the club leader, Kitsilano shop employee, and B.C. Electric photographer par excellence, Ernest Plant. White flags in place on car 174, they made the final street car trip in North Vancouver, the last stretch covered reaching from the | Ewart, Henry, <u>op. cit.</u> , p. 251. See also video film of this trip made by Andrew Reid and complete with |

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| northern extremity of Grand Boulevard to the car barn. | cassette commentary. |
| <u>Interview with R. Gordon Patterson</u> | R. Gordon Patterson was 85 years old at the time of this interview in June 1990. |
| <ul style="list-style-type: none"> Gordon who was a North Vancouver resident worked on Street car 153 as a mechanic for BCER. He worked from 1926 to 1947 for the company starting in 1926 as a car cleaner sweeping out street cars, 50 each night, for 40 cents an hour. | |
| <ul style="list-style-type: none"> In 1935 one of his colleagues, Bill Mulligan was electrocuted at the 13th Street and Marine barn. Bill was the blockman who worked the regular man's day off and thereby had six different jobs each week. | |
| <ul style="list-style-type: none"> Gordon was at that time a car repairer with seniority to qualify for Bill Mulligan's job. So for the next seven years Gordon spent two nights every week in the corrugated "haunted house" at 3rd Street and St. David's Avenue in North Vancouver City. | |
| <ul style="list-style-type: none"> Gordon said the rolling stock in North Vancouver was the brunt of many jokes. It was haywire and run on a shoestring, but what it lacked in mechanical perfection, it made up in good fellowship between employees and the travelling public. | |
| <ul style="list-style-type: none"> At that time, a resident of Lynn Valley could give the motorman a short shopping list. He would pick up the items at a Lonsdale store during his layover and deliver them on the way back*. | R. Gordon Patterson and Mollie Nye, pioneer teacher and resident on Lynn Valley Road beside the street car tracks. Items required were mainly medicines. |
| <ul style="list-style-type: none"> Running the No. 1 route on Lonsdale Avenue required a reliable braking system. One car was lost in the Inlet just east of the ferry dock. | |
| <ul style="list-style-type: none"> One foggy morning on Lonsdale Avenue, "Bunny" the conductor was accidentally crushed between an automobile and the street car while he was pulling down the trolley at the Windsor Road end of the line in North Lonsdale. | June 1990 Interview with BCER mechanic R. Gordon Patterson, who served as a mechanic in North Vancouver for 21 years (1926 to 1947). |
| <ul style="list-style-type: none"> One miserable, wet cold night the Capilano crew on the last run from the ferry, accommodated a goat rancher by taking 13 goats on the car. Electric street cars were clean to work on, they were reliable and | |

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| low cost in parts if you did the required maintenance well. | |
| <ul style="list-style-type: none"> Gord Patterson was very knowledgeable of car 153 and was useful during the restoration of that car. Even at age 85, recollecting from what was then sixty years earlier, he found he could draw a detailed sketch of the brake rigging used on 153 connected to the Westinghouse air brake system. He could likewise draw the car wiring system. 153 was one of the few two-man cars where the conductor and the motorman switched duties. | |
| <ul style="list-style-type: none"> 153 was double-ended, the control lever was taken out with the reverse handle and the brake handle and these were taken down to the other end of the car and installed on to the duplicate set of control stub shafts. The trolley was then pulled down off the overhead cable and engaged to trail as the car moved in the reverse direction. | |
| <ul style="list-style-type: none"> At either end of the No. 1 Lonsdale line ie. Windsor Road or ferry terminal, the seat backs were flipped over by the two man crew to face the next direction to be travelled by the car. In the case of the restoring of 153, all the original seats were gone but compatible seats were discovered in Burnaby painted an unfortunate powder blue and being used as pews for a man's private chapel. | |
| <ul style="list-style-type: none"> During rush hour during World War II, 153 and the other "150 series" cars would carry 60 o 80 passengers slowly up the steep but benched hill of Lonsdale Avenue. Carl Anderson and Gordon Patterson both jested that if anyone fainted in that crush on a hot day they had to get out or wait until the fellow passenger got off before they could fall down. | |
| <ul style="list-style-type: none"> Yet while the reminiscing continued on the old street car system and BCER officials awaited arrival of the last batch of buses to replace North Vancouver's antiquated street car system, North Vancouver City Council on April 21, 1947 heard a delegation request that street cars remain on one route at least. | Vancouver Daily Province, Thursday, April 24, 1947. |
| <ul style="list-style-type: none"> Fell Avenue residents served up until that time by the Capilano No. 3 line were told that the route of that line would not be reached by the new buses because the dirt road which remained would not bear heavy traffic. | |
| <ul style="list-style-type: none"> BCER had promised to provide service to the area as soon as a suitable road was provided. But Mayor Jack Loutet reported the engineers estimated cost of providing a first class paved road would be \$15,000 to \$20,000 which was more than the road work appreciation for the entire year of 1947. | |
| <ul style="list-style-type: none"> Purchased by H.P. Blanchard, street cars 150, 151, 154, 157, 160, 161 and 162 were hauled by flat bed truck to Ruskin*, and | Ewart, Henry, <u>op cit.</u> , p. 251. |

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| <p>set up, brick chimneys attached, as the Ruskin Hideout Auto Camp. Their trucks and miscellaneous equipment were taken to B.C. Electric Kitsilano shop (car 160 was found in bush near Gibsons Landing many years later). L2 was scrapped in North Vancouver, its metal parts salvaged, and S55 was returned to Vancouver in June for a few more years of life as a snow sweeper.</p> | <p>* Ruskin is north-west of Mission, B.C.</p> |
| <ul style="list-style-type: none"> By May 1947 most of the track and trolley wire were removed and the streets repaved; a bus garage was in place by May** with the adjacent street car barn about to be demolished. | <p>** The bus garage was built where it is at present between 3rd and 4th Streets at St. David's Avenue</p> |
| <ul style="list-style-type: none"> Then with the legislated service improvement by the use of buses, North Vancouver received a fare increase on March 28th, 1948. A complete new system of fares in the greater Vancouver area was introduced in 1952; Sunday, April 6th was the day for the complex change-over. Cash fare in Vancouver became thirteen cents and tickets at four for fifty cents and even "slacks"* at four for forty-five cents, were available. A system of fare zones which included North Vancouver, Burnaby, New Westminster, Richmond and Coquitlam was also established at this time. | <p>* "Slacks" - off peak periods as in 1997.</p> <p>Ewart, Henry, <u>op cit.</u>, p. 271.</p> |
| <ul style="list-style-type: none"> On April 1st, 1980 British Columbia Hydro and Power Authority, in accordance with the provisions of the Urban Transit Authority Act and the Metro Transit Operating Company Act together with the written direction of the province's Minister of Municipal Affairs, discontinued bus and trolley coach and trolley coach services transferring them to the newly created Urban Transit Authority and the Metro Transit Operating Company for the new owner/operator. | |
| <ul style="list-style-type: none"> Responsibility for Hydro's interurban bus service had been transferred to Pacific Coach Lines Limited exactly one year earlier. | |
| <ul style="list-style-type: none"> Operating losses on the urban transit bus services for the year ending March 31st, 1980 had been almost fifty-six million dollars; the loss on disposal of B.C. Hydro's passenger transportation operations amounted to thirty-seven million dollars. | |
| <ul style="list-style-type: none"> The gradual transfer of 2,900 B.C. Hydro transit employees began immediately. The 662 buses, 311 trolley coaches, and two 400 passenger Seabus catamarans*, together had carried 104.7 million riders during the previous twelve month period. | <p>* In operation between the CPR station in Vancouver and the new ferry station one block west of Lonsdale since June 17,</p> |

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| | 1977. |
| <p><u>Street Car 153 Restoration</u></p> <ul style="list-style-type: none"> In early March of 1983 the City Council of North Vancouver, anxious at that time to lure casual Seabus riders north up Lonsdale Avenue to the shopping core around Fifteenth, began to consider the idea of rebuilding former North Vancouver street car 153, mentioned earlier as being brought back as casing only*. The refurbished street car would run on track that would have to be laid once again on Lonsdale Avenue. Such a concept would fit well into the Expo '86 transportation theme and at the same time play a positive role in the revitalization of Lower Lonsdale. | <p>* The trucks having been sold for scrap at the time of purchase when the street cars were superceded by buses.</p> |
| <ul style="list-style-type: none"> None of the original North Vancouver street cars were saved in 1947. Bill Baker, former North Shore Museum and Archives director said that so far as he knew No. 153 was taken from North Vancouver to Buntzen Lake area to be of assistance in the building of a dam. It was then purchased by some entrepreneur and used as a restaurant in Chilliwack. 153 was then moved down to Ryder Lake farm where it served as a chicken coop for the next twenty years. Bill Baker said that he knew 153 was up there somewhere but he couldn't find it. Later another urban train enthusiast spotted 153 axle deep in the barnyard muck in 1982 and took it to Burnaby. | |
| <ul style="list-style-type: none"> In 1986 Bill Baker successfully negotiated to bring the dilapidated street car to North Vancouver even though what was left was only the casing. | |
| <ul style="list-style-type: none"> After a long search to find a craftsman capable of managing the restoration project, the Museum director enlisted the help of Carl Andersen, a retired shipwright joiner with 45 years of experience. | |
| <ul style="list-style-type: none"> All summer long the children playing in Mahon Park where the frame of the street car was housed under the grandstand asked to look at it. Carl obliged the children by telling them stories of old 153 and first person accounts of how he boarded this same street car at the top of Lonsdale every morning during the Second World War for a ride to work down the steep hill at the Burrard Drydock Shipyard on the North Vancouver waterfront. | |
| <ul style="list-style-type: none"> Carl Andersen said at that time, restoring the street car was really not much different to shipbuilding. The joy for him was doing something by himself. No one could tell him what to do. he worked eight hours each day, five days a week in the workshop under the stadium at Mahon Park, the access to which was provided by North Vancouver City Council in August 1986*. | <p>* North Shore News, August 15, 1986.</p> |
| <ul style="list-style-type: none"> Donations flooded in from antique collectors on the North Shore | |

| PART 5 BCE Railway Tramline System Effecting the District of North Vancouver | Source Reference |
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| and beyond as word of the restoration got out: foot bells, overhead trolley, air compressor, buzzers, conductor seats were offered. | |
| <ul style="list-style-type: none"> Funding for restoration was obtained by Bill Baker who received \$25,000 in funding from the B.C. Heritage Trust Foundation and \$90,000 from the City of North Vancouver*. | * North Shore News, June 22, 1990. |
| <ul style="list-style-type: none"> The task of restoring without the original plans or many of the original parts was a challenge. British trained Bob Booth of North Vancouver painstakingly measured each section of the street car frame to make "as-is" drawings and studied old drawings of similar street cars. Carl Anderson was able to make use of these drawings to custom build the woodwork where sections were missing or too badly deteriorated. In the process he made 62 windows and 12 doors | |
| <ul style="list-style-type: none"> In early 1997, fourteen years later, 153 rebuilt and ready to operate remains in its temporary home under the same Mahon Park grandstand. | |
| <ul style="list-style-type: none"> Administration Office, 90 Lonsdale Avenue Car Barn, St. David Avenue and Fourth Street | Adjacent to and south of Paine Hardware and now part of Paine Hardware premises, 1997. |
| <ul style="list-style-type: none"> <u>Employees to be Remembered</u> (Representative List) who served during the street care transportation era 1906 to 1947. 1910 Staff from Henderson's Directory: 49 persons listed as being employed by the BCER Company on the North Vancouver Transit System. That number included: 1 barnman, 1 blacksmith, 1 cashier, 3 clerks, 14 conductors, 2 engineers, 2 groundsmen, 4 linemen with 1 line foreman, 1 assistant foreman, 1 manager, 3 operators (of the AC-DC converter station and switchgear at St. David's Avenue and Fourth Street), 1 track foreman, 1 helper and one person identified only as an employee. Manager - Albert G. Perry Barnman - Albert N. Giffen Blacksmith - Charles Bradley Cashier - Charles M. Chislett Clerk - Edwin M. Cozens Clerk - Harry E. Dawe Clerk - Clifton Welsh Conductor - Percy Atter Conductor - Walter Barron Conductor - Richard R. Brereton | Compiled by John Stuart, Curator North Vancouver Museum and Archives, March 7, 1997. |

| PART 5 BCE Railway Tramline System Effecting the District of North Vancouver | Source Reference |
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| <p> Conductor - Aubrey Bunting Conductor - C. Buntin Conductor - M.W. Clements Conductor - Percy A. Edington Conductor - Richard Fawcett Conductor - W.A. Harris Conductor - Clarence Huff, who became a motorman Conductor - William D. Jones Conductor - John H. Renshaw Conductor - William Rogers - who became a motorman and later street car supervisor Conductor - William H. Wyles Employee - John Mann Engineer - John. R. Badger Engineer - L.G. Robins Assistant Foreman - James A. Miller Groundsman - David Murray Groundsman - David McLean Helper - Charles Buntin Line foreman - Howard W. Parkins Lineman - Harry M. Baird Lineman - Edward Entwistle Lineman - John Mitchell Lineman - John Device Motorman - John Bird Motorman - J. Walter Cowan Motorman - George Dennis Motorman - Charles Edington Motorman - John G. Kelly Motorman - Reginald C. Lawrence Motorman - Frank Levers Motorman - Daniel A. McLeod Motorman - Robert Phillips Motorman - Herbert M. Proutt Motorman - Alan Wheeler Motorman - George F. Gladwin, joined 1911 Operator - John B. Brown Operator - McKennell Operator - Herbert E. Reid Track foreman - William L. Barker Car service Agent - James H. Fieldhouse, B.C. Electric Vanc'r </p> | |
| <p> • <u>Later Employees</u> <u>Motormen</u> </p> | <p> Information provided collectively by street car riders </p> |

| PART 5 BCE Railway Tramline System Effecting the District of North Vancouver | Source Reference |
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| <p>George Williamson Bert Hughes (joined 1911) Charlie Ennings Arthur Snell - Remembered for wearing spats and white shoes. He was from Londong, England and was known for his cockney-like announcement on reaching the Capilano Terminus: "End of the blooming line!" Harry Bullock - Who was remembered as a sports enthusiast and though he was not a Scot was hailed for his annual enthusiastic "Salute to the Hagis" at the Caledonian Society Bobby Burns Night.</p> <p>John Wardroper Stan Wardroper Louis Amskold Ben Mackie Mr. Palmer John Swallow (nicknamed "Johnny Gulp") William Lawrence Harry Stackhouse Tom Chubb Shorty Green Mr. Thaine - formerly a conductor Mr. R. Louis Mr. Heinz</p> <p><u>Conductors</u> Mr. Bogue Mr. Babcock</p> <p><u>Mechanics</u> Bill Mulligan (electrocuted 1935) R. Gordon Patterson - Worked in car barn 4th Street and St. David's Avenue.</p> | <p>of the day, Jim Galozo, Tom Meglaughlin, Gladys Hughes (daughter of Bert).</p> |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 8

PART 8

**JAMES A. MCNAIR and the
MCNAIR BROTHERS**

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
TRANSPORTATION AND INDUSTRY
Researcher: Roy J.V. Pallant

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| Introduction | | |
| <ul style="list-style-type: none">At this time (September 1994), the large and imposing North Vancouver home of timber entrepreneur and international industrialist, James Archibald McNair is undergoing a major and accurate restoration by Brody Development Corporation.From the plans of Graham Crockart, Architects, and the hands-on presence of Mike Brody, President, the object is to restore this grand home to its original beauty as a centre piece to a new housing project involving the construction of fifty eight town houses and apartments with an architectural theme which borrows from the design of the McNair House.The purpose of this historical description of the work of the McNair brothers is fourfold: Firstly, to stress that the excellent and essential history of the McNairs written by Lynn Valley historian Walter Draycott was aimed at their Lynn Valley operation only, and should not be regarded as a definitive description or an indication of the magnitude of their lumber and industrial enterprise. Secondly, to illustrate that 275 East Keith Road was indeed a family residence not just that of James A. McNair and his immediate family; this great house was the family conference centre of a vast and efficient industrial enterprise affecting hundreds of workers and contributing extensively to the economy of the Pacific Northwest. | | |
| Thirdly, that the brothers were diverse in their entrepreneurial skills and disciplines and were involved in business with men who in their diversification broadened the economic field of this area and raised the local standard of living accordingly. Because most of the companies were | | |

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| <p>large, little was known at this time of the directors and executives and of their tremendous courage and expedience in business.</p> <p>Fourthly, at a time when Port of Vancouver elects not to even mention timber products on its list of commodities exported from the Port, there is a serious need to record some of the exploits of those who contributed to the heritage of development established at the turn of the century when lumber was by far the largest export of the Port of Vancouver.</p> | |
| <p><u>James Archibald McNair</u></p> <ul style="list-style-type: none"> Among the most prominent manufacturers and lumbermen of British Columbia was James Archibald McNair, who became President and General Manager of the Hastings Shingle Manufacturing Company Limited. | |
| <ul style="list-style-type: none"> He was the son of Nathaniel McNair, who was born in Campbelltown, Ayrshire, Scotland, and when a young man, about 1825, emigrated to New Brunswick. There he married Martha Archibald also a native of Scotland, who went with her parents to New Brunswick when she was four years old, and was reared and educated there. Nathaniel McNair was a farmer and lumberman carrying on business along both lines. They adhered to the Presbyterian faith of their ancestors and were people of the highest respectability. Nathaniel died at 65 years of age while his wife Martha survived him and died at 74 years of age. They were parents to 10 children. James was born at Black Point, Eel River in Restigouche County, New Brunswick on August 11, | |
| <p>1865. He was educated at the Jacquet River Schools of the Jacquet River District until he was 17 years old, when he took a position in a small general store at Dalhousie Junction, New Brunswick, where he remained for three years.</p> | <p>The Newspaper Refence Book of Canada, p. 99</p> |
| <ul style="list-style-type: none"> With brothers William, Robert and David as partners, he bought a general store in the lumbering district of Eel River, New Brunswick and there built a small mill which was destroyed by fire the following year, 1889, and was a total | |

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| | loss. | |
| · | In the middle of his activity, James A. McNair was married to Mary "Minnie" G. McKay of Dalhousie, Restigouche County, New Brunswick, August 2, 1887 by the Reverend Alexander Russell of St Johns Presbyterian Church, Dalhousie, New Brunswick. They had two children: Robert and Elizabeth. Robert Whitney Murray was born in 1891 and was married to Margaret of Victoria. | Marriage Certificate which does not mention the name Mary. |
| · | The second child Lillian Elizabeth was born in 1894. Lillian married William Allen Townsley who was born in 1893. William A. Townsley became Colonel W.A. Townsley. He died in 1973. Lillian lived in North Vancouver until her death July 22, 1976, aged 82 years. They had a daughter Anne, who became Mrs. Douglas MacIntosh. | Bell, James William McNair 1849-1920, Okanogan Historical Society Report #36, 1972. p. 124, 125 |
| · | James then moved to Nouvelle in the Province of Quebec and became involved in general store keeping and lumbering until 1892, when he made the move to British Columbia with brother Robert and in the footsteps of brother William who had arrived in Vancouver a year earlier in 1891. | Bell, James, op. cit., p. 125 |
| · | With Robert he built a small shingle mill at Hastings, British Columbia, located at the north end of Nanaimo Avenue, and manufactured ten million shingles during the first year of production. The partnership of James and Robert McNair operating under the name and style of the Hastings Shingle Manufacturing Company. James A. McNair was made Vice-President and later General Manager. | Hastings - hence Hastings Street leading from New Brighton and Hastings to Granville (Vancouver). |
| · | In the year 1893 the firm leased and operated another shingle mill which just about doubled their capacity, and in 1897 the firm built another mill in the state of Washington to cover the United States trade. | |
| · | By this time the company had earned an enviable reputation, not only for the quality of stock it handled but the ability to fulfil orders without delay. The firm made a speciality of Washington and British Columbia red cedar shingles. These shingles were made by special machines, run only by first class workers. The daily capacity of all the mills at this time was 600,000 shingles. The firm, at this | |

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| | time had four mills which were located in New Whatcom and Sumas, Washington, and Vancouver and Hastings, B.C. | |
| | <u>Mouldings for Home Furnishings</u> | |
| | <ul style="list-style-type: none"> The products of the Vancouver Mills included, in addition to red cedar shingles, lumber base castings, mouldings, newels, balusters, brackets, verandah posts, etc., examples of which can all be found in the McNair home. The plant produced stairwork, door stock and finishing. All these furnishings were either cedar or high grade fir. Fir floors, ceiling and sidings. Lower grade fir was turned into ship lap dimensions, common boards, lath and such like. | |
| | <ul style="list-style-type: none"> The employees numbered about 350 and the head office was located at that time at 450 Westminster Avenue, Vancouver. The firm has the record of having cut more shingles for its size than any other mill in British Columbia since it began operation on the Coast. | |
| | <u>Lynn Valley Operation</u> | |
| | <ul style="list-style-type: none"> In 1901, Hastings Shingle Manufacturing Company took over the timber rights of what was then the Spicer Shingle Company. Spicer, a spar supplier for sailing ships was the first to engage in shingle bolt cutting. Spicer took over the beaver dammed pond on Hastings Creek at Lynn Valley Road and used it as a shingle bolt collecting pond. It was part of the flume system from Lynn Valley to the collecting pond and mud flats booming grounds just east of Moodyville which had been in place since at least 1895, some four years after the Heyward Lonsdale Estate purchased Moodyville in 1891. Albert Arthur Nye was in charge of the flume outlet or "Tip" at Moodyville at that time. The Flume was box section but was later replaced by "vee" section to reduce shingle bolt jams. Spicer had taken a partner: under the name of Havelock Spicer Shingle Company they, in 1901 entered into an agreement with the Moody Deitz and Nelson firm of Moodyville to cut cedar on the MDN holdings for shingle bolts. MDN were only concerned with selected lumber suitable for the export market and were not involved with shingle manufacturing. The Hastings Shingle and Manufacturing Company had | <p>The collecting pond in Lynn Valley was located at the present junction of Lynn Valley Road and Mountain Highway, on the westside of the intersection and reached northwest to the present Lynn Valley Dancing School (old Methodist Church).</p> <p>Draycott, Walter Mckay, <u>Early Days in</u> Lynn Valley, p. 34</p> |

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| <p>themselves taken timber for shingles from this area since before 1901 but in 1906 the McNairs purchased, what had become, the Wood Spicer Company for \$1,200 and found enough shingle bolts lying in the forest to redeem their purchase price. The McNairs now enter fully into the North Shore shingle bolt scenario.</p> | <p><u>Lynn Valley</u>, p. 34</p> |
| <p><u>The Need for a Mill</u></p> <ul style="list-style-type: none"> Prior to the Upper Mill being erected in 1903, the main shingle bolt supply area had been the forest zone south of Dempsey Road. The cedar shingle bolts measured at that time, 4 feet 8 inches in length. A block sawn from the log was split in a manner to form a wedge-shape section, making it a shingle bolt. As such they were floated down the long flume to the "saltchuck", by way of a pond in the mud flats collection area east of Moodyville, they were then towed to Hastings Mill, Vancouver, where they were sawn into 18 inch blocks; from these blocks the shingles were made. | <p>Saltchuck - common logging language for sea water.</p> <p>The saltchuck collecting pond was located at the south section of what is now Kennard Avenue at Main, (formerly Cotton). The pond was in an area behind what is now Lumberland, and the outlet was at Kennard Avenue and Main where the dam for the pond was located. At least two streams formed this pond.</p> |
| <ul style="list-style-type: none"> The McNairs acting on advice and knowledge of their timber cruisers successfully applied to the District of North Vancouver to extend operations North of Dempsey Road well into the Upper Lynn Zone. | |
| <ul style="list-style-type: none"> By gouging a hole in the bed of Thames Creek, Lynn Valley and widening its banks, the McNairs made a deep wide pond and constructed a dam. This pond received the shingle bolts brought from the "top bench" area. The Company extended operations higher up Lynn Creek - by flume above the water intake and thence to the Rice Lake area. The density of the trees in this area was such that it is difficult to conjecture how John McArthur the first surveyor, was able to make a traverse among the trees to establish a workable flume gradient. It was he who had the task of planning 11 miles of flume routes and main skid roads. | <p>Named after the Thames River, London, Ontario, by a surveyor who came from there to Lynn Valley.</p> <p>The water intake is no longer in use.</p> <p>Draycott, op. cit., p. 23</p> |
| <ul style="list-style-type: none"> But it was a long drag for a horse team to haul sawn lumber from the waterfront to build the Upper Flume and later Rice | |

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| <p>Lake Flume. So in order to expedite the work of flume building, and also with a view to economy it was decided to erect a mill, and saw the needed planks and squared timber for brackets and trestle-building. The planks had to be straight and clean cut to avoid water leaks from the flumes. The brackets had to be true to enable accurate grade adjustment.</p> <ul style="list-style-type: none"> Since the lower lands of the Company south of Lynn Valley had been cleared of suitable trees the McNairs brought their horses from the stables on the west bank of Hastings Creek where the bridge crosses the stream on the east end of Draycott Trail to the new stables built near the new mill. As before, the stable was built to house ten horses and their harnesses. | <p>Draycott Trail continues into the wooded area between Draycott and Ross. The stable was in line with the rear of the J.M. Fromme Homestead.</p> |
| <p><u>The Building of Lynn Valley Mill</u></p> <ul style="list-style-type: none"> In 1896 Julius Martin Fromme was appointed by the McNairs as supervisor of their operations in the woods. The Upper Mill off Dempsey Road in Lynn Valley was built in 1904. The sawing machinery was installed by an opportune turn of events. A fire had occurred at the Company's main mill on the south shore of Burrard Inlet, Vancouver; the machinery was salvaged, overhauled and put in working order by Ross and Howard at their foundry in Vancouver, then shipped on scows, brought to the saltchuck at Moodyville. It was then hauled up the main skid road (Tote Road) on sleds by teams of oxen and placed on prepared concrete foundations in the new mill above Dempsey Road. | <p>Julius Martin Fromme can be said to have been the Community Developer of Lynn Valley. He was also Reeve of the District of North Vancouver.</p> <p>Ross Road was named for the Ross partner in the Company.</p> <p>Draycott, op. cit., p.23</p> |
| <ul style="list-style-type: none"> After the installation, the honour of sawing the first board was accorded Thomas Husthwaite. Thomas, a millwright and sawyer and Fred Appleyard another millwright were both from England and together with J. Hepburn from New Brunswick, were responsible for building the mill. | <p>Draycott, loc. cit., p. 23</p> |
| <ul style="list-style-type: none"> After the opening of the mill, there followed the sawing of squared timber for bridges, trestles and 4"x4" supports for the flumes. These flumes supports, or brackets, were "X" shaped. John M.S. Duval, a wood turner by trade, was assigned the task of assembling and nailing thousands of brackets. | <p>J.M.S. Duval was earlier the editor-publisher in 1886 of the Industrial News, Victoria, British Columbia.</p> |

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| · | The flume from the mill-pond carried shingle bolts by day and, on occasion, sawn timber at night, from 6:00 PM to 6:00 AM. | |
| <u>Chinese Labour</u> | | |
| · | Each area seemed to stay with its own nationality of loggers. Just as John Hendry in False Creek, Vancouver, hired Hindus, Robert McNair hired Chinese, probably because of his favourable experience with them in Lynn Valley. | |
| · | Shingle bolts were cut at the top of the mountain and flumed to the bottom. The tremendous speed with which the shingle bolts descended the flumes was evident because, if no water had been present, the friction would have caused the logs to flame. Therefore, the work of the Chinese in laying miles of correctly graded and secure flume was essential to the fire safety of the flume system and indeed the forest itself. | |
| · | The Chinese labour used by Robert McNair brought into being the phrase "Chinaman's Stump". Many of these stumps were large enough, often 12 to 15 feet in diameter, that a Chinese labourer would put a roof over a stump to become compact living quarters. | |
| · | Thomas Husthwaite had fifteen Chinese helpers in the mill at Lynn Valley and in later days used their help in repairing trestles and flumes. They had remarkable courage for construction work in high and unstable places. | |
| · | Julius Martin Fromme formerly wood superintendent for the McNairs was promoted by Robert McNair to manager of the new Lynn Valley Mill. He said, the mill operated by day and night. Sawn timbers being thinner were placed in the flume at the mill and floated down the shallow but fast flowing stream of water contained in the Vee shaped flume. At that time, in 1904-1905, there were many rush orders from the Hastings Shingle Manufacturing Company mill, after the Rice Lake Flume system was supplying shingle bolts from that area and Upper Lynn. The settlers at Lynn Valley known as "Shaketown" depended on the flume for | |

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| | water supply so arrangements were made for them to draw water during certain hours, usually in the evening. Rice Lake bolts went down in the day time. | Draycott, loc. cit., p.23 |
| <ul style="list-style-type: none"> Julius M. Fromme commented to his son Harold that Robert McNair had a remarkable perception of people and situations. He seemed to be constantly well versed on problems which would arise and was ready to make clear suggestions to avoid future problems. Being a staunch Presbyterian himself, Julius Fromme remembered that in the shoulder bag he carried on field visits to the Lynn Valley operation, Robert always carried a Holy Bible and quietly read it during rest periods sitting on a log or boulder. | Harold Fromme interview February 19, 1994 | |
| <u>The Order to Dismantle the Mill</u> <ul style="list-style-type: none"> In 1907 after being in operation for three years, the Hastings Shingle Manufacturing Company decided to close down the mill and take out the machinery, though the Rice Lake Camp continued for longer. Thomas Allan, time keeper and store keeper, hearing of the order to close, went to interview the McNairs and arranged with them to take-over the mill with J.M. Fromme as his partner. The McNairs gave them two months option to try out the operation. Proven satisfaction by both parties prevented the mill's destruction. Alex Allan, son of T. Allen, became book keeper for about five months. Hugh Duncan McColl succeeded him and continued for many years until the dissolution of Fromme's company, "The Lynn Valley Lumber Company". After nine to ten months Thomas Allen sold his interest in the mill to Julius Fromme for \$2,000 who paid him by instalments from sales of land which Fromme had pre-empted in Lynn Valley. The purchase price for the mill, one donkey-engine and a few other accessories was \$20,000.00 which Fromme paid off to the McNairs in two years also from selling portions of his government grant that was sub-divided into acre lots selling for \$250.00 each. | | |
| <ul style="list-style-type: none"> Returning to the Vancouver operation of the Hastings Shingle Manufacturing Company: In 1901 the partnership was changed to an incorporated company having a capital of \$600,000.00. About this time James brought his brother Robert's interest in the Company. The rumour at that time was that the purchase price was close to \$150,000.00. But | | |

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| <p>this was merely a business arrangement not a parting of the ways as will be seen later.</p> | |
| <ul style="list-style-type: none"> By this time the Hastings Shingle Company as it then became known was one of the largest operating on the Coast and in the previous year their production was greater than any other firm. The Company had shingle mills at Nooksack, New Whatcom, Sumas, Carroll Siding in Washington State and the lumber and shingle mill at Vancouver. | |
| <ul style="list-style-type: none"> The Company Officers in the re-arranged Company of 1901 were James A. McNair, President and General Manager with head office in Vancouver. F.M. Britton, Secretary Treasurer and R.J. Kerr, A.B. Eskine, Robert McNair and James A. McNair as Directors. Associated with the company were S.C.H. Miner of Granby, Quebec and A.C. Flummerfelt of Victoria, the latter being the Chairman of the Board of Directors, while Robert McNair served also as Superintendent of the mills. | |
| <p><u>The New Mill - The Largest in the World</u></p> <ul style="list-style-type: none"> In the early part of 1902, the Hastings Shingle Manufacturing Company erected in Vancouver what was known as the largest shingle mill in the world having a capacity of 1,250,000 shingles per day. In addition to the shingle interest, the company had a sawmill having a capacity of 16,000,000 feet of lumber per year and a planing factory of equal capacity enabling them to supply all the material used in the construction of Prairie farm houses of Manitoba, Saskatchewan and Alberta brought about by the expansion of the railways grain collection and freight delivery services. | |
| <p><u>The New Mill</u></p> <ul style="list-style-type: none"> The new mill was located on a 20 acre site known as the old Powell Estate, half a mile east of the B.C. Sugar Refinery and next to the Ross and Howard foundry. Pile driving on the site was done by G. Griffiths and the mill erected by W.H. Welbon. The main mill was 236 feet by 32 feet with a 60 foot ell. The engine room was 30 feet by 35 | |

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| <p>feet and the boiler room 50 feet by 60 feet.</p> <ul style="list-style-type: none"> Unusually for industrial buldings, this mill excited the most interest and was viewed frequently by visitors and tourists in Vancouver. It was credited by the shingle trade as being the largest in the world. | |
| <p><u>Capacity and Staff Levels</u></p> <ul style="list-style-type: none"> The capacity of this 1902 mill was 1,250,000 shingles per day which means that some 200 cords of wood or 25,000 feet were manufactured into shingle in the mill every 24 hours. To accomplish this, over 350 men were required including 150 employed in the mill itself and some 200 in the logging camps essential in feeding this giant operation. In addition, there were men employed on the two tugs that were kept constantly at work towing the timber in booms from the timber limits to the mill. | |
| <p><u>Equipment</u></p> <ul style="list-style-type: none"> The new mill was equipped by Hamilton Manufacturing Company with 15 upright Dunbar shingle machines and four horizontal, including one Challoner 10 block machine, a Challoner double block and two Challoner hand machines. There were seven automatic jointers or edgers, four automatic saw sharpeners, one hand sharpener and one automatic saw surface grinder. All these machines were required for the production of the shingles but the other equipment was equally important. This included the range of six drying kilns 152 feet long by 22 feet wide and ten feet high, each capable of holding 1,500,000 shingles or the six having a total capacity of 9,000,000 shingles. | |
| <p><u>Engine and Boiler Room</u></p> <ul style="list-style-type: none"> There was also the engine and boiler house from which the motive power was derived from four 66x16 boilers made by Albion Iron Works, Vancouver being equal in quality and lower in cost and shorter in delivery compared with similar boilers obtained from eastern Canada. | |

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| <ul style="list-style-type: none">These boilers were fitted with Dutch Ovens and had a total power of over 500 hp. There was also a triple set of 430hp steam engines set on solid rock foundations. The big belt which transmitted the power from the engines to the machinery drive shaft pulleys was 80 feet long and 48 inches wide. It was calculated that the hides of at least 20 oxen were used in its manufacture. | | |
| <u>Electric Power</u> | | |
| <ul style="list-style-type: none">The engines and boilers also generated the 250 lamp electric plant operated by the Company to light the mill and the yard operation. | | |
| <u>Dust Control</u> | | |
| <ul style="list-style-type: none">On the subject of working environment, mention should be made here of the dust collector, which consisted of two double 60" exhausters which collected the sawdust and waste particles from the shingle machines. The material collected was passed through the machines and gathered or centred in a cyclone in which the air is caused to escape and the dust and solid matter collected and discharged into the furnace. The larger refuse was discharged beneath the mill floor to aid in building up the foundations.There was also an immense cedar log or bolt boom, the refuse burner, the 1,200 feet of railway siding connected to the Canadian Pacific Railway main line. | | |
| <u>Plant Costs</u> | | |
| <ul style="list-style-type: none">The entire mill construction required a capital outlay of some \$200,000.00 dollars including log feeder camps in the surrounding woods. The mill itself was erected at a cost of \$65,000.00. | | |
| <u>Built for Public Interest</u> | | |
| <ul style="list-style-type: none">The interest of the many visitors was apparently held on the actual process of the manufacture of the shingle itself than in the construction and equipment of the mill. It is likely that in 1902 nowhere else in the lumber industry could the complete sequence of shingle manufacture be seen to | | |

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| <p>better advantage than at this mill. Standing on the wharf the visitor could, in one glance see the shingle bolts as they were brought down from the wood, drawn up on to the mill from the booms, placed on machines and could follow the whole process to the loading of the bundles of kiln dried shingles on railway cars for the Eastern market. All this could be seen without requiring the observer to move more than 20 yards.</p> | | |
| <p><u>Production Versatility</u></p> <ul style="list-style-type: none"> Usually there were 1800 cords of cedar, or nearly two and one quarter million feet enclosed in the mill boom. On the endless chain principle the cordwood sticks were drawn up into the mill, placed on the machines which cut them to the sizes required for the shingles and the sized blocks were distributed by the aid of a moving table down the length of the building making automatic delivery to the shingle machines. The different classes of machines installed enabled the mill to handle every class of cedar, and in consequence, wood waste was at a minimum. Not only were the latest wood saving machines installed but, many labour-saving devices, not to be seen in any other mill in the area were found there. The automatic jointer or wedger which enabled four men to do the work previously requiring seven hands, had been included. This automatic action was invented by Mr. J.D. Caldwell of Vancouver and an employee of the mill where seven of these new machines had already been tested in production. There was also the Challoner 10 block machine which kept 13 men busy loading it and packing the finished product at a rate of 250,000 shingles per day. | | |
| <p><u>Saw Tool Room</u></p> <ul style="list-style-type: none"> Next to the shingle manufacturing was the saw sharpening section. In this room four automatic circular saw gummers and sharpeners and one automatic surface saw grinder was installed together with stands where skilled saw sharpeners set and finished the saws to suit their speed and application. The sharpening and gumming wheels were all automatic and the surface grinder was the only one in use in British Columbia in 1902. The saw care was essential to avoid loss of production. This was especially | | |

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| <p>so when the edge and keenness of a saw only lasted from two to five hours after which there is a need to resharpen. At that time, the total life of a saw, working 24 hours a day, was barely three months.</p> | |
| <p>Kiln Drying</p> <ul style="list-style-type: none"> The sawing and packing into bundles did not conclude the manufacturing. Before the shingles were ready for the market they had to be kiln dried requiring the bundles of shingles to have spent 10 to 12 days in the kilns, already described, under an artificial heat of about 190 degrees F. This evaporated all the sap and dampness. | |
| <p><u>The Shingle</u></p> <ul style="list-style-type: none"> The shingle was made out of clear cedar, that is to say, cedar clear of knots. The legal or trade size of a shingle was 4" wide by 16", 18" or 20" long. These were packed in bundles of 20" wide by 8 1/2" thick containing by legal calculation 250 shingles. The articles were sold by the thousand, four bundles to the thousand while a carload of 16" shingles was approximately 200,000 or 75,000 for 24" shingles. | |
| <ul style="list-style-type: none"> The British Columbia shingle mills were reported to turn out a more carefully manufactured article than that produced in the United States of America and in consequence the better grades of the B.C. shingle could be shipped into the United States and successfully compete with the American produced article notwithstanding the high duty. This was one of the reasons for the establishment of USA based shingle mills by the Company. Using Company specified machines and quality control and supervisory staff, the same quality of product could be manufactured and released on to the US market and the duty avoided. | |
| <p><u>Pay Levels</u></p> <ul style="list-style-type: none"> The men employed in the Company Shingle Mills were nearly all paid by piece work; a shingle cutter making from \$2.00 to \$4.00 per day and a packer \$1.25 to \$2.25 according to their quickness, skill and adeptness at the | |

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| | work. The packer received less in proportion owing to his work being free from the risks of injury experience by the cutter. | |
| | <p><u>Warehouses</u></p> <ul style="list-style-type: none"> Warehouses were built for storing shingles close to the plant to stock pile products during the winter season when construction was almost at a stand still. The storage sheds were seven in number and were 225 feet long, 44 feet wide and 12 feet high with a storage capacity of 55,000,000 shingles. In one shed 20 railcars could be loaded simultaneously and switched directly onto the Canadian Pacific main line. The fire protection system in the mill was later improved at a cost of \$8,000. Also after the mill was completed, the Company built a handsome and commodious office block at the entrance to the mill yard on Powell Street. | |
| | <p><u>Prohibition Against Log Export</u></p> <ul style="list-style-type: none"> A second reason for the establishment of Company controlled mills in the USA was the Dominion Government prohibition against log export from Canada and the efforts being made in 1901/2 by the Lumbermens Association seeking the repeal of the Act. James A. McNair in a statement to the Vancouver Sun, February of 1901 said: <p style="margin-left: 40px;">"We have been figuring on building a mill on the Sound for the past four years. The action of Ontario in passing an Act prohibiting the export of logs led us to hesitate further as we felt that if British Columbia followed suit as seemed reasonable, we could locate the establishment successfully on the Canadian side of the border. Should that Act be repealed we would certainly be driven to reduce the capacity of our mill in Vancouver as much as possible and consider Washington as the best place for further investment."</p> | |
| | <ul style="list-style-type: none"> That the mill men of Puget Sound were behind the agitation for the repeal of the prohibitive Act was the general impression among mill men in Vancouver in 1901. James A. McNair said he had been informed of a case where a | |

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| | <p>Seattle person had signified his willingness to put up \$20,000 to have the Act repealed. James McNair said he could not see the advantage to Canadians to have the Act repealed.</p> | |
| | <p>"Having four mills in Washington we have a good idea of the markets and conditions there since the export of logs has been prohibited. There has been an advance in the price of logs, with a constant rise in the prices of the manufactured article. This in turn will allow the British Columbia people to ship shingles and different classes of lumber into the United States against the duty. We are particularly acquainted with some four or five large lumber and shingle mills in Washington which have been getting a great part of their cedar from British Columbia during the past years."</p> | |
| <ul style="list-style-type: none"> • | <p>Under existing conditions James McNair said the supply of logs and shingle bolts available in the Vancouver area was not sufficient to fill the demand, and the price of shingle bolts especially had advanced fully 35 percent and the prices of logs were going up. Several mills in the Vancouver area had to be closed to half time during the first three months for want of timber and the outlook was not good for sufficient supply during the balance of 1901.</p> | |
| <ul style="list-style-type: none"> • | <p>The money invested in British Columbia, James McNair said, would be the same as far as logs were concerned, whether the logs were used in British Columbia or Washington and if used in British Columbia, the cost of converting them into the manufactured product would be distributed in the Province.</p> | |
| <ul style="list-style-type: none"> • | <p>"If the Washington people have our logs they can manufacture shingles and lumber in the rough, high or low grade and ship to British Columbia with out duty. They have an advantage over us of cheap machinery and the cost of supplies is in their favour. If the loggers carry their petition to the Government to repeal the Act, an audience will probably be asked by both sides."</p> | |
| <ul style="list-style-type: none"> • | <p>Further support of the attitude of the Company towards the inequality of import duty imposed came in a 1901 issue of CANADA LUMBERMAN published at Toronto, Canada, wherein a letter was printed from the Hastings Shingle Manufacturing Company and entitled:</p> <p>Why They Cross the Line "Replying to yours of the 13th. inst., would say that at the</p> | <p>Taken from a selection of newspaper cuttings unidentified and</p> |

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| | <p>present time we do not care to put an advertisement in your paper, for the reason that our territory called Canada is well covered at present with men, and on the other hand, there being no import duty on shingles from the United States, it leaves us so that we are not pushing very particularly for business in Canada. It seems that on account of this duty and the importation of wooden goods from the United States to Canada, we are compelled to go to Washington as you will see by our advertisement in those newspapers. We are building another mill at Sumas in Washington and anticipate building still another in the course of two months. We do not understand the unfair treatment to the lumber industry in Canada, and we have got tired trying to remedy matters in that way, and are simply going where we can do business and where the lumber industries are protected as well as others. We are neither strong Conservatives or Liberals, but we look at the unfairness of the matter. At the present time the capacity of the Canadian mills according to the Canadian trade that is left us, exceeds the demand about three times if all mills run full time. We are sorry to have to write in this way to practically the only lumber paper in Canada, but we are compelled to."</p> | <p>undated, but which were based on the text, printed around February 1901.</p> |
| | <p><u>James A. McNair House, 256 East 6th Street</u></p> <ul style="list-style-type: none"> In 1906 James decided to build a family home on Keith Road, the first public road on the North Shore, just east of Victoria Park on a site commanding a spectacular view of the mountains of Vancouver Island, English Bay and its ships, Vancouver Harbour, and his own giant mill on the south shore just to the east of the City. In the distance to the south he could see the mountains of Washington State wherein his company had six shingle mills in operation wholly owned and controlled by his company. | |
| | <ul style="list-style-type: none"> By this time James was considered as a Timber and Investment Broker, and was: President of Hastings Shingle Manufacturing Company, Vancouver; Director of Provincial Investment Company Limited; Director of Western Pacific Development Company Limited; President of Dominion Glazed Cement Pipe Company Limited; Director West Vancouver Land Company Limited; | <p>Gasnell, R. Alexander, <u>A History of British Columbia</u>, Lewis Publishing Company, 1906, pp.663, 664. Vancouver City Library Reference NW 971.1 G67h</p> |

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| | Director Capital Hill land Company Limited and had been Ferry Commissioner for North Vancouver. He was Treasurer of the YMCA and had served as President for three years. | |
| <ul style="list-style-type: none"> · · · · | <p>The property on which the house was built stretched to St. Georges Avenue in the west, to St. Andrews Avenue in the east, and south to East Sixth Street on which, in reality it was fronted.</p> <p>The house had just over 5,000 square feet in living space and was supported on solid granite foundations with granite support pillars for the originally open verandahs and the grand entrance way.</p> <p>A leaded and stained glass front door opened into a large open foyer with a living room and parlor either side. A grand staircase led to second floor bedrooms. The interesting floor detail contained exotic woods from all over the world. Pillars, panelling, ornate fireplaces and archways accompanied the high beamed ceiling.</p> <p>With the knowledge available as to those wooden fittings manufactured as a part of the standard product line of the Vancouver Mill it is highly likely that all mouldings, casings, bannisters, newels, verandah posts and spindles contained inside and outside of the house were supplied from that mill.</p> | <p>It is entirely possible that this floor was made at the 1902 Vancouver Mill, but at that time, the best source of such items was Cornish and Cooper with a business on Hamilton Street, Vancouver, and later on 2nd Avenue between Main and Granville. Cornish in 1908 had a carpentry shop at Esplanade and St. Georges and later in 1914 built 3190 St. Georges Avenue for himself and his family. B.J. Cornish was a councillor North Vancouver Municipality in 1899 under Reeve Woodrow. He was one of the pioneers who tried to establish the City of North Vancouver (1907) when all the site was owned by the Lonsdale estate.</p> |
| <ul style="list-style-type: none"> · | <p>On the extensive land were pools, shrubs and fruit trees cared for by a Scottish gardener, one Archibald Gilmour, who arrived in North Vancouver in 1908. The Red Victoria Plum and Black Tartarian Cherry trees he planted can be found in that city block between St. Andrews and St. Georges Avenues and between Keith Road and East Sixth</p> | <p>Uncle of William Gilmour, one time teacher and Principal of Lynn Valley Schools. Member of the North Shore Historical Society.</p> |

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| <p>Street*. The trunk diameter of these trees is approximately 8" for the plum and 10" for the cherry trees. Neither type of tree is common to the area**.</p> | <p>*Especially in the area of 232 East Sixth Street.</p> <p>**William Gilmour, op. cit.</p> |
| <ul style="list-style-type: none"> One of Gilmour's tasks was to wheel the supplies for the household in a wheel barrow from the Ferry Wharf, up the hill to the McNair house. Later Archibald Gilmour was employed by the City of North Vancouver as a dustman. He drove a single Clydesdale drawn tumbrel with five feet diameter wheels. He carted ashes from the stoves of the larger houses and businesses in the City of North Vancouver. He died of Emphysema, which was suspected as having developed from the ash handling. | <p>William Gilmour interviews, February 1994.</p> |
| <ul style="list-style-type: none"> As Archibald Gilmour started his career as a gardner, and odd job man to the McNair house, their nearest neighbour to the south below East Third Street had moved out. Colonel Alfred St. George Hamersely, City Solicitor of Vancouver, Director of the Vancouver Manufacturing Company, legal representative for the Canadian Pacific Railway, Chairman of the Board of the Union Steamship Company, sold his large house "Langton Lodge" when he and his family left for England in 1907. In 1909 the house became the private Harbour View Sanatorium and in 1910 Harbour View Hospital completed with a garden planted in 1904 and extending down to East First Street and the water front. With the garden went the gardeners cottage at 364 East First Street. | <p>Recently Emerald Lodge Restaurant and now Hamersley Lodge Restaurant.</p> |
| <p><u>The Calling Card and Afternoon Tea and Dinner Gong</u></p> <ul style="list-style-type: none"> At the turn of the century it was the custom of cultured ladies of means to invite their friends to afternoon tea. Each housewife had her day, one day in the month was set aside when she had her friends to the house for after-noon tea. From the card shown here it can be seen that Mrs. James A.McNair had her day on the Third Thursday of every month. Mrs. McNair had her friends and they knew which day it was that they called. Those friendships created in that fashion often lasted to the end of their days and some delightful, useful friendships were made. | |

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| · | <p>The callers gathered for tea in the drawing room. In the case of 275 East Keith Road that was also the practice but doubtless during Spring and Fall, afternoon tea was served on the front terrace overlooking East Sixth Street, the gardens, Vancouver Harbour and beautiful English Bay. From here also could be seen, when it was completed in 1902 the large shingle mill of her husband James. While this terrace was in the original design, the enclosure was a later but most desirable addition. As was the common design practice on the North Shore, this house was arranged with its back to the road.</p> | |
| | <p>The room in which afternoon tea was served was a beautiful room closed to the children of the house except by special permission. The best furniture, the best pictures and the best china would be found there. Afternoon tea was usually served sharp at 4 o'clock by the maid and consisted of thinly sliced bread and butter with dishes of home made jams, and rock cakes. This was a time when recipes for jams and other confectionery was discreetly exchanged by the ladies.</p> | |
| · | <p>For those ladies who might be staying to join their husbands for dinner, this was served usually at 7 o'clock with the dressing gong sounded in the hall way at a quarter to seven.</p> | <p>Anne MacIntosh, granddaughter of James and Minnie McNair who holds the three tier gong, has kindly contributed all photographs and newspaper cuttings used in this work and which are now located in the North Vancouver City Archives.</p> |
| | <p>The great trend of the period was to have a maid or preferably Chinese "boy" who could strike the gong in a manner recognisable and distinctly associated with that household. The popular style was for a single gong to be beaten rapidly from a gentle volume up to a crescendo and back down to a gentle beat over a period of eight to ten seconds. At the McNair house the gong unit had three gongs mounted vertically. It was likely that each gong was beaten at agreed meal and tea times.</p> | |
| <u>The City Grocery Store</u> | | |
| · | <p>In addition to the mill business James A. McNair and his brother Robert ran a large retail grocery store in Vancouver under the name of "The City Grocery Store" employing in</p> | |

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| <p>this line alone eight men and two teams of horses and delivery waggons. The store was located on Westminster Avenue, Vancouver.</p> <ul style="list-style-type: none"> An elaborately decorated float was entered by the store in a Vancouver Labour Day Parade and was considered one of the very best present. The cart was a massive affair by the standards of the day being 12 ft x 12 ft and some 12 ft high, consisting of two decks. The lower main deck was taken up by a display of the Firms goods, while the upper deck showed Professor Gordons troupe of Highlands in tableaux dances etc. The decorations in green cedar boughs and coloured bunting and streamers; and graceful dancing of the Highlanders and the busy air of the sales clerks as they tossed candies and apples to the crowd lent a scene of animation heightened by the hum and aroma of the coffee grinding machine central of the float. This monster float which was drawn by four gaily caparisoned horses, was followed by the Firm's delivery rigs tastefully decorated. All credit was due to the enterprise of the City Grocery people, but after all the display was considered characteristic of all the Firm's undertakings; they never did things by halves. | |
| <p><u>Robert McNair</u></p> <ul style="list-style-type: none"> On June 29, 1858 Robert McNair was born, as were his nine brothers and sisters, in Jacquet River, Restigouche County, New Brunswick, the son of Nathaniel and Martha McNair. He, like his brother James was educated in public schools in Restigouche County and commenced his career in the lumber business near his home village under the name of McNair Brothers. He with brother James A. McNair moved to British Columbia in 1892 and formed the Hastings Shingle Company. Robert had married Annie McKinnon of Shannon Vale, New Brunswick in 1889. They had two sons and three daughters. All had affiliation with the Presbyterian Church as did the entire McNair family. Robert and his family made their home at 1070 Melville Street, Vancouver. | |
| <ul style="list-style-type: none"> As has already been discussed, the James McNair, Robert McNair, partnership in the Hastings Shingle Manufacturing Company was terminated in 1901 with James buying his brother's capital share of that Company and the Company | |

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| <p>moved from a partnership to a corporate body. Robert remained a Director of the Hastings Manufacturing Company until his death at age 75 years.</p> <ul style="list-style-type: none"> In 1901 Robert formed the firm of McNair-Fraser Lumber Company and also remained a Director of that company until his death. Brother James was also a Director of this company. | |
| <ul style="list-style-type: none"> The primary purpose of the McNair-Fraser Lumber Company of which Robert was President and a second company, The Robert McNair Shingle Company, was to feed the Hastings Shingle Manufacturing Company mill built in 1902. In the process of raw lumber material feed, Robert's companies were largely responsible for clearing the entire North Shore of usable timber and setting up a mill in West Vancouver. This was because of the difficulty of access due to the steep terrain when descending to the saltchuck with heavy timber. In the upper levels of the Lynn the ex-McNair mill now operated by the Lynn Valley Lumber Company under Julius Fromme was used to cut shingle bolts and the bolts transported by flume to Burrard Inlet and thence to the Hastings Manufacturing Company until at least 1918. In August 1907 under section 20 of the Land Act of 1907, the McNair-Fraser Lumber Company Limited made application and later succeeded in gaining access to logging areas as holders of a special timber license on District Lots 1053 and 1054 in the District of New Westminster. Both these lots are located just above what is now Ambleside in West Vancouver. | <p>Johnson, Hugh, West Vancouver Historical Society. McNair Timber Company and Successors 1906-1913. <u>The Arrival of Steam</u>, 1993, Canada, B.C. Grant. Read this with the 1899 map of Alan E. McCourtney, District Surveyor.</p> <p>"The Express", North Vancouver, October 11, 1907. Application by the company solicitors Martin Craig and Bourne.</p> |
| <p><u>The McNair Timber Company and McNair-Fraser Timber Company</u></p> <ul style="list-style-type: none"> In August 1906 articles of incorporation of the McNair Timber Company had been filed. The subscribers were brothers James, David, Nathaniel, Robert and William McNair. The new company's timber leases were located west of the Capilano River in what is now West Vancouver's British Properties, and extended some distance above. The lower portion of these leases had been logged by Moody's ox-teams thirty years before. | |

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| | <p>Timber that was either inaccessible or rejected by the old methods was now accessible by steam power.</p> <ul style="list-style-type: none"> The McNairs leased four waterfront lots and foreshore from John Lawson at \$35.00 per year, and in March 1907 began construction of a railway log dump and booming ground on the site. As work proceeded on the railway grade which took only a few months to build, two logging camps were set up, and shingle bolt cutting commenced. Moody's main bull team road was re-opened which connected both camps with the waterfront at 13th and 16th Streets, West Vancouver. Horsedrawn sleds carried the shingle bolts down to the water, for the trip to the mill in Vancouver, by cable boom towed by steam tug. | |
| | <ul style="list-style-type: none"> The railway had its terminus on a pier at the waterfront near Sixteenth Street. The line then extended upwards in a north-eastward direction through the site of what was the Odeon Theatre and through the middle of the 1200 block on Inglewood to approximately the location of Eleventh Street, where it turned north. At the level of Palmerston Avenue the line again curved away to the north-east, crossing Brothers Creek which at that time was know as Sisters Creek and its tributaries, on a pair of two-hundred and three-hundred foot long trestle bridges. The two | |
| | <p>camps, the lower probably near Eleventh Street, the upper located a mile and a half above and beyond the lower camp. This upper camp was located on a site which later became that of the first home built in British Properties. The grades ran from three to sixteen percent and the lower mile and a quarter of the line, while the upper stretch had grades as steep as twenty-two percent.</p> | |
| | <ul style="list-style-type: none"> West Vancouver historian and author David Rees-Thomas states that the lower camp comprised a large stable, a cookhouse and a dormitory, all of cedar-shake construction, while the upper camp included a blacksmith's shop, three bunkhouses and a combination cookhouse, stores and dining hall. The Province Newspaper reported that the McNairs' had a reputation for feeding the loggers well, which was appreciated by the loggers and was in keeping with the general efficiency and good will produced by the Presbyterian McNair family. | |

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| · | <p>The McNair Timber Company railway was solidly built, much of it being constructed on heavy timber crib-work. Due to the very steep grades in the upper section, rather than use easy running railway logging cars or trucks, the McNairs intended to trail the logs of cedar and fir between the rails on the road bed behind the locomotive. The friction of the string of logs being dragged would provide a significant degree of braking action for the locomotive.</p> | |
| · | <p>A 45 ton Heisler locomotive was ordered for this purpose. The two truck locomotive, C/N1103 was built in November of 1906 and had 15 1/2 x 12 inch cylinders and 40 inch driving wheels. It was moved from Erie, Pennsylvania to Vancouver on its own wheels, coupled onto a scheduled train. Final delivery of the locomotive, by scow towed by steam tug out through the First Narrows and across the Inlet, was complicated by the fact that the pier to receive the Heisler was only partly constructed. The inexperience of the work crew under foreman James Mathison combined with the changing state of the tide delayed landing until after dark on that night in June 1907. "It was 9 o'clock at night," the Province relates "when, by the light of lanterns, the locomotive, with an emphatic puff or two of its exhausts, steamed onto the temporary pier, closing operations for the night." By four the next afternoon, Monday June 2, 1907, the Heisler had been transferred to the logging railroad proper and was making its way, slowly and cautiously to the upper camp. There the crew took time for a well earned meal.</p> | |
| · | <p>It was at this point in the proceedings that the McNairs and all concerned in the building of this conventional railway with very steep grades recognised how effective the dragging of a train of coupled logs along the road bed of the railroad had to be to achieve security of the log transportation system. This can be seen on the first down hill trial carried out without the log train load attached to the Heisler. Subsequent events are described in the Province.</p> <p>"... after supper, it was determined to try conclusions with a down-grade trip, and the start was made with several interested spectators in the cab besides the driver, and an expert from the engine company, who had control of the operations. Soon after starting, however, the brake sin some manner became locked and the locomotive began to skid down</p> | |

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| | <p>the rusty rails without moving a wheel. It had attained a speed of about seven miles an hour when the expert had to announce that he had lost control of the engine and to recommend those aboard to jump. This, fortunately, they did, escaping with nothing more than a shaking, and in one case, a sprain. With accerlerating speed the huge locomotive sped down the track. It had probably got up to fifteen or twenty miles an hour when it came to the curve at the bottom. Here it left the rails and began to conduct pioneer agricultural operations in a soil in which small boulders and occasional stumps were frequent. The safety valve broke off and its pressure went down to zero in a second. Fortunately, in plowing into the comparatively free ground it did not meet with any irresistible obstacle, so that it is not so seriously damaged as it might have been!</p> <p>Mr. Rees-Thompson noted "the engine was wrenched free of its front truck, which remained, inverted on the rails. The stack was bent at right angles, and the remains of the headlight reposed upon a stump. The cab was badly battered, yet the engineer's valise remained within it." While it was to serve the McNair brothers no more, the tough little Heisler survived to be part of the lumber industry for many years.</p> | |
| | <p>"The wreck of the company's motive power must have come as a rude shock to the McNair's and perhaps more so to three other gentlemen," Mr. Rees-Thompson continues. "Not three weeks prior to the accident, an agreement had been signed between the McNair Timber Company and one David Grant, acting on behalf of a company about to be formed. On June 10, 1907, the McNairs formally entered into a partnership with Graham Fraser, a manufacturer from New Glasgow, Nova Scotia, Joshua Peters, of Moncton, New Brunswick, and Russell L. Fraser, a North Vancouver engineer. The capital of the new corporation, known as McNair-Fraser Lumber Co. Ltd. was divided into 2,000 shares of \$100 each, of which James and Robert McNair each held 500. James A. McNair remained president and chairman of the Board and Manager of the Company, while R.L. Fraser became Assistant Manager. In September of the following year, however, James A. McNair resigned the presidency and chairmanship, and in December he sold his shares to Graham Fraser and one Henry H. McDougall, apparently without his brother's knowledge. The latter move, added to a family dispute over a 'church matter', led to a permanent rift between the brothers.</p> <p>"Logging operations on the McNair-Fraser limits came to something of a standstill with the wreck of the Heisler, and it became obvious that something better than a geared locomotive was needed for the twenty per cent plus grades on the line. The answer was to be found at Marshland, Oregon, in the camp of the O.K. Logging Company. John McNair (a</p> | |

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| | <p>cousin) was dispatched to Marshland to learn all he could. The O.K. Company's machine was rebuilt by Willamette Iron and Steel from a Fouts Gripwheel originally operated by Henry Colvin. It was known as a 'Walking Dudley', a name said to have been taken from that of an old logger who walked from camp to camp. The machine developed for the McNair-Fraser railroad incorporated certain refinements, most significant being the use of two bull wheels connected by differential gearing, while a single wheel was used by the original. A detailed description was given by Russell Fraser in Western Lumberman in August 1911:</p> | |
| | <p>...The cable locomotive is mounted on two specially designed trucks. Each truck has four double flanged wheels with an independent axle on each wheel, two journals on each. The frame is built up of heavy eighteen-inch-I-beams and rests on the trucks at three points, two under the boiler and one under the tank end of the machine. The boiler is 76 inches in diameter by 138 inches high and carries 160 pounds of steam. It is placed at one end of the machine directly over one of the trucks. The engines are similar to those used on a 14 x 14 road engine. The power which drives the machine is transmitted through a differential gear similar to that used on automobiles, to the bull wheels over which the cables pass. This differential gear is necessary in order to equalize the strain on the cables while going around curves. The machine works on a standard gauge track and hauls itself along on two wire cables one inch in diameter. These cables are stretched along the track just outside of either rail and are held in place by means of hardwood pegs set in the ties. At the upper end of the track these cables are made fast to stumps. Then, coming to the machine, they first pass under guide shives, from there they pass to the bull wheels and are given four turns around each, after which they pass under guide shives similar to those already mentioned but located at the other end of the machine and from where they pass around tightening wheels placed at the outer cables are wound are similar to a gipsy or ship's niggerhead, except that the diameter of the bull wheel is greater, measuring five feet across'.</p> <p>The 'Dudley Walker' cost McNair-Fraser roughly \$8,000.00, which proved to be a good investment. The cable, costing 15 cents per foot new, showed very little wear, even after two seasons of use. With a four-man crew (driver, fireman, chaser, and in dry weather, a greaser) the Dudley made four round trips in a ten-hour day, trailing ten to sixteen logs in each turn. The largest turn hauled to tidewater scaled to 34,700 feet.</p> | |

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| | Still, loggin on the 'Dudley Road' was not without incident. Frank Payson Colpitts, a West Vancouver pioneer, was interviewed by the Lions Gate Times in April, 1962. 'There were firs on Hollyburn that had five or six thousand board | |
| | <p>feet of lumber in them,' Mr. Colpitts recalls, 'and one cedar was cut that was said to be an 11,000-footer. But when she was on her way down the foreman would not wait to put an extra line on her at Lawson (?) Canyon. He signalled them to highball her through and the huge cedar crashed over the edge and plunged to the bottom. There wasn't even stovewood left'.</p> <p>"The heat of friction on the trailed logs was so great that they were smoking by the time they reached water. It is not known whether a fire was ever caused by the Dudley, but the danger was always present. 1910 was evidently a bad year for fire in the woods north of Vancouver. The first of the season occurred in the vicinity of the McNair-Fraser camp on Sunday, April 24, but provincial fire warden Gladwin made good use of the 45 men in the camp and had the fire under control by nightfall. That year saw 'Old Dudley' suffer the indignity of running out of control and off the end of the pier into the saltchuck. As the outfit weighed thirty-eight tons, it was no doubt a strenuous task to get it back on the track. The Dudley was off the rails on at least one other occasion, when it turned over somewhere between the lower camp and the waterfront, but on the whole it seemed to have been a successful piece of motive power."</p> | |
| | <ul style="list-style-type: none"> • The readily accessible timber surrounding the upper camp was harvested during 1908 and early 1909. | |
| | <ul style="list-style-type: none"> • By 1910 the company had extended its reach north-westward across Brothers and Lawson Creeks. Remnants of this three quarter mile fore and aft road are still evident at several locations in the forest. Two very large logs laid side by side formed the bridge over the canyon at Brothers Creek, giving access to the west side. A large "Roader" donkey engine was acquired to operate this road. | |
| | <ul style="list-style-type: none"> • McNair employed three steam donkey engines and used the ground lead system to draw the logs to the railway. Furthest in the woods was the yarder engine which pulled the logs to a central point at the end of temporary skidroad. This machine was moved from place to place as the fallers progressed across the area. Next came the "swing" engine which dragged the logs from the "yarder" to the main "fore and aft road", where they were made up into a "turn" or | |

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| | <p>string of 16 to 20 logs on the fore and aft road. This "turn" was then attached to a main cable of the powerful "Roader" engine, which pulled the string of logs to trackside for transport down to the waterfront booming grounds. Trees felled nearly two miles from the railway could be recovered in this manner.</p> | |
| <ul style="list-style-type: none"> • | <p>The ground lead system was a primitive form of steam logging. It could operate over steeper slopes and more uneven terrain, but still required the construction of skidroads and temporary bridging of creeks that the ox-logger encountered. In the straight-line fore and aft roads used in the ground lead system, smaller logs were laid end to end in the roadbed forming a trough to guide the "turn" over rocky or swampy areas. Similar structures were required over creeks or ravines. The labour and timber used in this construction could quickly erode profits, if a difficult patch of terrain was encountered.</p> | |
| <ul style="list-style-type: none"> • | <p>The 1909-1910 period seems to have been the most profitable for this company. The camp employed forty- five men and was capable of producing some million feet of logs per month. Some early residents involved during this period were, John C. McNair as superintendent, Johnnie Howe operated the Walking Dudley, Tim McCullough was the "Rigging Slinger", Payson Colpitts worked in the woods, and Boommen were Jack Stewart and Louis Fulton.</p> | |
| <ul style="list-style-type: none"> • | <p>The company changed hands in 1911. The McNair-Fraser name was retained, but management was assumed by a group, headed by F.N. Trites, a prominent Vancouver broker. Trite's plans for the company included construction of a sawmill on the mountainside some distance above the upper camp, to supply a sash and door factory which was proposed for the waterfront. The Walking Dudley track was to be extended to connect the two plants.</p> | |
| <ul style="list-style-type: none"> • | <p>David Rogers had the mountainside sawmill up and running in early 1912. This mill had a capacity of about 25,000 feet of cedar lumber per day, and produced steadily throughout the season. A small donkey engine pulled in the log supply that was cut in the vicinity of the mill. The Walking Dudley rail line was extended about half a mile to the mill, and two flatcars were added to transport lumber to</p> | |

| PART 8 JAMES A. MCNAIR AND THE MCNAIR BROTHERS, Lumbermen, Industrialists, Grocers, Farmers | Source Reference |
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| the waterfront. | |
| <ul style="list-style-type: none"> In early 1913 it became apparent that the sash and door factory would not be built. Rogers mill was dismantled and relocated on a site at the northwest corner of Esquimalt Avenue and 14th Street. Two shingle machines were installed, and a new planing machine turned out finished lumber. This new mill was incorporated as the Hollyburn Lumber Company, apparently separate from the assets of the McNair-Fraser Lumber Company, but still under F.N. Trites control. | |
| <ul style="list-style-type: none"> The McNair-Fraser camp was abandoned in 1913. The logging equipment was removed, the trackage of the railway taken up, and the Walking Dudley sold to Vancouver Machinery Depot. There is an unconfirmed report that the famous Walking Dudley was converted to a donkey engine, and finished her days with the Deep Cove Logging Company. | |
| <ul style="list-style-type: none"> The McNair Timber leases were acquired by King and Allen of Bellingham, Washington, in 1914. This company sought approval of a flume down 11th Street to a millsite on the Indian Reserve. Negotiations continued through 1915 without success. Robert Shields of the Vedder River Shingle Company took over the leases in 1916, and removed the last log in 1926. | |
| <ul style="list-style-type: none"> A further project involving the engineering skills and enterprise of Robert McNair corporately supported by the Hastings Shingle Manufacturing Company, was the Port-Coquitlam Line. | |
| <p><u>Robert McNair and the Port Coquitlam Line</u></p> <ul style="list-style-type: none"> In 1913 all summer long, gangs were vigorously engaged in constructing a 9 mile steam railway line, the B.C. Electric Company called it the "Port Moody-Coquitlam Railway", from a point at the very eastern extremity of Burrard Inlet to the dam project at the south end of Coquitlam Lake on which the B.C. Electric Company had been labouring since 1908. Connecting with the Canadian Pacific Railway's three year old project Port Moody-IOCO branch, the new railway ran | |

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| PART 8 | JAMES A. MCNAIR AND THE MCNAIR BROTHERS, Lumbermen, Industrialists, Grocers, Farmers | Source Reference |
| | east for two miles before turning north to follow the Coquitlam River to the dam, crossing the river twice at 4.25 and 6.75 miles from Burrard Inlet, each time over a bridge comprising three Howe truss spans. | |
| · | Robert McNair, of Robert McNair Shingle Company, and the B.C. Electric had collaborated on this railway project even in its planning. The B.C. Electric Company had wished to haul supplies and materials up to the dam; McNair had been anxious to haul lumber down to his mill. The company made him an offer and he accepted; the B.C. Electric Company would build a railway using forty pound rail on a superb 66 foot right of way; in a 25 year deal Robert McNair would have the right to operate the line on his promise to pay \$50,000.00 towards the construction cost and \$50,000.00 per annum for ten years. The B.C. Electric-McNair agreement had been signed on October 1, 1912. Steam had been preferred over electric power because the B.C. Electric Company had estimated steam costs to be \$50,000.00 and electric (with appropriate equipment) to be \$140,000.00. The B.C. Electric Company was convinced there would not be sufficient return to meet its capital investment if it went electric. | |
| · | In 1914 the Port Moody-Coquitlam Railway's first seven miles from Burrard Inlet was certified complete on March 7. The speed limit was ten miles per hour. The B.C. Electric Company had constructed a small wharf at the terminus to which logs would be brought from Coquitlam Lake. Since Robert McNair owned the waterfront property, by agreement the wharf would become his in a few years. Steam locomotive #940 sent to the line in the previous year would stay most of 1914. | |
| · | By July 1915, the final mile and a half to the dam on the Port Moody-Coquitlam Railway was not in use, as it was generally in bad shape and in need of ballasting. In actual fact, McNair was vigorously pursuing logging operations along the rest of the line with a 35 ton, six wheel, oil burning saddle tank locomotive from the Canadian Locomotive Company, Kingston, Ontario. As rolling stock he had six of his own 41 foot, 60,000 ton flat cars numbered 1, 3, 5, 7, 9 and 11, and two cars numbered 4009 and 30002, leased from the B.C. Electric Company; then there were thirteen | |

| PART 8 | JAMES A. MCNAIR AND THE MCNAIR BROTHERS, Lumbermen, Industrialists, Grocers, Farmers | Source Reference |
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| | <p>Seattle Car Company-built logging cars, lettered with the B.C. Electric Company name.</p> <ul style="list-style-type: none"> By the end of 1917, the Port Moody-Coquitlam Railway had been relaid with 56 pound rail; McNair was still operating the one steam locomotive and now used twelve flat cars and 12 logging cars. In 1923 the B.C. Electric Company lease agreement with Robert McNair having expired, the company agreed on April 14, to sell the Port Moody-Coquitlam Railway to Messrs Thurston-Flavelle Limited, a lumber concern which marketed "Beaver Brand" and "Western Red Cedar". The sale included the railway itself and the land which it occupied. Thus a little known railway passed out of the hands of B.C. Electric Company, ultimately to be a victim of the economic depression to come. | <p>Ewert, Henry, <u>The Story of the B.C. Electric Railway Company</u>, Whitecap, 1937. pp.117, 118, 123, 138, 142, 157.</p> |
| | <ul style="list-style-type: none"> Robert McNair died in 1933 at age 75 years, some 42 years after his arrival in British Columbia from Jacquet River, New Brunswick. He was taken ill suddenly in a downtown Vancouver cafe while at lunch. He was taken home by ambulance, but failed to regain consciousness and died at 9:00 PM at his home at 5315 Granville Street, Vancouver. | |
| | <ul style="list-style-type: none"> One of the interesting facts of Robert's life was that he possessed the distinction of having supervised the installation of the first block pavement in Vancouver, and was noted for his interest in all the City's progressive movements. He was several times President of the British Columbia Shingle Manufacturers Association. Robert acted as manager and Elder of the First Presbyterian Church for many years. He was one of the founders of the Central Church and later was deeply interested in the New Presbyterian Church in which he was an Elder. Robert was a generous contributor to the Central City Mission and one of the organisations leading Directors. | |
| | <ul style="list-style-type: none"> The funeral was initiated at his home and with his wife Annie, Robert was survived by his two sons, William and | |

| PART 8 JAMES A. MCNAIR AND THE MCNAIR BROTHERS, Lumbermen, Industrialists, Grocers, Farmers | Source Reference |
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| <p>Earl and three daughters: Mrs. Fred Smith, Mrs. John Andrews and Miss Dorothy McNair, all of Vancouver. Likewise, three brothers: Nathaniel and David of Vancouver and James, who at this time was residing at Sardis in the State of Washington, and his sister Mary McNair of New Mills, New Brunswick.</p> <ul style="list-style-type: none"> The Reverend S. Robertson officiated and Nunn and Thomson Funeral Directors were in charge of arrangements. | |
| <p><u>William McNair</u></p> <ul style="list-style-type: none"> William, the older of both James and Robert McNair, was born in Restigouche County, New Brunswick, September 20, 1848 of Nathaniel and Martha McNair, described earlier. In 1873 William married Jane Archibald (1849-1928) of Archibald Settlement of New Brunswick. They had eight children: Catherine 1875-1963, who became Mrs. George Davidson; Martha May, 1876-?; she became Mrs. P.J. Smith?; Albert James, 1878-?; Melvin, 1881-1970; Isabella Jane, 1883-1907?; Robert Nathaniel, 1886-?; Terrance Wilfred, 1887-?; David, 1892-?. | |
| <ul style="list-style-type: none"> Until 1886 William was a lumberman and at that time he entered into the partnership with three of his brothers when they established the small sawmill and general store at Eel River, New Brunswick. As mentioned elsewhere, this operation was destroyed by fire in 1889 and was a total loss. | |
| <ul style="list-style-type: none"> William and his family, except for David, who was yet to be born, moved to Vancouver, British Columbia in 1891. Here they became close friends with the family of John Dockstader and in July 1893, both families moved to Armstrong, British Columbia, where they homesteaded about one mile apart on the Hallam Road in the Knob Hill area. Soon after this, William McNair rented the Shields Farm another 160 acres, which was nearby and where, with his sons he successfully raised grain, stock and potatoes. In 1904 they purchased the Cargill Farm of some 300 acres where they raised hay, grain, vegetables, cattle and hogs. | |

| PART 8 JAMES A. MCNAIR AND THE MCNAIR BROTHERS, Lumbermen, Industrialists, Grocers, Farmers | Source Reference |
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| <ul style="list-style-type: none"> Finding there was a lack of marketing and shipping facilities in the area, in 1907 William McNair entered into the fruit, vegetable, hay and grain shipping business assisted by his two sons Albert and David. In due course branches were established at Ashcroft, Kamloops, Vernon and Penticton. | |
| <ul style="list-style-type: none"> In 1910 William McNair became a partner in a firm of McNair and Haddock at Ashcroft. He was also a partner in the McNair Company Warehouse in Calgary. | <u>Whos Who and Why</u> , Parker, C.W., Edit Vol. 3, International Press, Vancouver, B.C. 1913, p.584 |
| <ul style="list-style-type: none"> In 1923 the companies were sold to the Associated Growers of British Columbia Limited with William's son Albert becoming manager of their Kamloops branch. He remained there until 1934 when he bought the Eldorado Ranch at Kelowna. In 1943 Albert sold his ranch and retired. | |
| <ul style="list-style-type: none"> William's youngest son David was engaged by the Associated Growers in 1923 and in 1924 he was promoted to Sales Manager where he continued until 1938. In 1939 he was selected as Sales Manager for British Columbia Tree Fruits Limited, Kelowna, where he remained in this capacity until his voluntary resignation in 1949 at age 57 years. Due to David's tireless efforts and talents, the market for Okanagan apples was expanded and became known throughout many parts of the world, together with the fact that the Okanagan Valley in particular, and British Columbia in general benefitted economically. In 1949 David moved to Vancouver where he entered the import and export business in various forms. | |
| <ul style="list-style-type: none"> In 1929 William died in Armstrong, seeing his sons well established in farming, and his brothers as highly successful businessmen. | |
| <ul style="list-style-type: none"> Returning to 1904, William's son Melvin purchased the original McNair homestead and in 1908, associated with his brother Terrance Wilfred, leased the Cargill Ranch which they later sold. Melvin then bought another farm on the Pleasant Valley Road about a mile south of Armstrong where he continued until his death in 1970. He married an Armstrong girl, Esther Warner (1900-?) in 1919. Esther remained on the farm following Melvin's death. | |

| PART 8 JAMES A. MCNAIR AND THE MCNAIR BROTHERS, Lumbermen, Industrialists, Grocers, Farmers | Source Reference |
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| <ul style="list-style-type: none"> After leaving the Cargill Ranch, William's son moved to Vernon where he resided for several years and later in the early seventies he moved to New Westminster. | |
| <ul style="list-style-type: none"> William's son Robert acquired a farm near Armstrong city limits and enlisted during the World War I, where he served until 1918. Following his return from overseas, he moved to Wenatchee, Washington, later moving to Walla Walla. | |
| <ul style="list-style-type: none"> The McNairs, headed by William, a life long Conservative Party supporter and Presbyterian, played an important and respected role in the affairs and life of the entire Okanagan Valley. All of them conducted their lives and business on the basis that a verbal promise and handshake were as binding as a legal contract. All of them toiled arduously for everything they gained. None of them expected charity, other than fellowship, and yet each of them in their own way had been charitable like good Scots. | McNair, William, 1849-1929, Okanagan Historical Society Report #36, 1972, Article by James Bell. |
| <p><u>James McNair</u></p> <ul style="list-style-type: none"> James A. McNair tragically died on January 14, 1942 in an automobile accident at the corner of Lillooet and Hastings Streets, in Vancouver. He was then aged 75 years, 5 months and 3 days. At that time he and his wife Mary were residents of 220 Rockland Avenue, North Vancouver. James was struck by a car on a foggy day as he walked in the road to investigate the reason why the car in front had stopped. An inquest was held January 15, 1942 by Dr. J.D. Whitbread, Coroner. The undertaker was Center and Hanna Limited, Vancouver. Funeral services were held the following Saturday at Center and Hanna's Chapel, the Reverend J.S. Muldrew officiating. | Death certificate March 6, 1942. |
| <ul style="list-style-type: none"> James was survived by his wife Mary ("Minnie"); a son Murray R. McNair of Vancouver; a daughter Lillian, Mrs. Allan Townsley of North Vancouver; brother David in Seattle; three grandsons and one grand-daughter. Internment was made in the family plot in Mountain View Cemetery. | |
| <ul style="list-style-type: none"> James Archibald McNair and his brothers Robert and William were long term entrepreneurs of British Columbia | |

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| PART 8 | JAMES A. MCNAIR AND THE MCNAIR BROTHERS, Lumbermen, Industrialists, Grocers, Farmers | Source Reference |
| | who established lasting effects on the rich development of the Vancouver and Okanagan regions of British Columbia. James Archibald McNair was renowned in the lumber industry as the "Shingle King of the Northwest". | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 8

PART 9

THE SYDNEY STALKER AND SQUIRE STEAM WAGON

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
TRANSPORTATION AND INDUSTRY
Researcher: Roy J.V. Pallant

| PART 9 | DISTRICT ROAD MAKING - THE SYDNEY STALKER AND SQUIRE STEAM WAGON | Source Reference |
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| · | Mention is made at several points in this <u>District of North Vancouver Socio-Historical Service Infrastructure</u> of the steam-engined tipper wagon acquired by the District of North Vancouver for a program of road building. Centre Road (presently Mountain Highway) was the first road to be built to replace the flume-way clearing from Rice Lake to Shaketown* and its associated skid road. | Express, Dec. 31, 1909. Copy held by NVMA. See NVMA image #____. *Located to the east of the intersection of Lynn Valley Road and Mountain Highway, formerly named Pipeline Road and Centre Road respectively, and including Ross Road. |
| · | The steam wagon purchased by the District Council arrived just after Christmas 1909. This together with the mobile rock crusher with its mobile steam engine and the Invicta Steam Roller, which arrived from England by ship and railway on July 19, 1909* placed the District in possession of a thoroughly complete road making plant of that time period. | * Remembered accurately by Lynn Valley residents at that time because the rock crusher and Invicta Steam Roller arrived in Lynn Valley on the same day as Jennie, daughter of Thomas Thompson, was born (see Chap. 4, Part 1, Thompson Family of Lynn Valley). |
| · | The steam wagon was manufactured by Sydney Stalker and Squire Ltd., London, U.K. and was secured through Bayfield and Archibald of Vancouver. The wagon was of a type very much in use in England. It had a compound engine of 40hp, with a steam pressure of 200 lbs. at 400 revolutions per minute. | |
| · | The carrying capacity was 5.5 cubic yards of rock or approximately 8 tons. It was also capable of hauling a trailer with an additional capacity of 4 tons. | |
| · | The speed of the wagon in low gear was from 4-5 miles per hour, and high gear, from 8-10 miles per hour. | |
| · | The fuel consumption was about 300 lbs. per day and | |

| PART 9 DISTRICT ROAD MAKING - THE SYDNEY STALKER AND SQUIRE STEAM WAGON | Source Reference |
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| unlike most British manufactured traction-type steam engines, the fire box design and the power output was based on the use of logs rather than the coal or similar fossil fuel oil. | |
| <ul style="list-style-type: none"> The box of the wagon was arranged to tip at an incline that could be accurately adjusted so that the wagon could be made to distribute rock as it passed along the road way. | |
| <ul style="list-style-type: none"> The wagon was estimated by Thomas Thompson as doing the work of about 10 teams of horses. So far as was known at that time, this was the first steam wagon to operate in British Columbia. The cost to the District for the wagon was about \$3,500.00. | |
| <ul style="list-style-type: none"> Every preparation was being made at that time by the District Council to make the best use of the new road making plant during the 1910 season. A narrow gauge tramline was cars etc., had been ordered for the Municipal quarry on Dempsey Road West, and was scheduled to be installed by Spring of 1910. | |
| <ul style="list-style-type: none"> Centre Road was the first to be Macadamized, and a trail made along Boundary Road* and Tempe Crscent to reach Lonsdale Avenue North. The work on Lonsdale Avenue North did begin when Centre Road surface was completed. | * Boundary Road became 29th Street. |
| <ul style="list-style-type: none"> The possession of such an excellent plant placed the District in a very advantageous position as to road construction. | It is also interesting to note that in this same December 31, 1909 edition of the Express were the letters appealing to the elctorate for support in the coming election for the Aldermanic Boards, for both the City and the District of North Vancouver, listing names like R.C. Biss, ARthur W. Sargent, and I. Walden. |
| <ul style="list-style-type: none"> All the equipment mentioned here was given into the charge of Thomas Thompson, District Road Foreman, who had arrived in Lynn Valley with his brother Harry in 1903 and had been trained as a steam engineer in the Cumberland (UK) coal mines. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 8

PART 11

**EARLY AMBULANCE SERVICE
ON THE NORTH SHORE**

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORIC SERVICE INFRASTRUCTURE
TRANSPORTATION AND INDUSTRY

Researcher: Roy J.V. Pallant

| PART 11 | EARLY AMBULANCE SERVICE ON THE NORTH SHORE | Source Reference |
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| · | <p>FIRST AMBULANCE 1922-1935</p> <p>At a City Council meeting in November 1918 North Vancouver City Clerk, R.F. Archibald announced that it took anywhere from three to twenty-four hours to get an ambulance from Vancouver by way of the ferry service. An influenza patient could die in that time. Thus the needs for a North Shore based ambulance became very important.</p> | <p>For further details on transportation of sick or injured persons, see Chapter 6, Part 4, Dr. Emile Therrien.</p> |
| · | <p>In 1919 the ladies of the Red Cross Society had attempted to raise funds to obtain an ambulance but had to abandon the project through lack of political, commercial and public support.</p> | |
| · | <p>In 1921 the North Shore Kiwanis Club stood in winter rains on tag days and received widespread support to obtain an ambulance. On one day they raised \$283.00 and the following week \$150.00. By January 1922 the ambulance fund stood at \$600. By March 1922 the objective was nearly reached with donations from local commerce and the three municipal councils.</p> | <p>North Shore Press, November 11, 1921, p.1.</p> <p>North Shore Press, March 16, 1922, p.1, May 21, 1922, p.1.</p> |
| · | <p>On May 17, 1922, E.C. Walsh, president of the North Vancouver Kiwanis Club, formally presented the vehicle (valued at \$2,500.00) to the communities of the North Shore. The ceremony took place in the North Vancouver Drill Hall of the Sixth Field Regiment of Canadian Engineers at Mahon Park, where Mayor George Morden of the City of North Vancouver accepted the gift. Angus McGougan, chairman of the Kiwanis Ambulance Committee, commended the three municipalities for the "fine example of community spirit", displayed during the fund raising, and he expressed the hope that there would be other instances of such cooperation in the future. It was indeed a praiseworthy community endeavour and this hope was shared by all.</p> | <p>North Shore Press, May 19, 1922, p.1.</p> |
| · | <p>North Shore residents, as well as the Kiwanis Club were justifiably proud of their shiny new ambulance which according to reports was a handsome vehicle. It was grey</p> | |

| PART 11 EARLY AMBULANCE SERVICE ON THE NORTH SHORE | Source Reference |
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| <p>in colour with "North Shore Ambulance' emblazoned in blue and gold on both sides. Beneath this lettering was the Kiwanis "K" circled in blue and gold. Dark mahogany lined the interior, and at the side windows hung blue curtains trimmed with gold braid. Inside was a portable cot for the patient, with a leather chair on either side for attendants, or family members.</p> | |
| <ul style="list-style-type: none"> • The ambulance was reported to contain a medicine chest and "other small equipment".* | <p>* North Shore Press, May 19, 1922, p.1.</p> |
| <ul style="list-style-type: none"> • The ambulance was at first stationed at No. 2 Fire Hall in the City of North Vancouver until after less than one month Fire Chief William Murphy complained to Council that they needed two more men to handle the ambulance. | |
| <ul style="list-style-type: none"> • So after discussion, the ambulance became the responsibility of the North Vancouver City Police Department. | |
| <p>SECOND AMBULANCE 1935-1949</p> <ul style="list-style-type: none"> • 1929 Converted 5 passenger Packard which had served the area since 1935 (12 years). | <p>North Shore Press, January 24, 1947, p.5.</p> |
| <ul style="list-style-type: none"> • In April 1947 the Hospital Board received a petition from the Safety Council of Local 1-217 of the International Woodworkers of America who considered the ambulance to be obsolete, inadequate and entirely unsuitable. | |
| <ul style="list-style-type: none"> • One of the workers from a "North Vancouver mill" had a serious accident resulting in a permanent disability. The injured man was lifted onto a stretcher, and a call was placed for an ambulance. When it arrived it was impossible to get the stretcher into the vehicle. Being a converted car there was no rear door, and this particular stretcher was a little too wide to be manoeuvred through the side door. A part of the stretcher was sawn off by the injured man's fellow workers. | |
| <ul style="list-style-type: none"> • The Packard continued in use until April 1949 (14 years) when Mayor Frank Goldsworthy ordered it, after frequent breakdowns, "into oblivion" and all ambulance calls were transmitted to Kingsway, or Exclusive Ambulance Service in Vancouver. | <p>North Shore Press, April 29, 1949, p.1.</p> |
| <p>THIRD AMBULANCE 1949</p> | <p>Minutes of the meeting</p> |

| PART 11 EARLY AMBULANCE SERVICE ON THE NORTH SHORE | Source Reference |
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| <ul style="list-style-type: none"> After the demise of the 1929 converted Packard, the Elks came to the rescue and offered to provide a new properly equipped ambulance. | of the board of Management of the North Vancouver General Hospital, May 19, 1949. |
| <ul style="list-style-type: none"> In July 1949 the new ambulance arrived - a twenty-one foot long Cadillac, completely equipped, valued at \$9,000.00. The North Shore Press proudly displayed a picture of it on the front page*. It was a handsome looking vehicle, reminding one of the elegance of the blue and gold ambulance donated by the Kiwanis Club back in 1922. | * North Shore Press, July 15, 1949, p.1. with picture. |
| <ul style="list-style-type: none"> The new ambulance had been built at the Cadillac factory in Lima, Ohio, U.S.A. and an official of Superior Cadillac Sales, of Vancouver, who happened to be in the East at the time it was ready, drove it all the way from Ohio, and delivered it to the front door of the hospital. | |
| <ul style="list-style-type: none"> There was an official presentation ceremony outside the hospital after which Mayor Goldworthy "christened" the ambulance by driving all those present (The Elks Club Hospital Committee, Commissioner Sowden, Hospital Administrator Paine, and other civic officials) on a tour of the City and District. It must have been a gala ride after which the ambulance was deposited at the Fire Hall. The Elks had requested that it be housed at the hospital, and many in the area felt this would be preferable, but there was no accommodation for it at that time, so, for the present, the new ambulance remained at the fire hall across the street. It had taken two years to solve the ambulance problem, but this was speedy action compared to the other difficulties facing the Hospital Board at that time. | North Shore Press, July 15, 1949, p.1. |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 8

PART 12

**TOTEM POLE IN THE PARKETTE ON THE
SOUTH-WEST CORNER OF 29TH AVENUE EAST
AND LYNN VALLEY ROAD, LYNN VALLEY**

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
TRANSPORTATION AND INDUSTRY
Researcher: Roy J.V. Pallant

| PART 12 | TOTEM POLE IN THE PARKETTE ON THE SOUTH-WEST CORNER OF 29TH AVENUE EAST AND LYNN VALLEY ROAD, LYNN VALLEY | Source Reference |
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| · | Originally, what is now 29th Avenue was from about 1868 a commercial logging road, which in 1907 was named Boundary Road, this serving as the boundary line between the District of North Vancouver to the north and the City of North Vancouver to the south. | |
| · | At that time, 29th Avenue which was merely a muddy and rough skid road, came down to what became Fromme Road to turn and follow it either to join Pipeline Road* or to cross Pipeline Road and join what is now 27th Avenue and link up with the main skidroad running Lynn Centre down to Moodyville and the saltchuk. | * Now Lynn Valley Road. |
| · | Over the years from 1911*, Fromme Road and Lynn Valley Road were developed as major roads while the short section of 29th Avenue between Fromme Road and Lynn Valley Road was merely an access track for local residents. | * When the District Hall was built on the corner of Fromme and Lynn Valley Road. |
| · | In 1973 this short section was realigned and a parkette was established by the District Parks Department on the southwest corner of 29th Avenue East and Lynn Valley Road. | Opposite what is now Lynn Valley Shopping Centre. |
| · | As part of the beautification of this parkette, a totem pole was erected in July 1974 by the District of North Vancouver Parks Department. | |
| · | The totem pole was carved and assembled by Ken Mayo of the Parks Department* who before being employed by DNV Parks Department was a car salesman. During that period he met a customer who gave him an interest in art and Ken took up oil painting**. | * Lillian Speers, life long Lynn Valley resident. ** Margaret (Peggy) Hunt, life long Lynn Valley resident. Story taken from an article in an undated <u>North Shore Shopper</u> . |
| · | Ken Mayo then joined the DNV Parks Department to make, to inscribe and paint signs for District parks and to | |

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| <p>PART 12 TOTEM POLE IN THE PARKETTE ON THE SOUTH-WEST CORNER OF 29TH AVENUE EAST AND LYNN VALLEY ROAD, LYNN VALLEY</p> | <p>Source Reference</p> |
| <p>eventually make a totem pole.</p> | |
| <ul style="list-style-type: none"> Ken had spent some time travelling on Vancouver Island and elsewhere studying totem poles and their village sites and the historical background. | |
| <ul style="list-style-type: none"> The story Ken Mayo portrayed on the Lynn Valley Road - 29th Avenue totem pole is as follows: <p>"There was once an Indian Princess who married a man who later strayed in his ways. The Princess went for help and advice from her father who was a powerful Chief and told him of the escapades of her husband. The father immediately had him killed.</p> <p>After much weeping and wailing the Princess went back to her father and asked him to bring her husband back to life and she would forgive him."</p> | <p>Peggy Hunt, <u>op.cit.</u></p> |
| <ul style="list-style-type: none"> Ken Mayo took the winter of 1973/74 to carve the totem pole and a further two and one half months in the spring of 1974 to assemble and paint the parts. | <p>In February 19966 this pole was in a poor state of repair.</p> |
| <ul style="list-style-type: none"> On May 20, 1975 a meeting of the Board of Lynn Valley United Church was held. Having received permission from the District Parks Department to further beautify this Parkette, it was agreed that a dogwood tree would be planted to commemorate the 50th Anniversary of the formation of the United Church of Canada. | <p>Researcher's interview with Rev. Sharon Copeland, Lynn Valley United Church and Mrs. Jean Fromme, Feb. 8, 1996.</p> |
| <ul style="list-style-type: none"> Therefore, on June 8, 1975, the congregation led by Rev. Douglas Weatherburn went in procession to the Parkette and planted the dogwood tree close to the totem pole. No record of a plaque or similar notice of dedication for the tree is evident. | |
| <ul style="list-style-type: none"> Board members present were: Bill Galbraith and Earl Chase. Committee members present were: Ethel Mathias, President UCW, Alice Wood, Margaret Maxwell*, Bruce McKinnon. | <p>* Married sister of Harold Fromme, who was also present with his wife Jean.</p> |
| <ul style="list-style-type: none"> The dogwood tree died soon after and was removed. There is no evidence that this Parkette was at any time dedicated to any individual up to 1st February 1996. | <p>Researcher</p> |
| <ul style="list-style-type: none"> It is likely that the totem poles located at Lynn Canyon Suspension Bridge were also carved by Ken Mayo although the signatures are difficult to discern. | <p>Researcher</p> |

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| PART 12 | TOTEM POLE IN THE PARKETTE ON THE SOUTH-WEST CORNER OF 29TH AVENUE EAST AND LYNN VALLEY ROAD, LYNN VALLEY | Source Reference |
| | See attached prints of tree planting ceremony. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 8

PART 13

DEEKS McBRIDE CANAL – DOLLARTON HIGHWAY

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
TRANSPORTATION AND INDUSTRY

Researcher: Roy J.V. Pallant

| PART 13 DEEKS McBRIDE CANAL – Dollarton Hwy. | Source Reference |
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| <ul style="list-style-type: none"> • Yes, we had a canal in the District of North Vancouver! When you next visit the Conservation Area at Maplewood Flats, perhaps you could take a second look at the waterway between the two pieces of land separated since the 1920's. At that time, the Deeks McBride Sand & Gravel Company* forested uplands above Dollarton Highway** and opened a sand and gravel pit, and a mill, on that cleared site. • The Company dredged out a canal or barge channel from the immediate south side of Dollarton Hwy on a piece of land owned by the District of North Vancouver and known as Victor Street*. The gravel was flushed out of the ground hydraulically (Placer style), and washed by water pumped from the Seymour Creek. Sand was transported in the same manner and several large stockpiles of sand remain around "The Crab Shop" on the north side of Dollarton Hwy. Gravel was transferred from the quarry to the awaiting barges by way of a conveyer running above the Dollarton Hwy and which, on occasions, rained small pebbles and water down on the cars passing on the highway beneath. | <p>*Founded as Deeks Sand & Gravel Company. John F. Deeks located in 1908 adjacent to Porteau Cove, near Britannia, Howe Sound.</p> <p>** Until the late 1980's, Dollarton Hwy was still a Provincial Government road and was built in 1931 as a provincial make-work project (see DNV minutes, 1931).</p> <p>* Victor Street, along with Dart, Wye, Eve, Wainwright, Daly, Ellis and Horton street ends were surveyed in 1906 even though today these street names may not be found on signs. Their presence could be considered as a hedge against the encroachment of the National Harbours Board on District land and land use. But officially according to the Municipal Act, all subdivisions developed by Bylaw were required to place streets 650 feet apart.</p> |
| <ul style="list-style-type: none"> • The canal was, during its over 30 years of operation, 160 feet (48 metres) wide with two wider sections to allow for the removal, by tug, of the loaded barges and for mooring empty barges. The canal from the Dollarton Hwy to the southern entrance of the Burrard Inlet mud flats was 1475 feet (450 metres) long. McAllister Towing held a contract to tow the loaded barges or scows to chiefly cement plants in the Vancouver and Lower Mainland area. | |

| PART 13 DEEKS McBRIDE CANAL – Dollarton Hwy. | Source Reference |
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| <ul style="list-style-type: none"> Gravel extraction ended about 1961 and the plant closed in 1962 after a year of pipe production. | |
| <ul style="list-style-type: none"> The movement by barge rather than by road was necessary as the only access across Burrard Inlet at that time was at the First Narrows many miles to the west. As the movement by barge was essential, a great deal of dredging was necessary to create the required depth and width. | |
| <ul style="list-style-type: none"> While the story of the canal is part of the history of the modern era, this particular isolated area was part of the District's early history. The site was part of the Crown grants creating District Lots (DL) 611 and 469 which were granted on April 17th, 1888 and June 1st, 1889. Both lots were the standard grant of 160 acres at that time, awarded to Hugh and Joseph Burr for one dollar an acre. Then, between 1889 and 1906, these District lots were further surveyed and subdivided into thirteen blocks. This land, which was mostly wilderness, would have included the present Conservation Area. While wolves and cougars roamed the area, this Irish school teacher, named Hugh Burr, with his wife and five daughters, planted fruit trees and started the first dairy farm on the North Shore at the mouth of the Seymour River. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 8

PART 14

CATES TOWING

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
TRANSPORTATION AND INDUSTRY
Researcher: Roy J.V. Pallant

| PART 14 CATES TOWING | Source Reference |
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| <ul style="list-style-type: none"> The C.H. Cates and Sons Limited ship berthing firm of North Vancouver really did not arrive with Captain George Vancouver in 1792. It only seems to have been around Burrard Inlet that long. | |
| <ul style="list-style-type: none"> In fact, the name Cates has been associated with the Inlet's waterfront since 1885 when Captain Charles Henry Cates arrived from Machias, Maine, USA to settle in the region. He was quickly followed by his three brothers John Andrew Cates, George Emery and James Warren Cates. The Cates family have been prominent here, right to the present day, a time span of 113 years. | |
| <ul style="list-style-type: none"> Charles Henry Cates was born December 15, 1859 in Machias, Maine. He first went to sea at the age of eleven on a U.S. east coast square rigger. | |
| <ul style="list-style-type: none"> The founder of the tugboat firm Charles Henry Cates soon acquired a power-scow for general freighting business or lightering as it was correctly known, carrying hay and granite blocks from Gibson's Landing, Squamish quarried and the North Arm of Burrard Inlet to Vancouver. The new city was being quickly reconstructed after the disastrous fire which destroyed the tiny settlement of Granville (later Vancouver) in forty-five minutes on June 13, 1886. | |
| <ul style="list-style-type: none"> This vessel, known far and wide as "Spratt's Ark" was acquired as Spratt's Oilery which was a steam, 240 foot, twin screw, self propelled scow anchored in Burrard Inlet opposite the north foot of what is now Burrard Street. It was employed as a fish processing plant to produce fish oil and grease. It had served well as a refuge for some during the June 13th fire. Near midnight on August 11, 1886 "Spratt's Ark" itself caught fire and was belatedly attended by Vancouver's Volunteer Fire Brigade. It was abandoned by its owner and refurbished by Charles Cates to haul stone for the first Vancouver Courthouse and for the Parliament Building in Victoria. A long cleat taken from "Spratt's Ark" can be | |

| PART 14 CATES TOWING | Source Reference |
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| <p>seen amid the landscaping in front of Cates premises at 115 Carrie Cates Court on the North Vancouver waterfront.</p> | |
| <ul style="list-style-type: none"> • The brother of Charles Henry, George Emery Cates was born also in Machias on December 6, 1861 and worked from the age of nine. After leaning ship-building in New York City, he was employed on a schooner as a cook. He arrived in Vancouver in 1896, ten years after the fire and started Cates Shipyards, where was built the 500 ton steamship Britannia, scows for use on the Klondike and a 500 horsepower electric plant. His son, John A. Cates, “a big friendly man who loved boats and dogs and people”, developed Bowen Island as a summer resort, opening the Hotel Monaco and the Terminal Hotel. | |
| <ul style="list-style-type: none"> • In 1902, John launched the Terminal Steamship ferry fleet. In 1920 Union Steamships bought the company and built its own excursion fleet to Bowen Island. | |
| <ul style="list-style-type: none"> • For many skilled entrepreneurs gathering in Vancouver, the next few years brought the Canadian Pacific Railway and abundant opportunities. Charles H. Cates became a tugboat pioneer with the little steam tug “Swan” and created his own legend when he won the tug “Stella” from a rival skipper who wagered her in a boat race. | |
| <ul style="list-style-type: none"> • Captain Charles H. Cates had three sons, all master mariners. The company was formed in 1913 and became incorporated in 1921 as C.H. Cates and Sons Limited. | |
| <ul style="list-style-type: none"> • Like most of the family who have followed him, Captain Charles lived a bustling life. He became a stevedoring entrepreneur until the Yukon Gold Rush lured him away in 1898. As it was for the majority of gold seekers, the search was unproductive except for memorable experiences. Cates was in Skagway when Soapy Smith shot it out with Frank Fead. It was for Cates a tale to dine out on. | |
| <ul style="list-style-type: none"> • Returning to Vancouver, Charles started a piledriving business and helped build many of the wharves around the port of Vancouver. The first wharf in North Vancouver was his work and it was there that the SS “Lonsdale” the first ocean liner to dock in North Vancouver arrived to unload and store cargo over the winter of 1909. An official dinner was held to | |

| PART 14 CATES TOWING | Source Reference |
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| celebrate the occasion. | |
| <ul style="list-style-type: none"> John H. Cates remembered this vessel as his first ship in which he went to sea as a cabin boy in 1909. The ship was on a regular run from Salina Cruz, Mexico to Vancouver carrying European cargo that had been shipped overland by the Tehauntepec Railway. In October 1909, he brought an electric light plant for Dawson City; but it was too late to ship the equipment to the far north. Arrangements were made to have it unloaded and stored at the Cates Wharf in North Vancouver for the winter and that was how Johnny Cates got his first job. The SS "Lonsdale" was operated by the Canadian-Mexican Steamship Co., a local company headed by Captain T.H. Worsnop. Her second officer was the later Mr. Justice Sidney Smith of the Admiralty Court. | |
| <ul style="list-style-type: none"> For the Cates family, as with thousands of other Canadians, the First World War brought immense changes. His son, John, served on distant coasts with the Royal Navy. Another son, Charles, was in the precursor of the Royal Air Force. | |
| <ul style="list-style-type: none"> Sea-going John returned in 1919 and worked with his father for six months before departing for eighteen months service in the Canadian Merchant Marine. | |
| <ul style="list-style-type: none"> In 1921 John came ashore to stay, and the firm of C.H. Cates and Sons Limited was incorporated that same year, doing business at the foot of Lonsdale Avenue, where it is business as usual to this day. | |
| <ul style="list-style-type: none"> While primarily a ship berthing firm, Cates has had a hand in fighting waterfront fires, salvaging wrecks and handling other emergencies. | |
| <ul style="list-style-type: none"> In the winter of its first year, the company founder and his son, Charles, were projected into a salvage job when a U.S. ship, the "Admiral Farragut", slid out of the Wallace repair yard and began to sink. | |
| <ul style="list-style-type: none"> The Cates vessels rescued the skeleton crew, got a line aboard the listing ship and beached it on the Fell Avenue flats, one of the few places in the area where it could have been placed. | |
| <ul style="list-style-type: none"> For nearly twenty years, Cates boats built a reputation for skilled service, handling logs and lumber and scow loads of material for many firms, such as the Capilano Timber Company. The members of the Cates family worked along side their | |

| PART 14 CATES TOWING | Source Reference |
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| <p>employees, often as much as eighteen hours a day, arriving home at midnight for a hot meal provided by Mrs. Cates.</p> | |
| <ul style="list-style-type: none"> Someone in the family wrote a bit of verse that still tells the way it once was: Oh, its up the river And down the river And up and down the bay All the week And Sunday too, Towing night and day. Never a chance To court a girl Never to see your wife. It's night and day And hell to pay. That's the towman's life. | |
| <ul style="list-style-type: none"> In the process of developing the lightering and towing business, Charles H. Cates became well versed in the ways and language of the native people. He knew well the places of food gathering in the Vancouver area and the names applied to them by those who regularly used them. In Vancouver written history he is an authority on the phonetics applied to locally heard native languages and dialects. Burrard Inlet and the mouth of the Fraser River attracted members of a variety of Coastal Salish native bands bringing their linguistic variations with them. | |
| <ul style="list-style-type: none"> Charles Henry Cates son, Charles Warren Cates, was among the valued pioneers who remembered the early social circumstances and geographical features of the North Shore and has contributed written accounts to our records with titles such as "<u>Famed Old Landmark Evokes Sweet Memories</u>", which discusses the location of the Grouse Mountain Trail and the activities of Ells Blacksmith's Shop. Another is the article entitled "<u>Lim Gong Merchant and Friend</u>" which, as the title implies, discusses the life in the Municipal District and later the City of North Vancouver of Lim Gong and the good experiences of dealing with the Chinese population on the North Shore. | |
| <ul style="list-style-type: none"> Captain Charles Warren Cates, was also an authority on native lore and at his death at age 60 years in July 1960, he had four Indian Chiefs: August Jack; Mathias Joe; Moses Joseph and Dan George as | |

| PART 14 CATES TOWING | Source Reference |
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| <p>honorary pall bearers. An Honorary Chief, Charles Warren Cates spoke Chinook fluently and was a member of the Provincial Indian Advisory Committee. Charles Warren Cates was Mayor of North Vancouver City 1953 to 1957 and served as Alderman 1948 to 1952.</p> | |
| <ul style="list-style-type: none"> • “A great deal has changed since those early days”, said Terry Waghorn, a son-in-law of Captain John Cates, and one time president and general manager of the firm, but that seven day, twenty-four hour schedule still remains, although tugmen go home to sleep. | |
| <ul style="list-style-type: none"> • The three sons of the family founder, John, Charles and James, all worked in the business. There were also four daughters in the family. | |
| <ul style="list-style-type: none"> • But the Cates name and the solid reputation continue. Terry Waghorn put it, “We set high standards coupled with the ultimate in service and we try to do a superb job.” | |
| <ul style="list-style-type: none"> • “Our contract and preparations with the customer commence immediately after our dispatches reply in the affirmative to the request for ship assistance. This ensures that the customer doesn’t pay for idle standby time and provides for total flexibility for the customer. We are ready to assist on ten minutes notice.” | |
| <ul style="list-style-type: none"> • “The task continues to grow. In ten years the company has gone from handling 7,000 ton ships to moving 65,000 tonners.” The size of tugs has naturally increased. Eleven of the fleet are sturdy wooden tugs, about twenty tons. The newer steel tugs, with all their aluminum superstructure, now run from 50 to 110 tons. All vessels are specially designed for ship berthing. | |
| <ul style="list-style-type: none"> • “The priority is power and manoeuvrability.” The fleet was once equipped with gasoline engines but now propulsion is by 600 to 1000 horsepower diesels. In the larger tugs, two of them generate 2400 horsepower with extremely high bollard pull ratio. | |
| <ul style="list-style-type: none"> • Cates now operates 12 tugs. There are 94 people on staff, 63 of them seagoing personnel working in shifts for a full 24 hour day, 365 days per year. | |
| <ul style="list-style-type: none"> • “The new tugs, for their size, are probably the most powerful in the world,” Waghorn said. “Design | |

| PART 14 CATES TOWING | Source Reference |
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| improvement in rudders, propellers and other components, have made this possible.” | |
| <ul style="list-style-type: none"> The new vessels are tops in safety. They have three watertight bulkheads, radar, radios and abortable towing hooks and many other features. “I feel safer on one of them by a long way than I do driving in Vancouver traffic,” said Waghorn. “We really are safety conscious; although I admit that the only way to make a vessel foolproof is to ensure that the fools stay ashore.” | |
| <ul style="list-style-type: none"> He still has a feeling for the wooden tugs, though. Their quality shines through years of loving care. “We recently took a plank from original No:3 tug (built in 1921) and it was as good as the day it was built. | |
| <ul style="list-style-type: none"> Primarily, Cates ships work the Inner Harbour and English Bay. Dispatching is the key and operational personnel must reach high standards of training and performance. The company has demonstrated that it can assist stricken ships immediately. | |
| <ul style="list-style-type: none"> “I was on the dock years ago when the Burrard elevator exploded,” Waghorn said. “I didn’t know where the trouble was except that it was somewhere to the east. We dispatched all our tugs in that direction immediately and were first on the scene, enabling us to tow away a Russian ship in grave danger of fire.” | |
| <ul style="list-style-type: none"> Because they know the reefs, tides and every nook and cranny of the shoreline, the Cates tugmen have a healthy respect for the Vancouver Harbour and English Bay on those rare occasions when the big blow occurs. “It is a dangerous piece of water then,” says Waghorn. | |
| <ul style="list-style-type: none"> The name Cates has more than maritime associations. For over a century, the family has contributed a large measure to the community that has grown up around its waterfront headquarters. The three brothers were active in public life, John as Minister of Labour, Charlie as Mayor of North Vancouver, and Jim as an alderman on the City Council. Also, John’s wife, Carrie, served a Mayor of North Vancouver. Many clubs and organizations have been assisted by members of the Cates family and Cates Park near Deep cove carries the family name in perpetuity. | |
| <ul style="list-style-type: none"> The skills and courage of the Cates men have been | |

| PART 14 CATES TOWING | Source Reference |
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| <p>recognized not only by the maritime industry but also by other organizations, including the Royal Lifesaving Society.</p> | |
| <ul style="list-style-type: none"> During the Second World War they were volunteer waterfront firemen, their tugs equipped with pumps and hoses, and geared to work in full cooperation with Air Raid Precaution units in case of emergency. In the wartime explosion of the ocean-going SS "Greenhill Park," five Cates tugs braved disaster to tow the burning vessel out of the Inner Harbour, a service publicly recognized by the Royal Navy. | |
| <ul style="list-style-type: none"> At Cates, a rotational schedule requires every crew to operate every tug thus assuring the fleets functional efficiency. Masters and deckhands are required to demonstrate their skills at all hours and in all conditions. This is one of the rare companies at this time where experience and competence are valued, where there has never been a fixed retirement age. | |
| <ul style="list-style-type: none"> In the Company's Employee Orientation Booklet, Captain John Cates laid down this principle: "The person cleaning the wharf is no less important than the president of the company." Testament to the practice of this dictum lies in the fact that many of the Cates employees have spent their entire careers with the company. At a retirement party held some years ago five Cates employees had accumulated company service totalling some 242 years. | |
| <ul style="list-style-type: none"> The Supertugs of the 1970's had record power-to-length ratios and the ability to crab sideways or turn on their own axes. Four such 60 foot, steel, 1800 BHP tugs and their Z-Peller successors (the Supertugs of the 1980's) form the backbone of the C.H. Cates and Sons fleet. It can be said that if such tugs could not have been imagined fifty years ago, this is only because no one would have believed the evolution of bulk carriers or the future development of the Port of Vancouver. Manoeuvring a 400 foot ship across the current to or from its berth at Alberta Wheat Pool Grain Elevators or turning the more than 700 foot "Maizuru Morin," laden with salt from Mexico, into its berth at Hooker Chemicals at the Second Narrows or handling the 194,941 deadweight tons of the near 1,000 foot "World Vale" from Neptune Terminals on the North Shore of Burrard Inlet. These are tasks that would have astounded the early critics | |

| PART 14 CATES TOWING | Source Reference |
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| <p>who scoffed at the waste when the Charles H. Cates III was re-powered from 15 BHP to 28 BHP during the 1920's.</p> | |
| <ul style="list-style-type: none"> • What is now Washington Marine Ship Berthing Division today owns and operates 12 specially designed and built ship berthing tugs, ranging from 550-2400 BHP. Cates, in 1983, was the first in Canada to design and build state-of-the-art Z-Peller tug which has revolutionized the ship berthing methodology by providing almost full thrust in any given direction by the vessel. This design has been sold and copied in several ports in the world. Cates assists some 12-18 ships daily on a yearly average in the Port of Vancouver. | |
| <ul style="list-style-type: none"> • There are 75 WMD employees consisting mainly of Master and Deckhands who are supported by dispatchers, mechanics, electricians, metal fabricator/welders, painters, administration and management. | |
| <ul style="list-style-type: none"> • In December 1988, Cates purchased Seaforth Towing and Salvage Limited which, for a large part, services the eastern reaches of Burrard Inlet. Seaforth provides ship berthing, general barge towing, log yarding, water freight service and the manufacturing, installation and maintenance of pollution containment booms. Seaforth operates two tugs and an equipment barge with a total of 12 employees. Seaforth Towing and Salvage Limited is a subsidiary of C.H. Cates Limited. | |
| <ul style="list-style-type: none"> • C.H. Cates and Sons Limited was purchased by Mr. Dennis Washington an Oregon businessman on October 1, 1992 and in July 1993 became the ship berthing division of Washington Marine Divisions. | |
| <ul style="list-style-type: none"> • Cates' present working fleet consists of 12 tugs. The working tugs vary in size from 550 BHP to 2400 BHP, with the oldest having been constructed in 1957 and the most recent in 1990. The original Charles H. Cates was built in 1921 and since that time every tug has borne the name Charles H. Cates with each vessel being numbered. The most recent addition is a 2400 BHP vessel bearing the name Charles H. Cates III. | |
| <ul style="list-style-type: none"> • Seaforth currently operates two chartered vessels, the Charles H. Cates IV and Charles H. Cates XVIII. Seaforth Environmental Services, a subsidiary of | |

| PART 14 CATES TOWING | Source Reference |
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| <p>Seaforth, manufactures, installs and services pollution containment booms and utilizes the Charles H. Cates XVI for pollution boom deployment. The Cates IV is on a manned charter to Seaspan International.</p> | |
| <ul style="list-style-type: none"> As of May 1, 1998 C.H. Cates and Sons Limited has a new President in the form of Doug Towill, who previously served the company as Vice President. He takes the place of J. Claire Johnston who has served as President since 1962. Many who were active in shipbuilding in North Vancouver will remember Claire when he was with Robert Allan, Naval Architects for 5 ½ years as a marine surveyor before he joined Cates as personnel manager. Claire Johnstone filled a number of positions in the company ranging from fleet engineer to purchasing agent. | |
| <ul style="list-style-type: none"> “Cates Towing” as the company is generally known is very much a popular source of interest for both North Shore residents and tourists. The whole fleet as described here is in full review order at any time when visiting Lonsdale Quay with tugs being dispatches and returning in fire brigade style – the stuff for small boys and their fathers and grandfathers. To watch the shiphandling mentioned here, a trip to the end of Harbour View Park, North Vancouver provides a front row close-up of Cates tugs performing at their very best. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 8

PART 15

**A HISTORY OF TELEPHONES
ON THE NORTH SHORE**

CHAPTER 8
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
TRANSPORTATION AND INDUSTRY
Researcher: Roy J.V. Pallant

| PART 15 A HISTORY OF TELEPHONES ON THE NORTH SHORE | Source Reference |
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| <ul style="list-style-type: none"> Introduction: In 1876, fifteen years before the District of North Vancouver was incorporated, Alexander Graham Bell patented an invention that was to change our lives – the telephone. | |
| <ul style="list-style-type: none"> The first telephone in British Columbia laughingly called a “talking box” was made between 1876 and 1878 by a mechanic at the coal mining firm of Dunsmuir, Diggle and Co. in Wellington, near Nanaimo on Vancouver Island. | <p>Davis, Chuck, Edit-in-Chief, <u>The Vancouver Book</u>, Surrey, B.C. Linkman Press 1997. Article entitled “The Telephone” by Carol Woodman, p. 531.</p> |
| <ul style="list-style-type: none"> William H. Wall used copper from the copper bands encircling the mine’s kegs of blasting powder. He borrowed a magnet from a friend, and for the telephone diaphragms he cut out pieces of the thin photographic material known as tintype cutting up a photograph of his wife for that purpose. A line was established using No. 14 gauge wire between the mine and the loading docks at Departure Bay a few miles away. William Wall used instructions from the magazine <u>Scientific American</u> as his guide*. | <p>* Davis, Chuck, Edit-in-Chief, <u>The Greater Vancouver Book</u>, Surrey, B.C. Linkman Press 1997. Article entitled “BC Telecom” by Richard Van Kleist, p. 493.</p> |
| <ul style="list-style-type: none"> A missionary working in a remote in a remote native village near Prince Rupert hung a line between the village store and the sawmill and a contractor working on the new Canadian Pacific Railway strung a line through the Fraser Canyon so he could talk to his supervisors. A new industry was emerging. | |
| <ul style="list-style-type: none"> British Columbia’s first telephone company, the Victoria and Esquimalt was established in 1880. The first telephone in Vancouver connected the new community of Granville (Gastown) with new Westminster and the first switchboard was located in a bookstore, which doubled as a concert hall, on Carroll Street. By the end of 1885 there were 35 subscribers. | |
| <ul style="list-style-type: none"> In 1904 the British Columbia Telephone Company was established and the task of building a province-wide network continued. It was dangerous, back-breaking, time consuming labour. Gorges and rivers were spanned. Poles were secured on slippery mountainsides, through swamp and muskeg while workers, often enrobed in protective netting, battled relentless hordes of mosquitoes and black flies. | |

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| <ul style="list-style-type: none"> In 1932 the “Copper Highway”, a line from Vancouver to Halifax, was completed a the miracle of cross-Canada communications was a fact. | <p>Carol Woodman, op. cit., p. 531.</p> |
| <ul style="list-style-type: none"> Early Communication – In the 19th century, North Vancouver pioneers communicated with Vancouver by means of signal flags, the focal centre of which was a tall pole at Brockton Point. Then the marvel of electronics was introduced. In 1885, a submarine cable previously used for telegraph, was converted to telephone use between the old Hastings sawmill at the foot of Dunlevy Street, Vancouver, and its Moodyville counterpart, situated west of Indian Arm on the North Shore and 2.5 miles east of what became the foot of Lonsdale Avenue. | |
| <ul style="list-style-type: none"> There was no stopping the wide world of communications then. In 1889 the first wire was stretched across the First narrows, an overhead line from Prospect Point to the Vancouver Waterworks Dam north of the present Capilano Reservoir*. In 1888 prior to that installation and during the construction of the water intake and the laying of the water pipes to Vancouver on the bed of First Narrows**, a megaphone was employed to send messages across the Narrows. But that overhead line was not practical or even high enough, because a steamer came through the Narrows and tore it down***. | <p>*North Shore Historical Society. Newsletter for June 1980. Article by local historian Art Havis, entitled <u>Telephone Growth on the North Shore</u>.</p> <p>** James Morton, <u>Capilano, A Story of a River</u>. The pipes carrying water from the Capilano River intake 6.5 miles above First Narrows, crossed the Narrows at a point 300 yds. East of the present Lions Gate Bridge.</p> <p>*** Davis, op. cit.</p> |
| <ul style="list-style-type: none"> The first cable to North Vancouver was laid close to the 1888 water mains across the First Narrows in 1902. At that time there were very few people here and even in 1906 the North Vancouver telephone directory contained but eighteen listings and occupied a portion of one page in the directory which contained all the offices of the BC Telephone Company on both the Mainland and Vancouver Island. | |
| <ul style="list-style-type: none"> <u>The First Submarine Telephone Cable</u> – That first cable contained fifteen circuits but laying close to the water pipes and the constant rip tidal movement of the water in the Narrows soon had a negative effect on the cable and later it was placed along with another six pairs, inside the water main*. | <p>* Telephone Talk – Newsletter of BC Tel, Dec. 1923, “North Shore Expansion Calls for New Submarine Cable”.</p> |

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| <ul style="list-style-type: none"> J. Rodger Burnes a local historian and surveyor believed that one of the first telephone customers was hotel owner Pete Larson of North Shore Hotel and Canyon View Hotel fame. The year was 1905. However, Mr. Burnes had also pointed out that there were people in the area of the present location of the Cleveland Dam in 1902 who probably had service from the first cble layed outside the water mains. In those days that area was outside the jurisdiction of the Municipal District of North Vancouver. | |
| <ul style="list-style-type: none"> <u>The First North Shore Exchange</u> – J. Rodge Burnes remembered when the first telephone exchange was opened in Alexander Smith's old office on Lonsdale. Smith's daughter Jean was the first operator. J. Rodger Burnes remembered the details of installing the second cable made the water mains across the First Narrows. "Those telephone people were pretty ingenious," he recalled. "They blew up a football and attached it to a line. The ball was dropped into a main on the North Shore end and pulled out the other side of the Narrows." A heavy rope was attached to the line, then a wire rope and then the telephone cable.* | * Davis, op. cit. |
| <ul style="list-style-type: none"> <u>The BC Tel Eleventh Street Exchange</u> – On February 5, 1911 a new telephone office was built on Eleventh Street, City of North Vancouver, just east of Lonsdale Avenue. Service cut over to common battery No. 10 type with an ultimate capacity of 1,600 subscribers and 30 toll lines and equipped at that time 500 subscribers and 15 toll lines. This facility replaced the single position unit in Alexander Smith's old office, which was outgrown. | |
| <ul style="list-style-type: none"> At the time of this cutover there were 289 telephones and according to Mrs. Ross of BC Tel, in February 1911, there were two toll and three local positions of switchboard in North Vancouver*. | * "Telephone Talk", March 1911, Article entitled "At North Vancouver". |
| <ul style="list-style-type: none"> <u>Telephone Subscriber Growth</u> – Just comparing this growth with the neighbouring City of Vancouver: in 1900 there were less than 1,000 telephones in that city. In January 1911 there were just under 11,000 and by the end of the 1911 boom year, British Columbia Telephone Company Limited announced there were 16,129 telephones in service in Vancouver. This constituted an increase of almost 39 percent during that year and an increase of 78 percent for the 24 month period 1910 and 1911. | |
| <ul style="list-style-type: none"> Expenditures to January 1, 1911 on telephone plant, buildings and real estate amounted to approximately \$3,500,000, and it was estimated that during 1911 the expenditure on new plant alone would be not less than \$750,000. | |
| <ul style="list-style-type: none"> The telephone company had 700 employees in 1911, not including men employed under contracts in various parts of the | |

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| <p>province. "Telephone Talk" in January 1911, proudly claimed that "the company is owned and controlled where its activities lie-in British Columbia. The capital stock is all owned by residents of Victoria, Vancouver, New Westminster and Nanaimo.</p> | |
| <ul style="list-style-type: none"> • "Telephone Talk" in April 1911 announced that the Traffic Department had recently taken over the operation of the Canadian Pacific Railway. Private Branch Exchange (PBX). This exchange understandably had a calling rate in the neighbourhood of 25 calls per station per day, which was a record breaker as far as the telephone company was concerned. On March 5, 1911 contracts were made with the CPR for Private Branch Exchanges (PBX) in the Empress Hotel Victoria, and the Vancouver Hotel in Vancouver. | |
| <ul style="list-style-type: none"> • The "Brico" Cable Layer – BC Tel had its own self propelled cable layer for laying cable across waterways. It was named BC Tel "Brico" and after providing years of service before the application of microwave, the "Brico" ended up as a breakwater near Royston south of Courtney on Vancouver Island. | |
| <ul style="list-style-type: none"> • An 87-pair submarine cable was laid under Burrard Inlet on November 10, 1912, paving the way for the introduction of the two number system of calls between Vancouver and North Vancouver. Previously, connection between North Vancouver and Vancouver was maintained by means of the two cables in the water mains mentioned above. All calls between the two centres were long distance calls, up to this time*. | <p>* "Telephone Talk", November 1912, entitled "Laying North Vancouver Cable". Long term BC Tel North Vancouver operator, Mrs. Rosalie Judson .</p> |
| <ul style="list-style-type: none"> • In 1923 a second submarine cable was laid. This and the 87 pair cable were subsequently replaced, and in 1948 a 200 circuit cable was put down to augment the two existing 100 circuit cables, doubling the trunking facilities between North Vancouver and Vancouver.* | <p>* "Telephone Talk" Dec. 1923 – "North Shore Expansion Calls for New Submarine Cable" and "Telephone Talk" Nov.-Dec. 1948 – "New Submarine Cable Links Vancouver and the North Shore".</p> |
| <ul style="list-style-type: none"> • In 1927 there were twelve positions of switchboard with a capacity of 1600 lines. In November, 1927, work was done which added two positions of switchboard, together with four hundred subscribers multiple and three hundred and twenty subscribers answering jacks. The 11th Street exchange was the only one on the North Shore. | |
| <ul style="list-style-type: none"> • The panels at each "position" were designed, built and installed in-house by BC Tel technicians to suit both the capacity required | |

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| and the operating procedures in place. | |
| <ul style="list-style-type: none"> The panels at the “A” positions were all covering local North Shore calls and sending long distance calls. A “B” position installed at the end of the row of “A” positions were for toll calls received from Vancouver and beyond. | |
| <ul style="list-style-type: none"> <u>Chair</u> – The operators, all women, sat on special chairs. Some small exchanges had ordinary chairs which were adjustable but inclined to be lower but which were more suitable for smaller commercial switchboards for Private Branch Exchanges (PBX). For BC Tel exchanges, the operators sat on fully adjustable tall chairs of the central pedestal type with a heel ring bar encircling the steel tube structure allowing the operators to rise to reach the top row of jacks. The height of that top row determined the type and height of the operator’s chair*. | <p>* Private 3 hour interview with Mrs. Rosalie Judson of North Vancouver, Jan. 22, 1999. A life member of BC Chapter 53 Telephone Pioneers of America with 28 years service, beginning in June 1926, with an interval of 11 years after she married in January 1942. In the early days, as with school teachers, BC Tel operators could not apply for employment if they were married. She retired from BC Tel in March 1963. Mrs. Judson operated most of her career at the 11th Street exchange (BC Tel North).</p> |
| <ul style="list-style-type: none"> <u>Design and Function of Individual Position Panels</u> – Each position on the 1927 “A” panels had a jack arrangement split in half vertically. The left hand half contained jacks on the top line, numbering 1 to 10 and, on the right hand half, 11 to 20. The second row would be 21 to 30 on the left half and 31 to 40 and 41 to 50 on the right and onward to row number 10. The rows of jack sockets were therefore, 20 side by 10 deep, or more specifically, each panel held two panels 10 jacks by 10 jacks. | |
| <ul style="list-style-type: none"> Lines of jacks were colour coded. A line of jacks with the numbers above and a line painted above them in white belonged to a company exchange or even several companies with a PBX. | |
| <ul style="list-style-type: none"> There was no colour for individual subscribers. | |

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| <ul style="list-style-type: none"> A line of red paint would indicate Party Lines which were numerous due to cheaper basic rates and marked eg: 623L and 623R *. | * Rosalie Judson, op. cit. |
| <ul style="list-style-type: none"> If the painted line was green it meant “service suspended” – the subscriber had not paid the bill. They could call out but could not receive a reply or an incoming call. When a call came in for such a number the operator would state “this service is temporarily suspended”. | |
| <ul style="list-style-type: none"> There were 2 cards per circuit, 18 pairs in all. Weights rather than springs were attached to each cord to pull it back into its disengaged position. One card was the answering card and the other was the calling card. The cards, in pairs, were marked as the jack board with white, red, plain and green. | |
| <ul style="list-style-type: none"> When a call came in the operator plugged in to the number required then turned a key opposite the ringing jack to give a signal to the receiving subscriber. The length of time the key remained turned was determined by the operator saying silently to herself “Telephone-ah-company” which takes some 3 seconds. | |
| <ul style="list-style-type: none"> If the line was busy the operator took the signal (ringing) card and plugged it into the bank of jacks on the entablature in front of her which connected to the “busy box” under the entablature and gave a “busy” signal to the caller. | |
| <ul style="list-style-type: none"> Local calls were charged at a rate of 4 cents for each 5 minutes. At that time there were no automatic timers. The operators held a pad of cards which had to be completed with subscriber number, number called and the duration of the call with the time taken from the single clock on the wall at the end of the “A” board. Sometimes an average of 81 calls were taken in half an hour. If a customer spoke for more than 5 minutes the supervisor had to be called to plug in to the position and confirm (in case of future dispute over payment) that the call was continuing. Only call box calls had the requirement to warn the caller that the 5 minutes was about to be exceeded and that a further 4 cents was required*. | * Rosalie Judson, op. cit. Since the system was not automatic, some call box users would punch the side of the telephone to make the bell ring and so convince the operator that the required coins had been inserted. If this happened the operators were required to simply repeat the request. |
| <ul style="list-style-type: none"> On each of the “A” position panels was a small bank of buttons each with the first two letters of the name of each exchange in Vancouver. Having pressed the button the “North” Vancouver operator would identify her exchange and the number required in that Vancouver exchange jurisdiction. | |
| <ul style="list-style-type: none"> <u>Duty Hours</u> – The operators worked 7 hours each day. The exchange operated 24 hours each day with a single female | |

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| operator left alone in the exchange with no locked doors, no alarms or other protection from 11:00 p.m. until 7:00 a.m. There was no need to lock doors or protect from assault in those days. | |
| <ul style="list-style-type: none"> • A basic day commenced at 7:00 a.m. with a 15 minutes coffee break at 9:00 a.m., lunch from 11:00 a.m. until noon. Before leaving your position the relief operator must be beside the previous operator. • Since a certain compliment of operators were required on duty during the working day, the shifts were staggered to ensure the required number were in place. Shifts changed every two weeks when a yellow card was issued to each operator listing starting, break and finishing times and the position number occupied on each occasion. On the occasion of an emergency relief required by an operator for the space of a few minutes the call load could either be taken by the lead operator or assumed by all of the duty operators. The duty supervisor was responsible for making out the schedules and collecting and checking them for payment to the operators*. | <p>* Nina Buchanan, nee: Dempsey. Long term operator and later supervisor who also worked at North Vancouver and Seymour and Vancouver exchanges. Nina was from Scotland and there named Nina. On arrival in Canada everyone called her Nina pronounced "Niner".</p> |
| <ul style="list-style-type: none"> • In 1934 at the time of the modification of the Second Narrows Bridge, the rock blasting frequently caused power failures in North Vancouver at which time the female operators were required to change over to emergency battery power then returned to normal battery-supplied power on the resumption of main power which charged the normal batteries. | |
| <ul style="list-style-type: none"> • The operators were required to know the location of all telephone boxes on the North Shore by their number and likewise all police, fire and hospital numbers. It was common for an operator to receive emergency calls when the caller did not supply an address and location leaving the operator to track down the telephone location and inform the appropriate authority. There was no equivalent to 911 in the 1926 to 1963 period*. | <p>* Rosalie Judson, op. cit.</p> |
| <ul style="list-style-type: none"> • In July 1934 lines east of North Vancouver that formerly terminated at Blair rifle range were extended to Deep Cove and Strathcona. Deep Cove at this time was a toll station, but on March 5, 1939 it became a central office. | |
| <ul style="list-style-type: none"> • The North central office on 11th Street was enlarged to provide off-duty quarters in 1945. | |
| <ul style="list-style-type: none"> • Additional switchboard was installed in 1945, 1948, and 1949 making a total of 21 "A" and 4 "B" positions in December 1949. | |
| <ul style="list-style-type: none"> • In September and October 1951, North Vancouver and Deep Cove subscribers balloted and endorsed the proposed elimination | |

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| of inter-exchange charges between those areas and Vancouver. | |
| <ul style="list-style-type: none"> In 1952 much work was done to expand and improve the facilities in North Vancouver, at the same time that plans were going ahead for the conversion of that exchange to automatic. The existing central office building was enlarged, new switchboard added, and a new building to house the automatic equipment was begun. Continued expansion of the BC Telephone Company's North Vancouver and West Vancouver exchanges resulted in January 1953 in the appointment of a commercial manager to take charge of commercial operations for the two areas. Eric L. Mallett was appointed to this position with headquarters in North Vancouver. | |
| <ul style="list-style-type: none"> In February 1953, installation of automatic equipment was begun in the new building, and work was started on a seven-mile cable route between Vancouver and North Vancouver. Subscribers' instruments were gradually replaced or converted for dial operation. | |
| <ul style="list-style-type: none"> In April 1953, to provide badly-needed relief in North Vancouver, pending its conversion to automatic operation, "445 North" subscribers were temporarily transferred to a new central office known as "Norgate". Norgate subscribers were served from additional switchboard installed in the West Vancouver telephone building*. | * BC Tel "Synopsis of Telephone Redevelopment in North Vancouver", Dec. 8, 1953. |
| <ul style="list-style-type: none"> In 1958 came the "Invisible Skyway", a microwave relay system that revolutionized the telephone business and made BC Telephone a communications company. Microwave towers forwarding BC calls can be seen on numerous mountain tops*. | * Carol Woodman, op. cit. p. 531. |
| <ul style="list-style-type: none"> The sixties continued the revolution with direct distance dialing (DDD), push button instead of dial phones, and computers. The telephone was now the most important means of communication. In 1972 Telesat Canada launched the first domestic communications satellite – Anik 7. | |
| <ul style="list-style-type: none"> Expo '86 in Vancouver was a showcase for technological advances in the communications field. "Card phones" were introduced and events at Expo were broadcast to 86 countries using a high-tech light guide system specially installed for the occasion. Two years later BC Telephone began construction of the Lightguide Transmission system and by 1990 had completed its portion of the cross-Canada LTS, the world's longest terrestrial fibre optic network consisting of three million metres of fibre-optic cable. This allows British Columbians rapid interactive voice data image and video transmission on one circuit. | |

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| <ul style="list-style-type: none"> Until 1992 BC Telephone was a British Columbia company supplying all telephone systems, instruments and accessories to BC and elsewhere. Then a decision by the CRTC, the governing body of the communications industry, opened the long-distance market to full competition. Now the numerous competitors not only want BC long distance business, they want what used to be BC Tel subscribers to purchase their sophisticated retail products and services such as pagers, cellular phones, fax phones and 800 and 900 numbers. The cable companies are also fighting the phone companies for exclusive rights to install and carry the latest technologies. | |
| <ul style="list-style-type: none"> Innovative uses of emerging technologies are examples of the changing focus at BC Telecom. The high-speed fibre backbone network proven in medical, educational and government applications is gain ground in business markets. Brokers at offices in BC, Alberta and Ontario can provide instant stock quotations, transactions and account management. Banking and bill paying can be done by telephone. With the demand for more telephone lines and the growing use of mobile communications and modems, a new area code has been installed in areas north and east of Hope and all of Vancouver Island. | |
| <ul style="list-style-type: none"> In August 1994, BC Telcom brought the XV Commonwealth Games in Victoria to the world. The integrated fibre-optic network, the first of its kind to carry video, voice and data for such an event, connecting 17 games venues to an international broadcast centre. This enabled the host broadcaster and seven international TV networks to transmit live coverage around the world. | |
| <ul style="list-style-type: none"> Researcher's Note: Very little is written about the custom built position panels designed and built in-house by BC Tel and even less about their operation. Therefore the information gained by the researcher from interviews with operators Mrs. Rosalie Judson nee Neyedli and Mrs. Nina Buchanan nee Dempsey. Rosalie Neyedli was born in Whitemouth, Manitoba on March 15, 1908 on the border of Ontario and Manitoba. Her father was a multi-skilled handiman and made a success of all that he attempted in those difficult times. Rosalie was educated at Baynes Lake, BC and moved with her family to North Vancouver in 1912 from Land Bay, below Powell River . She quit at the age of 14 years since her parents did not have sufficient funds for fees, text books or even clothes to attend high school. Finding no work she returned to Queen Mary School and was an "A" student. The family lived where the new BC government offices are built at | |

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| <p>8th and Lonsdale Avenue, close by BC Tel, enticing Rosalie to be a telephone operator. When she first applied she was told she could not even apply without two years high school. Being determined she reapplied and when asked by the interviewer why she thought she should have the job, she replied that two girls who had obtained jobs as operators had been at the bottom of her elementary school class and she had been at the top. She was allowed to attend BC Tel school at Broadway and Fairmont exchanges and obtained a 19 out of 20 mark in the final exam and remembered all emergency phone numbers. Rosalie started at North Vancouver exchange in June 1926. Since operators could not be married, she waited until January 1942 and after 11 years was asked to return and thereby add more value to her pension. In all, Rosalie served as operator for 28 years with BC Tel, retiring in March 1963. Rosalie at 90 years continues to be a Life Member of BC Chapter 53 Telephone Pioneers of America and belongs to the Federation of Telephone Workers of BC.</p> | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 9

PART 2

**171 EAST ST. JAMES ROAD
LEONARD SCOTT RANCH BUILDING**

CHAPTER 9
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOGGING IN LYNN VALLEY
Researcher: Roy J.V. Pallant

PART 2 COUNCILLOR LEONARD SCOTT AND
171 EAST ST. JAMES ROAD, LEONARD
SCOTT'S RANCH BUILDING

Researcher's Introduction

While the following account describes a building which according to the policies and records of the Greater Vancouver Water District, was officially burned to avoid occupation by transients, squatters and watershed saboteurs, the story of the Councillor on whose land it stood is typical in the early development of the District of North Vancouver. This is a story which involves logging; the search for and security of supply of clean drinking water for the Vancouver area; local sources of supplies of food and scarcity of responsible citizens to legislate decisions which became the essential heritage of those who follow, even to the present day.

Logging and more especially the production of spars and shingle bolts was one of the major socio-economic factors in the development of the District of North Vancouver and existed before political boundaries. It is for this reason that the nature and extent of logging activity took place while taking note of Leonard Scott's Ranch Building which was a central marker for logging and water pipe laying and which has in part been saved by transporting and creating the central part of that building on East St. James Road in the District of North Vancouver.

Built Originally: Early 1900s. Re-erected on present site 1948.

Current Location: Between St. Georges Avenue and Lonsdale Avenue. On the south side of East St. James Road.

Features: ORIGINAL HOUSE (see history below and sketch). House built of 10" diameter yellow cedar logs with cedar chinks fitted. Roof was end gable with gabled dormers and the river side frontage. Three windows and a light in each end gable. Wide wrap around balcony. Cedar shingle roof. Dormer windows had wide eaves and exposed purlins.

CURRENT STRUCTURE - Concrete foundation, full basement, 1 1/2 storeys of average 10" diameter yellow cedar logs, cross jointed and seams chinked with half round cedar logs, all original.

NB: A section of inside wall has been left exposed to illustrate chinking technique in the front living room.

Windows are not original, they were long and narrow. Current windows were fitted in 1948 but are multipane casement, handmade and of the 1908 era of local construction. Roof is hip type Duroid clad. External brick chimney built in 1948.

Ornate carved front door by son of current owner together with rock insert panel to right of front door. Both are additions later than 1948.¹

History: Owners:

1. Leonard Scott, rancher c. 1870;
2. Frank Silverton, GVWD, Supervisor, 1920-1930;
3. Carl Sparks, early 1940;
4. Thomas Thompson and his wife Annette who bought the house in 1947, dismantled it, and took it less the verandah and the roof to the current address above.

Thomas who was a GVWD employee for a total of 14 years² and his wife Annette³ actually bought the Leonard Scott Ranch House for \$500.00 from GVWD on August 13, 1948.⁴

They dismantled the building including the yellow cedar chinking and numbered all parts for future assembly. The roof and balcony were left behind at the twin bridges site.⁵

The dis-assembled house was stored until East St. James Road had been extended to St. Georges Avenue from Lonsdale Avenue and St. Martins Creek culverted under the road.

Meanwhile they lived with Thomas' mother and father Tom in Lynn Valley until Tom died. Thomas and Annette then erected the ranch house on a concrete foundation but left the rear extension on timbers to allow the passage of St. Martins Creek diagonally NE to SW under that extension.

The house was reassembled with new roof and external chimney by 1952.

The Scott Ranch Remembered

To Walter Draycott the Scott Ranch, then known as the Log House recalls a memory of those Good Old Days of Freedom for All. The Scott Ranch was

¹ Kahrer, Gabrielle, "The Seymour River Valley 1820s to 1980s for GVRD Parks Department 1989, pp. 13-14.

² And son of Tom Thompson, Road Foreman of the DNV.

³ Now Annette Bilton, owner of the above address, now occupied by her son and his wife.

⁴ See below GVWD permit letters covering access purchase price of materials and demolition dated August 3, 13, 19, and November 18, 1948.

⁵ See photograph of original structure with roof and verandah in place. Photo is the property of Frank Hunt, of GVRD.

used by the Superintendent of what was then the Vancouver Domestic Water Department Frank Silverton.⁶

Once a year the Vancouver Council-and-others met to partake of an annual banquet, after inspecting City's water supply at the dam high up Seymour River. It was evidently proved to their satisfaction the water was wholesome, when mixed with John Barleycorn. Members of the Press also agreed. The road as seen led to the Seymour Dam and Intake with the Lillooet Trail running parallel.⁷

Earlier, children went to Lynn Valley School by way of Scott's Ranch Trail to the Rice Lake Road bridge to board the street-car at Dempsey Road.⁸

Background

By 1890 numerous pre-emption claims were taken up along Seymour Creek, some of them located on the timber limit of Royal City Planing Mill. A petition on the BC Sessional Papers⁹ indicates that several settlers were engaged in logging activities perhaps as contractors for the lumber company.

"The undersigned settlers along Seymour Creek respectfully pray that no privileges may be granted to any person or corporation that will prevent the undersigned from using Seymour Creek for the purpose of floating logs to tidewaters."¹⁰

It is not certain how many people actually lived along the upper reaches of Seymour Creek at the time.

A survey plan from 1890 indicates that only one house existed at the centre of a clearing north of Rice Lake (on G. Storey's pre-exemption).

One year later John Niven had constructed a house and stables on his pre-emption south of Storey's property.

Leonard Scott's Ranch, south of Rice Lake, must have been built sometime during the 1890s. No records seem to exist on the original Scott's Ranch building, and several questions remain unanswered: What type of ranch was it? How long did it operate? When was it closed?¹¹

Some people believe that the ranch's purpose was to fatten up cattle coming down the Lillooet trail. This seems highly unlikely because very few cattle

⁶ Draycott, Walter M., Early Days in Lynn Valley, p. 72.

⁷ See photograph showing original log structure with Annual Banquet guests assembled. Photo property of Frank Hunt, op. cit.

⁸ The northern terminus of BCER street-car terminus.

⁹ B.C. Sessional Papers 1890, p. 183.

¹⁰ Kahrer, op. cit., p. 13.

see map

¹¹ See later Researcher's notes on this subject.

were actually driven across the trail in the 1870s after that was abandoned as a cattle drive route.

Leonard Scott sold a portion of his pre-emption (DL854) in 1899. It appears that the original building was torn down after 1900 and was replaced by a spacious house constructed entirely of yellow cedar logs. It was located right on the creek and faced south. The claim before the 1899 sale was west of Seymour and straddled the Lynn Creek and Seymour Creeks.¹²

Carl Sparks, who lived in the building during the 1940s and Annette Bilton current owner believes that it was constructed by the City of Vancouver. It served as an office for the Water Board and GVWD Superintendent Silverton lived in the house during the 1892s and 1930s. He transformed the forest in the vicinity of the house into a colourful English Garden landscaped with a rockery, flower-rimmed pathways and a lily pond. According to Carl Sparks and Annette Bilton, some daffodils can still be spotted in the former site of the garden.¹³

Previous to that, in 1907, work began in the spring to build the Seymour water system. Glendenning and Company received the contract to construct the pipeline road along the Seymour River. The route followed the east bank, crossed the river on a steel bridge at the northern end of Seymour Canyon and ran along the west bank to the intake. The seven mile wagon road had a maximum grade of 4.5 percent.¹⁴

Part of the work crew was stationed at Scott's Ranch. Some 100 men were employed.¹⁵

In August 1907 construction work was carried out north of Scott's Ranch: workers cut away "the entire edge of the slope and constructed an entirely new road on the bank".¹⁶

At the same time as this house was being constructed around the turn of the century, the timber resources of the Seymour Valley were being tapped by the Hastings Shingle Manufacturing Company of Lynn Valley, one of the largest lumbering and milling operations in British Columbia at that time. The company had constructed two mills in Lynn Valley in 1903 and flumed lumber and shingle bolts to tidewater in a pond immediately east of Moodyville. A branch of the eleven mile flume system came from Rice Lake where the company operated a shingle bolt camp.¹⁷

A secure water supply was crucial for the operation of a wet flume and Hugh Davidson, manager of the Hastings Shingle Manufacturing Company signed

¹² George Silverton, son of Frank Silverton GVWD Superintendent, July 17, 1988 by G. Kahrer, loc. cit.

¹³ Annette Bilton, widow of Thomas Thompson, GVWD and current owner.

¹⁴ Kahrer, loc. cit., p. 23

¹⁵ Express, April 12, 1907, p. 1.

¹⁶ Province, August 8, 1907, p. 14.

¹⁷ One on Mill Street and a second one Centre Road at Lynn Valley Road.

an agreement with the North Vancouver City Council on February 1906, allowing the company to use water from Rice Lake for fluming purposes until 1912.¹⁸¹⁹

Shingle bolt cutters logged selectively; generally only red cedar was taken.²⁰

Western Red cedar was the predominant species used in British Columbia's shingle bolt sector due to its durability, relative strength and straight grain which facilitates splitting.

The Hastings Shingle Manufacturing Company employed relatively simple logging technology. They used spring boards with securing cleats to climb above the butt swell of cedars and cut with axes and later cross-cut saws.²¹

The trees were bucked and limbed, and teams of horses dragged the logs along skid roads to a portable saw mill to be cut into 4'8" lengths and shipped by stoneboat for flume.

Up to 60 men worked at Rice Lake camps under the charge of Charlie Munro, Field Foreman of Ross Road. He would take the street-car to Crawford Road and catch a team and stoneboat sled to Rice Lake camp for the week.²²

During the winter months the horses were sent to Vancouver Island to pasture while lumbermen were expanding the skid road system "in order to rush out the bolts as soon as the rainy season moderated".²³

The company also held timber rights on the east side of Seymour Creek and constructed a skid road to elevations exceeding 2,000 feet to tap valuable stands of Yellow Cedar. A logging camp was located halfway along the skid road which ran across DL923 and terminated at a log collection platform just opposite the lower water intake of the GVWD.²⁴

Further south along the river's east bank the Hastings Shingle Manufacturing Company operated a flume carrying bolts from Dog Mountain. The bolts were dumped into the "shingle bolt hole" on Seymour Creek²⁵. The flume remained until the later 1920s.²⁶²⁷

¹⁸ Julius Martin Fromme was owner at this time.

¹⁹ Express, June 21, 1907, front page.

²⁰ Kahrer, loc. cit., p. 15.

²¹ R. Griffin, The Shingle Sawing Machine in British Columbia 1901-1925, Material History Bulletin No: 13 (1981) p.21, and Harold Fromme, son of J.M. Fromme

²² Express, April 10, 1908, p.3.

Harold Fromme, loc. cit.

²³ Express, November 9, 1906.

²⁴ Western Lumberman, January 26, 1922.

²⁵ Carl Sparks

²⁶ Harold Fromme

²⁷ A western projection off Seymour.

Carl Sparkes, August 16, 1988.

Logging in these areas was selective. A surveyor observed during the 1920s that the timber was scattered "the cedar was all taken out by the Hastings Shingle Manufacturing Company".

A 1949 report of lots 1419 and 1490 noted that old logging roads used for removing shingle bolts criss-crossed stands of second growth timber ranging from 25 to 50 years in age.²⁸

Trees of commercial importance were hemlock, balsam spruce, alder and red cedar.

The lumbermen of the Hastings Shingle Manufacturing Company had left their mark on the forest ecosystem in the Seymour watershed. Even though they did not employ high-lead-yarding they created a second growth forest that was not fully stocked and the red cedars were suppressed and of poor form and showed signs of yellow ring rot.

The threat of closing the GVWD watershed was a long time in being applied and small companies and independent loggers were eager to cut the timber on their limits or to acquire short-term timber rights before the GVWD sealed off the watershed. Chief Commissioner Cleveland permitted most of them to log provided they followed GVWD regulations.

Charlie Germyn who with his brother Bill were teamsters in Lynn Valley applied to purchase the timber on lots 863 and 954, the former being north of the Scott Ranch and Rice Lake and belonging originally to a Mr. Skeffington. Charles Germyn proposed to pay \$1.50 per 1,000 feet for fir, \$1.00 per 1,000 feet for hemlock and larch and \$1.00 per 1,000 feet of cedar logs.²⁹

He was authorized to haul cedar poles on the Seymour pipeline road from DL863 to Keith Road to the south during the summer of 1929.

H.M. Fraser and Thomas Thompson³⁰ were permitted to haul cedar poles from DL954 along the pipeline road.

Both parties were responsible for any damage inflicted to the road.

Mr. McGovern requested to cut Christmas Trees east of the Seymour pipeline road from the Seymour Canyon to the steel bridges by the Scott Ranch. He received the permit good until December 25, 1929 but he was not permitted to cut trees along the roadside.³¹

²⁸ Kahrer, loc. cit., p.16.

²⁹ See Lynn Valley Horse Trough.

See map of pre-emption claims attached.

³⁰ Son of Tom Thompson, he was a GVWD employee and owner of 171 East St. James (Leonard Scott's Ranch Building from 1948)

³¹ GVWD correspondence file Box 64-C-6 file 4

By 1936 all logging operations had ceased and the Seymour catchment area was a closed watershed.³²

Some 3,560 acres, or eight percent of the catchment basin was logged or burnt. Another 920 acres was selectively logged. Several residents were permitted to remain in the Lower Seymour watershed along the Fisherman's Trail.

The small settlement consisted of six houses.

During 1937-1938 George Silverman GVWD superintendent, operated a store by the twin bridges to supply residents and hikers.³³

Mr. and Mrs. Fowler owned a second store north of the steel bridges, where they served afternoon tea on a verandah overlooking the river.

The Fowlers constructed six cabins south of Scott's Ranch and rented them to tourists and fishermen. The fireplace of Fowlers cabin No. 1 is still visible beside the Fisherman's Trail.

The Fowlers also had property on the east side of the Seymour River. Their real estate speculations were never realised, and they were forced to leave the watershed during the early 1950s.³⁴

As Walter Draycott comments:

A few substantial houses on both sides of the road formed a select community 50 yards north of the Log House. When the Greater Vancouver Water Board (GVWD) was formed those delightful dwellings had to be demolished and several "hide out" shanties, all well furnished were destroyed by fire. The area had been declared a watershed (though miles from the Intake Dam). The authorities were afraid of the forested area becoming ignited and fire spreading towards the watershed forming the domestic water supply.³⁵

Being marks of identity, numbers were attached to the power service poles along the road to the Seymour dam to be used as location reference points to facilitate instructions to road repair crews.

The Scott Family

Despite the popularity of using the Scott Ranch as a data point for logging, water pipeline and road construction, very little has hitherto been written or

³² Kahrer, loc. cit., p.50, 51.

³³ Also known as the steel bridges.

³⁴ In the process of developing the east side of the Seymour Grandpa Fowler built a suspension bridge across the river. It can be seen immediately to the east of the Fisherman's Trail near Twin Bridges.

³⁵ Draycott, loc. cit., p. 72.

GVWD or some higher authority concerned with security under the War Measures Act, were also concerned that enemy agents might use the buildings in the process of poisoning the waters.

remembered about Leonard Scott and his family. Because of this paucity of information, full details are provided hereafter for the sake of reference and historical record.³⁶

There exists within the current family, a Holy Bible given as a gift from James Scott to his wife Elizabeth Scott on November 9, 1828.

Separately enclosed in this same Family Bible is the following information:

James Scott, born 1744-1745, died November 9, 1828, aged 84 years;

Elizabeth Taunton, born 1750, died June 6, 1841, aged 92 years;

James Scott and Elizabeth Thornton were married in the year of our Lord ?

Christopher Scott, born February 2, 1780, died April 13, 1856, aged 86 years;

Mary Atkinson, born September 22, 1784, died April 13, 1856, aged 71 years;

Christopher Scott and Mary Atkinson were married at Patrick Brompton³⁷ in the County of York, (Yorkshire, England) the 7th day of January 1808;

Children of the above Christopher and Mary Scott listed on table below.

In the letter of William L. Keene, 1941 in discussing the details of Keith Road, he states:

"On 20th January, 1892, the newly elected Council met at the Seymour Creek Ranch³⁸, Reeve C.J.P. Phibbs, Councillors Lindsey Phillips, A.E. McCartney, Adolphus Williams and Tom Scott."³⁹

To add to the confusion J. Rodger Burnes⁴⁰ in his book, Saga of a Municipality in its Formative Years states similarly:

"In the January election in 1892 Reeve Phibbs was re-elected and Councillors Phillips, McCartney, Tom Scott, and Adolphus Williams were elected Councillors."

Burnes goes on to confirm mis-naming of Leonard Scott, in Appendix 2 of his work which lists Reeves and Councillors from 1891 to 1907 and again T. Scott is shown.

³⁶ Personal interviews with Miss Wilma Campbell, grand-daughter of Leonard Scott and his wife Celia, November 1994.

³⁷ In what is now the District of Harrowgate, Yorkshire, England.

³⁸ Ranch of Charles J.P. Phibbs, but the minutes show the first meeting was in the Clerks office in Vancouver.

³⁹ See Chapter 1, Part 2 of this work for the complete letter.

⁴⁰ Burnes J. Rodger, Saga of a Municipality, p. 22.

District of North Vancouver Minutes Book No:1, page 91, January 10, 1893 and an adjourned meeting⁴¹ shows that Thos. Scott received \$4.00 as expenses for inspecting the new Keith Road.⁴²

A more complex confusion appears in the book of Bruce McDonald Vancouver. A Visual History⁴³ which in 1887 places District Lot 612 between the Seymour and the Lynn and labels it for "James E. Scott". According to McDonald the same lot was purchased by James Cooper Keith two years later in 1889. This was probably in a tax sale since this was the practice of J.C. Keith.

See attached GVRD chart indicating position of Scott Ranch.

Despite this apparent confusion of identity, Leonard Scott was well known and is clearly identified as a Councillor by writer Beryl Gray in her article "The Old Lost Road Through the Woods"⁴⁴ in the Historical Review, January 31, 1929, page 5.

Leonard Scott is also clearly identified as a Councillor in the newspaper announcement of his marriage on August 2, 1892 half-way through his term as Councillor from January 1892 to January 1893.

The announcement reads:

"The Bungalow, South Vancouver held a merry party this morning. The occasion of the gathering was the marriage of Mrs. Sheffield daughter of Mr. & Mrs. H.F. Hone, to Coun. L. Scott of North Vancouver, who is a well-known member of the staff of McIntosh's meat market. The ceremony was performed by Rev. J.W. Pedley; the bridesmaid was Ada Hone, sister of the bride, and the groomsman was James Grew of North Vancouver. Mr. and Mrs. Scott left by the "Yosemite" on the wedding trip."⁴⁵

The Hone Family History

Leonard Scott's wife Celia also has a long and interesting family history:

Elizabeth Hone, third daughter of Francis Hone married in 1865 Harry Casual, Landed Proprietor and Justice of the Peace for Mount Perry, Queensland, Australia. He died in 1882 after a short illness owing to a chill caught following a Ball at the Government House and leaves six children.⁴⁶

⁴¹ Extra to Regular Meetings called at the discretion of the Municipal Clerk.

⁴² It may be that Burnes Keene adopted the error shown in the Minute book No:1 and did not obtain the name Thomas Scott from an original source.

⁴³ McDonald, Bruce, Vancouver. A Visual History, 1992, p.23.

⁴⁴ Keith Road

⁴⁵ Document provided by Wilma Campbell, grand-daughter of Leonard Scott in personal interview, November 1994.

⁴⁶ Personal interview with Miss Wilma Campbell, grand-daughter of Leonard Scott and his wife Celia.

Francis Travers Hone was a student at Saint Thomas' Hospital in 1880 and a student at the School Massage and Electricity, Welbeck Street, London in 1884. He came to Canada in 1887 and was in the Suite of His Majesty, King of Hawaii. He moved to California in 1889. He entered the Roman Catholic Church in 1891 and received the name of Sylvester Francis Travers Hone.

Henry Ritchie Hone: Second son of Henry Francis Hone, senior, went as a pupil to William Clean, former and stock breeders of Taramilas, New Zealand in 1889.

Robert Oscar Hone: Third son of Henry Francis Hone, senior, went into business with his brother-in-law W.J. McMillan, Merchant in Vancouver, British Columbia in 1889.

Annie Rosena Hone: Eldest daughter of Francis Henry Hone, senior, married John Parminter* builder and contractor of Victoria in 1892 and has issue, one son Cecil Hone Parminter.

Ada Elizabeth Hone: Second daughter of Francis Henry Hone, senior, married Frank Berry of Her Majesty's Customs, Victoria, British Columbia in 1893.

Celia Eleanor Hone: Third daughter of Francis Henry Hone, senior, married Thomas Percy Sheffield, artist and exhibitor in the Royal Academy in 1884 and became a widow in 1890. She married Leonard Scott, Councillor and Merchant of Vancouver, British Columbia in 1892 and had two daughters. Leonora Helena Scott and Dorothea (Dot) R. Scott.⁴⁷⁴⁸

Laura Emma Hone: Fourth daughter of Francis Henry Hone, senior, married in the City of Vancouver, British Columbia, Canada in 1891 William James McMillan merchant of that city and his issue one daughter Laura May McMillan and one son James William William McMillan.

The two newspaper accounts of the wedding of Leonora, the eldest daughter of Leonard and Celia Eleanor Scott, are of particular interest, because a number of relatives and friends were present. To include all personalities, both accounts are shown here. Both were issued August 20, 1916.

"A pretty wedding took place on August 28 at the home of the bride's parents, the principals being Miss Leonora Scott, daughter of Mr. & Mrs. L. Scott, 1108 Nineteenth Avenue East and Mr. William Campbell. Rev. R.G. McBeth officiated. The bride wore white crepe-de-chine and shadow lace with pearl trimming and orange blossoms, and a bouquet of white roses and carnations. She was attended by her sister, Miss Dorothea Scott attired in pale green and white silk, with a

⁴⁷ Photocopies of original documents and marriage certificates contained in District of North Vancouver file entitled 171 East St. James Road, Leonard Scott Building and supplied by Wilma Campbell, op.cit.

⁴⁸ Researcher's note: see reference to Parminter later in this work.

bouquet of sweet peas. Mr. D. Russell Campbell acted as groomsman for his brother and Mrs. D.A. Blair, sister of the groom played the wedding march. Among the guests who sat down to the wedding supper were Mr. and Mrs. J. Parminter, Mrs. A.T. Berry, Mrs. W.J. McMillan, Mr. and Mrs. C.H. Rawson, Capt. F. Kettle of Caulfields, Mr. and Mrs. J. Campbell, Mr. D.A. Blair and Master Allan Blair of Moose Jaw.

The young couple went to Seattle and Portland for their honeymoon, and on their return will reside on Fourteenth Avenue West, (Vancouver)."

CAMPBELL - SCOTT

"Rev. R.G. McBeth officiated at the nuptials of two popular young people on Monday evening, when he joined in wedlock Mr. William John Campbell and Miss Leonora Scott. The ceremony was performed at the residence of the bride's parents, Mr. and Mrs. Scott, 1108 Nineteenth Avenue East, a large number of friends of the popular couple witnessing the ceremony. The bride was attended by her sister, Miss Dorothea while the groom who is a well known local athlete and has figured prominently in international and provincial contests at the Vancouver Athletic Club and YMCA was supported by his brother, Mr. D. Russell Campbell as best man. The wedding marches were played by Mrs. D.A. Blair of Moose Jaw, a sister of the groom, who came here to attend the ceremony.

Among the members of the family and guests present to witness the ceremony were Mr. and Mrs. John Campbell, parents of the groom, Mr. and Mrs. L. Scott, Mr. and Mrs. C.H. Rawson, Mr. and Mrs. F. Kettle, Mr. and Mrs. J. Parminter, Mr. and Mrs. W.J. McMillan, Mrs. A. Berry. After partaking of a dainty luncheon Mr. and Mrs. Campbell left on the midnight boat for Seattle where, after spending a few days, they intend to motor down the Pacific Highway to Portland and visit friends there for a few days before returning to take up their residence here on Fourteenth Avenue, Vancouver."⁴⁹

The children of William John and Leonora Campbell are Wilma Campbell of Richmond and John Scott Campbell of Vancouver. Both are alive in 1994.

Leonard Scott as Councillor

The first meeting of the elected Council of the New Municipality of the District of North Vancouver was held at the Ranch of Thomas Turner Esq.,⁵⁰ on August 29, 1891.⁵¹

Those present were Chas. J.P. Phibbs, Esq., the Reeve and Councillors Thomas Turner and Thompson having been sworn in by Fred K. Schofield Esq., Justice of the Peace.

⁴⁹ Vancouver World, August 30, 1916.

Newspaper cuttings held by Wilma Campbell, grand-daughter of Leonard Scott. Photocopies in DNV files.

Captain and Mrs. F. Kettle of West Vancouver.

⁵⁰ Located just west of the present foot of Lonsdale Avenue.

⁵¹ Minute Book No:1, of the District of North Vancouver.

⁵² Leonard Scott at the time of being elected to the Council was 38 years of age.

After a few minutes conversation it was moved by Councillor Thompson and seconded by Councillor Turner that the Council adjourn until Saturday, September 12, 1891 at the Milk Ranch of Reeve Phibbs on Seymour Creek and just west of Cutter Island.

On this occasion Councillor Nelmes was present and Mr. A.E. McCartney acted as secretary pro-tem.

While applications for the position of Clerk of the Municipality came from J.J. Cowderoy; A.J. McPherson; W.S. Weeks and Murdoch Cameron, one Mr. M.H. Hirschberg being present at this meeting was duly appointed Clerk, Treasurer and Assessor of the District at a salary of \$30.00 per month starting from the date, Saturday, September 12, 1891. Only Councillor Turner objected to the acceptance of Mr. Hirschberg.

As mentioned earlier, Councillor Scott was present at the first meeting of the second elected Council held on January 20, 1892.

The Minutes without any introduction of the new Councillors or welcome from Reeve Chas. J.P. Phibbs simply states in the first mention of Councillor Scott.

"A Council meeting was held this day in the Clerk's office. Present, The Reeve and Councillors E. Lindsey Phillips, McCartney, Scott and Williams. The Reeve and Councillors with the exception of Councillor Williams procured their statutory declaration. The Reeve took the chair at 2:10 pm, Moved by Councillors McCartney and Scott that the Minutes of the previous meeting be adopted."⁵³

The final mention of Councillor Scott was at the adjourned Council Meeting⁵⁴ held in Vancouver December 12, 1892 with the next meeting held December 19, 1892 which Scott did not attend and the next election scheduled for January 1893 at the home of Thomas Turner.⁵⁵

Leonard Scott can therefore be said to have served as Councillor for the District of North Vancouver from January 1892 to January 1893 as a member of the second Council.

There is also no extant record of which of the four Wards Leonard Scott represented, but since his ranch was situated on the eastern boundary of Ward 3, it must be assumed that Ward 3 was his responsibility. The Ward arrangements were as follows:

⁵³ Minutes Book No:1, p.8

The mystery remains also as to how Councillor Scott could make a motion to adopt the minutes of the meeting, which he did not attend. This in turn raises the question of whether there was an extraordinary meeting held at which minutes were taken, a welcome and briefing given but which no entry made in the Minute Book.

⁵⁴ The Council met at a Regular Meeting once a month; this was an extra meeting held at the discretion of the District Clerk.

⁵⁵ Minute Book No:1, p.48

A motion was passed October 8, 1891 in a meeting in Mr. M.H. Hirschberg's office, in Vancouver with Reeve Chas. J.P. Phibbs in the chair and Councillors Tom Turner, Thompson, Nelnes present.

Ward No:1 Comprising all the property situated between the east side of Capilano Creek and Howe Sound.

Ward No:2 All the property situated the east side of Capilano Creek and a line starting at the south-east corner of DL271, and the shore of Burrard Inlet, thence running north to the Municipal boundary.

Ward No:3 Comprising all the properties east of the said line and the west side of Seymour River.

Ward No:4 Comprising all the property line between the east side of Seymour Creek and the North Arm of Burrard Inlet.

Moved by Council Thompson and seconded by Councillor Turner that the legal advisors of the Corporation be requested to draw up a bylaw authorising the issue.⁵⁶

During his term Councillor Scott worked hard taking an active part in the proceedings. Some of the major bylaws and motions in which he is seen from the Minutes become directly involved are as follows:

Bylaw of Council Procedure;
Bylaw to raise as loan of \$40,000 for constructing roads;
Advertising for Council in the Vancouver World Newspaper;
Renumeration of the Clerk/Assessor/Treasurer;

The hiring of contractors to commence building Keith Road (referred to some times as the Trunk Road);
To establish transportation to the North Shore (Ferry boat SS Senator or equal) for voters in elections* to reach the single Polling Place;
Served on the 1892 Finance Committee;
Brought the motions at the meeting of February 22, 1892. That the Main Trunk Road from the North Arm to Howe Sound be known as Keith Road;
The road up Seymour Creek be known as Lillooet Road. That the road up (the) Capilano (River) be known as Capilano Road;
Establishment of the Rate Bylaw for 1892 and that six miills on the dollar be inserted in the bylaw at that time;
The appointment of Mr. John English as Roads Inspector and Constable;
The said water rate shall be due and payable by the person or persons liable for the same to the City of Vancouver on the eighth day of May for all taxes paid on or before the second day of July a rebate of one sixth (1/6) shall be made.⁵⁷

⁵⁶ Minute Book, p.15.

⁵⁷ While individuals owned land on the North Shore, very few lived here at that time. Minutes, p.15

Minutes p.39 Meeting of February 29, 1892. Note that the rates are payable to the collector of the Municipality of North Vancouver, but in the City of Vancouver.

Moved by Councillor McCartney seconded by Councillor Scott that Mr. J.F. Garden⁵⁸ be engaged to go up Capilano Creek in company with City engineer Colonel Tracy to locate (the) road in the interests of this Municipality and submit a report.⁵⁹

At the same time a petition had been submitted to build a road, not just a water pipeline covering, along the Capilano River by H. Hancock and about 20 others.⁶⁰

One Harry Proctor and about 50 others demanded that a survey be made from some point on the Main Trunk Road (Keith Road) on the West Bank of Lynn Creek to the top of Lynn Valley Road. (This would be in the region of Mountain Highway, the route by which spars and later shingle bolts would be removed in 1895 or earlier by Spicer Shingle Company and later by the Hastings Shingle and Manufacturing Company, owned by James and Robert McNair.⁶¹)⁶²

There was at the same meeting a petition from one, Leonard Wit and about 100 others requesting that no Chinese labour be allowed to be employed in the (Keith Road) and bridge contracts to be awarded.⁶³

Councillor Scott therefore moved, seconded by Councillor McCartney that in the awarding of the contracts a clause be inserted excluding Chinese labour "except it can be shown to the satisfaction of the Council that no white labour can be procured."⁶⁴

It is interesting to note the going advertising rates of the newspapers of the day in 1892. The News Advertiser offered the Municipality a rate of 5 cents per line for the first insertion and 2 cents per line for each subsequent insertion. The Vancouver World offered a rate of 1 cent per line for the first insertion and one twenty-fourth of 1% per line for each subsequent insertion. The type to be used on both offers, to be nonpareil, 12 lines of which to be

⁵⁸ While individuals owned land on the North Shore, very few lived here at that time.

Minutes, p.15

Minutes p.39 Meeting of February 29, 1892. Note that the rates are payable to the collector of the Municipality of North Vancouver, but in the City of Vancouver.

⁵⁹ Route of Capilano Road was that of the Vancouver Water Works Company pipeline to the City of Vancouver. It was first aligned for a construction road in 1887 and re-aligned to cover the water pipes in 1888, all without reference to persons on the North Shore. There were no records of pipe location in the files of the District.

⁶⁰ For whom Garden Avenue was named in Lower Capilano.

⁶¹ See Pallant, James Archibald McNair.

⁶² Minutes p.43.

⁶³ Keith Road is not yet named. It was referred to as the Trunk Road.

⁶⁴ Minutes p.45. At this time all Federal Government contracts banned employment of Chinese workers even though they were essential for the economic success of any construction project.

equal to one inch space. Councillor Scott moved that the Vancouver World offer be accepted for the year 1892.⁶⁵

Councillor Scott seconded the motion by McCartney to engage Mr. R.E. Palmer of the firm of O'Dwyer and Palmer to locate the road up Seymour Creek to the northern Municipal Boundary at a cost not exceeding \$35.00 per mile.⁶⁶

Councillor Scott seconded the proposal of Councillor McCartney that the steamer Senator or some other steam boat be engaged to take voters to the Polling Place of Seymour Creek on February 12 (to vote on Temporary Loan Bylaw No.1).⁶⁷

At the meeting of February 8, 1892 Councillors Scott and Lindsay Phillips were appointed to the Finance Committee.

At that same meeting, by motion seconded by Councillor Scott, the District Clerk Mr. Hirschberg be instructed to communicate with regard to "a road up Capilano Creek" which at that time remained merely a cover for the buried water mains.⁶⁸⁶⁹

We learn that as seconded by Councillor Scott, Section 2 of Procedural Bylaw was amended to read "The newly elected Council of the Municipality shall hold its first meeting on the third Monday in January at 2:00 pm (section 77 Municipal Act 1891) and thereafter on the first Monday in every month."⁷⁰

The Board of Works report of February 23, 1892 received a positive motion by Councillor Scott to make the road up Seymour Creek to be known as Lillooet Road, the road up Capilano to be known as Capilano Road and the line from DL190 to Keith Road to be known as Seymour Road.⁷¹

Councillor Leonard Scott - The Man Himself

In modern times it is inconceivable that anyone living in Vancouver while holding property across Burrard Inlet in the District of North Vancouver would run for Council in the District and that council meetings would

⁶⁵ Minutes p.10, February 1, 1892.

⁶⁶ No Vancouver Waterworks work on this road occurred until 1906.

⁶⁷ Polling Station was at Reeve Phibbs ranch.

One might suggest that this form of voting procedure might be effective advertising as to the need for loans to the District of North Vancouver Council due to lack of rate paying residents.

⁶⁸ See DNV Socio-Historical Service Infra-structure, Chapter 11, Part 2 on the first Capilano Intake and Dam 1988.

⁶⁹ The Municipality paid Mr. Hirschberg \$10.00 per month for use of his Vancouver office as a Council Chamber. Minutes p.8.

⁷⁰ Minutes, p.54, April 25, 1892.

⁷¹ Minutes, p.35.

principally be held in a rented office in the City of Vancouver. Such was the case with the early councils beginning in 1891.

Likewise it is usual in modern elections for the candidates to at least know of each other. But in the District of North Vancouver, the "Big Municipality," the property owners were spread out over the area from Horseshoe Bay to Indian Arm with no links except by water and over-grown trails. Therefore in most cases they did not know each other and did not know how to correctly spell each other's names. It was also still the custom in 1891 to apply a salutary term of Mr. and Mrs. and use the surname only with the resulting lack of identification of both males and females.

In 1891, the only area on Burrard Inlet that was settled in anyway was the City of Vancouver. All the business of adjoining municipalities such as Burnaby, Richmond, North Vancouver, South Vancouver and other places had to be transacted in Vancouver. There was at that time no regular ferry service to North Vancouver because there was no landing wharf⁷² and no roads for the travelling public to use having crossed to the North Shore. All business, both civic and private had to be conducted in Vancouver and those regularly attending that business were advised to live there.⁷³

In the first Council elected in 1891 Reeve Phibbs and Councillor Turner lived on the North Shore. All other Councillors, while owning property in the District of North Vancouver were not residents.

The same applied to the second Council of 1892 with Chas. J.P. Phibbs again being "elected" ⁷⁴Reeve, with Councillors Lindsey Phillips, A.E. McCartney, Adolphus Williams and Leonard Scott. Only Reeve Phibbs and McCartney lived in the District of North Vancouver though all owned property there.

From the reverse perspective, because Reeve Chas. J.P. Phibbs had to travel to the office of District Clerk M.H. Hirschberg in Vancouver from Cutter Island at the mouth of Seymour Creek, he submitted expenses of \$63.00 for boat hire and attending twenty-one meetings.⁷⁵

As mentioned earlier, there was a ranch house on the Scott Ranch. Lynn Valley historian Walter Draycott states:

"It is many years since Scott, a butcher of Vancouver, cleared acres of bench land on the west side of the river (the Seymour River) near the picturesque varnished log house belonging to the Vancouver Water Board; it (like others) had to be demolished when the Board extended its bounds. Scott had made a pleasing ranch

⁷² A contract for wharf building was let March 8, 1893.

⁷³ Burnes, J.R., North Vancouver. Saga of a Municipality 1891-1907, p.22.

⁷⁴ Assuming there were others standing for nomination.

⁷⁵ Minutes, Meeting of December 19, 1892, p.87.

with fruit trees, a garden and comfortable quarters for his caretaker. A man named Pritchett was the last occupier ...⁷⁶

Around the early 1900s the Vancouver Water Board built the above mentioned varnished log house described above. Careful survey of the site shows clear evidence that between the side of the Vancouver Water Board house⁷⁷ and on the west bank of the Seymour River is a concrete foundation for an overshot Pelton wheel. Only the special foundation exists⁷⁸ and this has been eased back from the edge of the eroded river bank to avoid it tumbling into the fast flowing river⁷⁹. The mounting/water intake block is in fact some three feet west of the its original position. This Peltons wheel provided 7.5 kilowatts of 120 volt Direct Current hydro power to the Vancouver Water Board House shown here and known as the "Scott Ranch House". While it was built on the same property area of the original Scott house, it superceded the house built by Leonard Scott.⁸⁰

Access to Site

Access has been arranged by GVRD Parks Department and Watershed Management to this homestead site located in the GVRD administered Seymour Demonstration Forest. As may be seen from the attached map prepared by forestry lecturer and historian Eric Crossin, access to the homesteads and the site of the Leonard Scott Ranch is by travelling north up the Lillooet Road past Capilano College and the old North Vancouver Cemetary to Rice Lake. Before the barrier at the Park gate, turn right to "Stop 8". Proceed down the road and turn left on the "Homestead Trail".

In the process, the route of the old 1877 Lillooet Trail is traversed to a wooden bridge⁸¹. At this point, and looking down to the east and the Seymour River, the bench lands can be clearly viewed. To recognize the feasibility of bringing large herds of cattle onto the Scott Ranch, it must be understood that the District Lots (DL) such as DL855 owned by Leonard Scott, stretched from the Lynn Creek to the Seymour River⁸².

The current impression is deceptive due to the presence of the track under which the water pipes from the Seymour falls inlet were buried from 1908 to 1948. The impression is that the lots are only as large as the short distance

⁷⁶ Draycott, Walter Mackay. Early Days in Lynn Valley, p. 81.

⁷⁷ The house faced south, the Seymour River is to the east.

⁷⁸ As of August 16, 1997.

⁷⁹ See map by Eric Crossin of that date.

⁸⁰ Observations and survey made of the site by the Researcher on April 1995 to August 1997 guided by Mr. Carl Sparks who with his father was an employee of VWB (now GVRD) and who lived in the VWB house as a child before WW2.

⁸¹ There were a total of 80 wooden bridges on the Lillooet Trail.

⁸² See Pre-Emption Claims on the Seymour River, Fig. 1.4 of Kahrer, Gabrielle. The Seymour River Valley 1870's to 1980's. 1959 GVRD Parks Department, Burnaby, p. 12.

between the track and the Seymour River bank on which the houses alone were built.

It will also be seen from the attached map and from the steeply descending Homestead Trail that the old Lillooet Trail passes through all six lots making them all fully accessible to cattle if required and, of course, entering at the north-Lillooet end, from which the cattle would have always arrived. The total length of the trail from Lillooet to North Vancouver was 164 miles long and only three feet wide.⁸³

Access to the Scott Ranch homestead is achieved by turning right off the Homestead Trail onto the Fisherman's Trail and proceeding south, parallel with the Seymour River, towards Twin Bridges. Two homesteads north of Scott's Ranch are marked with moss covered entry arches. At one end there is a case showing the image of the Scott Ranch house of 1900 but the homestead and the Pelton Wheel is actually some 200 yards further south down Fisherman's Trail. The lot is not marked and like all the homestead sites, is covered in dense undergrowth.

Probably, if the Lillooet Trail project had been successful following the initial cattle drive of Robert Carson and Richard Hoey in 1877, the Scott Ranch would have been an important part of the meat supply industry in Vancouver.

It was planned that cattle would be brought to the Scott Ranch to fatten after the drive from Lillooet country. They would then be herded to the end of the trail at Lynn Creek⁸⁴ (close to ex Royal Engineer John Linn's farm) and shipped by scow from Lynn Creek across to Vancouver. Leonard Scott being a meat cutter by trade would also cut and sell prepared meat to customers on the North Shore. This was not to be!⁸⁵

There is the understanding in the Scott descendants that Leonard Scott worked at first with the firm of Patrick Burnes and Company with headquarters in Calgary, Alberta.⁸⁶

As the Canadian Pacific Railway progressed in building their line across Canada, a contract was let with Patrick Burnes to supply meat to the construction camps by way of the train from Calgary. When it was discovered by Burnes that Canadian Pacific Railway would indeed extend their line to Vancouver from Port Moody by 1886 Burnes quickly set up a modern meat packing plant in Vancouver in an effort to secure further

⁸³ The trail is steep because as mentioned earlier, in August 1907 construction work was carried out north of Scotts Ranch and workers cut away "the entire edge of the slope and constructed an entirely new road on the bank".

⁸⁴ Then and for years after known on surveyors maps as Fred's Creek after Fred Howson the previous pre-emptor of DL204.

⁸⁵ Leonard Scott was aged 24 years at the time of the cattle drive.

⁸⁶ Wilma Campbell, grand-daughter of Leonard Scott, resident in Steveston.

contracts. Leonard Scott was a skilled meat cutter, who knew potential customers, and owned an extensive lot, which always was known to hold grazing cattle by the Shaketown-Seymour logging and milling fraternity. They could obtain more readily cuts of beef from Scott's Ranch than from Vancouver and at a much lower cost. Cattle held by the families of Shaketown-Lynn Creek were almost wholly for milk production. Leonard Scott was therefore a valuable asset as an employee.⁸⁷

In 1888 ⁸⁸Leonard Scott is listed simply as a butcher. At the same time, Chas. J.P. Phibbs is listed as the Indian Agent for Tobacco Creek which might account for why he purchased property on the Seymour at Cutter Island adjacent to the Indian Reserve. Hayes and McIntosh in 1887 called themselves Mainland Market.⁸⁹

Leonard Scott worked as a butcher for Hayes and McIntosh with a shop at 55 Cordova Street, Vancouver in 1888.

Competition at that time came from:

Roy Barns who sold pork only against wide spread Chinese competition;
City Market, 186 Cordova Street;
L. Stewart, Peoples Market, 118 Carol Street;
Van Volkenburgh Bros., 17 Water Street.

In 1890 Hayes and McIntosh ran an advertisement in the Street Directory, reading as follows:

"Hayes and McIntosh, Mainland Market, choice meat of every description, fresh and salt. Hotels, Mills, Ships and Families promptly supplied. 52 and 54 Cordova Street."

In 1892 the year in which he became Councillor and was married, Leonard Scott continued to work for Hayes and McIntosh, 38 to 40 Cordova Street, Vancouver. Telephone Nbr.56. Scott is listed as a meat cutter and lived in rooms at 38-40 Cordova Street, (upstairs), over the business.⁹⁰

Then in 1893 the Company had change of principals and is listed as W.A. McIntosh and Company, Mainland Meat Market, 36 - 38 Cordova Street. Leonard Scott continues to work there as a meat cutter, but resided at 400 Georgia Street. W.A. McIntosh resided interestingly at Pender and Thurlow Streets.⁹¹

⁸⁷ The view that Leonard Scott worked for Patrick Burnes is unsupported except that Leonard Scott is identified as the man in the black hat at the right. See photograph by Leonard Frank Photos.

⁸⁸ The view that Leonard Scott worked for Patrick Burnes is unsupported except that Leonard Scott is identified as the man in the black hat at the right. See photograph by Leonard Frank Photos.

⁸⁹ Mellandaine and Williams, Business Directory of Victoria, 1889 was the first edition.

⁹⁰ Mellandaine and Williams Directory, p.777

⁹¹ Mellandaine and Williams Directory, pp. 789, 819.

In 1894 Leonard is listed as meat cutter at Mack (sic) McIntosh and Co., and then resided at 402 Georgia Street.

W.A. McIntosh remains in business at the same company and address in 1896 but Leonard Scott is now employed at Scott and Parminter, City Meat Market, 168 Cordova Street, Vancouver and in 1897 Leonard Scott is listed as a butcher, but with no company listed and now living at 319 Georgia Street, Vancouver.

There is no further information on Leonard Scott in the records of the District of North Vancouver, beyond the following found in

Minute Book Number 1:

Council Meeting of June 2, 1896.

Reeve Dr. J.T. Carroll.

“An application from Leonard Scott for the loan of Twelve Hundred Dollars from the Sinking Fund for a period of five years at six percent interest, the security offered being mortgage on Lot in the Municipality on a motion the application was referred to the finance committee

In the Council meeting of July 5, 1896.

Reeve J.T. Carroll.

“Letter from Mr. Leonard Scott with reference to application for Loan of Money from 3 weeks back Clerk authorized to inform him that owing to the amount of his assessment the statutory limit preclosed the Council from loaning the amount asked for viz. Twelve Hundred Dollars.”^{92 93}

⁹² Minute Book No. 1, p. 300 original. p. 155 typed duplicate. No Lot number shown in Minutes therefore it can be assumed that it is the unused “Scotts Ranch” DL

⁹³ Minute Book No. 1, p. 303 original, p. 156 typed duplicate.

CHAPTER 9

PART 3

THE GVWD EARLY SEYMOUR VALLEY WATER SYSTEM AND SECOND NARROWS SUBMERGED PIPE CROSSING 1908

CHAPTER 9 DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOGGING IN LYNN VALLEY
Researcher: Roy J.V. Pallant

PART 3 THE GVWD EARLY SEYMOUR VALLEY WATER SYSTEM AND SECOND NARROWS SUBMERGED PIPE CROSSING 1908

The City of Vancouver prior to the year 1908 depended entirely on its water supply from Capilano Creek. This supply had been adequate up to that time, but owing to the rapid increase in population, the necessity of securing water from another source of supply was made apparent for the following reasons:

- 1) The extreme low water stage in the Capilano would not be sufficient for the future population;
- 2) Owing to the rapid fall of this creek it would be impossible to create storage water reservoirs in its narrow valley at a permissible cost;

- 3) And finally, the crossing of the supply main under the First Narrows (being the entrance to Vancouver Harbour) made a dangerous point in this water system (several of the submerged pipes having already been broken by ships' keels). The City Council therefore decided to secure an additional supply from Seymour Creek and completed the installation of this system by the year 1908^{1,2}.

Seymour Creek empties into the northerly side of Burrard Inlet at Second Narrows, situated near the north-easterly corner of the City of Vancouver. It is a beautiful clear mountain stream (except for once or twice annually) and has a fall at the lower part of about 65 to 70 feet per mile. Its drainage area is about 80 square miles and its mean annual runoff about 500 sec feet. The low water flow is about 80 cubic feet per second and the maximum about the same as the Capilano.

At its source is a lake of from 400 to 500 acres at an elevation of about 3,000 feet above sea level. In this neighbourhood there are also snow fields which help to maintain the supply of water during the summer months.

The 1913 water works intake* in use was located seven miles up from the mouth of the stream being distant about 11 miles from the central part of Vancouver and had an elevation of 465 feet above sea level.

Owing to the large amount of boulders, gravel and finer sediment which the creek carries down at freshet times, it was necessary to design the intake so that it would not become completely choked up at such times, and means had also to be provided to prevent the finer sediment entering the pipe.

The intake was formed by a hewn cedar crib with rock filling made 13 feet in height. There were two openings each 5 feet in width, and on the face of each opening there was placed an oak rack set in an iron angle. The water entered the intake at right angles to the direction of the stream, the faces of the racks being parallel with the stream. This allows boulders and most of the heavy sediment carried down by freshets to be swept away as the current of the stream is stronger than that of the water entering the intake.³

About 50 feet below the intake a low boulder weir extends across the creek. This was composed of large broken rocks containing about half a cubic yard each, which was hauled into place with a forestry stream donkey engine.

¹ Researcher's note: The Seymour system was begun in 1906 and cost the city of Vancouver half a million dollars.

² The Seymour and Capilano Rivers were known in the late nineteenth and early twentieth centuries as Creeks. The text follows that of H.M. Burwell, C.E. The Vancouver Water Supply, Jan. 25, 1913.

³ Researcher's note: The improvements completed in 1913 increased the water supply from 9 million gallons per day to 21 million gallons per day according to Robert J. McDougall, British Columbia Magazine, June 1911, "How Vancouver Gets Snow Water from Mountain Streams".

This weir had only a sufficient height to keep a sufficient depth of water on the intake during the extreme low water period.

The water passing through the racks entered an 11 by 14 foot forebay. From there was an open conduit 6 feet in width of hewn cedar crib-work. This conduit extended down stream along the bank of the creek for a distance of 300 feet. Its upper end was furnished with a 6 by 10 feet head gate. At the lower end of the open conduit was placed a scour gate discharging into the creek, its duty being to flush out the sediment which may enter the intake and deposit itself along the flume.

Just below this point were located two sediment tanks designed to separate the finer sediment and floating matter from the water and prevent it from entering the pipe. These tanks were built of 6 by 12 inch sawn timbers, the sticks all being placed horizontally and drift-bolted together with frequent tie-sticks extended into the bank.

Each tank was 20 by 100 feet in plan by 6 feet deep, and was lined with 3 inches of concrete fastened on the sides with expanded metal spiked to the timber walls.

The floors of the tanks were made by first covering the ground (which consists of a compact mass of boulders and gravel) with expanded metal. This was fastened with numerous 3/4 inch anchor bolts driven down in between the boulders after which 3 inches of concrete was floated through and over the whole. The object of the anchor bolts was to withstand the upward pressure which occurs at extreme high water in the creek.

Each tank is supplied with a 4 by 5 foot inlet gate and one of the same dimensions at the lower end which admitted the water to the supply main leading to the city.

A few feet in front of the lower gates were placed two rows of screws extending across the entire width of both tanks. There were 16 screens in all each 5 feet square. They had iron frames backed with heavy steel netting and fitted in front with light wooden frames in which the fine screens were fastened.

The screens were operated by hydraulic hoist, which lifted a row of eight at a time, when the whole row was cleaned by means of a strong jet of water. The refuse falls in a cement trough in the floor and is carried out into the creek. The water for this work was supplied from a small mountain creek through a 4 inch pipe under a 125 feet head.

Across the bottom of both tanks was placed a baffle 18 inches in height situated 6 feet in front of the screens. Its purpose was to prevent the sunken matter and heavier sediment from coming in contact with the screens thus leaving them free to filter the suspended sediment.

Just above the baffle was built a skimmer which crosses both the tanks. This contrivance takes care of the overflow and carries off all floating matter.

Each tank was provided with a scour gate 24 inches square placed on its floor by means of which a tank could be flushed out without interfering with the supply to the city.

The Supply Main

Before constructing the supply main a good wagon road was built along the location of the pipe line. It had a maximum grade of 4 1/2 percent and a total length of seven miles. For the first 3 3/4 miles below the intake, it was located on the westerly side of Seymour Creek. It then crossed the creek on a steel bridge and extended along the easterly side of the Second Narrows of Burrard Inlet.⁴

About half a mile below the steel bridge, the Seymour Creek Canyon is encountered where the creek passed⁵ through a deep cleft in the rock, having almost perpendicular walls on each side. Here the road was excavated through rock along the edge of the canyon for some distance and was very picturesque.

Wood Stave Pipe

The pipe was built along the side of the road farthest away from the creek. For the first 1,000 feet it consisted of a continuous wood stave pipe, 36 inches in diameter. From that point down to the canyon (where there was a slight summit in profile) it consisted of a continuous wood stave pipe 30 inches inside diameter⁶. The total length of the wood pipe was 4 1/3 miles.

The staves of which the pipe was built had a thickness of 2 inches⁷ and were chiefly cut from fir timber, although some cedar was used.

The staves were manufactured near the site of the work, as well as the lumber used in the sediment tanks and intake buildings.

The City of Vancouver purchased a portable saw and logging donkey engine for this purpose.

The price of the class of lumber required would have been \$40.00 per 1,000 feet (board measure) at the mills in Vancouver. Hauling and handling it at least three times would have brought the price up to not less than \$50.00 per 1,000 feet on the line.

⁴ See Chapter 9, Part 2 on the Scott Ranch for social aspects.

⁵ As at present (1994).

⁶ Bore

⁷ Literature on stave pipe is shown here. There are examples of stave pipe at the entrance to the Seymour Demonstration Forest.

The actual cost of the lumber used in the pipe, including the cost of the saw mill, was \$28.50 per 1,000 feet making a considerable saving in this respect.

The wood pipe was supplied with two 30 inch gate valves, one placed about one and a half miles below the intake and the other about three miles below. The valves were placed in these positions, partly for use in an emergency, and partly to facilitate the construction of the pipe. The pipe in one place would be subjected to a pressure to a static head of 210 feet and this part (which is near the bridge crossing) has the steel bonds spaced 9 3/4 inches centre to centre as they were wound round the pipe to clamp the stave sections in place.

The bands were 1/2 inch in diameter, filled with forged steel shoes, and have an average spacing of 3 3/4 inches centre to centre.

Bridge Crossing

The crossing of the bridge was made with 32 inch continuous steel riveted pipe, with bends and special connections for wooden pipe at both ends. It was furnished with a 6 inch blow-off at the centre and rested upon floor beams of the bridge. The water-tight connections between this steel pipe and the wooden pipes were made with ordinary lead joints. Where the pipe line crossed ravines or small hillside creeks, it was supported on substantial cedar trestles and was enclosed in cedar crib work filled with sand and gravel.

Fire Prevention

In two places where it was thought there might have been danger from fires, the pipe line was supplied with 2 inch valves with a length of hose and a nozzle in each place enclosed in a small house.

Welded Steel Pipe

From the canyon down to the Second Narrows the pipe line was constructed with 24 inch lap-welded pipe. The shell of the pipe had a thickness of 5/16 inch, and is made in about 19 foot lengths and known as "Stewart's Patent Insert Joint" lap-welded steel pipe with a cost in 1913 of \$3.80 per foot delivered in Vancouver.

At the upper end it was supplied with a 24 inch gate valve and a 6 inch blow-off. At the Narrows end it connected with two 18 inch submerged mains by means of a "Y" special and shore connections. It was also supplied with a 6 inch blow-off valve placed within a concrete well which enclosed the "Y" and two 18 inch gate valves. The ground at this point on the foreshore being covered with tidal water at times of high tide.

Laying Submerged Mains at Second Narrows

The total distance across the Second Narrows was 2,600 feet but only 1,000 feet of the channel was deep water, the rest being tidal flats uncovered at low water⁸.

The channel had a depth in the central portion of 75 feet at low water. In this portion there were used two 18 inch flexible cast iron pipes built in lengths of 9 feet with a 1 1/2 inch shell. Each pipe length weighed from 3,300 to 3,600 lbs. and each pipe joint is capable of a total deflection of 19 degrees. The pipe was a ball and socket type. The ball was formed by running lead into the joint after the pipe had been placed together. The shore connections, amounting to 1,600 feet were made partly of steel and partly of ordinary cast iron pipes.⁹

The most interesting feature in connection with the submerged mains was the placing of the flexible pipes along the bottom of the deep channel. This was accomplished by first building a wooden trough or chute on the tidal flat on the northerly shore directly in line with the crossing and extending out to the edge of the deep channel. The chute was made of 3 x 12 inch lumber supported on trestles and of a length equal to that of the flexible main. It was well greased on the inside after which the pipes were placed in and jointed together, the bell-ends each resting on a short board forming a sort of sled used to keep the pipes in place and to reduce the friction in sliding them along into the channel.

A 1 1/2 inch steel cable was then drawn through the pipe and fastened on to eye-bolts at each end, made of 2 inch Norway iron and about 8 feet in length. These pass through cast iron caps placed at each end of the pipe partly to avoid the ingress of sediment being scraped in the pipes. The rear bolt was threaded for about 6 feet and provided with a large nut by which the cable inside was made taut. The front end or leading cap was provided with a stuffing-box to permit the movement of the eye-bolt outward as strain came on the inside cable without taking water into the pipe.

Three 1 1/2 inch steel hauling cables were then fastened to the pipe. One was fastened to the pipe about one-third of the distance back from the front end, one at the front end and the other was fastened to the eye bolt.

As the Canadian Pacific Railway passed¹⁰ along the southerly shore of the Narrows close to the water's edge, a bridge had to be erected over the track to prevent interference with rail traffic. The cables were carried over on top

⁸ In 1913 many changes have been made to the foreshore since that time, more especially encroachment by land fill.

⁹ See for comparison of this 1908 operation of laying submerged pipe across Second Narrows with the same operation completed 20 years earlier at First Narrows by the Vancouver Water Works Company Ltd., a private concern in Chapter 11, Part 2 of this work.

¹⁰ and continues to pass in 1994

of this bridge, which was built on a slope of 15 degrees owing to the high bank to the south of the track. The platform was extended up hill to a large spruce stump which was used in addition to a log dead-man anchor for hauling the pipe.

At the lower end of the platform was placed a wooden roller over which the hauling cables passed. The hauling was performed by means of five capstans operated with horses. These were capable with the blocks and tackle used, of putting a strain of about 180 tons on the hauling cables.

In hauling the several 12-inch mains across Frist Narrows in the Capilano system, it was noticed that by the time the ends of the mains were landed on the south shore, the pipes were always full of water, caused by leaks in the numerous joints. This ingress of water would add about 54 tons to the weight of the pipe when all was submerged, and make the hauling more difficult, especially as the last part of the haul was up a very steep incline on the south shore. The new main being much heavier than the prior ones hauled, it was decided to take no chances in this respect. Accordingly an air compressor was used and kept a continual pressure of from 50 to 60 lbs. in the pipes to keep out the water during the whole time that it was being hauled.¹¹

The haulage was done by day labour and was accomplished without experiencing any unusual difficulty, although the pipe was much heavier than any hauled previously and the slopes of the channel steeper and rougher than at First Narrows.

The conduit from the Second Narrows to the city where it connected with the distribution system (a distance of about three miles) was a 24 inch lap-welded steel pipe with the exception noted below. The connection with the steel pipe here is made by means of a "Y", the same as on the North Shore, but in addition to the two 18" gate valves, there were two 18 inch check valves bolted to the gate valves. The pipe then passed under the railway tracks in a concrete lined tunnel, in which is placed a special steel riveted pipe, with the necessary "T" and bends, all riveted together and resting on concrete saddles and concrete backings at the bends.

The pipe line, after passing through the tunnel, followed the railway right-of-way for a distance of about half a mile (owing to the precipitous nature of the ground joining the railway). In accordance with an agreement with Railway Company this portion of the pipe line was made of 3/8 inch steel plates. After leaving the right-of-way the pipe line followed along a course through Hastings Park to Eton Street, along this street to Powell, and along Powell Street, terminating at McLean Drive.

¹¹ Researcher's note: Refer to Chapter 11, Part 2 of this work.

The total length of the supply main from the intake to where it connects with the distribution system in the city, is about 10 1/2 miles and the capacity of the system was about 9,000,000 gallons per day, or about equal to the early 1913 Capilano System.

Cost Data

The wagon road along Seymour Creek was built by contract at a cost of \$44,500. The work contained some very heavy side hill cuttings and a considerable quantity of rock work.

The pipe trench for most of its length was excavated through a compact mass of large boulders and gravel, deposited by glacial action. The portion along the edge of the canyon was excavated through granite rock.

The trench for the wooden pipe 4 feet in depth by 5 feet in width was performed by contract, the price being 49 cents per lineal foot. The rock work being paid per cubic yard brought the average cost of this bench up to 73 cents per lineal foot.

Cost of Wood Stave Pipe

| | <u>Per Lineal Foot</u> |
|-------------------------------------|------------------------|
| Excavation of trench (contract) | \$.73 |
| Building pipe | .39 |
| Steel bands including haulage | 1.39 |
| Lumber including haulage | .65 |
| Tongues including haulage | .02 |
| Paint for bands including haulage | .02 |
| Inspection | .01 |
| Back filling over pipe (day labour) | <u>.25</u> |
| Total | \$ 3.45 |

Cost of Steel Pipe¹²

| | |
|---|------------|
| Excavating trench (day labour) | .85 |
| Steel Pipe | 3.80 |
| Laying and making joints including lead | .23 |
| Back filling | .25 |
| Hauling of steel pipes (day labour) | <u>.07</u> |
| Total | \$5.20 |

Summary of the Cost of the Whole Work Performed

- North Side of Burrard Inlet¹³

¹² All 1911 to 1912 costings

¹³ All 1911 to 1912 costing

| | |
|--|--------------|
| Wagon Road by contract | \$ 44,500 |
| Wharf and approach at Second Narrows (contract) | 6,000 |
| Steel bridge over Seymour Creek | 7,000 |
| Warehouse and camp buildings | 1,500 |
| Intake and sediment tanks, including lumber, screens, gates completed (day labour) | 19,500 |
| Wooden stave pipe line (contract) | 78,500 |
| Steel pipe line (day labour) trench and laying | 76,500 |
| Gate valves, special steel pipes, bends, air valves, etc. | 3,500 |
| Trestles and Calverts (day labour) | 3,500 |
| Repair work to road, cutting and slides and corduroy work (day labour) | 3,500 |
| Protection work to pipe line, riprap and crib work (day labour) | 6,000 |
| Telephone line | 1,000 |
| Portable saw mill | 6,000 |
| Logging Donkey Engine | 3,000 |
| Rough lumber in stock | 9,000 |
| Teaming ¹⁴ | <u>1,000</u> |
| Total | \$ 270,000 |

Submerged Main (One main only)

| | |
|---|--------------|
| Flexible Cast Iron pipe 1000 cubic feet | 8,500 |
| Hauling flexible pipe (day labour) | 4,000 |
| 1,600 feet steel and cast iron pipe (shore connections) | 7,500 |
| Laying pipe and making shore connections including delivery from Vancouver of all pipes | 1,000 |
| Gate valves and specials | 2,500 |
| Lumber and tools | 500 |
| Protection work, rip rap, and concreting | 1,000 |
| Lea | <u>2,000</u> |
| Total | \$ 27,000 |

South Side of Burrard Inlet

| | |
|--|-----------|
| Tunnel under CPR railway track concrete lined with 40 foot shaft | \$ |
| 2,500 | |
| Special steel riveted pipe with concrete saddles and anchoring | 2,000 |
| Steel main to Vancouver connecting Capilano system complete | |
| <u>86,500</u> | |
| Total | \$ 91,000 |

This brings the cost of the old Seymour creek system up to \$ 388,000

¹⁴ Horse drawn transportation and hauling

For engineering and super-intendence \$ 11,000

TOTAL \$ 399,000

Note: This amount does not include the cost of the land purchased for Little Mountain¹⁵ and Hastings Reservoirs¹⁶ foreshore land, pipeline right-of-way and legal expenses.

Note: The cost of the ordinary labour at the time of construction (1910-11) varied from \$2.80 to \$3.00 per day of 10 hours as regulated by Vancouver City Council.

High Level Seymour Creek Supply Line 1913

By about May 1913 a new main was installed to supply the City of Burnaby from the Seymour Water System. The Burnaby Main had a diameter of 36 inches, the diameter being fixed by an agreement with the Municipality of Burnaby which received water through an 18 inch connection at the north side of Second Narrows.

The contract was let to the Macdonald, Godson Co. Ltd. of Vancouver on May 31st, 1911, for supplying 40,000 feet of steel riveted pipe 36 inches in diameter; 20,000 feet of steel riveted pipe 32 inches in diameter, and 6,500 feet of lap-welded pipe 18 inches in diameter.

The 36 inch pipe was built of plate ranging from 5/16 inch in thickness to 7/16 inch costing \$4.00 and \$4.96 per foot, a short section at the upper end being built of 1/4 inch plate.

The 32 inch pipe was built of 5/16 inch plate and the priced for this pipe was \$3.58 per foot all delivered, duty, freight and all other charges paid.

The contract was also let on the same date May 31st, 1911 to Balfour, Guthrie & Co. of Vancouver for the supply of 4,000 feet of 18 inch cast iron flexible pipes at \$35.00 per ton.

On December 30, 1911, the contract was let to Guthrie & Co. for the supply of 24,000 feet of 24 inch lap-welded sheet pipes built of 1/4 inch and 5/16 inch plate at \$2.67 and \$3.15 per foot.¹⁷

¹⁵ Built 1911 at Little Mountain 400 feet above sea level
Capacity 25,000,000
IG (30,000,000 USG)

¹⁶ About one-third of a mile south of Second Narrows, 340 feet above sea level. It was connected to the original Seymour system capacity 20,000,000 gallons.

¹⁷ Burwell, H.M., C.E., The Vancouver Water Supply, Jan. 25, 1913, p.18.

A.J. Forsyth & Co. of Vancouver secured the contract for supplying all gate valves for the Burnaby Main at a total of \$8,687.00 and which were manufactured by Glenfield and Kennedy Ltd. of Scotland.

The trench for the 36 inch main was contracted to Burrard Engineering Co. of the city at \$1.04 per lineal foot, which included the bell holes (up to a specified number) and back fill.

The 36 inch pipe was a continuous steel riveted pipe extending alongside the existing¹⁸ Seymour Creek supply main from the Second Narrows of Burrard Inlet to the temporary intake located about 2,000 feet upstream from the original 1906 intake.

The Burnaby main was designed with sufficient strength to withstand the extra pressure it was subjected to when the permanent intake at the water fall on Seymour Creek was installed (about 65 lbs. above the 1912 pressure and was provided with three 36 inch gate valves for use in cases of emergency, one at the intake, one two miles below the intake and one at a point 2 3/4 miles from the Second Narrows.

The new pipe crossed the old steel bridge over Seymour Creek near the Scott Ranch being supported across this span of 105 feet with reinforcing truss rods so that most of its weight was directly onto the piers at each side.

At the canyon, a short distance below the bridge, owing to the narrowness of the original rock-cut along the side of this bluff and the danger in which the old pipe would have been placed by the necessary blasting operations required to widen the cut, it was thought advisable to tunnel through this point of rock. This tunnel had a length of about 700 feet and was built sufficiently large (8 feet wide) to accommodate another large supply main when the future extension was required.

The temporary intake mentioned here had an elevation of 490 feet above sea level and was a wooden structure similar in general arrangement to the one used in 1906 and described above, being designed to suit the peculiar conditions which exist on this stream.

There was no diverting dam, and the water enters the intake at the side of the creek at right angles to the direction of the current. Years of experience on the Capilano and Seymour rivers had proven this arrangement to be the only satisfactory one that had been discovered at that time¹⁹. The sediment tanks below the intake are designed to separate the sediment which enters the intake during floods.

In 1913 both the Capilano and the Seymour carried down large quantities of sand and silt during about four or five days in each year (usually in the

¹⁸ 1912 and earlier

¹⁹ in 1913

month of November) but for the rest of the year they are beautiful clear water creeks.

The arrangement of the valves and "Y" pipes below the tanks made provision for the future 48 inch pipe line extension up to the permanent intake at the waterfall discussed later in this chapter part.

At the North Shore of the Second Narrows there were placed three cast iron "Y" pipes with 18" gate valves by which the 36 inch steel pipe was connected with the four 18 inch shore connections of flexible cast iron submerged mains which cross the Second Narrows.

Submerged Mains at Second Narrows

To accommodate the Burnaby pipe line installed in 1912 a new assembly of submerged pipes was layed across Second Narrows. It is interesting here to see the gradual learning of local experience gained from the amazingly rapid development of the GVWD system necessitated by the rapid growth of both the north and south shore population.

The new assembly of submerged mains were four in number and were located along a line about 400 feet easterly from the old 1908 location. There were 18 inches in diameter and similar in all other respects from the original location and the two pipes installed there²⁰.

The method of hauling the four pipes across the Narrows was somewhat similar to that adopted in hauling the old pipes except that a large logging donkey engine was employed instead of the capstons and horse teams formerly used. The arrangement of the hauling tackle being altered so that the actual hauling of a single line of pipes could be accomplished in a few hours instead of several days as with the two main crossing. Also an additional deadman was placed on the beach which took half the strain.

Each line of flexible pipes had a length of 1,000 feet and with shore connections which were constructed of 18 inch lap-welded steel pipes built of 3/8 inch plate gave a total length across the Narrows of half a mile.

The pipes were hauled across in parallel lines 10 feet apart the easterly pipe being that one which was used by the Municipality of Burnaby as had been agreed.

At the south shore of the Narrows, the crossing under the Canadian Pacific Railway was made by two small timbered tunnels in each of which were placed two 18 inch lap-welded steel pipes, it being the intention after the water had been turned on to fill up the space around the pipes with concrete.

²⁰ The first pipe crossing was described above, the second pipe was laid late in 1912.

After crossing under the C.P.R. tracks, the four 18 inch pipes extend south about 80 feet where a large cast-iron "Y" pipe was placed to make the connection with the 32 inch continuous steel riveted pipe which extended into Vancouver.

There were placed here four 18 inch gate valves and four 18 inch reflux valves and, in addition, an emergency connection with an 18 inch valve for the Municipality of Burnaby.

Supply Main to Vancouver

The 32 inch steel riveted supply main to the city of Vancouver extended south from the south side of Second Narrows to East Street thence west along this street to Boundary Road, thence south to Cambridge Street, thence west to Cassiar Street, thence south to Charles Street and west to Clark Drive²¹.

Two gate valves were placed in this pipe for use in cases of emergency, one near the westerly end and one between this point and the Narrows.

At the westerly end of this main at the corner of Charles and Clarke, there was placed a large "Y" pipe piece which connects with a 24 inch lap-welded steel pipe extending to the city distribution system. This latter connection was made through a 24 inch gate valve, and a 24 inch pressure reducing valve manufactured by the Golden Anderson Valve Speciality Company.

The pipe line making this connection extended north along Clark Drive to Pender Street where a "T" piece and gate valve are placed, making the connection with the 24 inch distribution pipe installed on this street. From this point, it continued north to Albert, thence east along this street to McLean Drive thence north along this street to Powell Street where a connection with the old 24 inch Seymour Creek supply main was made.

The 24 inch line extending to Little Mountain reservoir followed south along Clarke Drive to 25th Avenue thence west to Bridge Street thence south along this street to Bodwell Road, thence east a short distance to the reservoir. Provision was also made for the supply from Capilano Creek system²².

Planned Extensions Considered Necessary in 1910 for the City of Vancouver Water Supply

As a result of one of the many reports by H.M. Burwell as consultant to the City of Vancouver, he made to the Vancouver City Council of 1910,

²¹ a distance of about 3-8 miles

²² This connection being made at this time 1913 by way of the submerged pipes beneath First Narrows.

recommendations on an examination of the waterfall on Seymour Creek. Council approved the purchase of land abutting on the west bank of the creek at this point and also secured a record from the Provincial Government for a storage license of 100 cubic feet per second. Around the Falls area the creek is supplied from high timbered mountains from 5,000 to 6,000 feet in height.

The waterfall is formed by a reef of granite rock which crosses the creek channel, the crest of which is 632 feet above sea level.

By the construction of a dam on the top of this rock with a maximum height of 45 feet there would be flooded an area of 484 acres which was estimated in 1910 to give sufficient storage (with the natural flow of the creek during dry periods in summer or winter) to maintain a supply of about 185 cubic feet per second, or an amount sufficient to cover all of the water records granted by the government on this creek.

In addition to its value as a storage area or reservoir, this large flooded area would form a settling basin that would greatly improve the water quality during the heavy freshets which occur once or twice each year, (extending over a period of three or four days) when the water becomes turbid, and in addition to this would also overcome the winter problem which sometimes occurred of an accumulation of anchor ice and snow at the intakes.

The waterfall²³ was situated four miles above the intake described above and offered ideal facilities for the creation of a storage reservoir in the Seymour River Valley and the most suitable intake for the higher level of the future Greater Vancouver and adjoining municipalities envisaged by the Vancouver Water Works Department²⁴.

The surveyed pipe line route from the intake up to the waterfall, extended along the westerly side of the creek and with the exception of about 500 feet of sliding embankment offered no difficulty in construction. The problem with the embankment would be overcome by tunnelling under or cribbing around it.

The survey of the contour line around the flooded area above the proposed dam at the waterfall was run at an elevation of 677 feet above sea level and extended upstream from the falls for a distance of about 4 miles.

By 1913 all of the necessary land and right-of-way plans had been prepared, so that the City of Vancouver was then ready to go ahead and acquire all the necessary land for what was already considered a very important extension to the water works system.

Daily Capacities

²³ now the site of the first Seymour dam and reservoir

²⁴ see later foot note on the status of this department.

The daily capacities of the various supply pipes under ordinary working conditions where a pressure of 100 lbs. was maintained at the Vancouver Water Works shops.

| | |
|---------------------------|---|
| Old Capilano System 1888 | 9,000,000 Imperial Gallons |
| Old Seymour System 1906 | 9,000,000 Imperial Gallons |
| New 26 inch Capilano Main | 4,500,000 Imperial Gallons |
| New 36 inch Seymour Main | 13,500,000 Imperial Gallons |
| TOTAL | 36,000,000 Imperial Gallons ²⁵ |

In 1913 the Municipality of Burnaby received 3,800,000 gallons and Point Grey 2,200,000 gallons or a total of 6,000,000 which left 30,000,000 gallons for Vancouver City requirements, all drawn from the Capilano and Seymour Rivers.

Water Records

The following is a list of water records owned and controlled by the city of Vancouver.

Capilano Creek - 1500 miners inches or 42 cubic feet per second

Seymour Creek - 1400 miners inches or 39 cubic feet per second

- 250 miners inches or 7 cubic feet per second

- 250 miners inches or 4 cubic feet per second

- Storage Licence 100 cubic feet per second

TOTAL 192 cubic feet per second

Available Supply

It may be seen from the foregoing that the total available supply at that time (1913) considered was 192 cubic feet per second, an amount equivalent to about 104,000,000 Imperial Gallons per day, sufficient to supply over 1,000,000 inhabitants at 100 gallons per head per day.

It was considered in 1913 that when the time arrived to consider increasing this supply it would be established that up to a certain limit the most

²⁵ 1913 figures

economic development could be made by the utilization of lakes laying in the Seymour Creek watershed above the waterfall.

Mileage of Supply Lines

Capilano System 1913 No. side of Burrard Inlet

| | |
|--|------------|
| 36 in. continuous wood stave pipe | 0.75 miles |
| 30 in. continuous wood stave pipe | 1.75 miles |
| 30 in. steel riveted pipe | 0.75 miles |
| 22 in. steel riveted pipe | 6.25 miles |
| 16 in. steel riveted pipe | 3.75 miles |
| 26 in. steel riveted pipe (under construction) | 3.75 miles |

First Narrows

| | |
|--|------------|
| 12 in. flexible cast iron pipes | 1.45 miles |
| 12 in. shore connections (cast iron) | 1.35 miles |
| 18 in. flexible cast iron pipes (under construction) | 0.70 miles |
| 18 in. shore connections (under construction) | 0.30 miles |

South Side of First Narrows

| | |
|--|------------|
| 22 in. steel riveted pipe into Vancouver | 3.75 miles |
| 16 in. steel riveted pipe into Vancouver | 3.00 miles |
| 26 in. steel riveted pipe to Little Mountain | 6.00 miles |

Seymour System - North Side of Burrard Inlet

| | |
|--|------------|
| 36 in. continuous wood stave pipe | 0.20 miles |
| 30 in. continuous wood stave pipe | 4.15 miles |
| 24 in. lap-welded steel pipe | 2.75 miles |
| 36 in. continuous steel riveted (under construction) | 7.50 miles |

Second Narrows

| | |
|--------------------------------|--------------------------|
| 18 in. flexible cast iron pipe | 0.40 miles |
| 18 in. shore connections | 0.60 miles |
| 18 in. flexible cast-iron pipe | 0.80 miles ²⁶ |
| 18 in. shore connections | 3.20 miles |

South Side Second Narrows

| | |
|------------------------------|------------|
| 24 in. lap-welded steel pipe | 2.65 miles |
|------------------------------|------------|

²⁶ section under construction

| | |
|--|-------------|
| 16 & 18 in. lap-welded steel pipe | 5.90 miles |
| 24 in. lap-welded pipe (under construction) | 4.55 miles |
| 32 in. continuous steel riveted (under construction) | 3.80 miles |
| Total length of all supply mains (1913) | 71.40 miles |

Distribution System

The general arrangement of the system was a network of pipes connected together so that the smaller cross mains were fed from both ends, forming a grid iron system.

There were in 1913 about 285 miles of distribution mains ranging from 12 inches down to 4 inches in diameter.

The original pipes installed in Vancouver were made of cast iron with the exception of a short section of wooden pipe.

Since the year 1906 owing chiefly to the very large percentage of breakage in shipment of cast-iron pipes, all pipes purchased by Vancouver (with the exception of a few small cast iron pipes) have been lap-welded steel pipes, made of steel plate sufficiently thick to stand drilling and taper tapping for service connections without the use of special sleeves or bands.²⁷

By January 1913 there were in Vancouver 26,000 services installed, 1450 hydrants and 1,600 meters, the meters only being used where the supply is given to manufacturers or other large consumers.²⁸

Cost of Water Works System²⁹

| | | |
|-----------|---|--------------|
| 1891 | Original purchase of the Capilano system from the Vancouver Water Works Co. (the original owner of the Vancouver water system sourced from the Capilano River and built 1888) | \$440,000.00 |
| 1892 | Completion of system | 60,000.00 |
| 1891-1912 | City extensions and reservoir | 2,032,857.82 |
| 1906-1912 | Capilano Extensions | 165,641.09 |
| 1906-1912 | Seymour Creek Extensions | 1,063,924.30 |
| 1906-1912 | Submerged Mains | 138,571.00 |

²⁷ Burwell, H.M., op. cit., p. 25

²⁸ Researcher's note: In 1910 along 3,065 services were connected bringing the total at that time to 17,549 together with 100 hydrants and 600 meters.

²⁹ See Chapter 11, Part 2 of this work

In 1891 the manager of the Vancouver Water Works Company negotiating the sale to City of Vancouver was Mr. J.W. McFarland.

Total cost to end of 1912
\$3,900,994.21

Estimate of work in 1913 on City of Vancouver extensions, Seymour and
Capilano extensions \$ 800,000.00

Estimated cost to end of 1913 \$4,700,994.21

Life of Steel Pipes

A portion of the original 16 inch steel riveted supply main from Capilano Creek was uncovered in 1913 on Georgia Street, where it had been in use for about 22 years. Upon making careful examination of this pipe it was found to be in a good state of preservation. The only pitting observed was at a few of the field connections where the paint had been scraped off in order to make the lead joints and through careless workmanship had never been repainted.

Judging from the state of preservation, this pipe would have doubled its life to 45 years. It had a shell of only 1/8 inch in thickness, coated with an asphaltum compound by dipping the pipe into a bath raised to a temperature of from 300 to 350 degrees Fahrenheit.

Since the year 1905, the minimum thickness adopted for the shell of steel pipes used in the system was 3/16 inch. With good coating and proper care in laying the pipes, the life expectancy in 1913 was 50 years.

Life of Continuous Wooden Stave Pipe

When the conditions are such as exist in the supply mains in both Vancouver and North Shore municipalities, where the pipe throughout its entire length is constantly full of water under pressure, the wood is kept saturated, and if the timber used is carefully selected, sound fir, free from sapwood, the life of the pipe was found to be fixed by that of the steel bands. These bands have a diameter of not less than half an inch and if properly coated with paint, should last as long as steel pipe.

Life of Submerged Mains

The life of a flexible cast iron submerged main under the Narrows of Burrard Inlet was proven to be about 15 years at First Narrows owing to the corrosive action of the salt water and the cutting effect of the sand and gravel wash at the mouth of the Capilano River carried backwards and forwards over the pipes by the swift current of the First Narrows³⁰.

³⁰ These submerged mains at First Narrows were taken out of service when the pressure tunnel was completed in 1933. See Chapter 11, Part 12.

As the conditions at the Second Narrows were slightly different there is not sufficient data to form an opinion.

General

In designing pipe lines a factor of safety of four was adopted for the strength of pipes against static pressure in the supply mains, but in some cases this strength has been exceeded, where the question of durability and other considerations form important factors.

The nature of the soil in which the pipes are imbedded in the District of North Vancouver along both the Capilano and Seymour Rivers is chiefly glacial clay, sand, gravel and boulders. Throughout the city it is somewhat similar except in a few places where soft sandstone and hard pan beds are encountered³¹.

In 1912 dredging operations were started at the First Narrows of Burrard Inlet to widen out this channel to improve navigation. It was proposed at that time to widen the channel along the northerly side for a width of about 800 feet with a depth over the dredged area of 30 feet at low tide.

The submerged mains laid in 1913 which were 18 inches diameter as opposed to 12 inch were placed about 300 feet easterly from the last main hauled and crossed the newly dredged bottom. After these pipes were put into use the six old pipes were removed as dredging operations were carried forward over the original more westerly section near the foot of the pipe line road³².

The supply main along the east side of Capilano Creek with the exception of a short section at each end and the section adjoining the Second Canyon Tunnel were laid along a public road³³ through the Municipal District of North Vancouver.

The Seymour Creek supply system from the intake down to the Second Narrows, with the exception of a short section at the lower end, extends along a private right-of-way 66 feet in width (in 1913) with extra land at the intakes and at Second Narrows all owned by the city of Vancouver^{34 35}.

The chief object of maintaining this private right-of-way is to give the city (later GVWD then GVRD) absolute control over this water system at all

³¹ Researcher's note: 11,000 years ago most of the land on which Vancouver is built was still below sea level having been crushed by the same glacial system that brought till down the rivers and huge erratics all over the north shore.

³² In 1994 identified by the foot of Mathias Road in No. 5 Indian Reserve.

³³ Capilano Road

³⁴ Now by GVWD within the corporate framework of GVRD formed in 1926.

³⁵ Burwell, H.M., op.cit., p. 27

times so that the necessary repairs can be made and new mains laid or any other work can be done without asking the consent of the Municipal District of North Vancouver or incurring damages that would follow should this pipe line right-of-way be converted into a public highway.

The Seymour Creek Valley is formed by steep hillsides on each side of the creek, one or two of them being liable to slide at times. In locating the pipeline it was thought advisable to keep down as close as possible to the toe of the banks in the more solid ground to secure the best safety for the pipes. Subsequent experience has proved this to be the only proper location.

The protection work done since the installation of the Capilano and Seymour Creek supply mains has been chiefly timber, rock-filled cribbing placed along the banks of these creeks to prevent encroachment due to the alteration from time to time of their channel routes³⁶.

Renewal and Repair Work to Submerged Mains

Since the water works system was first installed in 1888, the chief repair work and renewals to the pipe system was done at the crossing of the Second Narrows. There were four old submerged mains hauled out up to 1912 making a total of ten which had been installed during that period of 24 years. There were numerous repairs and about 12 bad breaks during this time which were repaired by Steve Maddison³⁷ and his underwater divers³⁸. These breaks were caused chiefly by ships keels landing on the pipes near the shore ends during foggy weather or when these vessels were out of control³⁹.

Management

The Water Works Department in 1913 was controlled by the Water Committee of the City Council and its management was under the direct supervision of the City Engineer with the Water Works Superintendent in charge of general construction work and maintenance. The accounting was under the supervision of the City Comptroller and all money required for extensions was borrowed by the issue of city debentures.

³⁶ Researcher's note: The change in the route of the Seymour to exclude Cutter Island after 1900 is a prime example.

³⁷ Water works superintendent.

³⁸ himself included.

³⁹ One being the cement boat "Marmiot" that veered off course and crushed one pipe with her bows in March 1911. The first incident was the severing of the single main in 1890 by the SS Abyssinia.

The receipt from water rates were used to pay the interest and sinking fund of the debentures together with the operating expenses, the surplus passing into the general revenue of the city.

Engineering

Since the year 1905, by special arrangement with the city council of Vancouver, the engineering of the water works extensions and supervision of construction, except the distribution system and maintenance, was performed by H.M. Burwell who was paid on a percentage basis. He was certainly almost entirely responsible for the initial development of the Seymour water system including the later concept of the permanent dam built at the waterfall.

H.M. Burwell had a vested interest in his work at the early stages of the Capilano water works development. The first Capilano was built on District Lot 673. The wagon road to that dam opened up the first six or seven miles of the Capilano River but stopped at the dam. In the summer of 1890 the two lots immediately north of the dam (DL 673) - DL 1242 and DL 792 were pre-empted by J. Rooney and H.M. Burwell, respectively. Later DL 792 became the property of James Cooper Keith⁴⁰ and in the early 1900's were, as may be anticipated, purchased by the City of Vancouver. The boundary of these lots now passes through the area where the Capilano River enters the north end of the Reservoir.

Likewise J.C. Woods and H.M. Burwell sold the water record for the east branch of the Capilano and six timber licenses to the Burrard Inlet Flume and Boom Company on October 11, 1902.

⁴⁰ Bank Manager and later investor.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 9

PART 4

**DNV HISTORY FOUND IN THE GVRD ADMINISTERED
LYNN HEADWATERS REGIONAL PARK**

CHAPTER 9
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
LOGGING IN LYNN VALLEY
Researcher: Roy J.V. Pallant

PART 4 DNV HISTORY FOUND IN THE GVRD ADMINISTERED
LYNN HEADWATERS REGIONAL PARK

Lynn Headwaters Regional Park is a rugged, 4,685 hectare mountain park located in the District of North Vancouver, between the Capilano and Seymour watersheds. It is reached from the Second Narrows Bridge or the Lions Gate Bridge by taking the Trans Canada Highway (Highway 1) to Lynn Valley Road (Exit 19) in North Vancouver and following Lynn Valley Road for 4 kilometres eastward and on beyond the end of Lynn Valley Road to the Park Entrance.¹

In the mid-1860's trees were harvested in Lynn Valley and taken by greased skid road and hauled by oxen and later horse teams down to Moody's Mill located on the site of the present grain elevators on the north side of Burrard Inlet.

After selective logging for beams used in construction had been completed, there remained a demand in the 1880's for tall spars for sailing vessels for the British Admiralty and for vessels of the type regularly calling in at Moodyville (Moody's Mill) and Stamps Mill at the foot of Dunlevy Street, Vancouver.

Thereafter there was a demand for cedar shakes and shingles for roof and wall cladding of most houses in the Vancouver region and beyond.

Major lumber companies such as the Moodyville operation had no interest in supplying shingle bolts or cutting shingles from them. The land for which they had timber rights were leased to smaller companies such as H.H. Spicer, who built nine miles of flumes using water from Rice Lake to transport the shingle bolts to tidewater at a pond located at Kennard and Main in what is now Lynnmour. Their work was taken over by the McNair Brothers² of Hastings Shingle and Manufacturing Company and later Lynn Valley Lumber Company, together with Cedars Mill. There can be seen signs of these activities throughout the park including remnant sections of corduroy (skid and ponchon) roads, enormous stumps, many examples of spring board notches, abandoned work-camps and rusting machinery.

¹ The Researcher, Roy J.V. Pallant is Contract Historian for the District of North Vancouver and President of the North Shore Historical Society.

² See Chapter 8, Part 8, Transportation and Industry in this same work, by Roy J.V. Pallant.

The first trees to be harvested here were either chopped down or blasted using dynamite, inserted some six to eight feet from the ground. Available saws could not be successfully used until feather teeth were incorporated in the early cross cut saws around 1880.

There are also remnants of lead and copper mines in operation during the 1914-1918 World War I years. Access to mines was mainly by way of the Lillooet Road running parallel and just a short distance east of the Headwaters Trail.

At the northern end of the park is the Hanes Trail, named for George Hanes, who was, Engineer, Mayor and MLA for North Vancouver. He was much involved in water supply for the City among many other major projects and so took an active interest in the available water sources.

Lynn Creek supplied the City of North Vancouver drinking water from the 1920s to 1983 when violent storms and flooding damaged the water intakes and the City then joined the Greater Vancouver Water District system. As a direct result of this, the watershed was opened to the public. Just inside the park road entrance is the trail bridge over Lynn Creek from which the original water intake filter gallery and retention dam can be seen. In that area, hidden in the undergrowth are several examples of cedar stave, wire-bound water pipes used in the system.

The 1908 B.C. Mills Pre-Fab Heritage Building

On the right as the Lynn Headwaters Park is entered by road, is the 1908 B.C. Mills prefabricated house which was originally erected by the spectacular Captain Henry Pybus at 147 East First Street in the City of North Vancouver. In 1992, the City made a request to GVRD with the citizens majority consent to move the house from downtown North Vancouver to the present site. The house was occupied at that time by "Richard the Troll", Leader of the Rhinoceros Party. The cottage and land was owned by Lonsdale Enterprises. The land was being planned for development* in 1990 onwards and the cottage had to be rescued as Prime Heritage building or demolished as the land was cleared.³

It is interesting, that because of the stagnant real estate business up to 1990, this cottage had survived within a block of the City's old commercial centre for more than eight decades.

Erected in 1908, the cottage is a prefabricated "Model J" from the British Columbia Mills Timber and Trading Company (BCMT&T), a kit, floated

³ Actual development taking place in early 1997 with the building of the condominiums.

across the Burrard Inlet from False Creek, Vancouver and erected on Pybus's lot presumably for speculation purposes.

Between 1904 and 1910, just six years, the BCMT&T marketed this patented system of prefabricated sectional buildings in Western Canada. Initially this system was devised as a means of supplying small inexpensive huts to incoming settlers in newly opened agricultural regions. Such structures were prefabricated, pre-painted and packaged and shipped by rail to local distributors in towns and villages throughout Canada. With a set of accompanying instructions, the purchaser could erect their dwelling in four to five days even without previous construction experience and with little equipment or assistance.

This sectional system was subsequently adapted to a variety of larger permanent homes and ultimately to institutional and commercial structures, such as schools, churches and banks, and for the Canadian Bank of Commerce that system achieved its greatest success as an enduring Western Canada landmark.

Edwin C. Mahoney was the inventor of the patented sectional wall system used by the B.C. Mills. Mahoney was also the manager of the Royal City Planing Mills, False Creek.

Mahoney's system is of particular interest for its close interrelationship with both the emerging west-coast lumber industry and with the railroad-oriented settlement patterns of the Canadian West. A case may also be made for suggesting that Mahoney's system represented a fascinating link in the evaluation of Western Canadian vernacular architecture.

This Design "J" house measures 21' 6" by 37' 0" and was designed for a 25' lot. Its features include a bellcase hip roof with a hipped front dormer and a full front verandah.

The B.C. Mill houses are readily identifiable by the vertical battens that hide the joints between the modular 4' 0" wide to 8' 5" high wall panels rather like the common board and batten architectural feature.

The wall panels are described as a sandwich construction of 3/4 x 5" interior horizontal lapped sheathing and 3/8 x 6" exterior horizontal planking finished with 3/4 x 2 1/2 bevelled siding. The interior and exterior planking is separated by 1 1/4" thick studs on the flat. The panels are bolted together along the vertical joint line which in turn is covered with a vertical wood strip. The chimney on this model was metal, brick chimneys were extra. Both the space heating, water heating and cooking was provided by a kitchen stove connected to the internal chimney. The 1905 B.C. Mills catalogue listed this house at \$500.00 FOB Vancouver.

Lynn Canyon - Cloudburst of November 14, 1919

To the south and downstream of the park is Lynn Canyon Park with its Suspension Bridge originally built ready for the first Lynn Valley Days in 1912, during the term of Reeve May and when John Farmer was Clerk of the Municipal Council. Lynn Canyon, especially the natural amphitheatre remaining adjacent to the "30 Foot Hole" was well used by the population at that time for playing baseball, soccer, foot races, scouting activities and even two lawn bowling greens were planned. But on November 14, 1919 the large flat area of flood plain with the creek passing through the centre and access by way of a path down the 200 feet drop from Crawford Road, changed dramatically. Heavy rain had been falling for three weeks resulting in water percolating the porous terrain that culminated in a major cloud burst.

The deluge, being localised, caused extensive damage to settlers' properties in Lynn Valley. Walter Draycott, local historian at that time, was marooned in his house on Draycott at Allan for three days. All streams became raging torrents. A small run off brook became clogged with wood and till debris and the water surged down to the clay level 50 feet below the floor of the "amphitheatre" of the canyon, then everything above that level began to move.

On the morning of November 14th the climax came. A great mass of land, acres in extent, and including the eastern end of Langworthy Road, slipped down into the well of the park grounds with a roar. In its surge downwards, went massive trees, ton-weight boulders, tree stumps of immense girth and thousands of tons of earth composed of pebbles, gravel and sand from the glacial outwash. All forms of the original canyon floor was swept away including the bandstand and caretaker's cottage.

CHAPTER 10

DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL SERVICE INFRASTRUCTURE LIBRARIES

Researcher: Roy J.V. Pallant

PART 1 DNV Libraries

In the late 1950's there were several moves to create a regional public library for North Vancouver City and District.

On June 15, 1958 the District Council proposed formation of a joint Library Board for the City and District. (This suggestion was made after the annual grants from the municipalities had been announced: Capilano Library got \$2,500 and City Centennial and the Sey-Lyn Library were to get \$1,250 each. [Citizen])

In late October 1959, City Alderman Bill Angus urged unification of North Vancouver's library services. As late as 1963, one year before North Vancouver District Library was founded as a municipal library, people were still talking about a united library system for North Vancouver. In 1963, the President of the North Vancouver Public Library Association, J.R. Millar, said that the Association operated the City's only public library, while in the District library services were provided by voluntarily operated, part-time community libraries in Capilano Highland, Lynn timer and Lynn Valley. And finally, in June 1963 the newspaper reported North Vancouver District council as approving in principle North Vancouver Public Library Association's proposal that a regional library service be instituted.¹

In spite of these developments, in 1964 a District of North Vancouver Public Library emerged, headed by Enid Dearing. The three voluntary libraries in Capilano, Lynn timer and Lynn Valley joined together to form the Library. At the Capilano library this meant that library hours were almost immediately doubled to 34 hours per week, and it was agreed that the volunteer staff would continue to work with the new District library staff until the end of May 1964.

The Lynn Valley free lending library had opened in the Lynn Valley Community Centre in August of 1960. It was originally proposed that it operate one afternoon and one evening each week and the library was to be staffed by volunteers. In a humorous note, the library committee secretary, Mrs. George Mitchell-Dwelly, noting that books were provided to the library by donation, said that "only old books have been contributed. I don't know if there's anything newer than 1912."

¹ This study was composed by John Black, Technical Librarian for the City of North Vancouver. He was born and grew up in Toronto, has a BA in History from York University, 1968. Moved to B.C. in 1969. Received an MA from the University of British Columbia in Austrian and Eastern European History in 1975 and a Master of Library Science (MIS) in Librarianship from UBC in 1977. John Black joined the North Vancouver City Library as Reference Librarian in 1977 and became head of Technical Services in 1984.

The Capilano branch library is the ultimate product of the Capilano Public Library Association. Formed in about 1950 and incorporated in 1952, the Association faced similar problems to those of the early City Association. An initial grant of \$250.00 from the Public Library Commission, the hope of an equal amount from the District government, and Travelling Library books (150 volumes) from the Commission marked the beginning of the library.

Initially it was located in a member's home but was soon transferred to the then embryonic Edgemont Shopping Centre. Finally, a shack was built on skids so that it could easily be moved to another site as the logs were built on. Early in 1953 the shack had a grand opening. There were 2,000 volumes, 700 members and no electricity.²

By the middle of 1954 the library had moved to the smaller and warmer quarters of the new firehall, courtesy of the District government. The new home consisted of an unused fireman's bedroom and a bathroom. Helen Dickinson, one of the original staff members of the District library, described it thus:

"The bedroom was small, about 10' by 12'. It seemed even smaller on wet nights lined with books and filled with people in damp, steaming raincoats. The light was poor and titles had to be peered at. Fiction was to the left behind the door, mysteries under your nose, and non-fiction to the right beyond them. The bathroom, fortunately without fixtures, held the children's collection and six children. In the centre of the bedroom, completely hidden by the borrowers was an old oak desk, and behind it two volunteer librarians. One took in books and put them in a wire shopping basket. The other checked them out. Somewhere amongst the upright bodies was another 'librarian' shelving books and giving unasked for readers' service in a penetrating voice."

She goes on to say that although the ladies, "who now numbered sixteen, were very grateful to be dry and warm, they considered the firehall but a temporary expedient."³

² North Vancouver City Library Scrap Book 1958-1964, held at CNV Central Library.

³ Helen Dickinson, "The Capilano Public Library Association, BRITISH COLUMBIA LIBRARY QUARTERLY, 28: 1/2 July-October 1964, p. 27.

- Unable to elicit support in any official quarters, the ladies of Capilano set up their own building committee and raised \$525 the hard way. Public Library Commission plans for a small library building were also acquired.
- At the same time, the Association fought to get a library site. In 1957 they were finally successful in having three lots on Newmarket earmarked by the District for a library building. Unlike their sister group in the City, however, they were unsuccessful in having the municipality adopt the library as a Centennial project.
- Following this setback, the library closed on June 30, 1957, but reopened in September.
- The same month, the Library Association submitted a brief to District council petitioning that a money by-law for a \$40,000 library building be presented to the local Capilano voters. The building was to be located at the corner of Newmarket and Crescentview. Much to the surprise of everyone but the library supporters, the by-law passed by an 85% majority on May 24, 1958.
- The next hurdle, of course, was to get the building built. This was finally achieved by May of 1959. Moving the books themselves was another problem. Again Helen Dickinson:

"This was really a complicated affair. Although there might be only 5,000 odd books in the Fire hall, Capilano had easily another 2,000 stashed away in various basements around the area ... These latter had to be rooted out and all brought to another central depot - another basement. Here those books which were too out of date or too mildewed to be used were thrown out and the rest matched with bookcards before being put into boxes ... On moving day ... the local stores provided the boxes, the local Kiwanis the men to move the books from the Fire Hall. Husbands of volunteers drove a set route in a station wagon picking up books from the depot, delivering them to the new library and then going back for more."

Opening day was May 23, 1959. At the beginning of 1960 they were open fifteen hours a week, had twenty-five volunteers and set aside their combined District and Public Library Commission grant of \$6,750 for the purchase of books. Every other

expenditure came out of the fine money (a penny a day). The service was otherwise free to borrowers. There was an almost immediate jump in circulation to over 60,000 and a doubling of the number of members.

As the use of the library continued to increase, it became more and more difficult to staff it with volunteers. By 1961 there were 60 women volunteers. There was talk of buying a Rekordak checkout machine, but it cost too much money. There was discussion of hiring a librarian but that was also beyond their resources. Each successive executive came to the conclusion that there was only one solution: a municipal public library. Previously there had seemed to be no sense in putting this question forward as it was felt that there simply was not a large enough tax-paying population to support a municipal public library.

By 1963 things had changed. North Vancouver District had grown considerably over the years and the resources were finally present to make this possible. That year the \$40,000 debt on the building would be paid off. Also, Sey-Lyn and Lynn Valley, the other two small volunteer libraries in the District were experiencing a similar kind of overload, and a new library group had formed in Deep Cove. The Capilano library now had almost 10,000 subscribers and a circulation at the end of 1962 of 127,563. It was opened 17 hours a week and staffed by 60 volunteers. Early in 1962 the Association initiated proceedings to have a by-law presented to the voters of the District for the taking over of the property and assets of the Association, and for creating a municipal public library. It was presented to the voters on December 5, 1963.

As an added incentive to the voters, the executive of the library decided that since they could no longer give adequate public library service on a volunteer basis, they would close the library as of December 31, 1963 if the referendum failed.

The campaign for the library was fought on all levels. Members of the executive of the Association spoke at any community group meeting they could get to, newspaper ads and articles appeared, "yes" bookmarks appeared in books and letters went out to parent-teacher organizations.

On December 5, 1963 the result was 5,440 for and 1,045 against. The North Vancouver District Library was a reality. The Capilano Library, the Sey-Lynn, Lynn Valley and the Deep Cove Libraries all became branches of the new library, under Enid Dearing, who remained Chief Librarian until 1991.

As the volunteers were replaced by paid staff, hours increased and service to the public became even more efficient. At Capilano, as noted above, hours of opening were from 17 to 34 hours per week.

Since 1964 the District Library has built and rebuilt all of its branches and is today one of the most successful libraries in the Lower Mainland. By 1991 the Library and its three branches (Lynn Valley and Sey-Lynn were combined in the new Lynn

Valley Library in 1970) circulated over 825,000 items per year and had a budget of over \$1.2 million.

In summary, the public libraries of the North Shore had a long "pre-history". It took years of work by many volunteers, mostly women, before stable municipally-funded public libraries developed. Those who volunteered in or used those tiny little rooms filled to overflowing with books, many of them elderly, must have good feelings when they walk into our modern municipally funded public libraries of today.

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 11

PART 1

INTRODUCTION

DISTRICT OF NORTH VANCOUVER
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CHAPTER 11

PART 2

**THE WATER SUPPLY TO VANCOUVER AND
THE FIRST CAPILANO DAM**

CHAPTER 11
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DEVELOPMENT IN THE CAPILANO VALLEY
Researcher: Roy J.V. Pallant

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| <p><u>Vancouver Water Works</u> by Henry Badeley Smith, M.Can.Soc.C.E.</p> <ul style="list-style-type: none"> - <u>Introductory Remarks on Vancouver and Vicinity</u> <p>Previous to the year 1886, the City of Vancouver, British Columbia, had no existence. Where this city now stands, was then a dense, tangled forest of huge fir, cedar, spruce and hemlock; the only evidence of the presence of man being a clearing a few acres in extent, on which low frame buildings, not more than a dozen in number, had been erected, and which was vaguely known to the outside world as Coal Harbour, Gas Town, and the Granville Town Plot.</p> <hr/> <ul style="list-style-type: none"> - At this date the Canadian Pacific Railway terminated at Port Moody, a small town at the extreme head of Burrard Inlet, 18 miles from the Gulf of Georgia. The Company, desiring a terminus nearer the open sea, negotiated with the legislature of British Columbia for a grant of land in the neighbourhood of the Granville Town Plot. <hr/> <ul style="list-style-type: none"> - The Government, foreseeing that a large city would speedily be built up at the terminus of this great trans-continental railway, were it located on the best attainable site near the sea, voted the grant by a large majority, stipulating only that the extension from Port Moody westward to the lands granted should be constructed and in operation by a stated time. When it became known that the terminus of the railway would undoubtedly be at the Granville Town Plot, population began to pour in so rapidly that, on April 6th, 1886, the Legislature passed an act incorporating the locality as the City of Vancouver. | <p>This document follows verbatim a Brief on the subject presented to the Canadian Society of Civil Engineers. Mr. Smith was the engineer in charge of this project and was a member of the Board of Directors, see page x of this work. Copies of this Brief are already rare. A copy is presumed to be in the Archives of GVRD. Further copies are available from the Provincial Museum and from the private collection of Mr. Frank Hunt, GVWD historian. Note: All structures and sites described here of the first dam on the Capilano River are now totally submerged beneath the northern one third of Capilano Reservoir - See Capilano Timber Company map with captions by Frank Hunt, GVWD Historian.</p> |
| <ul style="list-style-type: none"> - The City of Vancouver is situated on the south shore of | |

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| <p>Burrard Inlet, in Lat. 49o, 16', 31" N, Long. 123o, 05' 52" W, its western boundary being 3 1/2 miles east of the Gulf of Georgia. It is distant from Liverpool on the east 6116 statute miles, and from Yokohama on the west 4991 statute miles. From Montreal to Vancouver is 2905 miles, and from New York, via Canada, to the same point is 3162 miles.</p> | |
| <hr/> <ul style="list-style-type: none"> Burrard Inlet is the first harbour of magnitude on the Pacific mainland north of the United States. It is easy of access to vessels of the deepest draught, and safe anchorage can be found in any part. English Bay, the entrance to the Inlet, is 4 3/4 miles long and 4 miles wide. At its head it divides into two branches, - False Creek on the south, and the First Narrows on the north. False Creek is a narrow area 4 1/2 miles long, extending due east from English Bay, midway between the North Branch (Burrard Inlet proper) and the south boundary of the City of Vancouver. Being almost uncovered at low water, it is unsuitable for navigation. | |
| <hr/> <ul style="list-style-type: none"> The north branch, which leaves English Bay for the First Narrows, extends due east a distance of 14 miles. The width of the Narrows at extreme low water does not exceed 1086 feet, whereas a mile and a half inland it reaches 12,210 feet. Soundings of 120 feet can be obtained at the entrance, and 234 feet at the outlet opposite Vancouver. | |
| <hr/> <ul style="list-style-type: none"> The land between Burrard Inlet and False Creek, on which the present Vancouver is built, is for the most part flat, the highest elevation above sea level not exceeding 145 feet. South of False Creek, however, a rapid rise takes place, terminating in a table-land 200 feet above sea level. A few small streams run down from this table-land into False Creek; but these are insignificant, and cannot be utilized for manufacturing or other purposes. The nearest river on the same side of the Inlet on which Vancouver is built, passes 15 miles to the westward. | |
| <hr/> <ul style="list-style-type: none"> <u>Origin of the City's Water Supply</u> | |

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| <ul style="list-style-type: none"> The subject of a good and sufficient water supply for the City of Vancouver, or to write more accurately, for the place now known as the City of Vancouver, was first taken into earnest consideration by Mr. G.A. Keefer, M. Can. Soc. C.E. in June, 1885, nearly a year previous to the incorporation of the city. Mr. Keefer, foreseeing at that early date that the ultimate destiny of the Canadian Pacific Railway was to reach a point nearer the coast than Port Moody, and knowing that the Granville town-site possessed all the requisites for the foundation of a large city, interested himself in obtaining information as to the best source of a water supply for that locality, should the Railway Company decide upon it as the terminus of their system. He speedily ascertained that no supply could be advantageously and economically obtained on the south side of the Inlet, where the city must necessarily be located, no streams or lakes of any magnitude existing in the vicinity. | |
| <ul style="list-style-type: none"> He therefore directed his attention to the north side of the Inlet, although confronted at the very outset by the fact that never before in the history of hydraulic engineering had a system of water mains been laid across such a sheet of water as Burrard Inlet, and under such conditions as pertained thereto. Acting under instructions from Mr. Keefer, the writer placed a fully equipped party in the field, in the winter of 1885-86, and thoroughly examined all the streams flowing into the Inlet immediately opposite the Granville town-site, from the lofty chain of mountains on the north side. | |
| <ul style="list-style-type: none"> The results obtained from this survey showed that of all the streams available, the River Capilano, falling into the Inlet at the First Narrows nearly opposite the western boundary of the present City of Vancouver, was the most suitable, the discharge being much greater than that of any of the others, and the average fall of the river so great that an initial point for a gravity system of water supply could be obtained within a reasonable distance upstream. | |

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| <ul style="list-style-type: none"> Having decided on utilizing the waters of the Capilano for the supply of the future city, Mr. Keefer experienced no difficulty in obtaining the co-operation of several prominent and enterprising capitalists of Victoria, who were quite in accord with him in the belief that at a very early day a large population would be located at the Granville town-site, and that an immediate outlay for an efficient system of water works would be a remunerative investment. | |
| <p>Accordingly, the extension of the railway to the Granville town-site being as assured fact, and the future name of that locality being definitely decided on as the City of Vancouver, these gentlemen applied to the Provincial Legislature for an act of incorporation of a company, to be known as the Vancouver Water Works Company, and proposing to construct a gravity system of water works, for the purpose of conveying water from a point on the River Capilano, on the north side of Burrard Inlet, to certain specified lots in the New Westminster district on the south side of Burrard Inlet. About the same time, application was made by the inhabitants of these lots for an act of incorporation under the name of the City of Vancouver. Both requests were granted by the legislature on the same day, the 6th of April, 1886.</p> | |
| <ul style="list-style-type: none"> During the summer of 1886, the writer, acting under instructions from Mr. Keefer, made detailed surveys, definitely locating the point of supply on the River Capilano, and the crossing of Burrard Inlet. In June, 1887, the whole system was finally staked out, and contracts entered into for clearing, close cutting and grubbing. In December, 1887, a permanent Board of Directors was formed, comprising the following gentlemen: President, Capt. John Irving; Directors, The Hon. (now Sir) Joseph W. Trutch, Messrs. R.P. Rithet, G.A. Keefer, Thomas Earle and D.M. Eberts; Mr. J.W. McFarland being appointed Secretary; Mr. D.M. Eberts, solicitor; Mr. G.A. Keefer, M.Can.Soc.C.E., chief engineer; and the writer, Mr. H.B. Smith, M.Can.Soc.C.E., engineer in | |

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| charge. | |
| <ul style="list-style-type: none"> <p><u>The River Capilano</u></p> <p>The River Capilano is a mountain stream of considerable magnitude. Prospectors who have penetrated its canyons*, and claim to have reached its source, estimate its length at no less than fifty miles**. It rises in the snow-covered mountains of the Howe Sound district, and flows almost due south, emptying into Burrard Inlet at the First Narrows.</p> | <p>* "canon" - The author in his original Brief used the French term "canon" in place of the Western word "canyon"</p> |
| <ul style="list-style-type: none"> <p>Although nothing definite is known as to its source, all accounts agree that its origin is not a mountain lake, but the accumulated waters derived from melted snow and ice falling from the mountain summits. For a distance of seven miles from its mouth, the river has been surveyed. Throughout this distance it flows at the average rate of five feet per second over a bed of granite, basalt and conglomerate boulders. Sand and gravel can be found only in a few sheltered bays. It passes through several canyons of granite and whinstone rock, one of which is only 15 feet wide at its base, 94 feet wide at its top, 500 feet long and 218 feet deep. Previous to the creation of this canyon, the whole valley to the north must have been one large lake. The wall of rock through which the stream penetrated ages ago, by some sudden effort of the earth's hidden forces, stands like a huge gate at the south end of the valley, the valley itself being but a strip of flat land from 1,000 to 1,500 feet wide, lying at the base of two parallel ranges of mountains, which tower upwards to a height of 3,000 feet. The fall that took place when the river flowed over the summit of this rocky wall must have equalled the Niagara of today for depth, if not for volume. Should the City of Vancouver increase to the magnitude predicted, it may be that its people at some future day will cause a dam to be constructed across the narrow gorge, and once again convert this valley into a lake. Vancouver will then possess a reservoir from whence to draw its water supply, which will not be surpassed by any water works system on the continent. These canyons are isolated, standing about a mile apart. Between them the river flows through low lying flats, forming many islands. The immediate banks are but a few feet above the level of the river, and from 100 to 200 feet in width, the ground on each</p> | <p>** Subsequently, exploration of the sources of the Capilano established that the river was only 22 miles long.</p> |

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| <p>side rising in terraces until it is merged in the uniform slope of the mountains. Both sides of the river are heavily timbered with the huge trees peculiar to the British Columbia coast, Douglas fir, cedar, hemlock, spruce, balsam and white fir being in abundance. The Douglas fir and cedar grow to an enormous size. One cedar in particular was measured by the writer, and found to be 64 feet in circumference, 4 feet from the ground.</p> | |
| <ul style="list-style-type: none"> As a source of a city water supply, the River Capilano is an ideal one. No purer water can be obtained from any source than that from this mountain stream, flowing swiftly over a boulder bed, through deep rocky canyons, and along shores as yet uncontaminated by the impurities which follow in the wake of settlement. The supply afforded, being by gravitation, is superior to all other methods, whether by reservoir, direct pressure, or stand pipe, and its permanence is beyond question, careful gauging of the river at the initial point of the system having demonstrated the fact, that at the lowest stage of water the river discharges 440 millions of gallons in 24 hours. | |
| <ul style="list-style-type: none"> <u>Clearing, Close Cutting and Grubbing</u> The first contract entered into by the Company was for clearing, close cutting and grubbing. This work was done by a local firm at the following prices: clearing, \$59.00 per acre; close cutting, \$95.00 per acre; grubbing \$200.00 per acre, under the conditions of the following specification: - The pipe track is to be cleared a width of not less than 33 feet, and all timber and brush, not required for the purposes of the work, piled up and burned, as in clearing land for cultivation. The dam site is to be cleared in the same manner, and to such limits as may be directed by the engineer. Whenever embankments, occurring on the line of pipe track or tramway, are less than two feet in height, all the trees, stumps and brush immediately under the embankment, are to be cut close to the ground, and whenever the embankments are from two to four feet high, they shall be cut | |

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| <p>within six inches of the ground; but when the embankments exceed four feet in height, chopping as for ordinary clearing will be allowed.</p> <ul style="list-style-type: none"> Grubbing shall be performed under the seats of the embankments occurring on the line of pipe track, or tramway, that do not exceed one foot six inches in height, and also all excavations for pipe track, tramway and dam embankment, less than three feet deep. The stumps and roots from the grubbing shall be removed to such places as directed. <hr/> <ul style="list-style-type: none"> No Chinese are to be employed, directly or indirectly, on the above works. | |
| <ul style="list-style-type: none"> The dam site lies directly between these two high points. The contract for the construction of a stone-filled timber dam at the point selected was let on the 24th of January, 1888, to Messrs. H.F. Keefer and D. McGillivray of Vancouver, and was most satisfactorily completed by them on the 18th of April following. The difficulties encountered by the contractors in carrying out this work were of no ordinary character. Inasmuch as it was the initial work of the system, and located in a wilderness in which no roads existed, all supplies, tools and machinery were of necessity packed to the works on the backs of mules. The season was mid-winter, and unusually inclement. Chinook winds and heavy rain-storms, melting the snow on the mountain summits, caused frequent freshets, in which the river would rise from 6 to 10 feet in a few hours time. <hr/> <ul style="list-style-type: none"> The formation of the banks in the vicinity did not admit of the river being temporarily diverted, except at enormous cost. The foundations of the structure had therefore to be excavated, and the first courses laid in from 3 to 4 feet of swift running ice cold water. <hr/> <ul style="list-style-type: none"> Plate XVII is a reduced copy of the working plan of the dam. It will be seen that the structure is of continuous cribbing, | |

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| <p>stone filled, planked and sheet piled. It consists of three principal parts, viz., the north abutment, the tumbling way, and the south abutment.</p> | |
| <ul style="list-style-type: none"> The north abutment is located well inland, owing to the tendency of the river in high floods to over-run its channel, and spread over the low lying land in the vicinity. For the purpose of description it may be subdivided into the following heads: The abutment proper, the well chambers, the settling pond, the pipe outlet, and the north wing. | |
| <ul style="list-style-type: none"> The abutment proper is a right rectangular prism 41'.2" x 20' x 18'.9", constructed of round timbers, laid in alternate courses of cross ties and longitudinals, dove-tailed at the angles, and forming 28 cribs, which are filled up with heavy stone filling and coarse gravel, the latter being rammed into all interstices between the stones and under the timbers. A space equivalent to four cribs, in the exact centre of the abutment, is floored and walled, from the foundation upwards, with double 2" planking over-lapping. A perfectly watertight chamber 10'.6" x 7'.10" is formed. This chamber is subdivided into two smaller and equal ones by parallel walls, 4" apart, of double 2" planking overlapping, and placed at right angles to the length of the main chamber. These constitute the well chambers, by means of which the water from the reservoir formed by the dam is conveyed into the mains. An influent conduit of double 2" planking overlapping, 15' 5 1/2" long, and of area sufficient to admit a larger volume of water than can be discharged by the mains, connects the first of these chambers with the settling pond, and consequently with the reservoir in front of the dam. In the 4" space between the double central walls, close to the floor of the chambers, are placed double fish screens of the same area as the influent conduit, and so arranged that they can be easily removed, one at a time, for the purpose of cleaning. The first or outer screen is coarse, being of No. 12 copper wire, woven into meshes of one inch square. The second or inner screen is finer, being of No. 15 copper wire, 6 meshes to the inch. The rear of the second chamber is pierced exactly opposite the fish screens to admit of two bevelled 22 inch rivetted steel pipes, the mouths of which are opened or | |

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| <p>closed at will be means of timber gates sliding in vertical uprights attached to the walls of the chamber.</p> | |
| <ul style="list-style-type: none"> Two trap doors cover the top of the chambers, and over all, resting on the top courses of the abutment, is built a compact water-proof shed 12' x 13' x 13'. This shed serves for a tool house, as well as effectually preventing the access of strangers to the gates which control the mains. <hr/> <ul style="list-style-type: none"> In front of the influent conduit is a triangular shaped settling pond, measuring 15 1/2 feet at the base, 16 feet from base to apex, and 14'.2" deep. It is constructed of longitudinal timbers and cross ties, laid one above the other, the whole being firmly bolted to the face of the abutment. At the apex the ends of the longitudinals are dressed, so as to fit closely, and bolted together. The triangular space between the apex and the apex cross ties is filled with large boulders, for the purpose of giving weight to the structure, and retailing it in position. | |
| <ul style="list-style-type: none"> At the base of the pond, the entrance of water into the influent conduit is controlled by means of a timber gate, sliding in vertical runners bolted to the sheet piling on the face of the abutment. Immediately behind this gate covering the mouth of the conduit is placed a cast iron grating with 4-inch openings. The water from the river has free access to the settling pond through the spaces between the longitudinal timbers of the walls. The main object of its construction is to prevent logs and floating debris from accumulating in front of the influent conduit. It will thus be seen, that, in order to reach the mains, the water must first, enter the settling pond, then pass through the iron grating at the mouth of the influent conduit, then, by means of that conduit, enter the first well chamber, then through the double fish screens in the central walls into the second chamber, and finally into the mains in the pipe outlet. <hr/> <ul style="list-style-type: none"> The pipe outlet at the rear of the north abutment is a crib continuation of that abutment, serving as a protection for the | |

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| <p>mains against the action of the water flowing over the tumbling way, until a safe point is reached on the flat below. It is 138 feet long, 15 feet 3 inches wide, 10 feet high on the side facing the river, and 6 feet on the land side. It has three parallel rows of longitudinals supported on cross ties, the two outside rows, or the rows nearest the river forming cribs 4'.9" x 3'.5" x 10', which are heavily loaded with boulders. Between the cribs and the third row of longitudinals on the land side, is a space 8 feet wide, in which the mains leading from the well chambers are laid.</p> | |
| <ul style="list-style-type: none"> · Provision is made for two mains, but only one is in use at present, the other being capped at its lower end, and closed at its mouth by means of its gate in the second well chamber. The space containing the two mains is filled with coarse gravel, well packed. Above the filling is a covering of 15 inch logs close laid. <hr/> <p>In the immediate rear of the abutment the timbers of the pipe outlet are continued upwards in steps to the top of the abutment, forming a "lean to," which prevents the water, flowing over the tumbling way, from flooding the top of the pipe outlet, is planked with 3 inch planking sunk 3 feet below foundation level.</p> <hr/> <ul style="list-style-type: none"> · The low lying porous nature of the ground on the north side of the river rendered necessary the construction of an extensive land wing, with deep foundations. This wing is 155 feet long, and 10 feet wide. The first 20 feet out from the abutment is 16 feet 11 inches high, and is in reality part of the abutment proper, its longitudinals being a continuation of the longitudinals of that structure. The remaining 135 feet, being built on higher ground, has a uniform height of 7'.9". Both portions are built in rows of parallel longitudinals, 3 in number, and in lengths of 31 feet, supporting on cross ties 10 feet long, and 5 feet apart. These form 62 cribs, which are filled with stone and gravel as previously described. <hr/> | |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| <ul style="list-style-type: none"> The connection between the wing and the high land at its extremity is protected by a gravel embankment, extending 57 feet along the face of the wing. This embankment is made of picked material, and effectually prevents all seepage round the end of the wing. The face of both abutment and wing is protected from leakage by a double row of sheet piling, the lower ends of which are embedded in a concrete trench sunk 3 feet below foundation level. The inner sheet piling is 2 inches thick, while the outer and overlapping piling is 1 inch. | |
| <ul style="list-style-type: none"> The main body of the dam, technically named the Tumbling Way, is 165 feet in clear length, 41'2" broad, and 13'9" high in the deepest part of the original channel of the river. Great difficulty was experienced in excavating foundations for this portion of the dam. At first an effort was made to partially diver the river by excavating a new channel, between high and low water mark on the south shore, the intention being, if this succeeded, to excavate the foundations and build the sub-structure up to the toe of the front slope; then to return the river back to its original channel, allowing it to flow through the row of horizontal openings provided in the design of the structure for that purpose. It was found, however, that the bed of the proposed diversion, being entirely composed of loose boulders, was too porous to admit of the water being confined within the excavation; and as, at that time, no clay, fit for puddling, was known to exist in the near neighbourhood, this project had to be abandoned. The method then adopted and which proved successful, though carried out under great difficulties, was as follows: - Both abutments having been partially constructed, the foundations for the end divisions of the tumbling way were excavated as far as possible from the abutments towards mid-channel. As much of the structure as the excavations could contain was rapidly built up, and loaded with stone filling. An embankment of gravel and sand was then run out from each extremity, meeting about 20 feet upstream and forming a V, the apex of which divided the current of the river, and forced it through the horizontal openings in the sections already built. This had the effect of leaving still water three feet deep behind the embankment, and as this could not be removed, nor lessened in depth, the foundations were | |

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| excavated and the middle section built, under these exceptionally difficult circumstances. | |
| <ul style="list-style-type: none"> <li data-bbox="252 499 1141 678">· The sills of the north and south sections are on the same level, while those of the middle section in the deepest part of the river bed are 2'2" lower. The cross sections of the three portions are similar. Plate XVII shows that of the middle section. <hr/> <ul style="list-style-type: none"> <li data-bbox="252 757 1141 1429">· The ground sills, 10 in number, in lengths of 32 feet, are placed at right angles to the stream, at distances varying from 5'5" to 6' apart, the distances varying in order to secure a row of longitudinals under each vertical angle of the surface of the tumbling way. Above the sills and at right angles to them are placed a row of cross ties parallel with the stream, each 53 feet long, and from 5'8" to 6' apart. These project 11'10" to the rear of the main body of the dam, resting on two of the sills of the ground course. The spaces between these projections are filled in with round timbers laid close. A solid close laid platform, to the rear of the main body of the tumbling way, is thus formed, which serves to dissipate the force of the water flowing over the tumbling way before it reaches the bed of the river. The next or third course consists of eight longitudinals, above which, on the fourth course, are the horizontal openings previously mentioned. These are 28 in number, five feet wide, 12 inches deep, and extend entirely through the structure from its upstream face to the open river in the rear. <hr/> <ul style="list-style-type: none"> <li data-bbox="252 1507 1141 1892">· They are formed by flooring the spaces between the cross ties of the 4th course with double one inch planking, and close laying the longitudinals of the 5th course to serve as a covering. Above the 5th course the longitudinals and cross ties are so arranged that the front face slopes upwards to the ridge at the rate of 2'3 1/2" to 1'. The longitudinal which constitutes the ridge is placed at a horizontal distance of 17' 2 1/2" from the front face, and is at an elevation of 415 feet (surface planking not included) above high water mark of Burrard Inlet. The rear slope extends downwards from the ridge at the same rate as the front slope, and terminates in a | |

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| level bench 12 feet wide. | |
| <ul style="list-style-type: none"> <li data-bbox="252 499 1141 958">· In the tumbling way there are 196 cribs, formed by the intersections of cross ties and longitudinals. Especial care was exercised in filling these cribs. As each course was completed, the largest boulders obtainable were placed in the cribs by hoists. The spaces between were filled up with smaller stones and coarse gravel, the latter being rammed into every crevice. In excavating the foundations, certain huge boulders, which were found to be firmly anchored in the river bed, were blasted into a columnar shape, so that the bed sills and cross ties when laid would enclose them. These not only served as stone filling, but also securely locked the whole structure to the bed of the river in a much more substantial manner than any artificial means. <hr/> <ul style="list-style-type: none"> <li data-bbox="252 1037 1141 1249">· The whole surface of the tumbling way is covered with 3 inch planking, jointed and laid close. The upper half of the front slope, being exposed to floating logs, is laid double. The vertical part of the front face is protected by 1" and 2" sheet piling, embedded in a concrete trench three feet deep, extending over the whole length of the structure. <li data-bbox="252 1283 1141 1395">· Inasmuch as it was necessary to keep the horizontal openings open until the whole dam was completed, the placing of this sheet piling was done in two operations. <li data-bbox="252 1429 1141 1908">· The lower portion of the piling below the level of the floor of the openings was placed in position in the usual manner, the tops being dressed to a uniform level. A longitudinal 12" by 3" plank, extending over the whole length of the tumbling way, was spiked to the tops of this sheet piling, projecting one inch above, and forming a groove into which the upper sheet piling would fit when placed in position. When the proper time arrived to close the openings, a sufficient number of men were ranged along the toe of the front slope, provided with the proper lengths of sheet piling, spikes and hammers. On a given signal each plank was pushed home into the groove below the openings, and the necessary spikes driven into the top ends. It required only five minutes to complete the whole operation, and by that time the water in front had | |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| not risen above the toe of the front slope. | |
| <ul style="list-style-type: none"> Immediately in front of the tumbling way is an apron of brush, gravel and boulders. This apron extends from the settling pond in front of the north abutment clear across the face of the tumbling way to the gate of the sluiceway. In cross section, it begins at a point half-way up the front slope, and extends horizontally a distance of 9 feet. It then slopes down to the bed of the river at the rate of 3 to 1. | |
| <ul style="list-style-type: none"> The south abutment, being partially let into the high land, required no wing extension. Properly speaking, it consists of three distinct parts, viz., the abutment proper, connecting with the tumbling way; the land abutment, connecting with the shore; and the sluiceway, which lies immediately between the two. The foundations of all three are on the same level as those of the north abutment, and being above low water mark were excavated without trouble. | |
| <ul style="list-style-type: none"> The abutment proper is a rectangular prism 41'2" x 15' x 18'9" constructed of longitudinals and cross ties in alternate tiers, bolted together and dove-tailed at all four corners. As in the north abutment the longitudinals of the tumbling way at regular intervals project into the abutment, and are securely bolted to it, thus forming an absolute and immovable connection between the three structures. In this abutment, there are in all 21 cribs, each 5'8" x 4'7" x 18'9", filled and rammed as previously described. In the rear of the abutment is a "lean to", 31 feet long, and tapering from 15 feet at the abutment to 11 ft. 7 ins. at its extremity. This also is a stone filled crib structure, the object of which is to prevent any scouring that might take place, by guiding the water flowing over the tumbling way beyond the rear of the abutment, and into the original channel of the river. It may be here mentioned that one year after the completion of the dam, a large scour did take place in the angle formed by the foundation courses of the "lean to" and the rear platform. During a sudden freshet the bed of the river at this point scoured out to a depth of 4 feet below foundation level. The end cribs of the "lean to" were completely undermined, the stone filling carried away, and the timbers left unsupported. | |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| <p>A somewhat similar occurrence had taken place a few months previously at the angle formed between the rear platform and the pipe outlet on the north side. The latter was readily repaired by filling in and constructing a triangular extension of the rear platform as shown in the drawing. In this case the extension could be easily bolted to the existing platform and the pipe outlet. But in the case of the first mentioned scour it was quite different. The "lean to" being an addition to the rear of the abutment and not a part of it, timbers extending from its extreme end to the rear platform, so as to cover the large scour made, and prevent further injury, would have been insecure.</p> <ul style="list-style-type: none"> Instead, therefore, the damage done was repaired by refilling the scour with a mixture of large boulders and concrete, the latter being in the proportion of 1 part of pure cement to 7 of coarse gravel and sand. | |
| <ul style="list-style-type: none"> Over this filling, and extending three feet beyond the rear of the "lean to", was placed a covering of almost pure cement, 1 foot thick. Twenty-one barrels of Portland cement, each weighing 400 lbs. were used in making these repairs. The total length of the abutment and "lean to" combined is 71 ft. 11 ins. It therefore projects beyond the rear of the tumbling way, a distance 31 feet. Both sides and rear, as well as the top of the "lean to", are planked with 3" planking laid close. <hr/> <ul style="list-style-type: none"> The sluiceway is 73 feet long and 14 feet in clear width. From wall to wall it is 15 feet wide, and at the upstream end is the full height of the abutments. Both walls and face are planked with 3" planking, laid close. It is opened and shut by means of a stop log gate, consisting of 17 stop logs 17' 4" x 12" x 12", placed horizontally one above the other, each capable of being moved vertically in a groove formed by vertical 12" x 12" uprights, let into the walls of the abutments on each side. On the upstream face the uprights are single, connected at the base by a 12" x 12" sill. Behind the stop logs the uprights are double, while midway between is a triangular truss of framed 12" x 12" timbers, planked with 3" planks, the sill of which extends back from the rear of the stop logs, a distance of 17 1/2 feet, and is securely bolted to the ground flooring. The floor sills beneath the truss are | |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| <p>close laid on a concrete bed, forming a solid apron, on which the force of the water falling over the gate when partially open is spent previous to discharge into the channel of the river. From the end of the truss to the outlet of the sluiceway, sills are laid four feet apart, extending underneath and bolted to the sills of the walls, or in other words to the sills of the abutments on each side. The two sills immediately behind the rear uprights of the gates, and the three sills at the end of the close laid flooring are squared 12" x 12" timbers, 43 1/2 feet long, and pass under the whole width of both abutments. Similarly two caps 43 1/2 feet long are laid across the top of the sluiceway, behind the rear uprights of the gate. These sills and caps are securely bolted to every intersecting timber of the abutments on each side of the sluiceway, thus making a solid union between the three parts.</p> | |
| <ul style="list-style-type: none"> <li data-bbox="245 969 1145 1352">· Above the stop logs is a powerful windlass, with supports on each abutment, the roller being directly above the stop logs. The upper surface of each stop log is provided with a wrought iron ring at each end, the stop log immediately above it being grooved on its under face, so as to admit the rings, when the stop logs are in position, and the gate is closed. The extremities of the chains connected with the windlass are provided with clutches which can be readily guided so as to hook on to the rings, when it is required to open or close the gate. <li data-bbox="245 1352 1145 1749">· The sluiceway abutment, or that portion of the south abutment which connects directly with the land, having to withstand much less pressure than other portions of the dam, is not of uniform height, but is built in steps. At the upstream end it is of equal height, 18 ft. 9 ins. with the main portion of the abutment on the other side of the sluiceway, and 13 feet wide, while at the extreme rear, the height is only 5 feet and the width 8 feet. It consists of 16 separate cribs, loaded with stone and gravel, as previously described. <li data-bbox="245 1749 1145 1910">· The whole abutment, including the sluiceway, is protected in front by 1" x 2" sheet piling overlapping and imbedded in concrete, as in the case of the tumbling way and north | |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| <p>abutment. This concrete is in the proportion of 1 part of cement to 5 of gravel and sand. The manner of its preparation was as follows: moist gravel of suitable nature obtained from the river bank was deposited on a plank platform 10 feet square. This was thoroughly worked with shovels, and all stones larger than 1 1/2 inch diameter eliminated, leaving the mass spread over the platform about 9 inches deep. The proper proportion of cement was then spread over the gravel, in a dry state. Very little water was used, the moisture in the gravel being sufficient for the purpose. Six men with shovels then energetically worked the whole mass, shovelling from the outside edges towards the centre. When satisfied that the mix had been completely turned over once, it was flattened out on the platform, and again turned over in the same manner. This operation was repeated three times, the mixture being then considered fit for use.</p> | |
| <ul style="list-style-type: none"> · The concrete trench mentioned above, extends along the whole face of the dam below the level of the sills, forming a perfectly watertight connection between the foundations and the bed of the river, through which no seepage can take place. Seepage round the extremities of the abutments, where they penetrate the banks, is prevented on the north side as previously stated, by a gravel embankment. ON the south side the same purpose is served by a hand-laid stone wall, built in the angle formed by the extremity of the abutment and the natural bank of the river, fine gravel and earth being filled in behind and well rammed. | |
| <ul style="list-style-type: none"> · The reservoir created by this dam is, in the high water season, 380 feet wide by 700 feet long, and contains approximately fourteen millions of gallons. | |
| <ul style="list-style-type: none"> · At low water the elevation of the water flowing over the crest of the tumbling way is 483 feet above the lowest depression in the pipe line, 417 feet above the lowest level in Vancouver, 317 feet above the average, and 201 feet above the highest. These elevations correspond to a maximum | |

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| <p>PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE</p> <p>pressure of 210 lbs., an average pressure of 138 lbs., and a minimum pressure of 87 lbs. per square inch.</p> | <p>Source Reference</p> |
| <ul style="list-style-type: none"> The wrought iron drift bolts used were of 7/8" and 3/4" round iron, and of lengths varying from 12" to 32 1/2". Spikes for 3" planking were 6' long, weighting 11 per pound, and nails for 1" planking were 4 3/8" long, weighing 19 per pound. <hr/> <ul style="list-style-type: none"> From the above description it will be seen that the extreme length of the dam, from land connection to land connection, is 384 feet, the clear tumbling way 165 feet, supplemented by an additional 14 feet of sluiceway, when required, and the breadth of base, not including rear platform 41 ft. 2 ins. The total cost amounted to \$15,039.26. | |
| <ul style="list-style-type: none"> <u>Route of the Mains</u> <p>The country traversed by the mains, from the dam to the central point of the city was, from a hydraulic point of view, of a very rough nature, and presented many engineering difficulties.</p> <ul style="list-style-type: none"> From the dam, for a distance of 12,716 feet in a downstream direction, the ground passed over is a gradually descending flat, the total fall in this distance being 164 feet. The flat is a narrow strip of land, composed of hardpan and granite boulders, lying between the base of the mountains on the one side and the river on the other. At two points, the river, in former heavy floods, has invaded the flat and the adjoining side hill, scouring off portions 500 feet in length, and leaving a bare boulder bottom only a few feet above the low water level of the river. Several streams running down from the adjoining mountains, intersect the flat at right angles. Two of these are of considerable size, one being 47 feet, and the other 212 feet from bank to bank. Both flow over rough boulder bottoms. | |
| <ul style="list-style-type: none"> At the termination of the flat is the rock wall through which the river has cut the deep canyon previously described. Owing | |

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| <p>to the rugged nature of the walls of the canyon, it was not deemed advisable to carry the mains along its face, and its great height prevented their being laid over the summit. A tunnel therefore was rendered necessary. This tunnel is 280 feet long, 4 feet wide, and 6 feet from floor to centre of roof. In cross section, the walls rise vertically 4 feet from the floor, and are surmounted by a semicircular roof of 2 feet radius. The floor elevation is 27 3/4 feet below the crest of the dam.</p> | |
| <ul style="list-style-type: none"> Inasmuch as the hydraulic grade line of the whole system passes considerably below the floor of the tunnel, it was necessary that the main, from the dam to the tunnel, should be of larger diameter than that from the tunnel to the city. It having been decided that the discharge of a 16 inch main was necessary for the city's supply, a 22 inch main is laid between the dam and tunnel, connecting in the centre of the tunnel with the 16 inch main. The total length of the 22 inch main is 13,530 feet, the total available head 20 feet, and the discharge at the tunnel 5,853,000 U.S. gallons in 24 hours. | |
| <ul style="list-style-type: none"> The 16 inch main, connecting with the 22 inch main at the centre of the tunnel, for the first 8,000 feet of its length, passes over a rough, irregular side hill, composed of earth, gravel and boulders. The sinuosities of the side hill are closely followed, all great vertical depressions or elevations being avoided. In one instance, 1,400 feet below the rock tunnel, where the side hill juts out in the form of a steep "Hog's back", it was found expedient to pierce it with a timber lined tunnel, 108 feet long, 4 feet wide, and 6 feet high. | |
| <ul style="list-style-type: none"> At the termination of the side hill, a series of flats, composed of hardpan, gravel and boulders, descending in broad terraces is reached. These are followed by the 16 inch main to ordinary high water mark of Burrard Inlet, the total distance from the centre of the tunnel being 19,320 feet, and the total fall from the floor of the tunnel 388 feet. At Burrard Inlet the 16 inch main is divided by a cast iron Y | |

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| <p>breech into two branches of 12" diameter. One 12 inch branch has already been laid across the Inlet, and the preparations are in progress for the laying of the second, which will take place at an early date. Plates XVIII and XIX show plan and profile of the First Narrows of Burrard Inlet, at the point selected for crossing. It will be seen that this is at the narrowest part of the Inlet, where the tidal current runs with the greatest velocity. It would naturally be supposed that the greatest depth of water would be obtained here, but this is not the case. The bed of the Inlet at this point, being soft sandstone rock, partially covered with mud, gravel and cobblestones, forms a broad flat ridge, stretching from shore to shore. The greatest depth of water on the summit of this ridge at extreme low tide is 56 feet, gradually increasing on each side till soundings of 120 feet and over can be obtained.</p> | <p>Note later comments on the nature of the bed of First Narrows elsewhere in this chapter - Researcher's note.</p> |
| <ul style="list-style-type: none"> In extreme low tides the width of the crossing is 1,086 feet. These tides, however, are very rare, occurring in May and June. In ordinary tides the width at low water is 1,237 feet, and at high water 2,140 feet. At extreme high water, which occurs in December and January, the width is 2,680 feet. | |
| <ul style="list-style-type: none"> The north shore is extremely low and flat. From low water mark for a distance of 6,750 feet inland, the total rise does not exceed 63 feet. Between high and low water mark, the surface covering consists of cobblestones, small boulders, and coarse gravel, underneath which is a stratum of hardpan overlying sandstone rock. The south shore rises abruptly at high water mark to a height of 12 feet, terminating in a level flat, which extends some distance inland. Immediately west of the crossing on this side of the Inlet, is a steep rocky headland, which rises to an elevation of 216 feet above sea level. | |
| <ul style="list-style-type: none"> This is the highest elevation within the limits of the city of Vancouver, and may at some future day be utilized, as the site of a level reservoir, of sufficient capacity to supply the city for 20 or 30 days. Between high and low water marks on the south shore, and for nearly three-quarters of the distance | |

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| <p>across the Inlet, the surface formation is soft yellow sandstone rock, which, when blasted and exposed to the air, rapidly disintegrates. The contour of the bottom is an almost perfect curve, the value of which railway engineers would express as 2 1/2 degrees.</p> <hr/> <ul style="list-style-type: none"> • Skilled divers made three different examinations of the bottom, and reported fully therein, agreeing with each other in every particular. • The substance of their reports was to the effect that no crevices existed in the rock ledge on the pipe line, or in its neighbourhood, and that the bottom from shore to shore was perfectly smooth and free from boulders of any magnitude. • These reports were verified to a certain extent, by soundings taken by the writer, at intervals of five feet apart, the lead, which weighed 15 lbs., never being allowed to leave the bottom all the way across. | |
| <ul style="list-style-type: none"> • The greatest depth recorded is, as before stated, 56 feet at low water, increasing to 70 1/2 feet at high water. The "Bore" or tidal current varies from 4 1/2 to 9 miles per hour, the greatest velocity occurring in the out-going tide, 2 1/2 hours after low water. In a volume of water like that flowing from the broad basin of Burrard Inlet through the restricted channel of the First Narrows into English Bay, this velocity of 9 miles per hour is terrific in its effects on any body opposing it. Some idea of its force may be gathered from the fact that a new 9 inch manilla hawser of 20 tons ultimate tensile strain, which, in the preliminary operations of laying the submerged mains, was stretched across the inlet, was snapped like pack thread by being suddenly lifted to the surface, and allowed to float on it. <hr/> <ul style="list-style-type: none"> • South of Burrard Inlet, at high water mark, the single 12 inch main connects with a Y breech similar to that on the north side. A 16 in. main leads out from this breech, passing over a uniform boulder and gravel flat, known as Stanley Park, the | |

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| <p>greatest elevation of which above sea level is 73 feet. South of Stanley Park, at a distance of 5,011 feet from Burrard Inlet, is a long,narrow, shallow bay of Burrard Inlet, known as Coal Harbour. This bay lied directly south of and parallel to, the First Narrows. The extreme length from east to west is 6,720 feet. The entrance to the bay is 3,730 feet wide. This width gradually decreases till the head is reached at a distance of only 1,500 feet from English Bay, and separated from it by a low lying strip of land, the highest elevation of which above sea level is not more than 17 feet. The bottom is soft mud, thickly studded with boulders. Half a mile from the head of the bay, the shore on each side cuts out in long narrow prom-ontories, leaving a waterway 870 feet wide at high water, and 250 feet at extreme low water. This is the point selected for the crossing of the 16 inch main. The bottom is of uniform contour, and consists of tenacious mud and small boulders. The greatest depth at low water, which occurs in mid-channel, is 5 feet.</p> | |
| <ul style="list-style-type: none"> · Immediately south of Coal Harbour the City of Vancouver is reached. The 16 inch main is continued along the graded streets to the centre of the City, a distance of 39,211 feet from the centre of the tunnel, or almost exactly 10 miles from the well chambers of the dam. · The total fall from the level of water in the reservoir at the dam to the termination of the 16 inch main is 384 feet, and from the floor of the tunnel to the same point 355 feet. The total available discharge is 5,103,000 U.S. gals. in 24 hours. | |
| <ul style="list-style-type: none"> · <u>Trenching. Tunnelling. Etc.</u> <p>South of Burrard Inlet, all works of excavation, refilling, culvert building, etc., were done by the company by day labour. North of Burrard Inlet, between the First Narrows and the dam, such works were done by Messrs. H.F. Keefer and D. McGillivray, of Vancouver, for a lump sum contract, based on a table of quantities furnished by the Company. The trenches were excavated to regular grades, the average depth for 12" pipes being 3'6", for 16" pipes, 3'10", and for 22" pipes 4'4", this gave a covering over all pipes of not less than 2'6", an amply sufficient depth in the climate of</p> | |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| <p>Vancouver, frost never being known to penetrate the soil deeper than 14 inches. When the nature of the ground was uneven, and the grade line laid down gave excavations less in places than these depths, the difference was made up by embankments, 3 feet wide on top, with slopes of 1 1/2 to 1. In certain small gullies, embankments 6 feet wide on top, were built under the mains, instead of timber trestling, there being danger of bush fires during the summer months. The mains on top of these embankments, and also under all streams, are protected from injury by being enclosed in timber culverts. (See Appendix).</p> | |
| <p><u>Advantages of Steel over wrought and Cast Iron Mains</u></p> <p>Previous to describing the rivetted mild steel mains used by the Vancouver Water works Co., it may be of interest to trace the origin of steel pipes, and exemplify the many advantages possessed by them over cast iron pipes.</p> <p>Up to the year 1845, cast iron was in universal use for the manufacture of water pipes; but in that year, Mr. Jonathan Ball invented and laid in Saratoga, N.Y., a wrought iron pipe, coated inside and out with hydraulic cement. This is the first instance on record in which wrought iron water pipes were laid on this continent. Owing to the great saving effected by this invention, it rapidly rose in favour, and was adopted by many cities in the Union. It was soon, however, discovered that these pipes required to be laid on a perfectly solid and unyielding foundation. If laid on made ground, the slightest settlement caused the cement linings to crack and leakage took place. The method of lining and laying in the trench was cumbersome, and could only be employed to advantage near the centre of civilization, where transport was cheap and labour abundant. When it was required to carry long lines of water pipes over mountainous country, in wildernesses entirely unsettled, and without roads or means of conveyance, engineers were confronted with the task of devising another and still more economical pipe. In California and the Pacific States of the Union, this problem was successfully solved by the invention of asphaltum coated rivetted wrought iron pipes. the cheapness of construction of these pipes, and the facility with which they could be handled, and more especially in the mining districts, brought them at once into general use. In design and</p> | |

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| <p>construction they are exactly similar to the rivetted mild steel mains described further on in this paper. Between 1870 and 1885, the Risdon Iron Works Company, of San Francisco, furnished various water and mining companies with over 150 miles of these pipes varying diameter from 12 to 52 inches. Among the ore notable examples may be mentioned the following:</p> <p>SPRING VALLEY WATER WORKS CO. - 36 miles of pipe from 18 to 52 inches diameter, and from 8/100 to 3/8 inch thick.</p> <p>THE VIRGINIA AND GOLD HILL WATER WORKS CO. - 3 miles of pipe 11 1/2 inches diameter, and from 1/4 to 3/8 inch thick. This main crosses a deep valley lying between its point of supply at Lake Marlette and Virginia city. The bottom of the valley is 1,750 feet below the level of the lake. Therefore this main is subject to a constant static pressure of 750 lbs. per square inch at its lowest point.</p> <p>THE WHITE PINE WATER WORKS CO. - 2 miles of pipe, 12 inches diameter, 12/100 to 6/16 inch thick.</p> <p>THE PORTLAND WATER WORKS CO. - 1 1/4 miles of pipe, 30 1/2 inches diameter, and 17/100 inch thick.</p> <p>THE CHEROKEE FLAT MINING CO - 3 miles of pipe, 30 inches diameter, and from 6/100 to 3/8 inch thick.</p> <ul style="list-style-type: none"> The great success of asphaltum-coated rivetted wrought iron pipes led to still further researches. Manufacturers of water pipes directed their attention to the adaptability of mild steel for hydraulic purposes, and arrived at most gratifying results. | |
| <ul style="list-style-type: none"> The writer, in seeking information on this subject, received from Messrs. Duncan Bros. of London, England, a pamphlet on mild steel mains, of which only a few copies were published by that firm for private circulation. The following extracts, giving a comparison between mild steel, wrought iron, and cast iron for water mains, may be of interest. "Scientific investigation provided that in addition to being more ductile, it (wrought iron) had greater tensile strength | |

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| <p>than cast iron, the relative tensile strengths of cast iron and wrought iron being approximately 1 and 2.7. Mild steel is refined wrought iron, being nearly pure metallic iron, and when rolled into plates its strength compared to cast iron is as 4 to 1. In consequence of its strength and ductability, it is eminently adapted for all purposes to which case it has formerly been applied.</p> <ul style="list-style-type: none">· "With regard to strength, the ultimate tensile strength usually mentioned in specifications for cast iron pipes is 18,000 lbs. per square inch mild steel, however, is now made with an ultimate tensile strength of 72,000 lbs. per square inch. It follows, therefore, that if pipes are made of steel plates of the same thickness as would be employed in cast iron, they are approximately four times as strong. The actual strength is not exactly four times, because it is not customary to calculate resistance to internal pressures with the same co-efficient or factor of safety for both materials.· "The factor of safety usually employed for cast iron is 10, that is to say, the working strength of the material is taken as only one tenth of the actual strength, which, in the case of pipes, means that if the internal working pressure is to be 100 lbs. per square inch, the strength of the pipes is calculated to resist 1,000 lbs. per square inch. For wrought iron, the factor is 6, and for mild steel 5. The reason for the differences in the factor of safety, is because iron and mild steel are more homogeneous, and thus more reliable than cast iron.· "The impurities which are present in cast iron are of less specific gravity than metallic iron, and consequently the specific gravity of the mixture called cast iron is less than that of pure metallic iron. Mild steel is the nearest approach to pure metallic iron, which commerce and science combined have yet produced on an extensive working scale. The average weights of the metals are: <table><tr><td>Cast Iron</td><td>Wrought Iron</td><td>Mild Steel</td></tr><tr><td>450</td><td>480</td><td>489.6</td></tr></table> <p>lbs. per cubic foot; the aver age weight of water is 62 1/2 lbs. per cubic foot; therefore the specific gravities average</p> <p>Water Cast Iron Wrought Iron Mild Steel</p> | Cast Iron | Wrought Iron | Mild Steel | 450 | 480 | 489.6 | |
| Cast Iron | Wrought Iron | Mild Steel | | | | | |
| 450 | 480 | 489.6 | | | | | |

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|--|--------------|-----------------|---------------|---------------------|--------------|-----------------|---------------|--|-------|------|--------|---------------------------------------|------|-------|-------|---|--------|--------|--------|---|---|-------|-------|------------------|----|---|---|---|---|-----|---|--|---|--------|--------|---|---|------|-----|---|---|--------|--------|--|
| 1 | 7.20 | 7.68 | 7.83 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div>· <u>Table of Relative Thickness for Equal Strength</u></div> <table><thead><tr><th></th><th>Cast Iron</th><th>Wrought Iron</th><th>Mild Steel</th></tr></thead><tbody><tr><td>Weight of plate in lbs./sq.ft.</td><td></td><td></td><td></td></tr><tr><td>1 inch thick..</td><td>37.5</td><td>40</td><td>40.8</td></tr><tr><td>Tenacity/sq.in.</td><td>18,000</td><td>48,600</td><td>72,000</td></tr><tr><td>Relative strength for equal thickness</td><td>1</td><td>2.7</td><td>4</td></tr><tr><td>Factor of safety</td><td>10</td><td>6</td><td>5</td></tr><tr><td>Relative strength due to factor of safety</td><td>1</td><td>4.5</td><td>8</td></tr><tr><td>Reduction in strength due to rivetted joints</td><td>-</td><td>30p.c.</td><td>30p.c.</td></tr><tr><td>Relative strength after reduction for rivetted joints</td><td>1</td><td>3.15</td><td>5.6</td></tr><tr><td>Relative thickness for plates of equal strength</td><td>1</td><td>0.3174</td><td>0.1786</td></tr></tbody></table> | | | | | Cast Iron | Wrought Iron | Mild Steel | Weight of plate in lbs./sq.ft. | | | | 1 inch thick.. | 37.5 | 40 | 40.8 | Tenacity/sq.in. | 18,000 | 48,600 | 72,000 | Relative strength for equal thickness | 1 | 2.7 | 4 | Factor of safety | 10 | 6 | 5 | Relative strength due to factor of safety | 1 | 4.5 | 8 | Reduction in strength due to rivetted joints | - | 30p.c. | 30p.c. | Relative strength after reduction for rivetted joints | 1 | 3.15 | 5.6 | Relative thickness for plates of equal strength | 1 | 0.3174 | 0.1786 | |
| | Cast Iron | Wrought Iron | Mild Steel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Weight of plate in lbs./sq.ft. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 inch thick.. | 37.5 | 40 | 40.8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Tenacity/sq.in. | 18,000 | 48,600 | 72,000 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Relative strength for equal thickness | 1 | 2.7 | 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Factor of safety | 10 | 6 | 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Relative strength due to factor of safety | 1 | 4.5 | 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Reduction in strength due to rivetted joints | - | 30p.c. | 30p.c. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Relative strength after reduction for rivetted joints | 1 | 3.15 | 5.6 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Relative thickness for plates of equal strength | 1 | 0.3174 | 0.1786 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <div>· <u>Table of Relative Weight for Equal Strength</u></div> <table><thead><tr><th></th><th>Cast Iron</th><th>Wrought Iron</th><th>Mild Steel</th></tr></thead><tbody><tr><td>Thickness of plate in inches, 40lbs. weight per sq.ft.</td><td>1,066</td><td>1.00</td><td>0.9804</td></tr><tr><td>Relative strength for equal weight</td><td>1</td><td>2.533</td><td>3.678</td></tr><tr><td>Relative strength due to factor of safety</td><td>1</td><td>4.22</td><td>7.356</td></tr><tr><td>Relative strength after reduction for rivetted joints</td><td>1</td><td>2.955</td><td>5.149</td></tr></tbody></table> | | | | | Cast Iron | Wrought Iron | Mild Steel | Thickness of plate in inches, 40lbs. weight per sq.ft. | 1,066 | 1.00 | 0.9804 | Relative strength for equal weight | 1 | 2.533 | 3.678 | Relative strength due to factor of safety | 1 | 4.22 | 7.356 | Relative strength after reduction for rivetted joints | 1 | 2.955 | 5.149 | | | | | | | | | | | | | | | | | | | | | |
| | Cast Iron | Wrought Iron | Mild Steel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Thickness of plate in inches, 40lbs. weight per sq.ft. | 1,066 | 1.00 | 0.9804 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Relative strength for equal weight | 1 | 2.533 | 3.678 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Relative strength due to factor of safety | 1 | 4.22 | 7.356 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Relative strength after reduction for rivetted joints | 1 | 2.955 | 5.149 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Cast Iron | Wrought Iron | Mild Steel | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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|--|--------------|------------|--------|---------------------|-----------|--------------|------------|-------|-------|
| Weight of plain cylinders of equal strength | 1 | 0.3384 | 0.1942 | | | | | | |
| Increase in weight of pipes due to joints | 5.8p.c. | 15p.c. | 15p.c. | | | | | | |
| Relative weight of pipes of equal strength | 1 | 0.3678 | 0.2111 | | | | | | |
| <ul style="list-style-type: none">"The relative thickness for plates of equal strength for materials of the ultimate tenacity under consideration are given on the last line of the first table. In the next table, the results obtained show the relative weights of pipes of equal strength, having socket and spigot joints, made from materials of the ultimate tensile strength specified."Applying these results to an ideal case, we find that, if it is specified that cast iron pipes, to stand 300 feet working head of pressure, and 24 inches internal diameter, are to be 7/8 inch (= .875) thick, then wrought iron pipes of the same diameter would be .875 x .3174 = .2778 inches thick, and mild steel pipes would be .875 x .1786 = .1563 inches thick or say 7/8 in., 9/32 in. and 5/32 in. respectively, for equal internal working pressures."Then again, if one mile of 34 inch cast iron pipe, 7/8 inch thick, made up of pipes in 12 feet lengths, weighing 24.8 cwt. each length, weighs 545.6 tons, the corresponding weight of one mile of wrought iron pipes will be 545.6 x 0.3678 = 200.6 tons. and one mile of mild steel 545.6 x 0.211 = 115.2 tons."These results show that for equal diameters, 24 inches, equal working pressures of 300 feet and equal lengths of one mile, the weights are respectively: <table><tr><td>Cast Iron</td><td>Wrought Iron</td><td>Mild Steel</td></tr><tr><td>545.6</td><td>200.6</td><td>115.2 tons</td></tr></table>The price per ton of mild steel pipes averages about 4 1/4 times the current price of cast iron pipes; as the relative weights for equal strength are as 1:.2111, it is therefore apparent that the relative costs for a given length are as | | | | | Cast Iron | Wrought Iron | Mild Steel | 545.6 | 200.6 |
| Cast Iron | Wrought Iron | Mild Steel | | | | | | | |
| 545.6 | 200.6 | 115.2 tons | | | | | | | |

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| <p>1:0.90, or in other words, length for length, at a cost of 10 per cent, less than cast iron pipe. With regard to carriage, the rate per tone by rail is the same for either cast iron or mild steel pipes, and as the saving is in the direct ratio of dead weight for a given length, the cost of railway carriage is 78 per cent, less than on cast iron pipes, and a like saving can be effected in handling the pipes at the site of the track in which they are to be laid.</p> <p>• "The next point to which attention is directed is the jointing. As mild steel pipes are so much lighter than cast iron pipes, it is clear that they may be conveniently handled in longer lengths. The system of construction also favours this, and in fact the pipes may be made in one continuous length, built upon the site if it is desired. The customary methods are to make them in lengths of 24 feet, this being twice the usual length of cast iron pipe, and there are, consequently, only half the number of joints. Taking the 24 inch pipes before mentioned, the lengths and weights would be</p> <table><tr><td></td><td>Cast Iron</td><td>Mild Steel</td></tr><tr><td>Diameter</td><td>24 in.</td><td>24 in.</td></tr><tr><td>Length of each pipe</td><td>12 ft.</td><td>24 ft.</td></tr><tr><td>Weight do</td><td>24.8 cwt.</td><td>10.47cwt.</td></tr><tr><td>Relative weights per pipe</td><td>1</td><td>0.42</td></tr><tr><td>Relative lengths per pipe</td><td>1</td><td>2</td></tr></table> | | | Cast Iron | Mild Steel | Diameter | 24 in. | 24 in. | Length of each pipe | 12 ft. | 24 ft. | Weight do | 24.8 cwt. | 10.47cwt. | Relative weights per pipe | 1 | 0.42 | Relative lengths per pipe | 1 | 2 | |
| | Cast Iron | Mild Steel | | | | | | | | | | | | | | | | | | |
| Diameter | 24 in. | 24 in. | | | | | | | | | | | | | | | | | | |
| Length of each pipe | 12 ft. | 24 ft. | | | | | | | | | | | | | | | | | | |
| Weight do | 24.8 cwt. | 10.47cwt. | | | | | | | | | | | | | | | | | | |
| Relative weights per pipe | 1 | 0.42 | | | | | | | | | | | | | | | | | | |
| Relative lengths per pipe | 1 | 2 | | | | | | | | | | | | | | | | | | |
| <p>• "Again, taking the case of one mile in length, 440 pipes would be required in cast iron, and only 220 in mild steel, consequently, there is a saving of 50 per cent, in the labour and cost of jointing a given length. Then with regard to each joint, the mean circumference of the space for lead in an ordinary cast iron socket joint is greater than in a mild steel pipe, in consequence of the greater thickness of cast iron. The reduction in the circumference of a mild steel socket is equal to a saving of 9 1/2 per cent, upon the weight of lead required for a 24 inch cast iron pipe socket; assuming that the depth of lead is the same in each case, the total saving in lead is therefore 59 1/2 percent.</p> | | | | | | | | | | | | | | | | | | | | |

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| . "To show the final economical result in the case of one mile of 24 inch pipes previously mentioned, the several relative costs are: | | | | |
| | Cast Iron | Mild Steel | Saving | |
| Internal diameter, inc. | 24 | 24 | | |
| Length, mile | 1 | 1 | | |
| Number of pipes | 440 | 220 | | |
| Weight of each pipe, cwts. | 24.8 | 10.47 | | |
| Weight of one mile, tons | 545.6 | 115.2 | | |
| Relative cost per ton | 1 | 4.25 | | |
| Relative cost of carriage, per ton | 1 | 1 | | |
| Relative cost of Carriage on total | 1 | 0.2111 | 78 p.c. | |
| Relative cost of laying per yd. | 1 | 0.7 | 30 p.c. | |
| Relative number of joints | 1 | 0.5 | 50 p.c. | |
| Relative weight of lead, each joint | 1 | 0.905 | 9 1/2p.c. | |
| Relative weight of lead, each mile | | | | |
| | 1 | 0.405 | 59 1/2p.c. | |
| Relative cost of making each joint | | | | |
| | 1 | 0.8 | 20 p.c. | |
| Relative cost of jointing one mile | | | | |
| | 1 | 0.40 | 60 p.c. | |
| Relative cost of total of one mile | | | | |
| | 1 | 0.9 | 10 p.c. | |
| Relative cost of pipes and carriage | | | | |
| | 1 | 0.84 | 16 p.c. | |
| Relative cost | | | | |

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| <div>of carriage and laying10.83416.6p.c</div> <div>Relative cost of pipes, carriage, laying and jointing one mile10.78821.2p.c.</div> <div>"The saving actually effected in the total outlay for one mile of 24 inch pipes, is therefore:</div> <div><div>Cost of Pipes10 p.c.</div><div>Cost of Carriage6 p.c.</div><div>Cost of Laying0.6 p.c.</div><div>Cost of Jointing4.6 p.c.</div></div> <div>or a grand total of 21.2 p.c."</div> | | |
| <div>It will be seen that the above extracts treat of a comparison between cast iron mains and mild steel mains fitted with faucets and spigots. This is a cumbersome arrangement, and has been entirely discarded on the Pacific coast, the Moore and Smith joint, a description of which will be given further on, taking its place. This joint is specially adapted to all pipes between the diameter of 12" and 24". When of larger sizes the pipes are made in plain lengths of 24 feet 6 inches, and riveted together in the trench.</div> | | |
| <div><u>The Mains</u></div> <div>The rivetted mild steel mains in use by the Vancouver Water Works Company are of three diameters, 22 inches, 16 inches, and 12 inches. The 22 inch is laid from the dam to the tunnel, a distance of 13,530 feet, the 16 inch from the tunnel to ordinary high water mark of Burrard Inlet on the north shore, and from ordinary high water mark on the south shore to the centre of the city, a total distance of 39,211 feet. The 12 inch are laid on both shores of Burrard Inlet, between ordinary high water marks, and the submerged 12 inch flexible main across the Inlet, a total distance of 747 feet.</div> | | |
| <div>The 22 inch and 16 inch pipes are 11/100 in. in thickness, and the 12 inch 3/16 in. The latter, being laid below high</div> | | |

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| <p>water mark, require greater thickness of metal to withstand the corrosive influence of salt water. These pipes were manufactured from plates imported from England by the Company, and rolled, rivetted, coated with asphaltum, and laid in trench by the Albion Iron Works Company of Victoria, B.C. Plate XX shows a longitudinal section of the 16 inch pipe. The 22 inch and 12 inch pipes are constructed in an exactly similar manner. It will be seen that the pipe is made in 7 courses, 4 large or outside courses, and 3 smaller or inside courses, rivetted together, and having a projecting nipple at one end. At the foundry, the plates were trimmed to the exact sizes required, and the rivet holes punched with multiple punches at one and the same times. Absolute uniformity in size and spacing of rivet /holes was thus secured. Each plate was then rolled in the usual manner, by means of three parallel revolving cylinders, which gave it the circular form of the required diameter. It was then made to encircle the vertical cylinder of a hydraulic rivetting machine, which cold rivetted the straight or longitudinal seams. When 7 plates had been treated in this manner and converted into cylinders 3 ft. 6 in. long, and of diameters differing sufficiently to allow the ends of the smaller cylinders to be passed into the ends of the larger, they were rivetted together, so as to form one length. On the lap, between two thicknesses of steel at the end of each course, the plate was scraped down to a fine edge, and a rivet driven through. Where three thicknesses of metal came together, as when the longitudinal seams of the large course overlap the smaller course, extra heavy lap rivets were used. The edges of each sheet for 3 inches from the laps were chipped and caulked. Straight and round seams were split caulked. The whole length was then heated in an oven, and immersed in a bath of hot asphaltum. This bath was an iron trough, 26 feet long and 3 feet wide, supported on brickwork, and so arranged that a fire could be kept constantly burning underneath. In preparing the mixture, the trough was filled to within a few inches of the top with asphaltum broken up into small cubes of about an inch to the side.</p> <hr/> <p>· Coal tar, devoid of all oily matter, was then poured in till the asphaltum cubes were completely covered. The mixture was then allowed to boil for three hours, being constantly stirred</p> | |

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| <p>during the process. As many pipes as the mixture would cover were then dipped and allowed to dry. The coating obtained was smooth, tough, free from brittleness, and of uniform thickness.</p> | |
| <p>· The form of joint used in connecting these pipes is, as before stated, that invented by Joseph Moore and Francis Smith, employees of the Risdon Iron Works Co., San Francisco. Plate XX shows a longitudinal section of this joint. In making the joint in the trenches, the nipple end of one length of pipe was forced into the larger end of the adjoining length, by means of hammering on wooden blocks placed against the end opposite the nipple. The abutting ends of the two lengths were not driven up tight, a space of from 1/4 to 1/2 inch being left, for the purpose of allowing for any expansion or contraction that might take place. The outside surface of the pipes was then scraped clean for about 2 1/2 inches back from the junction of the two ends. A band or ring of diameter sufficiently great to allow of 5/16 inch play between its inside surface and the outside surface of the pipe, was then made to encircle the junction. The space between was filled up with lead in the usual manner, and carefully caulked. Joints made after this pattern, have been in use for 15 years, and have given entire satisfaction. Care must be taken in making this joint, that no angle greater than one degree is made at the junction of the two lengths of pipe, otherwise the lead packing will be of unequal thickness, and will, in all probability, result in a leaky joint. Caulkers, accustomed to jointing cast iron pipes, must be cautioned, when making for the first time, a Moore and Smith joint, that the steel pipe will only admit of the lead being packed to a certain firmness, the degree of which can only be ascertained by actual trial. If the lead is beaten in between the ring and the pipe too tightly, the shell of the latter will bend inward, and render good work impossible.</p> <hr/> <p>· As before stated, steel mains of more than 24 inches diameter, when subject to heavy pressure, are usually made in specified lengths at the foundry, and rivetted together in the trench. To accomplish this, it is necessary that each length shall have a large course at one end, and a small one</p> | |

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| <p>at the other. The large course has its extreme end punched for rivets at the foundry, while the small course at the other end of the length is unpunched.</p> | |
| <ul style="list-style-type: none"> <li data-bbox="252 555 1145 913">· The pipes being placed in the trench, the small course of one length is forced by hammering, or other power, into the punched large course of the adjoining length. The position of the rivet holes on the small course, to correspond with those on the large course, are then marked and screw punched after separation. This being done, the two lengths are again united, their surfaces pressed firmly against each other by means of a set stool; and cold rivetted from the outside. The scam is split caulked in the usual manner. This makes the most desirable connection for pipes of large diameter. <hr/> <ul style="list-style-type: none"> <li data-bbox="252 1048 1145 1227">· However, it may be mentioned, that a pipe of 41 inches diameter, and subject to a pressure of 300 feet, was laid, ten years ago, in the Sandwich Islands. The lengths were connected by moore & Smith joints, and are in active service to this day. <hr/> <ul style="list-style-type: none"> <li data-bbox="252 1361 1145 1597">· The Vancouver pipes were laid in the trench with the straight seams upwards, so that any leakage might readily be detected, and repaired by further split caulking. In most systems, however, the straight seams are laid downwards, the advantage of which is that in course of time, sediment gathers on the bottom of the pipe along the edges of the seams and tends to prevent leakage. | |
| <ul style="list-style-type: none"> <li data-bbox="252 1619 1145 1926">· <u>Bends and Castings</u> Inasmuch as the steel mains described in the foregoing pages were constructed with a view to securing absolutely tight joints, the outside surfaces of the nipples fitted tightly against the inside surfaces of the adjoining lengths. Consequently, no deviation from a straight line greater than one degree, could be made between any two lengths without special bends. By means of specially adapted machinery, | |

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| <p>steel elbows and bends are made by certain manufacturers, but these lack stability when the angle of curvature is large. All bends in the Vancouver system are of cast iron, one inch thick. They are segments of a circle, the axis of the bend being the circumference, and the radius five feet. Previous to leaving the foundry, they were individually subjected to a pressure of 300 lbs. per square inch.</p> <hr/> <ul style="list-style-type: none"> In certain parts of the pipe line north of Burrard Inlet, the ground traversed, being contiguous to the river, is irregular horizontally and vertically, and required bends ranging from 5 to 70 degrees angle of deflection. That portion of the pipe line immediately south of the tunnel, and following the irregularities of the side hill for a distance of 8,000 feet, required no less than 80 bends of all angles of deflection, being an average of one bend to every 100 feet of length. The total number required by the system from the point of supply to the centre of the city were 179. The other castings connected with the mains, not including the connections with the city distribution system, are as follows: two miles and a half below the dam, at the lowest depression between the the dam and tunnel is placed a blow off, 8" off 22". This is controlled by an eight inch valve, leading into a 12" x 12" box drain, which in turn leads to the river. To the middle pipe length in the tunnel is affixed a self-acting Cabot air valve, the air passage of which is 2 1/4 inches diameter, and is controlled by a brass valve, so that the upper part containing the rubber ball may be taken off for examination at any time without the necessity of shutting off the main at the dam. | |
| <ul style="list-style-type: none"> At Burrard Inlet, on the north side is placed a blow off, 8" off 16" and on the south side, 12" off 16", reducing to 8", both controlled by valves, and emptying into Burrard Inlet. The ends of the 16 inch main, on both sides of the inlet, are provided with "Y" breeches, two 12 inch branches off 16 inch. These branches connect with the double line of 12 inch mains, that will ultimately cross Burrard Inlet, and are individually controlled by 12 inch valves, so that each main can be shut off independently if required. Between the Inlet | |

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| <p>and Coal Harbour, on the highest elevation between the two waters, is placed another Cabot air valve, arranged in a manner similar to the one already described.</p> <ul style="list-style-type: none"> On both sides of Coal Harbour are placed blow offs, 8" off 16" discharging into Coal Harbour, and finally a 16 inch valve is located at the point where the mains enter the inhabited part of the city. It will thus be seen that in case of necessity the supply to the city can be shut off at five different places, viz., at the entrance and outlet of well chambers at the dam, on both sides of Burrard Inlet, and at the entrance to the city. | |
| <ul style="list-style-type: none"> <u>Distribution of Mains, Lead and Castings</u> Inasmuch as the pipe line between the centre of the City and Coal Harbour follows well graded streets, the distribution of steel mains, lead and castings was attended with little or no difficulty. Ordinary four-wheeled drays, drawn by two horses and accompanied by two teamsters, accomplished this work in a most satisfactory manner, at a cost of \$3.00 per ton. <hr/> <ul style="list-style-type: none"> The flexible mains for the crossings of Coal Harbour and Burrard Inlet, were transported on scows and discharged on the beach between high and low water mark at a cost of \$5.00 per ton. <hr/> <ul style="list-style-type: none"> Between Coal Harbour and Burrard Inlet the first difficulties were encountered. The land between these two waters being heavily timbered, and only accessible by waggon road at both ends, rendered necessary the construction of a temporary road parallel to the pipe trench, and within easy reach of it. This was of the simplest character, being a roughly graded track, 8 feet wide, along which and at right angles to it were placed, at regular intervals of ten feet, rough undressed skids. Sleighs similar to those used by loggers in winter, and drawn by two powerful horses, carried two lengths of pipe per load along this road and deposited them where required. The cost of this service, including the construction of road, averaged \$5.00 per ton. | |

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| <ul style="list-style-type: none"> · Between Burrard Inlet and the Dam the work of distribution was accomplished under very great difficulties. As before stated, the country traversed by the pipe line is very irregular and heavily timbered. No roads exist in the vicinity, and the construction of an economical mode of conveyance for the 480 tons of steel mains, lead and castings, which were to be laid continuously along the pipe trench, was a problem, the solution of which involved considerable ingenuity. The mode adopted was a combination of waggon road and tramway. A tramway 15,400 feet long was built from the Inlet to a point on the side hill ground, about 4,000 feet south of the rock tunnel. This tramway is of three feet gauge with 4" and 5" track timbers, supported on ties placed four feet apart. At four points in its course there occur sudden breaks in ground level. The first takes place 5,800 feet north of the Inlet, the ground rising 37 feet in a distance of 135 feet; the second at 9,400 feet north of the Inlet, the ground rising 54 feet in a distance of 260 feet; the third at 11,100 north of the Inlet, the ground rising 27 feet in a distance of 82, and the fourth at the termination of the tramway, where it leaves the pipe trench and climbs the face of the side hill to the flat above. The total rise at this point is 80 feet in a distance of 150 feet. In distributing the pipes along the tramway, each car, pulled by one horse carried three lengths of 16-inch pipe. On arrival at one of the above mentioned changes of level, the horse was removed from the car to the top of the rise, where it was made to haul on a cable connected with the car, until the car also had reached the top. At the termination of the tramway a waggon road was built following the edge of the flat, a distance of 4,000 feet, to the rock tunnel. At suitable intervals clearings were made from the waggon road to the pipe trench on the side hill below, down which the pipe lengths were lowered one at a time by cables. · At the rock tunnel the face of the Canyon slopes downwards 164 feet in a distance of 400 feet. A short tramway was built down this steep descent and loaded cars lowered down by cables. From the foot of this Canyon a waggon road was built and operated in a manner similar to that between Coal Harbour and Burrard Inlet. · The prices paid for the distribution of mains, lead and castings north of Burrard Inlet were, for the first 1,268 feet | |

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| <p>\$7.64 per ton, for the next 18,859 feet \$12.87 per ton, and for the next 13,516 feet \$14.85 per ton. These prices included the building of the tramway and the waggon roads as well as the cost of the distributing mains.</p> | |
| <ul style="list-style-type: none"> <li data-bbox="252 537 1141 1108"> <p>· <u>Laying the Submerged Main at the First Narrows</u></p> <p>Having in view the difficulty of effecting repairs in pipes laid under water, and the disastrous consequences that might result from a temporary stoppage of the city's water supply should a break take place, through unavoidable causes, the design for crossing the first narrows, instead of being one 16 inch main, comprised its equivalent, two separate lines of 12 inch mains, 50 feet apart, and capable of independent action by means of stop valves placed at high water mark on each side of the Inlet. Up to the present only one of these lines has been laid in position on the bed of the Inlet, made up of 746 feet of plain rivetted steel pipes; 261 feet of rivetted steel pipe, fitted with cast iron flexible joints, and 1,236 feet of cast iron flexible joint pipe.</p> <li data-bbox="252 1142 1141 1400"> <p>· The plain rivetted steel pipe is placed at each end of the line, 584 feet on the north shore and 162 feet on the south shore. The rivetted steel pipe with flexible joints is placed on the north shore between the plain pipes and the cast iron flexible pipes, and the latter are placed on the bed of the Inlet, reaching from low water to low water mark.</p> <li data-bbox="252 1433 1141 1928"> <p>· The construction and details of the plain pipe have been already described. The flexible steel pipe is in lengths of 22'2" over all, and is exactly similar to the plain pipe, but provided with cast iron spigots and faucets, bored and turned in the same manner as the cast iron flexible pipes. The latter are of the pattern known as the Ward patent flexible joint pipe. They were manufactured in Scotland, and are of hard close grained white cast iron, thoroughly coated with Dr. Smith's coal pitch varnish. Each length is 12'4" over all, 4 1/8 in. thick, weighs 1,280 lbs., and is warranted by the manufacturers to stand with safety the pressure due to a column of water 600 feet high. Each joint required 70 lbs. of the best Spanish pig lead. Plate XX shows a longitudinal section of this joint. The larger portion of the inside surface</p> | |

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| <p>of the bell or faucet forms a spherical zone, the centre of which a point on the axis of the faucets at such a distance from its mouth, that the inside diameter of the latter is greater by half an inch than the inside diameter of the shoulder. The extreme end of the spigot is turned truly, and exactly fits the inside surface of the faucet. The outer end, or the end encircled by the mouth of the faucet, is of smaller diameter, so as to allow half an inch of space between the two surfaces for lead packing. At the middle of the spigot is a circular groove, a quarter of an inch deep and an inch and a half wide, which serves the purpose of retaining the lead packing and prevents the joint from pulling asunder, when exposed to tensile strain. This joint is capable of motion through an angle of 12 degrees, and a complete circle can be made with 30 lengths.</p> | |
| <ul style="list-style-type: none"> · The contract for furnishing and laying the single line of cast iron flexible joint pipe was let on the 1st of November, 1887, to the inventor and patentee of the joint, Mr. John F. Ward, late chief engineer of the Jersey City Water Works. The price agreed on, which covered all risks and contingencies, was nine dollars per lineal foot. · Mr. Ward has devoted many years of his life to laying submerged pipes of all diameters, and has, hitherto, met with unfailing success. Among some of the more prominent works standing to his credit, may be mentioned the six inch pipe crossing the Delaware River at Easton, Pa., the 12 inch hour. · Mr. Ward, on his arrival, made a thorough inspection of the crossing, and expressed himself as confident of being able to complete his contract with ease and rapidity. Accordingly on the 21st of April, 1888, he began operations, his plan being to joint the pipes on a suitable platform stationed at low water on the north shore, and by means of a stationary engine on the south shore, to haul them across, length by length. Inasmuch as Mr. Ward failed to carry out this plan to completion, the writer, without expressing any opinion as to its practicability, will merely describe his mode of procedure. | |

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| <ul style="list-style-type: none"> The structure erected on the north shore of the Inlet, on which the pipes were jointed, was a frame work staging of sufficient height to reach above extreme high water, and strong enough to resist the force of the incoming and outgoing tides. In the middle of this stage was constructed a sloping platform, extending from the front face, 4 feet below the top, down to the ground at the rear face, or the face fronting the Inlet. The object of the platform was to admit of the pipes being jointed in an inclined position, and therefore sliding easily to the ground, when the hauling power was applied. the 104 lengths of pipe required to reach from shore to shore were piled within easy reach of the platform. The engine on the south side of the river, opposite the platform and at a distance of 1,400 feet from it, was of 30 H.P., and revolved an ordinary drum, to which was attached a hundred feet of wrought iron chain, connecting with a continuous wrought iron rod of 1 1/4 inches diameter. This rod reached clear across the Inlet, and was attached to the rear end of the first length of pipe lying on the sloping platform of the staging. The rod was made from round iron in lengths of 51 feet, jointed together by common screw unions, its whole tensile strength being that due to the resistance offered to stripping by the threads of the unions. | |
| <ul style="list-style-type: none"> When Mr. Ward had completed these arrangements he began without delay to joint the lengths together. To the length lying on the platform, the spigot end of which faced the Inlet, a second length was jointed in the usual manner. | |
| <ul style="list-style-type: none"> The engine on the south side was then put in motion, and the first length hauled forward a distance equal to its own length, leaving the second length to fill the place previously occupied by the first. A third length was then jointed to the second, the engine again pulled forward, until the third length occupied the place occupied the place vacated by the second. It was intended to repeat this operation until the whole 104 lengths had been dragged across the bottom of the Inlet. However, after 18 lengths, covering a distance of 216 feet, had been submerged, Mr. Ward concluded to substitute a steel wire | |

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| <p>PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE</p> <p>cable for the wrought iron rod. In stretching this cable across the Inlet, it unfortunately fouled on a small boulder, about 200 feet above the pipe line, and such efforts as were made to dislodge it proved unavailing. Mr. Ward then notified the company that urgent private business compelled him to leave the works for St. Paul, Minn. He did not return, but shortly afterwards officially abandoned the contract.</p> | <p>Source Reference</p> |
| <ul style="list-style-type: none"> · On July 9th, more than a month after Mr. Ward's failure, the company contracted with Messrs. H.F. Keefer and D. McGillivray, the gentlemen who already held the contract for trenching and refilling, to complete the work according to certain specifications, from which the following clauses are extracted: · "The total length of the crossing to be made is 1,248 feet, extending from low water mark on the south shore to low water mark on the north shore. These points will be defined by stakes placed by the company's engineer, and the whole main when finally laid shall be in a perfectly straight line between them. · "Each pipe length, previous to being placed in position, shall be well and carefully tested for flaws in manufacture, cracks, air-holes, and other defects, by the usual process of suspending in slings and tapping with hammer. Should any be found defective, they shall be discarded, and the engineer notified of the same. · "The lead to be used in jointing shall be that known as 'Best Spanish Pig.' · "The whole number of pipe lengths, previous to being placed in final position on the bed of the first narrows, shall be jointed, leaded, and made perfectly water-tight on dry land, and on such a structure as will admit of the whole length of 1,248 feet being of easy access for the purpose of inspection. | |

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| · | <p>"A test pressure of not less than 300 lbs. per square inch shall then be applied by the contractors in the presence of the Company's Engineer, the leakage under which, throughout the whole length of 1,248 feet, shall not exceed one cubic foot per minute. Such joints as may prove defective under this pressure shall be made good by the contractors at their own expense, and such pipe lengths as may leak or give evidence of flaws shall be removed by the contractors, and replaced by sound lengths, the cost of which shall be defrayed by the company.</p> <p>"The Engineer's approval of the main, after the application of the above test being given, the contractors shall be at liberty to place it in position on the bed of the first narrows, which being done, a similar test pressure of 300 lbs.. per square inch, subject to the same conditions, shall be applied.</p> <p>"A diver will be appointed by the company to inspect the main when finally laid in position, and on his report such alterations in its position as may be rendered necessary by reason of its resting on boulders or sharp irregularities of the bed of the Inlet, shall be made by the contractors, and at their expense, provided the total cost does not exceed five hundred dollars. All costs over this amount shall be defrayed by the company."</p> | |
| · | <p>Messrs. Keefer and McGillivray entered into the fulfilment of their contract with energy. A 30 H.P. engine was stationed on the north shore of the Inlet, between high and low water marks. With this the 18 lengths submerged by Mr. Ward were hauled back to dry land. A trench, 4 feet wide, 4 feet deep, and 1,300 feet long, was excavated on the line of the crossing on the north shore. Parallel continuous runners of barked fir, three in number, were placed in the bottom of the trench, in such a manner that the bell end of each pipe when jointed would rest on the central runner, and be supported on each side by the other two runners. A frame work staging,</p> | <p>This was a steam donkey engine - Researcher's Note.</p> |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| <p>similar to that employed by Mr. Ward, was built over the trench and supported on rollers, on which it could readily be moved over the whole length of the trench. On this staging with its sloping platform, the whole number of pipe lengths were jointed, the operation being very similar to that of paying off a cable from a moving ship. As soon as the first joint was made, the staging was moved forward till the first pipe length rested on the runners in the trench, leaving the second in the place vacated by the first. A third pipe was then hoisted up by winches, its spigot end inserted into the bell of the second, and carefully adjusted in exact line. Molten lead was then poured in and caulked in the usual manner. This done, the staging was again moved forward and another pipe adjusted, the operating being repeated day by day, till one hundred lengths had been connected. As before stated 104 lengths were provided, but during the process of jointing, four, showing evident signs of fracture, were discarded.</p> <hr/> <ul style="list-style-type: none"> Immediately on the completion of the work of jointing, both ends of the chain of pipes were securely capped, and the stipulated test pressure of 300 lbs. per square inch applied. | |
| <ul style="list-style-type: none"> A first attempt was made to apply the pressure by means of a hand pump, worked by six men, forcing a stream of water into a circular opening, one inch in diameter, provided for that purpose in the cap on the north end. It was speedily found, however, that owing to the leakage at the joints, slight as it was, this method was not powerful enough to keep the chain of pipes full and attain the required pressure. The stationary engine, situated midway between high and low water mark, was then brought into requisition. The middle length of the chain of pipes was tapped, and by means of the engine, water was pumped in until the first defective pipe manifested itself, which occurred when the gauge registered 30 lbs. per square inch. This length was immediately broken up by sledge hammers, the bell cut by a cold chisel, split open, and the lead removed. <hr/> <ul style="list-style-type: none"> The two portions of the chain of pipes were then hauled together by means of the engine and re-jointed. Pressure | |

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| <ul style="list-style-type: none"> The plan adopted for placing this long line of heavy flexible pipes in position on the bed of the Inlet was direct hauling from shore to shore, during the half tides which occur in the Inlet during the months of July and August. For the purpose of lessening the weight as much as possible, each length was encircled by a wrought iron ring, to each of which floats of 500 lbs. buoyancy were attached. To prevent as much as possible the forward end of the chain of pipes from ploughing a deep furrow in the bed of the Inlet during the process of hauling, it was buoyed up by a number of cedar logs laid lengthways. "The hauling gear was as follows - (See Plate XIX). To the rear end, that is the end farthest from the water, was attached a 9 inch manilla cable of 44,800 lbs. ultimate tensile strength, and 600 feet long, which was connected with the 30 H.P. Engine, stationed on the same shore, midway between high and low water marks. To the middle length was attached a 4 inch steel cable of 52,000 lbs. ultimate strength, and 1,880 feet long which connected with a 30 H.P. engine stationed on the south or opposite shore. Midway between the middle length and the forward end of the chain of pipes, a similar steel cable 1,600 feet long was attached, which also connected with a 30 H.P. engine on the opposite shore. A third steel cable of the same strength, and 1,325 feet long, was attached to the forward end of the chain of pipes. This latter connected with two 30 H.P. engines on the opposite shore. It will thus be seen that there were no less than three 4 inch steel wire cables, and one 9 inch manilla cable attached to the chain of pipes, the total ultimate strength of which was very nearly 90 tons. The total effective strength of the engines pulling the tackle connected with these cables aggregated 150 horse power. | |
| <ul style="list-style-type: none"> The four engines on the south side were stationed on the beach at high water mark. The blocks and tackle were arranged in three parallel rows 10 feet apart on the immediate flat immediately to the rear of the engines. This flat being densely timbered with the huge trees peculiar to the Pacific coast the space cleared in which to operate the tackle was necessarily limited. The blocks were securely anchored to huge stumps in the vicinity by heavy wrought iron chains. The pulleys, on of which was four sheaved and | |

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| <p>two three sheaved, had a clear distance of 56 feet in which to operate. The manilla cables passing through the sheaves were connected to the with cables by wrought iron grips invented for the occasion by the contractors.</p> <hr/> <ul style="list-style-type: none"> · All arrangements having been satisfactorily completed, the engines were set in motion on the 28th of August, 1888, at 10 a.m. The steel cables straightened out and remained taut and stationary, but only for a minute. A sudden slackening took place, and the whole chain of pipes took a forward motion of several feet, and from that instant the success of the undertaking was an assured fact. There had been a question as to whether the joints would withstand the enormous tensile strain brought to bear on them, but it now became certain that the lead packing would remain intact as long as the cast iron bell held together. <hr/> <ul style="list-style-type: none"> · Owing to the extreme distance between the blocks and pulleys being no more than 56 feet, the tackle connecting them had to be overhauled every advance of 56 feet made by the chain of pipes. The process of hauling was therefore necessarily slow; but being kept up without intermission, at 7 p.m. the forward end of the chain of pipes arrived at its destination on the south shore. | |
| <ul style="list-style-type: none"> · On the day following, at slack tide, a skillful marine diver walked across the bed of the Inlet, following the chain of pipes, entering on the southshore and emerging on the north. His report was to the effect that the whole line of pipes was lying on the bed of the Inlet in a perfectly straight line, without sag or bend, that the heavy projecting bells of the pipes, as were being drawn over, had scooped a deep groove in the soft sandstone rock, and that the whole chain of pipes was resting in a rock trench of its own excavating; that above this trench silt was rapidly gathering, that that in his unqualified opinion the pipes would in a few weeks be entirely covered over, rendering their permanency and safety beyond question. | |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| <ul style="list-style-type: none"> The day following this examination, the contractors applied the final test pressure of 300 lbs. per square inch as called for by the specifications. An opening was made in the cap on the end length, the pipes filled with water by steam pumps, and the required pressure readily maintained for five minutes of time, without perceptible leakage. The enormous strain on the joints apparently had no other than a beneficial effect, having compacted the lead, and rendered the whole line perfectly water-tight. Eleven of the 12 pipes which had been discarded were subsequently replaced by pipes cast by the Albion Iron Works Co. of Victoria, tested to a pressure of 300 lbs. per square inch before leaving the foundry. No difficulty was experienced in attaching these to the main already submerged. The end of that main having been lifted up was buoyed on the deck of a small scow. The additional lengths were added one by one, the scow being moved forward as each length was jointed, until the whole eleven rested in position on the bed of the Inlet. It was found, however, at a later date that owing to the shelving nature of the north shore, and the fluctuations of the tides, a satisfactory connection between the end of the cast iron flexible pipe and the plain rivetted steel pipes could not be made. Twelve of the latter were accordingly fitted with flexible cast iron spigots and faucets, similar to those shown on Plate XX, and connected with the cast iron pipes, making a total length of 1,496 1/2 feet of flexible pipe, covering a horizontal distance of 1,483 1/2 feet. | |
| <ul style="list-style-type: none"> When the project for supplying the city of Vancouver with water from the River Capilano, by means of a submerged main across Burrard Inlet, was first made public, considerable interest was evinced by both engineers and civilians. Printers' ink was called into requisition and many articles published demonstrating the utter impracticability of the project. <hr/> <ul style="list-style-type: none"> The complete success of the undertaking is an irrefutable answer to all the adverse theories advanced. However, it may be of interest, even at this late day, to mention some of the objections urged and believed in up to the successful | |

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| <p>completion of the work and the published answers thereto.</p> <ul style="list-style-type: none"> · Objection 1 <p>That the known force of the current in the first narrows would cause the chain of pipes to sway up and down the bed of the Inlet with each change of tide, and eventually result in separation of the joints.</p> <p>Answer - That it could be mathematically demonstrated (calculation shown), that the force of the current was altogether insufficient to produce the results stated, and that the proposed method of laying the pipes by "direct hauling" from shore to shore would result in the sharp-edged bells of the pipes cutting a groove, sufficiently deep to embed the whole chain, and thus effectually destroy the possibility of motion.</p> <ul style="list-style-type: none"> · Object 2. <p>That the current would create a friction that would scour off any coating that might be put on to protect the pipes from corrosion.</p> <p>Answer - That the pipes being embedded in the bottom of the inlet, and covered by silt, would be absolutely free from frictional action.</p> <p>Objection 3</p> <p>That vessels might accidentally drop anchor on the pipes, or that vessels, finding themselves in danger of drifting ashore, through stress of weather or other causes, might be obliged to drop their anchors on the bottom, and as a result hook on to the chain of pipes and break it asunder.</p> <p>Answer - That the thickness of the pipe sheets if exposed to the shock of a falling anchor would be sufficient to keep them intact, and that if the anchor fluke of a drifting vessel were to bury itself under the chain of pipes, the vessel would be securely anchored, and would be obliged to wait for the turn of the tide to free herself, such cases occurring daily in</p> | <p>*This was very soon after found not to be the case and breakages in the submerged pipes caused additional pipe runs to be laid across the Inlet until the pressure tunnel was completed under Burrard Inlet in 1933. See subsequent parts of this chapter - Researcher's Note.</p> |

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| <p>Boston Harbour and elsewhere.*</p> <p>Objection 4</p> <p>That salt water would cause galvanic action of a destructive nature to take place at the joints where lead and cast iron were in close action.</p> <p>Answer - That there is no instance on record of destructive galvanic action having occurred in the case of lead and cast iron in contact under salt water.</p> | |
| <p>Objection 5</p> <p>That the chain of pipes, being of cast iron, would, owing to the action of salt water, speedily become soft like plumbago, and in a few months become utterly worthless.</p> <p>Answer - That softening of cast iron exposed to the action salt water takes place only in castings of inferior metal; and that it is on record that castings of close grained, hard, white metal had resisted the corroding action of salt water for 40 years and upwards.</p> <p>Objection 6.</p> <p>That in the case of a Narrows, connecting a large inland basin with the sea, where the tide has a rise and fall of 12 feet, the counter currents in such a restricted passage defied calculation, and were more likely to be greater at the bottom than at the surface.</p> <p>Answer - That the laws of nature are unchangeable, and that the future experiments of the company's engineers would amply demonstrate that it was impossible for a current, exposed to the influence of a vast friction bed, like the bottom of Burrard Inlet, to be greater than the free and unrestricted current of the surface.</p> | |

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| <p data-bbox="252 412 480 448">· Objection 7.</p> <p data-bbox="317 486 1139 694">That the great force of the current rendered it imperative that the whole chain of pipes should be laid in the short interval of slack water between two tides, which did not exceed twenty minutes duration, and that no means could be devised to perform such an arduous undertaking in such a short period of time.</p> <p data-bbox="317 732 1118 940">Answer - That the method proposed by the company, of jointing the pipes and hauling them in a continuous chain across the inlet, would as before stated, entrench the pipes, and cause a resistance to motion which would render it immaterial whether the pipes were laid in twenty minutes or twenty hours.</p> <p data-bbox="252 978 472 1014">· Objection 8</p> <p data-bbox="317 1052 1129 1223">That the method of laying the pipes proposed by the company, viz. - jointing and hauling in one continuous chain, was impossible, as no pipe joint could be made strong enough to withstand the enormous tensile strain this method would entail.</p> <p data-bbox="317 1281 1126 1489">Answer - That the construction of the Ward flexible joint was of such a nature that the lead packing could not be pulled out, and before a joint could break asunder, it would be necessary for the cast iron bell to give way, and that in consequence the strength of the joint was limited only by the sectional area of cast iron exposed to the tensile strain.</p> <p data-bbox="317 1541 472 1576">Objection 9</p> <p data-bbox="317 1630 1133 1731">That there were no instances on record of pipes laid in salt water subject to a tidal current of 9 miles per hour, where the depth of the channel was 60 feet, and the width 1,240 feet.</p> <p data-bbox="317 1785 1139 1921">Answer - That this was most certainly true, and that when the Vancouver Company's submerged main was laid, it would serve as a precedent for similar works on a more gigantic scale.</p> | |

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| <p>The above objections and answers, and many more of a like nature, were publically discussed and argued upon by professional men. Elaborate and specious mathematical calculations were produced in support of each theory. However, as the work is now an accomplished fact, all opposing theories are thereby proved worthless.</p> | | | | | | |
| <p>In regard to the ninth objection, the writer is well aware that no similar work of a like magnitude has ever been attempted. Greater lengths of flexible pipes have been laid in lakes, rivers and ocean bays, but previous to the laying of the submerged main across Burrard Inlet, no pipe of 12 inches diameter and 1,100 feet in length had been laid in salt water 60 feet deep, on a smooth rock bottom, and exposed to a tidal current of 9 miles per hour. The nearest approach to it is the Shirley Gut pipe, 8 inches diameter, laid by Mr. Ward many years ago, which, as before stated, crosses an arm of the sea, 400 feet wide, 37 feet deep, and subject to a tidal current of 7 1/2 miles per hour. The double line of 16 inch flexible pipe laid across San Francisco Bay for the San Francisco Water Works Co. is the longest chain of submerged pipes yet laid. The pipes are seamless wrought iron tubes, 5 - 16" thick, fitted with cast iron faucets and spigots after the Ward pattern. The bay, where the pipes cross, is 6,300 feet wide, and entirely free from currents. A thousand feet out from the Alameda shore it is 60 feet deep, but at two thousand feet it is only 15 feet, and this latter depth gradually decreases till the San Francisco shore is reached. The pipes were jointed on a large scow, fitted with a derrick and sloping platform, and paid out from the rear as each successive length was added. The whole time occupied in jointing and paying out the double line was 40 days.</p> | | | | | | |
| <p>The following table shows the more prominent instances of submerged pipes, known to the writer as being laid previous to the laying of the Burrard Inlet pipes.</p> <table><tr><th>Main</th><th>Length</th><th>Water Works Co.</th><th>Where</th></tr></table> | | Main | Length | Water Works Co. | Where | |
| Main | Length | Water Works Co. | Where | | | |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| <hr/> <div> <div>Single 36 " 4,000 Toronto Water Works Lake Ontario</div> <div>Single 36 " 3,044 Milwaukee Water Works Lake Michigan</div> <div>Single 36 " 2,000 Jersey City Water Works Hudson River</div> <div>Single 36" 960 Philadelphia Water Works Delaware River</div> <div>Single 36" 963 Lawrence Water Works</div> <div>Double 16 " 6,300 San Francisco Water Works San Francisco Bay</div> <div>Double 8 " 400 Deer Island Water Works Shirley Gut</div> <div>Single 8 " 3,100 San Diego Water Works San Diego Bay</div> <div>Single 6 " 800 Easton Delaware River</div> </div> | |
| <div> <div>· <u>Laying Submerged Main Across Coal Harbour</u></div> <div>Coal Harbour, being shallow and its bed easy of access at all stages of the tide, is crossed by a 16 inch rivetted steel main, 3 - 16" thick, fitted with cast iron flexible joints, and costing \$3.50 per lineal foot at the foundry. Plate XX shows the form of joint used. Three hundred lineal feet of flexible pipe were provided, but at the time it was necessary to effect the crossing, it was found that unusually high tides prevailed, and that this amount was insufficient. This difficulty was overcome by rivetting two plain lengths to two flexible lengths, the compound lengths, each 48 feet long, being placed at the end of the crossing, the whole covering, when jointed, a distance of 348 feet. The submerging of the pipes was effected without difficulty in the following simple manner:</div> <div>· The total number of lengths were jointed in one continuous straight line on the south shore, between high and low water marks, the forward end resting on and firmly secured to a</div> </div> | |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| <p>small scow.</p> <ul style="list-style-type: none"> The whole line was buoyed on each side by cedar floats, capable of sustaining the entire weight. On the rising of the tide, the scow and the chain of pipes rose with it, and when well afloat, a dozen men stationed on the opposite shore hauled on a small rope attached to the scow, pulling it forward, till the line of pipes was directly above its destined position on the bed of the Bay. The floats were then cut off, and the pipes allowed to sink to the bottom. At low water the ends of the chain were exposed, and connection with the 16 inch mains on each shore was effected without difficulty. The whole operation occupied three days from start to finish. | |
| <ul style="list-style-type: none"> <p><u>The Distribution System</u></p> <p>The general plan of the distribution system was designed by Mr. T. C.Keefer, C.E., C.M.G., Past President of the Canadian Society of Civil Engineers. Its excellence is therefore beyond question. Subjoined are a few of the more important details.</p> <p>The city of Vancouver is laid out on the rectangular system, the streets being 99 and 66 feet wide, forming blocks 260 feet wide by 500 feet long. The 16 inch steel main is carried under the principal streets into the centre of the city. Branching from it, at suitable intervals, by means of special castings, the larger sub-mains, 8" and 6" diameter, form rectangles, from the sides of which the smaller sub-mains, 4", 2 1/2" and 2" diameter, branch out in any required direction. The system is liberally supplied with stop valves. Each pipe feeding direct from the main, and each small sub-main feeding from the larger sub-mains, can be closed independently, when required. In the case of breaks and necessary repairs, a single street or part of a street can be shut off without interfering with the supply to other parts of the city. Should it ever become necessary to shut off the whole system, a 16 inch valve is provided on the main for this purpose, outside the limits of the distribution system. In all cases the valves have been placed at a distance of four feet from the initial point of the sub-main, or from the intersecting centre of the two sub-mains. The sub-mains are laid at a distance of 20 feet from and parallel to the street lines, so</p> | |

| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | | Source Reference | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|---|--------------------|---------------------|--------------------|---------|---------|----------|--|--|--|----|----|----|----|-----|-----|--|--------|--------|----|--------|----|--------|--|--------|--------|--------|-----|---------|---------|--|----|-----|-----|-----|-----|------|--|---------|---------|---------|---------|---------|----------|--|
| <p>that the exact locality of the valves can be found without difficulty, even in winter when the ground may be covered with snow and ice. In most cities the practice followed has</p> <ul style="list-style-type: none">To resist the severe water hammer, due to the great pressure in the system, the valves are made unusually heavy.The bodies, caps, and nuts are of cast iron; the spindles, stuffing boxes, glands and followers are of composition metal.The plugs are of cast iron with composition faces, and spindle bushings. The following table gives their dimensions, weight and cost in Victoria. <table><tr><td>Stop Valves</td><td colspan="6">Diameter in Inches</td></tr><tr><td></td><td>2"</td><td>4"</td><td>6"</td><td>8"</td><td>12"</td><td>16"</td></tr></table> <hr/> <p>Shoulder to shoulder of Bells</p> <table><tr><td></td><td>3 3/4"</td><td>5 1/4"</td><td>6"</td><td>6 3/8"</td><td>8"</td><td>9 7/8"</td></tr></table> <p>Diameter of Bell in inches</p> <table><tr><td></td><td>3 1/8"</td><td>5 3/4"</td><td>7 7/8"</td><td>10"</td><td>14 1/8"</td><td>18 1/2"</td></tr></table> <p>Average weight in lbs.</p> <table><tr><td></td><td>34</td><td>115</td><td>190</td><td>298</td><td>650</td><td>1100</td></tr></table> <p>Cost at Victoria</p> <table><tr><td></td><td>\$12.00</td><td>\$17.50</td><td>\$30.00</td><td>\$44.00</td><td>\$85.00</td><td>\$150.00</td></tr></table> <ul style="list-style-type: none">The body of each valve is enclosed in a square brick chamber, built to such a height that the top of valve chamber (a small, square cast iron box, weighting 111 lbs., and protecting the nut of the spindle), when placed upon it, is flush with the street. | | Stop Valves | Diameter in Inches | | | | | | | 2" | 4" | 6" | 8" | 12" | 16" | | 3 3/4" | 5 1/4" | 6" | 6 3/8" | 8" | 9 7/8" | | 3 1/8" | 5 3/4" | 7 7/8" | 10" | 14 1/8" | 18 1/2" | | 34 | 115 | 190 | 298 | 650 | 1100 | | \$12.00 | \$17.50 | \$30.00 | \$44.00 | \$85.00 | \$150.00 | |
| Stop Valves | Diameter in Inches | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 2" | 4" | 6" | 8" | 12" | 16" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 3/4" | 5 1/4" | 6" | 6 3/8" | 8" | 9 7/8" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 3 1/8" | 5 3/4" | 7 7/8" | 10" | 14 1/8" | 18 1/2" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | 34 | 115 | 190 | 298 | 650 | 1100 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | \$12.00 | \$17.50 | \$30.00 | \$44.00 | \$85.00 | \$150.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| PART 2 THE WATER SUPPLY TO VANCOUVER THE FIRST CAPILANO DAM AND INTAKE | Source Reference |
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| <ul style="list-style-type: none"> <li data-bbox="252 387 1141 566">· The system is provided with 75 double valves, two hose Matthew's fire hydrants, with 4 inch valve openings. This hydrant is in general use throughout the United States. The manufacturers claim, and the claim is conceded by all cities using them, the following advantages over all others. <hr/> <ul style="list-style-type: none"> <li data-bbox="252 645 1141 992">· There being two main valves, possible leakage is reduced to a minimum. The lower valve, working independently of the upper valve, the hydrant can be disconnected for repairs, without the necessity of excavation, and without shutting off the feeding sub-main. The rod and automatic waste valve, attached to the upper induction valve, work in such a manner that the opening of the lower induction valve involves the closing of the waste valve, and vice-versa. Waste of water cannot therefore take place, and no water can remain in the stock of the hydrant, when the upper valve is closed. <hr/> <ul style="list-style-type: none"> <li data-bbox="252 1070 1141 1171">· The lower valve being capable of independent action, the temporary removal of the upper valve for repairs does not interfere with the utility of the hydrant. <hr/> <ul style="list-style-type: none"> <li data-bbox="252 1249 1141 1529">· As previously stated, the works of excavation and pipe laying main included south of Burrard Inlet were carried out by the company by day labour. The average depth of trench for the mains was 3' 10", and for the sub-mains 3 feet. The cost, including tools, laying pipes, placing specials, erecting hydrants, refilling and tamping trenches, taking up and replacing crossings, and works of a like nature, did not exceed 17 cents per lineal foot. | |
| <ul style="list-style-type: none"> <li data-bbox="252 1559 1141 1906">· <u>Letting the water into the Mains</u> On Wednesday, the 20th of March 1889, the gate in the well chambers of the dam was partially raised, and water allowed to flow for the first time into the 22" main. The 8" blow off near the rock tunnel was kept open, and the water was not allowed for several days to fill up to the level of the tunnel, and flow into the 16" main. On March 25th at 4 p.m., the gate in the well chambers was opened wide, and a full head of water turned on. At 6 p.m. the 22" main was filled, and | |

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| <p>began flowing through the tunnel into the 16" main. At 9:45 p.m. the water reached the closed 12" valves, on the north shore of Burrard Inlet. At 10 p.m. the valve controlling the 12" submerged main was opened three-quarters full. At 10 minutes past 10 the water reached the south shore. At 3 a.m. it had reached the termination of the 16" main in the centre of the city, and at 4 a.m. it was discharging fully into False Creek, by means of an 8 inch sub-main opened wide.</p> <ul style="list-style-type: none"> · It is worthy of note that in the whole length of the mains, not a single joint was found to leak. Such leaks as were discovered occurred at the seams, where the rivetting and split caulking had been imperfectly done. These were speedily repaired by encircling the mains by steel rings, 4 inches wide, made in two halves, and provided with "Lugs". · The lugs were bolted together, above and below the main, the space between the ring and the pipe being filled up with lead, and carefully caulked in the usual manner. · From the drawings accompanying this paper, Plates XVI to XX have been prepared. | |
| <ul style="list-style-type: none"> · The original Brief contains an appendix of some 4 1/2 sheets which gives details including prices for the work done on this project by the Vancouver Water Works*. | *Researcher's note |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 11

PART 3

**DETAILS OF THE
SECOND CAPILANO DAM**

CHAPTER 11
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DEVELOPMENT IN THE CAPILANO VALLEY
Researcher: Roy J.V. Pallant

| PART 3 | WATER SUPPLY TO VANCOUVER THE CAPILANO RIVER - SECOND DAM AND INTAKE 1906 AND MODIFICATIONS OF 1913 | Source Reference |
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| · | <p>Introduction</p> <p>In 1913 the City of Vancouver was supplied with water from two sources, both located in the District of North Vancouver, the Capilano River and the Seymour River.</p> | Based on an article by H.M. Burwell, C.E., consulting engineer to GVWD. |
| · | <p>These two mountain streams have drainage areas of about 55 and 80 square miles respectively, and empty into the northerly side of Burrard Inlet at the First and Second Narrows.</p> | |
| · | <p>The First Narrows are westerly and the Second Narrows easterly from Vancouver. Both rivers are rapid running clear-water mountain streams with a descent rate of about 70 feet to the mile, offering ideal facilities for a dual gravity feed supply to Vancouver at a comparatively small cost.</p> <p>Capilano Creek or River is fed from high timbered mountains from 4,000 to 5,000 feet in height, and, it is estimated, has an average runoff of about 340 cubic feet per second.</p> | See Chapter 11, Part 3 of this work describing the first dam on the Capilano and the laying of the first submerged flexible pipeline at First Narrows. |
| · | <p>The discharge had a wide variation and fluctuates from as high a maximum as 15,000 cubic feet per second (usually in the month of November) to as low as about 40 cubic feet per second in the month of August.</p> | Burwell, H.M. <u>The Vancouver Water Supply</u> , January 25, 1913, copy held by GVRD Archives, BC Provincial Library and the private collection of Mr. Frank Hunt, GVWD historian. |
| · | <p>In 1913, long before the building of the Cleveland Dam and its associated reservoir there was no available natural storage reservoirs such as lakes of extensive area in the Capilano Valley which could be cheaply developed to equalize the run-off, so that a supply from 40 to 50 cubic feet per second was all that could be economically taken in 1913.</p> | H.M. Burwell, consulting engineer to the City of Vancouver was responsible for most of the planning and design of the total water works scheme working with Col. F.W. Boulton, head of |

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| <ul style="list-style-type: none"> The water was pure mountain water from the melting snow, being greatly conserved by the dense primeval forests of fir, cedar, hemlock, spruce and balsam which up to 1913 had not been cut down or in anyway interfered with in the Capilano Valley. With the exception of a few days in each year during the highest freshets, the water was clear and free from sediment and did not require to pass through filter beds before entering the intake pipe. | <p>water works staff for 25 years (since 1888) and Steve Maddison, water works superintendent.</p> |
| <ul style="list-style-type: none"> <u>The Second Dam</u> The water intake completed in 1913 was located at a point about 7 miles north of the mouth of the Capilano River at an elevation of 480 feet above sea level* and about 10 miles distant from the central part of Vancouver. | <p>* Now totally submerged under the northern third of Capilano Lake.</p> |
| <ul style="list-style-type: none"> In the year 1906 an intake to the new 36 inch supply main when constructed was placed at a point known as the "Pool" being distant upstream about three-quarters of a mile from the 1887 original first intake at the dam which for a short while ran in series with the 1906 intake until the former was destroyed in a freshet and was shut off at the valve cluster. | <p>In 1906 Dixon Kells built <i>The Capilano Hotel</i> in the same enclosure as the 1887 original dam and intake and a Vancouver water works telephone was placed in the Hotel.</p> |
| <ul style="list-style-type: none"> This pool was formed by a reef of granite rock extending out into the channel of the river from the east side and had a depth in the centre of about 15 feet at low water. | |
| <ul style="list-style-type: none"> The intake pipe and racks were placed in the pool just behind this point of rock, clear of the current of the Capilano River which at this point was a very rapid running stream with a fall of about 80 feet to the mile. The deflection of the current by the point of rock caused an eddy in the pool behind which had always kept it deep and free from gravel or sediment and for this reason it was thought at the time to be an ideal location for an intake. | <p>See Chapter 11, Part 4 of this work Early Capilano Hotels and Chapter 11, Part 6 Dr. John Thomas Carroll, 1859-1907</p> |
| <ul style="list-style-type: none"> Subsequent experience proved that the slight alteration which the placing of this intake caused to the natural condition which existed before had the effect of altering the | |

| PART 3 WATER SUPPLY TO VANCOUVER THE CAPILANO RIVER - SECOND DAM AND INTAKE 1906 AND MODIFICATIONS OF 1913 | Source Reference |
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| eddy to such an extent that large quantities of sediment were annually deposited in what was originally deep water in front of the intake greatly reducing its value for the purposes expected. | |
| <ul style="list-style-type: none"> After having observed the operation and effect of this intake for four years*, it was decided to construct a new intake through the centre of the point of rock, built in such a manner that the water entering into it would flow in a direction at right angles to the current of the river. | * 1906 - 10 |
| <ul style="list-style-type: none"> The advantage of this arrangement will be clearly seen in a stream of this nature, which at freshet times (occurring usually in the month of November) carries down great quantities of boulders, gravel and sediment. | |
| <ul style="list-style-type: none"> The velocity of the river's current being very much greater than the velocity of the water entering into the intake carried most of the sediment past the intake, which would otherwise enter into or pile up in front of it. | |
| <ul style="list-style-type: none"> The 1913 intake had a width of 10 feet and a height of 18 feet, its height being fixed by the highest known flood level that had occurred during the previous 25 years, ie. from 1888. The intake was constructed with reinforced concrete side walls and a concrete bottom, the entrance being provided with head racks of oak strips set in angle iron frames. There were four in all, each measuring 5 feet by 9 feet, placed in guides formed with an "I" beam in the centre, and channels set in the concrete walls. These racks extend from the bottom to the top of the intake and can be raked at any stage of the water and removed when desired. The upper section of the intake conduit, for a length of about 75 feet was excavated through granite rock. In plan it has a sharp curve at a point about 40 feet from the intake and below this point its width is reduced to 7 feet. The head gate was placed at a point 175 feet from the intake and below this point, the side walls of the conduit were reduced to 10 feet in height by three steps. | <p>Researcher's note: It is of interest to note that Dam Mountain was so named in the year 1894 because, from its summit the view below was of the first and second dams and the enclosure containing <i>The Capilano Hotel</i> of Dixon Kells. It was named by Ernest Cleveland while with a hunting party.</p> |

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| <ul style="list-style-type: none"> The conduit was an open concrete flume and had a total length of 570 feet from the intake down to the sediment tanks. It was constructed throughout with side walls 12 inches thick, reinforced with 3/4 inch round iron, also being provided with beams across from one wall to the other as a reinforcement against pressure of the earth banks. | |
| <ul style="list-style-type: none"> The bottom of the flume had a thickness of about 12 inches and below the headgate is also reinforced to withstand the upward pressure which is applied against it during the high water stages of the river, owing to the porous nature of the ground. | |
| <ul style="list-style-type: none"> The head gate was built of channel irons and had a width of 7 feet and height of 5 feet 10 inches. It was placed in channel guides set in the concrete walls and was operated by a long stem and spur-gear which is fastened to the channel frame set on top of the walls. | |
| <ul style="list-style-type: none"> The gate opening at the bottom of the flume was 5 feet in height and about this is a concrete bulkhead reinforced with steel rails. | |
| <ul style="list-style-type: none"> There were two gates at the lower end of the flume which admit water into each of the sediment tanks. | |
| <ul style="list-style-type: none"> These were made by cutting holes 4 feet by 5 feet in the concrete walls of the tanks to which the gate frames and gear were fastened. | |
| <ul style="list-style-type: none"> The new intake had been in operation for several months when in the month of November 1913 it was subjected to a very severe test by an extremely heavy freshet in the river. | |
| <ul style="list-style-type: none"> It was observed at that time that after the water receded, not more than about 25 percent of the usual sediment was deposited in the tanks and in every other respect the intake system proved superior to the first intake. | |
| <ul style="list-style-type: none"> The two sediment tanks mentioned here were each 100 feet long with a width of 20 feet, a depth of 9 feet at high water overflow level, and a depth of 6 feet at low water over-flow level. Their purpose was to separate the sand | |

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| and other heavy sediment from the water before it entered the supply main and were provided with a double row of screens to catch all suspended or floating matter. | |
| <ul style="list-style-type: none"> Each tank had a large scourgate which could be cleaned and flushed out at any time desired, the material being carried away through a 22 inch steel pipe placed below the tanks. | |
| <ul style="list-style-type: none"> The supply main from the sediment tanks down stream to the site of the first dam, a distance of three quarters of a mile consisted of wooden stave pipe 36 inches in diameter. | |
| <ul style="list-style-type: none"> At the lower end of this pipe was placed a "Y" pipe and gate valves which connected with a 30 inch continuous wooden stave pipe and 22 inch steel riveted pipe. The 22 inch steel riveted pipe extended down to the canyon tunnel, a distance of about two and one half miles. | |
| <ul style="list-style-type: none"> The 30 inch continuous wooden pipe extended down for a distance of one and one quarter miles when the static head reached 190 feet and from there down to the Second Canyon tunnel was steel riveted pipe of the same diameter. | <p>Researcher's note: There was no welded rolled steel pipe of this diameter and wall thickness available at this time (1913).</p> |
| <ul style="list-style-type: none"> At the lower end of this pipe was placed a "Y" piece connecting with a 22 inch steel pipe which had been in use from 1906 and a 26 inch steel riveted pipe constructed in 1913*. | <p>*See later description.</p> |
| <ul style="list-style-type: none"> The old tunnel at the Second Canyon was constructed in 1887* when the intake was located at the first dam, and was designed to keep the pipe line at this point, below the hydraulic grade. | <p>*See description in Chapter 11, Part 3.</p> |
| <ul style="list-style-type: none"> It was not constructed of sufficient size to provide for all future requirements, so that it became necessary to excavate another tunnel alongside it to provide for the 1913 extensions to the water system. The new tunnel was about 600 feet long, about 6 feet high and 7 feet wide*. | <p>*Burwell, H.M. <u>The Vancouver Water Supply</u>, Jan. 25, 1913, p. 8.</p> |
| <ul style="list-style-type: none"> There were two 22 inch steel riveted pipes passing through the 1887 tunnel which were connected together by means of "T" pieces and gate valves at a point near the south | |

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| portal. | |
| <ul style="list-style-type: none"> Mention should be made here that in 1912 while drilling another tunnel alongside the 1887 tunnel, a gold bearing reef was discovered by Messrs. G.C. Walker and H. Smith in the tunnel in the wall of the Second Canyon at the east side of what is now the Cleveland Dam (1994)*. The first intimation of discovery was received on September 2nd, 1912. The reef ran as far as could be judged, north and south alongside the new tunnel which it was being driven for the Vancouver City water supply main and was located through the footwall being exposed by a shot fired when the new tunnel had been drilled about 100 feet. | <p>* Researcher's note: The story of the finding of gold might be expected in a section on mining, however, the tracing of the pipeline updating completed in 1913 provides a more comprehensive understanding of the location of the gold and the amazing circumstances of its discovery.</p> |
| <ul style="list-style-type: none"> A sample was taken out and an assay obtained which showed gold to the value of \$1.00 per ton and with silver. | <p>The Express, Tues. Sept. 3rd, 1912, No. 26.</p> |
| <ul style="list-style-type: none"> On Monday, September 3, 1912 a party consisting of Messrs. G.C. Walker, M. Campbell, J. Caulfield, T. Rowe, W.Smith and W.B. Campbell went out to Capilano to inspect the find which was later opened up showing the reef to a width of two feet without pressure on the hanging wall. | |
| <ul style="list-style-type: none"> The party considered the indications as extremely satisfactory and locators announced the intention of putting in a cross cut to ascertain the full width of the reef and the prospective body of ore at the working face. | |
| <ul style="list-style-type: none"> After considerable hammer and drill work, a large sample of the ore was brought back to the city and which being heavily mineralized was forwarded for treatment. | |
| <ul style="list-style-type: none"> A piece of the ore was dollied and panned by Mr. J. Caulfield and showed free gold. | |
| <ul style="list-style-type: none"> A prospecting company was organised with the object of developing the lode without delay before the water mains were installed. | |
| <ul style="list-style-type: none"> The discovery of the reef was purely accidental and fortunate. It appears that Messrs. Smith and Walker received instructions from a city mining speculator to peg out a claim at the workings near the "city water works | |

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| <p>intake" and on going to that locality being under the impression that the tunnel was being driven, asked the direction of the work and was informed that the tunnel was being put through the Second Canyon. They then went back and pegged the claim. On entering the new tunnel they proceeded to inspect the walls with the result that the exposed foot wall of the reef was discovered.</p> <ul style="list-style-type: none"> Arriving back at the city, information was sent back to the prospector that the claim had been located at the Second Canyon but to their surprise they were informed that they had pegged the wrong location. | |
| <ul style="list-style-type: none"> Consequently Messrs. Walker and Smith registered their own claim which was nicknamed "Walker's Luck". | |
| <ul style="list-style-type: none"> <u>The Mains Second Canyon to the First Narrows Crossing</u> <p>From this point at the entrance to the Second Canyon there were two steel riveted pipes in use, which extended down to the north shore of the First Narrows of Burrard Inlet (a distance of about three and three-quarter miles) one 16 inches in diameter, installed in the year 1888, and the other 22 inches in diameter installed in 1906.</p> | |
| <ul style="list-style-type: none"> These two pipes were provided with a cross connection at the lower end and connected on the foreshore at the foot of Mathias Road on what is now No. 5 Indian Reserve.* | *Researcher's note: Original 1888 crossing. |
| <ul style="list-style-type: none"> The pipes connect with six submerged mains passing under the Narrows, each 12 inches in diameter and constructed of cast-iron with flexible joints. The length of each line of flexible pipes is about 1,300 feet, but with the shore connections the total distance across the Narrows at that time was half a mile. These six mains across the Narrows connect on the south side with two steel riveted pipes which extended through Stanley Park to the city, one of them being 16 inches in diameter, with the exception of a short section across Coal Harbour, where two cast iron pipes used, one 18 inches and the other 20 inches in diameter. They connect with the city distribution system at the westerly end of Georgia Street and were provided with cross-connection with gate | 1913 The number of 12 inch diameter pipes were put there, at great expense, to aid in the free flow of the water supply but to counter-act the damage done accidentally and negligently by ships keels and dredges. |

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| and check valves near the south side of the Narrows. | |
| <ul style="list-style-type: none"> From the 22 inch main a branch pipe 22 inches in diameter extended into Stanley Park Reservoir. In the connection there was placed a 12 inch relief valve which was used to regulate the maximum pressure in the city distribution against the hydraulic head from the intake described above. All surplus is relieved into a reservoir with a capacity of about 10,000,000 gallons and had been designed to fill the requirements as a distributing reservoir in the early days when the city was built chiefly on the lower levels. The reservoir had an elevation of only 240 feet above sea level and since by 1913 the city had expanded to the higher level, it became necessary to increase the pressure throughout to about 25 pounds above the pressure head that could be obtained from the reservoir level. By 1913 the reservoir had practically speaking, been put out of business* except that it had value as a stored reserve which could be utilized for the lower levels of the city in cases of emergency such as damage to pipes by excavation and undermining in the city and damage caused by shipping at the First Narrows. | <p>* Burwell, H.M. <u>The Vancouver Water Supply</u>, Jan. 25, 1913, p.7.</p> |
| <ul style="list-style-type: none"> <p>Researcher's note: H.M. Burwell, before becoming an engineer, was a surveyor with the Vancouver Water Works Dept. and therefore had intimate knowledge of all the water works properties.</p> <p>H.M. Burwell also owned Two Sisters Lumber Mill built in 1903 and burned down in 1904.</p> <p>For his wide and effective efforts on behalf of the Vancouver Waterworks Dept., more especially in respect to expedition of additional water sources, H.M. Burwell had a mountain named for him together with Burwell Lake, one of the additional reservoirs located on his mountain*.</p> | <p>*See Capilano Timber Co. annotated map elsewhere in this work.</p> |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 11

PART 4

**EARLY CAPILANO HOTELS
DIXON KELLS, CAPILANO HOTEL later
GRAND CANYON HOTEL**

CHAPTER 11
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DEVELOPMENT IN THE CAPILANO VALLEY

Researcher: Roy J.V. Pallant

| PART 4 EARLY CAPILANO HOTELS | Source Reference |
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| <p style="text-align: center;">Dixon Kells, Capilano Hotel, later Grand Canyon Hotel</p> <p><u>Capilano Hotel - Dixon Kells, later Grand Canyon Hotel</u></p> <ul style="list-style-type: none"> In 1905 Dr. J.T. Carroll pondered the possibilities of a hotel and pleasure resort on the Capilano. Though this never reached fruition, in May 1906 Dr. Carroll sold a lot to Dixon W. Kells, the lessee of Carter House on Water Street in the Vancouver Burrard Inlet waterfront. | <p>For Dr. J.T. Carroll 1859-1907 see Chapter 11, Part 6 of this work.</p> <p>Morton, James W., <u>Capilano, Story of a River</u>, p. 111.</p> |
| <ul style="list-style-type: none"> The site of this new venture happened to be just a hundred yards east of the nineteen year old (1886) water works dam and beside the summer house where anglers, hikers and hunters rested their weary bones. | |
| <ul style="list-style-type: none"> Construction of the hotel started in May 1906 and was finished at the end of July of that same year. It was of the swiss-chalet type of architecture, containing fifteen bedrooms, a large dining room and several sitting rooms, and is said to have been built at a cost of \$5,000 from lumber cut in the Capilano Valley. Fittings would have been brought up the "government road" after being brought over by scow to either the foot of that road at First Narrows or from the foot of Lonsdale Avenue, still part of the "Municipal District of North Vancouver".* | <p>Government Road, Pipeline Road, Capilano Road were the names carried by this narrow track, just wide enough for one wagon.</p> <p>*Popularly known as "the Big Municipality".</p> |
| <ul style="list-style-type: none"> The Capilano Hotel, as it was named, catered to both weary businessmen and to outdoorsmen. It was an ideal location for bear hunters, anglers, hikers and mountain climbers. They could reach the hotel late in the day coming either by row boat or Indian canoe to the foot of what is now Capilano Road and Tally-ho or by pony and trap hired at the foot of Lonsdale Avenue. | |
| <ul style="list-style-type: none"> Guests could stay overnight and begin their respective assaults on nature early the next morning. It was still a somewhat inaccessible region being six miles (9.6 km) from Burrard Inlet tidewater at First Narrows and some seven or eight miles (11 - 12.8 km) by the rough dusty road from the ferry at Moodyville or the foot of Lonsdale whichever was operating. | |
| <ul style="list-style-type: none"> To improve customer access to his hotel, Dixon Kells ran a horse-drawn tally-ho service. His newspaper | <p>* Vancouver Daily Province, August 20, 1907</p> |

| PART 4 EARLY CAPILANO HOTELS Dixon Kells, Capilano Hotel, later Grand Canyon Hotel | Source Reference |
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| <p>advertisement in 1907 reads: “500 feet above Vancouver level. Beautiful mountain scenery. Every accomodation. Tally-ho makes daily trips from North Vancouver ferry leaving 9:45 a.m. stopping at canyons enroute. Returning in evening. Rates \$2.50 and \$3.50 a day. Tel 1042* “</p> | 1907. |
| <ul style="list-style-type: none"> But Dixon Kells begrudged the hours he had to spend on the rough dusty road. He preferred to cast his fishing line across the large pool below the waterworks dam, just a few yards from his hotel. His wife was largely responsible for the good running of the hotel. If she wanted her husband, she could always find him searching for trout down by the Capilano River. | |
| <ul style="list-style-type: none"> The tally-ho trip was progressively shortened as the street car tracks of the No. 3 Capilano line moved progressively from the foot of Keith Road hill in 1906 to 1907 when the council of the Municipal District of North Vancouver gave permission to B.C. Electric on February 18th to extend its westward line one-third of a mile further along Marine Drive from Fell Avenue to Mackay Avenue which it did simultaneously installing a passing siding at Beswicke. | Ewart, Henry, <u>The Story of the B.c. Electric Railway Company</u> , 1986, p. 84. |
| <ul style="list-style-type: none"> Then, on June 30, 1910 with surveys completed, contracts were awarded for the 1.67 mile Capilano extension with the route now coming down Keith Road hill, turning north up Fell Avenue with the newly built Forescythe apartments on the left, west on Twentieth Street to a 450 foot long, 98 foot high trestle to Mackay Avenue and up to Twenty-second and through to School Street* just off Capilano Road. | *The end of the original School Street is marked by the Capilano Tennis courts which was the former site of the first little green Capilano School House of 1908. |
| <ul style="list-style-type: none"> The hotel was closely associated with the, by then, Vancouver City owned water works department. The water intake dams, the intake caretaker's cottage, Dr. Carroll's old cabin, the summer house and the hostelry were all in the same clearing in the Capilano forest. | |
| <ul style="list-style-type: none"> Even when the water intake was moved three-quarters of a mile upstream to the north, just a month or so after the hotel opened for business, the close association continued. The water main ran through Dixon Kells clearing and so he received a free water supply and the City of Vancouver paid for his new telephone complete with Vancouver number. This telephone was of great benefit to the Water Works Department more especially in times of emergency on the river. | |
| <ul style="list-style-type: none"> Even before extensive logging began in the Capilano Valley, an early spring thaw in the watershed or a | Morton, James, <u>op. cit.</u> , p. 112. |

| PART 4 EARLY CAPILANO HOTELS Dixon Kells, Capilano Hotel, later Grand Canyon Hotel | Source Reference |
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| prolonged autumn cloudburst would transform the usually placid creek into a rampaging torrent. In 1906 the extension built by Waterworks superintendent Steve Maddison was washed out. | |
| <ul style="list-style-type: none"> In 1908, Norman Mathison was washed off the bridge above The Big Pool as the raging river covered its deck. | |
| <ul style="list-style-type: none"> Then in 1910, George Hamilton and James McAdam were drowned when the tool shed at the abandoned 1888 dam was suddenly washed away. R.W. Kells, the son of Dixon Kells, recalls the alarm being sent to the City of Vancouver through his father's telephone to Frank Harris, stationed on the pipeline as it ran through Stanley Park. The new telephone was certainly a great improvement to travelling the 6.5 miles down the Pipeline (Capilano) Road to the First Narrows to try to raise a waterworks employee on the Vancouver side by megaphone. | |
| <ul style="list-style-type: none"> Dixon Kells Capilano Hotel, in its early years was the centre of social activity on the Capilano. It saw an assortment of guests. Steve Maddison as Water Works superintendent was a frequent habitue. In his early days he had travelled around his extensive work area in his buggy, then a year after the streetcars appeared in 1906, the period of steamcar came to the North Shore in 1907 and Steve would wheel in his White Steamer behind the hotel to replenish his boiler water supply while he topped up his own supply in the bar, a large cigar always protruding from the corner of his mouth. | |
| <ul style="list-style-type: none"> The "Sunday Excursionist" traffic, now in full swing also found the hostelry an oasis of rest and refreshment. The old dam and the new water intake were popular attractions for the day tripper out on what could be considered a form of Vancouver Safari into the wilderness of the Capilano Valley by whatever means of transport they arrived. As the Province newspaper put it "the visitor ... will find the new hotel will fill a long felt want as meals can be obtained there at city prices, which will obviate the discomfort of carrying lunches." | |
| <ul style="list-style-type: none"> The Capilano Hotel was not only a haven for weekend visitors and a watering hole for Steve Maddison and his car, it was also a gathering place for mountaineers. Unofficially they were known as the Vancouver Mountaineering Club, later in 1909 to be registered formally as the B.C. Mountaineering Club. | |
| <ul style="list-style-type: none"> Before the Capilano watershed was closed to the public above the intake in 1925 the valley was a natural | Morton, James, <u>Capilano Story of a River</u> , op. cit., |

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| <p>PART 4 EARLY CAPILANO HOTELS Dixon Kells, Capilano Hotel, later Grand Canyon Hotel</p> <p>above the intake in 1925, the valley was a natural approach to the East and West Lions and to Crown, Grouse, Strachan and Goat Mountains.</p> | <p>Source Reference</p> |
| <ul style="list-style-type: none"> On the annual Labour Day hikeup the Capilano Valley in 1908, thirty-six members of the Vancouver Mountaineering Club, six of which were ladies* caught the 9:30 a.m. ferry from Vancouver, rode the No.3 street car to the end of the line on Keith Road hill and from there hiked up the Water Works Road to the Capilano Hotel, their packs preceding them by horseteam. | <p>p. 112.</p> <p>*The first Vancouver Mountaineering Club made their first ascent of Crown Mountain by women as early as 1904. Leslie, Susan, <u>In the Western Mountains</u>, Sound Heritage, Vol. VIII, No.4, p. 28 and photo.</p> |
| <ul style="list-style-type: none"> By mid-afternoon they had begun their assault on the East and West Lions. Eighteen, including one lady, conquered the east peak, five including one boy, the west peak, the remainder relaxed on the saddle formation between. Some camped one night, some two, before they found their weary way back to Dixon Kells' secure haven. | <p>Smith, F.H., <u>Cabins, Camps and Climbs</u>, The Mountaineer 50th Anniversary 1907-1957 Vancouver: Chapman and Warwick Ltd., 1958, p. 3.</p> |
| <ul style="list-style-type: none"> The men wore old clothes, hob-nailed boots and puttees, the latter a legacy from the Boer War. The appearance of the ladies was even more hideous than the men. Forced, at that time, by the laws of polite society to wear a skirt reaching their heels and clothes above in some form of blouse with long sleeves and a high neck, the picture was completed by a pair of heavy nailed boots peeping from below the skirt. Some form of hat was necessary to cover the long hair. Of course, the skirt had to be discarded at the very first opportunity thus exposing a pair of bloomers which ballooned out from the waist and draped over the knees like gentlemen's "plus-fours". A more unsuitable garment for brush could hardly be conceived. It simply invited every snag to grab it with some disastrous results. On returning, the ladies had to find their skirts and wear them or be refused on boarding the ferry boat at the foot of Lonsdale.* | <p>* Smith, F.H., <u>Cabins, Camps and Climbs</u>, The Mountaineer 50th Anniversary 1907-1957 Vancouver, Chapman and Warwick Ltd., 1958, p. 3.</p> |
| <ul style="list-style-type: none"> While mountaineering from the Capilano Hotel may appear by this description to have been a light-hearted affair indulged in by fun seekers from the more affluent of Vancouver society, this was not entirely true. | |
| <ul style="list-style-type: none"> At the time of the founding of the B.C. Mountaineering Club (BCMC) in 1907, two years after the hotel was opened, there was remarkably little known about the Coast Range. Only the prominent peaks visible from Vancouver had been climbed or named. | |

| PART 4 EARLY CAPILANO HOTELS Dixon Kells, Capilano Hotel, later Grand Canyon Hotel | Source Reference |
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| <ul style="list-style-type: none"> There were no maps even of the Britannia Range (as the mountains immediately north of Vancouver were called) which showed all the peaks accurately. As for the mountain country which extended east and north from the coast, mountaineers could only speculate about what was there. | |
| <ul style="list-style-type: none"> There were no aerial photographs. Few people had bothered to penetrate the mountains, save for isolated teams of railway surveyors or prospectors. | |
| <ul style="list-style-type: none"> The Indians, as far as anyone knew, rarely climbed above the alpine meadows. Yet all up the coast, the inlets were fronted with mountains. The great rivers that come down to tidewater must rise in icefields somewhere. And from the easily accessible peaks like Grouse and Crown and Seymour, the prospect was vast; mountaineers could see that they were standing on the west rim of a mountain range that might run as long and as deep as the Rockies*. | <p>* Leslie, Susan, <u>In the Western Mountains</u>, Sound Heritage, Vol. VIII, No.4, p. 27.</p> |
| <ul style="list-style-type: none"> The BCMC began with modest weekend trips up the North Shore mountains. In January 1910, the club obtained land on Grouse Mountain, and the spring of that year, built a cabin which became the weekend haunt of many of its members. Though early Vancouver climbers had included men like Basil Darling and Henry Bell-Irving, who came from Vancouver's more affluent and influential families, the BCMC proved itself remarkably egalitarian. For example, in 1913 there were on the membership lists, two lawyers, two land surveyors, three bankers, one botanist, two electricians, three salesmen, two railwaymen, two exporters, two nurses, seven stenographers, one meteorologist, three printers, one postman, one civil engineer, one cigar maker, one piano tuner, two real estate men - all gentlemen and gentlewomen.* | <p>* R.M. Mills, <u>Early Days of the BC Mountaineering Club</u>, The Mountaineer, 50th Anniversary Edition, 1957, p. 5.</p> |
| <ul style="list-style-type: none"> The BCMC made it possible for ordinary working people to take up engineering. It was a local organisation. Its regular week end trips were inexpensive and everyone ate and travelled together with great informality. Since the trips usually began on Saturday afternoon, even people who had to work Saturday mornings (as most factory and office workers did in these days) could come along on the outings. | |
| <ul style="list-style-type: none"> The Capilano Valley, then, was a well used recreational area in the first twenty years of the twentieth century. There seemed to be no concern at this time about drinking | <p>* Should have read Canyon View Hotel. ** Canyon View Hotel</p> |

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| <p>PART 4 EARLY CAPILANO HOTELS Dixon Kells, Capilano Hotel, later Grand Canyon Hotel</p> <p>water pollution in fact, the Vancouver Tourist Bureau encouraged the public into the valley by the statement in their journal of 1910</p> <p>“By way of the Capilano, Mount Strachen (4,800 ft.), The Lions (6,500 ft.) and Mount Crown (5,280 ft.) are reached near the Water Works intake about 7 miles up the creek. Near it is Kells’ Hotel, a pleasant little hostelry where the mountaineer is always given a warm welcome and every assistance by Mr. and Mrs. Kells, and not far from Kells’ House is the Capilano View Hotel* which Mr. Peter Larson erected during the year** on an ideal site overlooking the canyon***.”</p> | <p>Source Reference</p> <p>was built in 1909, not 1910 as the advertisement states. It was the last hostelry to exist on the scenic poriton of the river.</p> <p>*** The Vancouver Annual 1910, p.29 (in Vancouver City Archives and in James Morton, <u>op. cit.</u>, p. 113), Anniversary 1907.</p> |
| <ul style="list-style-type: none"> • The two hotels established in the Capilano Valley, Dixon Kells Capilano Hotel and Pete Larsons Canyon View Hotel were reasonably prosperous in their early years of operation. In 1914, Dixon Kells was persuaded to sell his hotel to a gentleman named Webber who it was said was a German; not a popular nationality in those days, especially with other similar attempts to acquire property by German nationals in other parts of North Vancouver. The hotel was returned to Dixon Kells. • It was kept open during the First World War, the water works road leading to it being patrolled by soldiers posted every two miles along it in an attempt to avoid the risk of polluting, poisoning or destroying the Vancouver water supply system by enemy agents. | <p>Morton, James, <u>op. cit.</u>, p. 121.</p> |
| <ul style="list-style-type: none"> • With the end of the war came prohibition. It was the death knell of the Capilano Hotel and Dixon Kells retired to his home in Vancouver where he remained until his death in 1927. | |
| <ul style="list-style-type: none"> • By the 1930s and 1940s the Capilano Hotel and Dixon Kells were forgotten even though the derelict skeleton of the hotel remained for anglers to rest in. And so it remained until it was flattened during the building of the Ernest A. Cleveland dam and Capilano Reservoir which were built and dedicated on November 19, 1954. Its location can only be found at low water level and only then by long experienced GVRD historians like Frank Hunt of Lynn Valley. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 11

PART 4A

**EARLY CAPILANO HOTELS
PETE LARSONS, CANYON VIEW HOTEL**

CHAPTER 11
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DEVELOPMENT IN THE CAPILANO VALLEY

| Part 4A EARLY CAPILANO HOTELS - Pete Larson's Canyon View Hotel | Source Reference |
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| <p><u>Who was Pete Larson?</u></p> <ul style="list-style-type: none"> Pete Larson, when he built his "Canyon View Hotel" in 1909 was not new to the hotel business and was very well known and respected in North Vancouver City, the Municipal District and likely also in the City of Vancouver | Burns, John Rodger, Saga of a Municipality in its Formative Years |
| <ul style="list-style-type: none"> Many of the settlers of the early years on the North Shore came here from Eastern Canada especially from the Provinces of Ontario, Quebec and the Maritime Provinces. A few came from Great Britain and Ireland. Later, many came from Scotland. Peter Larson came from Sweden, not directly but as a sailor on one of the ships bringing supplies for the new CPR track construction to Port Moody from the east and later, onward to what was to become Vancouver. | |
| <ul style="list-style-type: none"> Peter reached British Columbia first at Port Moody where these supplies were being landed. He was not pleased with the conditions on the sailing ship on which he worked as a sailor and having observed the possibilities of B.C., he jumped ship and walked to New Westminster by way of the North Road. In this town Peter was careful not to be recognized by any person off his ship, and after a few hours he built himself a raft and floated down the North Arm of the Fraser to somewhere west of Eburne. Here he saw a hayfield that was in need of being cut, so he left his raft and asked for a job working for the farmer. | |
| <ul style="list-style-type: none"> Here he stayed for some time and later, with what money he had earned he went into "Vancouver"*. Somehow he gathered enough money to start a hotel on Cordova Street which he named the Hotel Norden. Pete Larson operated this hotel for several years. | * In "Vancouver" Pete worked on laying railway lines into what became Vancouver. He was a member of the first volunteer fire brigade in Vancouver. |
| <ul style="list-style-type: none"> Pete came to North Vancouver in 1901 when it was still the "Big Municipality", the Municipal District of North Vancouver. He built a hotel on the Tom Turner property on Esplanade between Rogers and Chesterfield Avenues and named it "The Hotel North Vancouver"*. | * In September 1997 the south retaining wall of the property surrounding the hotel itself remains intact on the north side of Esplanade. |
| <ul style="list-style-type: none"> It quietly became the obvious, unofficial community centre, located as it was on the beachfront property some two hundred | |

| Part 4A EARLY CAPILANO HOTELS - Pete Larson's Canyon View Hotel | Source Reference |
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| yards west of Lonsdale. | |
| <ul style="list-style-type: none"> As well as entertaining Vancouver's elite for Sunday afternoon socials, its grounds were the site for July 1st celebrations. Large crowds gathered, including many who had arrived by ferry from across the Inlet, to watch foot races, bronco busting and canoe races against local native teams. The highlight was watching a trapeze artist parachute to safety from a hot air balloon which had previously been launched from the hotel grounds with all available by-standers participating. Small boys would then run to follow the balloon and somehow retrieve it in a deflated state for a small reward. The festivities ended, then as now, with an off-shore fireworks display. | |
| <ul style="list-style-type: none"> Pete Larson's pavilion was used for dances, concerts and political meetings, and in 1909 the first motion picture theatre in North Vancouver opened there. | See Chapter 13, Part 7 of this work entitled Early North Vancouver Theatres. |
| <u>The Economic Justification to Build</u> | |
| <ul style="list-style-type: none"> By 1909, two years after the property owners in North Vancouver's Lower Lonsdale area who felt little in common with the farmers and loggers of Capilano and Lynn Valley decided their interests would be better served by incorporation as a city, almost 5,000 residents were established. | |
| <ul style="list-style-type: none"> The City was incorporated May 13, 1907 and covered an area of 1,012 hectares surrounding the commercial district at the foot of Lonsdale Avenue. There were 53 businesses, a bank, two hotels, one being the North Vancouver Hotel, and a school. | |
| <ul style="list-style-type: none"> The City took the Hall of the Municipal District at 1st and Lonsdale, the water supply system, the ferry and the equipment for firefighting. By 1908 a tiny six-bed hospital was opened at St. Andrews Avenue and 15th Street. Three blocks further east Grand Boulevard was laid out and an exclusive residential area planned to maintain its exclusive status and serve as a firebreak if necessary. Such was the status of community that persuaded Pete Larson to build his Canyon View Hotel, having established from these facts that he had a relatively sound supportive socio-economic and transportation base to entice the customers there. | |
| <ul style="list-style-type: none"> Pete Larson's, as the "Canyon View Hotel"* was known, was located a few yards upstream from the great chasm of the Second Canyon, now the site of the Ernest Cleveland Dam and was built in 1909. | *There are references found of this hotel being named understandably "The Capilano View Hotel", probably based on the |

| Part 4A EARLY CAPILANO HOTELS - Pete Larson's Canyon View Hotel | Source Reference |
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| | Vancouver Tourist Bureau stating this in their "The Vancouver Annual", 1910, p. 29. Copy in Vancouver City Archives. |
| <ul style="list-style-type: none"> The original structure contained thirty rooms. It was advertised as "the highest elevation of any hotel on the coast, a delightful summer resort, mountain scenery, good fishing. Automobile transported clients and others from the B.C. Electric Railway terminus on School Street at Capilano Road to and from the hotel." | |
| <ul style="list-style-type: none"> The advertisements proclaimed its first class accomodation, with the reception room or lobby, which featured high wainscoting and a large granite fireplace. Praise went to the dining room "which for its size and general appointments compares favourably with that of ... the best mountain hotels in the province." The advertisements naturally had to let the travelling public know that the kitchen was "fitted with a large Gurney range and with every convenience of a modern culinary department". | |
| <ul style="list-style-type: none"> Travellers were told of the main floor sitting room and of the bar, which was beyond the office - safely out of sight of the ladies. On the second and third floors were thirty rooms, a ladies parlour and three suites, all "tastefully furnished and fitted with hot air registers". | |
| <ul style="list-style-type: none"> Lighting for the whole building was provided "by means of powerful gasoline lamps which give off a soft and brilliant light". Hotel rates were \$2.50 a day. | |
| <ul style="list-style-type: none"> In the early years it was a family hotel, and being some three miles of dirt road closer to North Vancouver, its presence and class no doubt hurt Dixon Kells' business. Pete Larson had a wealthier clientele*. There was quite a rivalry between the two establishments, signs were torn down, replaced, and torn down again. But they both survived for several more years. | <p>* Billy Wilkins who worked at both hotels preferred the Canyon View since the gratuities were higher there.</p> <p>Borman Bill Wormsley had a white horse named "Ghost" which when harnessed to a Surrey transported customers.</p> |
| <ul style="list-style-type: none"> Apart from the price of land at \$1.00 an acre when Pete Larson built the hotel in 1909, he must have been encouraged by the fact that immediately south of his property was a 1 ½ mile | |

| Part 4A EARLY CAPILANO HOTELS - Pete Larson's Canyon View Hotel | Source Reference |
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| stretch of almost virgin territory - trees, a rocky canyon and at the bottom, a foaming river. It had been purchased by the British Columbia Electric Railway Company (BCER) as a park site in May 1907, two years before Pete Larson built his hotel. | |
| <ul style="list-style-type: none"> One hundred and ten acres of this area consisted of DL 602, purchased from John Kirkland who had originally acquired the land from the Crown in 1889 at the time the private Vancouver Waterworks Company opened the supply of Capilano water to the City of Vancouver. | |
| <ul style="list-style-type: none"> In its lower half, it occupied both sides of the river and stretched from the present level of Rabbit Lane in British Properties to the Second Canyon. An additional fifty acres of land were obtained in DL 593 and 594 on the eastern bank at the level of Second Canyon and just below, from William May and Levi Rabjohns, both of whom were the original pre-emptors in 1887. | |
| <ul style="list-style-type: none"> In all, it was 160 acres of scenic canyon enclosing the river except for a short portion of DL 595, stretching from the Second Canyon to Rabbit Lane, a short distance above the First Canyon Suspension Bridge. | |
| <ul style="list-style-type: none"> Perhaps B.C.E.R. hoped to profit from the No. 3 street car line it was planning from the ferry dock in the new City of North Vancouver to the Capilano at Keith Road and School Lane. At this time the terminus was at Mosquito Creek two miles to the east while discussions on the building of a bridge were in progress between B.C.E.R. and the land owners, the Lonsdale family in London, England. Whatever their reason for purchase, the park was a valuable acquisition for the citizens of Burrard Inlet in general. | |
| <ul style="list-style-type: none"> A second reason that may have been considered for locating the Canyon View Hotel on that site was that through this newly purchased parkland ran the nine mile flume from Sisters Creek in the north to tidewater. It became so popular a recreational facility, perhaps more so since there was no charge to walk upon the lower suspension bridge. | Morton, J., <u>op. cit.</u> , Capilano Story of a River, p. 115. |
| <ul style="list-style-type: none"> One of the favourite past-times of North and later West Vancouver residents, as well as visitors from Vancouver crossing on the ferry or by rowing boat or canoe, was to walk upon the two-foot wide catwalk beside the flume. High above the foaming river ladies in long skirts and their children thought nothing of walking and passing each other on these creaking planks at weekends. During the week the flumes were patrolled by workers whose job it was to clear log jams, repair damaged box sides and adjust the height of the boxes up or down with wedges between box and support bracket to maintain | * See Chapter 11, Part 6 of this work entitled: Dr. John Thomas Carroll for further details of the Capilano flume log transportation system. |

| Part 4A EARLY CAPILANO HOTELS - Pete Larson's Canyon View Hotel | Source Reference |
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| <p>approximately three miles per hour shingle bolt velocity. If too slow the logs would jamb, if too fast the logs would tend to leap out of the flume on curves.* While everyone walked the catwalk, the flume structure was of special delight to small boys.</p> | <p>Morton, James, <u>op cit.</u>, p. 115.</p> |
| <ul style="list-style-type: none"> Flume-riding was surely the greatest sport created for small boys, the smaller the boy the more likely he was to find a shingle bolt to support his weight without bottoming in the 8" of water flowing through the flume. The shingle bolts were, "Fifty-two inches long and the girth of a well built man". Young Bob Kells, son of Dixon Kells, could cross the river to the west bank* in the cable car at the old dam or at the wooden bridge further down stream near the Second Canyon; that was the route also used by Pete Larson's son Tat. They would each lay on the large shingle bolts and float peacefully around the bluffs or under the cedars present as the flume dipped westward into small valleys. Unfortunately for the joy of flume riders or fortunately for their welfare, the flume was pulled down to protect the visiting public. | <p>* West Vancouver side.</p> |
| <ul style="list-style-type: none"> There were, during those early years around 1906, complaints about the dusty condition of the then narrow, unpaved Water Works Road, sometimes referred to as the Pipeline or Government Road and presently the Capilano Road. | |
| <ul style="list-style-type: none"> It had always been maintained by the City of Vancouver over which and beside the waterpipes to Vancouver had been run. It had been built in 1887 to carry materials, tools and equipment to the water inlet located about two-thirds of the way up what is now the site of the Capilano Reservoir or seven miles of rough road to the dam. The road had been built for that purpose and easy access to repair or modify water pipes, not for the benefit of eventual residents of the Capilano area both Lower and Upper, even though it was located entirely within the Municipal District of North Vancouver. The road was used around 1906 by timbermen notably Dr. J.T. Carroll and other commercial groups such as livery stable operators. | <p>Morton, James, <u>op cit.</u>, p. 116.</p> |
| <ul style="list-style-type: none"> The Province newspaper reported that on Sundays "every rig and tally-ho in North Vancouver is used up and some come over from Vancouver on the ferry just to drive up Pipeline Road". It was a sore point to the City. Several years earlier, according to Vancouver Waterworks supervisor Steve Maddison, a verbal agreement had been made to share the cost with the municipality, but the Municipality did not carry out its end of the bargain. | |

| Part 4A EARLY CAPILANO HOTELS - Pete Larson's Canyon View Hotel | Source Reference |
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| <ul style="list-style-type: none"> The problem was finally settled in 1907; Vancouver would repair the road at an estimated cost of \$800.00 after which the Municipality would maintain it. That rutted wagon road pushed up the canyon by Hugh Keefer and Dan McGillivray in 1887* was patched and graded and the worry of such a road was transferred to the Municipal District of North Vancouver. | <p>* See Chapter 11, Parts 2 and 3 for details of the water intake and pipeline construction.</p> |
| <ul style="list-style-type: none"> There were certain worries. With the arrival of automobiles Capilano Road, as by 1909 it was often now being deferred to, was becoming a leisure purposes speedway. In 1910 there were several collisions and it was not uncommon for cars, wagons and pedestrians to be forced into the ditch by some young man wearing a cap (reversed) and goggles and flying down the road in his Tudhope or EMF 30 at breakneck speed. The Province newspaper reported, "Mr. P. Larson was one of the sufferers having had his big motor car ditched twice on Sunday last." | <p>Morton, James, <u>op. cit.</u>, p. 117.</p> |
| <ul style="list-style-type: none"> A by-law was promptly passed by the Municipal District Council setting the speed limit in North Vancouver at 15 mph on the straight and 4 mph when turning corners. But this did little to improve matters. In 1911, it was reported that every Sunday fourteen to sixteen cars were driven, more or less recklessly, down Capilano Road, most of the culprits being city folk from across Burrard Inlet. This time Dixon Kells was the victim. "On one occasion," The Province stated, "while he was riding a restive horse, a motorist refused to pull up* when requested, the result being that Mr. Kells' horse bolted and he narrowly escaped a serious accident. The solution was to place a constable on the road. The following year, driving safety was further enhanced by the installation of an electric warning system on Capilano Road's long hill, just upstream from the Canyon View Hotel or what is now the car parking lot for the Cleveland Dam. "This will relieve the anxiety of motorists occasioned by the narrowness of the road at this point," it was reported. | <p>* Interesting language use residue from the times when reins were pulled up to stop the horses and hand brake levers were pulled up to stop motor vehicles.</p> |
| <ul style="list-style-type: none"> With the improvements in communications the Capilano was engulfed by the normal, though unpleasant, refinements of civilization. | |
| <ul style="list-style-type: none"> After the closure of Dixon Kells Capilano Hotel, Pete Larson's Canyon View Hotel struggled along for several more years. When the GVWD closed the watershed above the intake in 1925, the Second Canyon became the centre of activity along the Capilano River. In addition to Larsons Hotel, Charlie Andersen at the suspension bridge had a tea-house, a topped tree around which a spiral staircase wound and a chained black | |

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| Part 4A EARLY CAPILANO HOTELS - Pete Larson's Canyon View Hotel | Source Reference |
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| <p>Indian Legends and pictographs right on the rocks where some prehistoric Indian put them."</p> <p>We put them on the east side. If we had put them on the west side, tourists could have seen the pictographs without going on the bridge and it cost 10 cents to get on that bridge and look down the canyon and see the pictographs. We had to recover the heavy cost of the bridge somehow."**</p> | <p>Matthews recorded conversation with the businessmen of Vancouver, including Rowe Holland, at Hotel Georgia, October 26, 1932.</p> |
| <ul style="list-style-type: none"> Also in that area and to the right or east of the Capilano Road was a tall tower* which originally belonged to B.C. Forestry Department for firewatch of the Capilano forest. It was at this time named "Kinsman Tower" and beneath it were cottages for rent and a camp for vacationing children. A spectacular view could be obtained of the river, the First Canyon and the new bridge. | <p>* See photograph of "The Kinsman Tower".</p> |
| <ul style="list-style-type: none"> In 1928 Sunset Holdings modernized the hotel and renamed it the Grand Canyon. In 1930, Dr. L.M. Gold sunk another \$25,000 into remodelling and redecorating the hostelry, but even this could not transfuse any life into the ailing hotel. | |
| <ul style="list-style-type: none"> One known highlight came with the filming of the film <u>Rose Marie</u> when both the cast and the film and support crew stayed at the hotel together with the required horses. Areas around the hotel, including the unsurfaced sections of the old Capilano Road were also used in the filming, together with the use of Albert Blaney's house section that then had the appearance of a spacious cabin on Edgebaston Road*. | <p>* Now Edgemont Road, 1997. See Chapter 7, Part 11 of this work on Albert Blaney.</p> |
| <ul style="list-style-type: none"> Ultimately the hotel building became during WW2, Taunton House School, with Miss Joan M. Railton M.A., A.T.C.M. as Principal with Miss Madge Mathew. | |
| <ul style="list-style-type: none"> After the war when the Cleveland Dam was being constructed, the building became a bunkhouse for the workers. | |
| <ul style="list-style-type: none"> It was finally torn down in 1952, the year after the Second Canyon Suspension Bridge was dismantled and eighteen years after the original owner, Pete Larson, died. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 11

PART 5

GEORGE GRANT MACKAY

CHAPTER 11
DISTRICT OF NORTH VANCOUVER

DNV Socio-Historical

Service Infrastructure

EARLY DEVELOPMENT IN THE CAPILANO VALLEY

| PART 5 | George Grant Mackay – Laird of Capilano Scottish Surveyor, Civil Engineer and Land Developer | Source Reference |
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| | <ul style="list-style-type: none"> Arrived in Vancouver 1888*, arriving by train. | <p>Mackay, rhymes with “apply” – Author’s note.</p> <p>*Morton, James W., Capilano, Story of a River, 1970, p. 57.</p> |
| | <ul style="list-style-type: none"> He was already a well-known businessman in Scotland. Educated at the Royal Academy. | |
| | <ul style="list-style-type: none"> He had trained as a surveyor civil engineer* and for a short time was a tenant farmer in the Glen Urquart region of the Scottish Highlands. | <p>* The first passenger train arrived in Vancouver.</p> |
| | <ul style="list-style-type: none"> Following this he returned to surveying Scottish estates which presented him with the opportunity “to Visit America for The McIntosh”, as the Edinburgh “SCOTSMAN” put it. | <p>Davis, Chuck, The Vancouver Book, 1997, foot of page 562.</p> |
| | <ul style="list-style-type: none"> On his return to Scotland he continued his estate work and found the time, in 1858, to write a book published by Blackwood and Son entitled <u>On the Management of Landed Property in the Highlands of Scotland</u>. | |
| | <ul style="list-style-type: none"> A restless, ambitious man, Mackay continually changed his employment. He sank a great deal of his capital into the Glengloy estate, but very soon after this there was a sudden decline in the value of land throughout Scotland and he became bankrupt. | |
| | <ul style="list-style-type: none"> “Mr. Mackay’s energy did not fail him,” said THE SCOTSMAN. “Seeing that the prospects were doubtful in this country, he resolved to revisit America.” He had attended the Glasgow exhibition in 1883 and there saw the modest collection of products from Vancouver. | |
| | <ul style="list-style-type: none"> He was apparently impressed by this completely undeveloped corner of the earth and perhaps at the time his restless soul stirred within him. | |
| | <ul style="list-style-type: none"> His opportunity to satisfy it came from the failure of his business. | |
| | <ul style="list-style-type: none"> In 1888 he left Scotland, never to return, and in August | |

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| PART 5 | George Grant Mackay – Laird of Capilano Scottish Surveyor, Civil Engineer and Land Developer | Source Reference |
| | of 1888 he wrote to a friend in Inverness “Here I am now 6,000 miles from home. It is a magnificent country and far exceeds my expectations in every way. I’m very glad I came out.” | |
| | <ul style="list-style-type: none"> G.G. Mackay was sixty-two when he arrived. | |
| | <ul style="list-style-type: none"> Mackay set himself up in the real estate business and began the construction of not just one, but two houses; on what was still the wild West End of Georgia and Jervis Streets, the other in an even wilder area on a cliff overlooking the Capilano River where he had promptly acquired 320 acres of land that straddled the river at First Canyon or Mackay Canyon, as it is now listed. | |
| | <ul style="list-style-type: none"> A.P. Horne described his house. “He had a couple of Scotsmen build him a home there it was built on a point just above the (present) suspension bridge where the creek bends around a bluff.” He built this house on a headland with a verandah at both ends so he could sit out on them, and look either up or down the creek at this beautiful forest scene.* | *J.S. Matthews “Capilano Creek” Discovery of a Source, 1890, Vancouver Historical Journal 3 (January 1960), p. 89. |
| | <ul style="list-style-type: none"> G.G. Mackay and his son Harry recognized the recreational potential of the area. After building a four room summer house for himself and his wife Jessie, he had a hemp rope bridge built the next year and located about 200 feet south of the present structure, he employed two local native men and a team of horses to hang it. On the hemp rope were attached cedar planks, which gently tapped against each other as the wind blew, causing a sound of laughing to echo through the canyon. Hence the name “The Laughing Bridge”. | |
| | <ul style="list-style-type: none"> In 1903 William T. Farrell was contracted to build a steel cable bridge across the canyon. In 1914 the bridge was built with stronger cables and in 1956 it was rebuilt again using cables manufactured in British Columbia. | |
| | <ul style="list-style-type: none"> George Mackay’s bridge became a popular destination for adventurous friends and other hikers from Vancouver and a new visitor attraction was born and continues to survive very successfully. | Capilano Suspension Bridge |
| | <ul style="list-style-type: none"> For obvious reasons George Mackay became known as the Laird of Capilano. | |

| PART 5 George Grant Mackay – Laird of Capilano Scottish Surveyor, Civil Engineer and Land Developer | Source Reference |
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| <ul style="list-style-type: none"> On February 28, 1891, George Grant Mackay, his son Harry Hatfield Mackay and Robert Mackay Fripp, purchased 4006.42 acres of land in the Capilano Valley stretching for 6 ½ miles north from Sisters Creek. | |
| <ul style="list-style-type: none"> They paid one dollar per acre, that is to say they paid the price of land at that time, no value was placed on the timber – perhaps because it was considered of no market value because there was no way to take out such giant trees from the valley until the Capilano Timber Co. built a logging railroad. | |
| <ul style="list-style-type: none"> On March 3, 1892, the Capilano Park Company was formed, the application being signed by G.G. Mackay, R.M. Fripp and A.P. Horne. | See separate section on the Capilano Park Company in this work. |
| <ul style="list-style-type: none"> They had great plans for the valley but all they managed was a long trail and a cabin. | |
| <ul style="list-style-type: none"> The depression of the early 1890s foiled their plans. The land – the magnificent timber – lay dormant for several years. | |
| <ul style="list-style-type: none"> Meanwhile G.G. Mackay expanded into many businesses, the best known of which was the Okanagan Land and Development Company in 1890. | |
| <ul style="list-style-type: none"> Through the work of this organization Mackay was given much of the credit for developing this fertile region in the interior of British Columbia. | |
| <ul style="list-style-type: none"> He built the KALAMALKA and COLDSTREAM HOTELS and negotiated the purchase of the Vernon Ranch for Lord Aberdeen, an acquaintance of his in Scotland and later Governor-General of Canada. | |
| <ul style="list-style-type: none"> The Vernon Ranch became the Coldstream Ranch. | |
| <ul style="list-style-type: none"> There was not a busier man in Vancouver, unless it was his compatriot J.C. Keith, who was soon to appear on the banks of the Capilano. George Grant Mackay seems to have been very mobile. The newspapers would report meetings in his office, his activities in the various societies and trips out of town. “Mr. G.G. Mackay went up the line yesterday presumably to oversee his Okanagan investments.” | |
| <ul style="list-style-type: none"> The News Advertiser also carried a number of anonymous articles in 1891, predicting the future of Vancouver and the North Shore. | |
| <ul style="list-style-type: none"> The anonymous visionary was of course George G. | |

| PART 5 George Grant Mackay – Laird of Capilano Scottish Surveyor, Civil Engineer and Land Developer | Source Reference |
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| Mackay. In these articles he predicted that in 20 years time (1920s) the businessmen of Vancouver would make their homes on the north shore of the Inlet and be conveyed to the city of electric cars crossing the Narrows by a high level bridge. (At that time, a short length of electric railway had just begun to operate.) | |
| <ul style="list-style-type: none"> • In 1937 when the Lions Gate was constructed, G.G. Mackay was given full credit for originating the idea. | |
| <ul style="list-style-type: none"> • He was a few miles out when he predicted that a great university would be built on the hills of Mount Pleasant, and indeed, the first buildings of the University of British Columbia were constructed on the slopes above False Creek. | |
| <ul style="list-style-type: none"> • Another of G.G. Mackay's suggestions was for a mining smelter on Howe Sound, a suggestion at least reminiscent of the Britannia complex in that area. | |
| <ul style="list-style-type: none"> • He was indeed an energetic man. In the last days of 1892, he became ill but he seemed to recover enough to again "go up the line" to Vernon. Perhaps it was too much for him. | |
| <ul style="list-style-type: none"> • At four o'clock in the morning of January 1, 1893 he died in his home at 1310 Georgia Street at the age of sixty-seven years. | |
| <ul style="list-style-type: none"> • Moved by Councillor Calland, seconded by Councillor May, That the Government Road running from Burrard Inlet between lots 266 and 265, north to lot 597, thence West to Capilano Road be called "The Mackay" in memory of the late G.G. Mackay. • HARRY HADFIELD MACKAY, Son of George Grant Mackay – Born in Inverness, Scotland in 1870. | <p>DNV Minute Book, No. 1 Meeting of the Council of the District of North Vancouver in Vancouver, 8 June 1893.</p> <p>Morton, James W., Capilano, The Story of a River, 1970, p. 59.</p> |
| <ul style="list-style-type: none"> • Not yet twenty when he arrived in Vancouver by train in 1889, he was bursting with the hope and vigour of youth. | |
| <ul style="list-style-type: none"> • He worked in his father's real estate office but whenever time would allow, he was at the banks of the Capilano River, casting his fly out into those clear trout filled waters. | |
| <ul style="list-style-type: none"> • In May 1890, the three youthful rugby football players Robert Mackay Fripp (no relationship), Amadee Percy Horne and Harry Hatfield Mackay met in Harry's father, George Grant Mackay's house on Georgia | |

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| PART 5 | George Grant Mackay – Laird of Capilano Scottish Surveyor, Civil Engineer and Land Developer | Source Reference |
| | Street, Vancouver, for dinner. When they returned to the verandah to smoke pipes, the conversation turned to the Capilano Valley and soon it developed into an argument over its size and propensities. G.G. Mackay then suggested that the three friends explore it. | |
| | <ul style="list-style-type: none"> The forty-year-old Capilano Joe was engaged as guide. The story of that hunting trip and exploration was written in narrative form by R.M. Fripp between 1910 and 1917 and remained hidden under his papers until found and presented to Major J.S. Mathews in 1951. In 1952, the Major published the narrative. | See complete copy of this narrative under DNV Social-Historical Service Infrastructure, Chapter 11, Early Development of the Capilano Valley. |
| | <ul style="list-style-type: none"> When G.G. Mackay died in January 1893, Harry continued in his father's business. He continued as an angler on the Capilano and play rugby with his friends R.M. Fripp and A.P. Horne. | Morton, loc. Cit., p. 70. |
| | <ul style="list-style-type: none"> Soon, however, he developed symptoms of chronic kidney disease and was forced to forego these pleasures. | |
| | <ul style="list-style-type: none"> On January 1, 1896, on the third anniversary of his father's death, the NEWS ADVERTISER reported: For some time, Mr. Mackay has been a sufferer of Brights Disease and went up country in the hope that the drier, warmer climate would benefit. Care and skill, however, proved unavailing and for some time past he has been confined to his bed, the end coming this morning. | |
| | <ul style="list-style-type: none"> Four months earlier he had celebrated his twenty-fifth birthday. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 11

PART 6

DR. JOHN THOMAS CARROLL 1859 - 1907

CHAPTER 11
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DEVELOPMENT IN THE CAPILANO VALLEY

Researcher: Roy J.V. Pallant

| PART 6 Dr. JOHN THOMAS CARROLL 1859 – 1907 | Source Reference |
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| <p>Dr. John Thomas Carroll and the Capilano Flume</p> <ul style="list-style-type: none"> A name that became very much involved with logging and water works affairs in the Capilano Valley, he was well known in Vancouver as an Alderman and physician since his arrival by train in 1888. He was Canadian. His parents came from Ireland to Ontario in the 1850s. | <p>Morton, James W. <u>Capilano</u>, op. Cit., pp. 82-96.</p> |
| <ul style="list-style-type: none"> John was born in Orangeville in 1859. | |
| <ul style="list-style-type: none"> He is said to have been self educated, perhaps in the sense that he had to work for his education. | |
| <ul style="list-style-type: none"> In 1882 he graduated in medicine from Victoria College in Coburg, Ontario, eight years before that medical school moved to become part of the University of Toronto. | |
| <ul style="list-style-type: none"> He studied in Scotland and practiced in Welland region of Ontario in 1883. | |
| <ul style="list-style-type: none"> In 1887 at age 29 he moved west and opened his office at 803 Howe Street. He did some minor surgery (major surgery was in those days only done in Victoria). | |
| <ul style="list-style-type: none"> He became Health Officer for the City of Vancouver and in the course of his inspection of the new water supply, established in 1888, he must have acquired some land in the Capilano Valley. On this land he later built a hotel close to the City of Vancouver's first water intake and Dam and arranged for Dixon Kells and his wife to operate it as a gathering place for hikers, mountain climbers and anglers. | <p>Some sources state that Dr. Carroll sold the land to Dixon Kells for the purpose of building a hotel, other sources state the case as mentioned here. It is known that Dr. Carroll was very keen to have a hotel situated at the first intake.</p> |
| <ul style="list-style-type: none"> In 1890 he won a seat on City of Vancouver council, was re-elected in 1891 and in 1892 ran for Mayor and was defeated by a margin of two votes. | |
| <ul style="list-style-type: none"> In 1893 he married Sarah Rand of New Westminster and in 1895 – 1896 he terminated his political career by completing a two year term as Reeve of the District of North Vancouver. | |
| <ul style="list-style-type: none"> On December 29, 1890 in Rownsfells Co. office, was held the first meeting of the North Vancouver property owners. Mr. L.F. Green was elected chairman and Mr. | <p>Municipal District of North Vancouver Minutes Book No. 1</p> |

| PART 6 Dr. JOHN THOMAS CARROLL 1859 – 1907 | Source Reference |
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| <p>owners. Mr. J.E. Green was elected chairman and Mr. W.L. Weeks was appointed as secretary. Mr. Green stated the purpose of the meeting and the great advantages there would be to all twenty-eight gentlemen, North Shore property owners present if the north side of Burrard Inlet be formed into a municipality. All agreed by vote and a committee of the following owners was formed to see what could be done in this matter: J.E. Green, J.C. Keith, G.G.Mackay*, B.J. Cornish, A.C. McCartney and J. Wattie.</p> | <p>*Later nicknamed The Laird of Capilano.</p> |
| <ul style="list-style-type: none"> There was a total of twenty-eight gentlemen attending that meeting. | |
| <ul style="list-style-type: none"> At a subsequent committee meeting in the office of Barker & Mackay, a motion was made by Mr. G.G. Mackay, seconded by Mr. J.E. Green that a number of the North Shore property owners be asked to guarantee the preliminary expenses and that they be repaid out of the first taxes collected in the new municipality. | <p>Minute Book No. 1 Meeting of January 3^d, 1891.</p> |
| <ul style="list-style-type: none"> Therefore at a general meeting of all property owners on January 20, 1891, among the names of the twenty-six gentlemen who had offered money was again, the name and signature of Dr. Carroll who paid two pounds, valued at that time as \$9.70. | |
| <p><i>Dr. Carroll's Term as Reeve</i></p> <ul style="list-style-type: none"> Reeve J.C. Keith retired in January 1895. Dr. John Thomas Carroll was elected. | |
| <ul style="list-style-type: none"> Dr. J.T. Carroll took the chair as Reeve of the District of North Vancouver in the afternoon of January 20, 1895 in the residence of Mr. Charles Larson on DL 271 in North Vancouver. His council was comprised of A.E. McCartney, May, Woodrow, and Wayne. The Reeve named the first Tuesday in each month at 8:00 p.m. to be the day and time of the municipal meeting for the ensuing civic year. | <p>DNV Minutes Book, No. 1, Original, p. 230. Typed copy, p. 116.</p> |
| <ul style="list-style-type: none"> It was moved that all future regular Municipal meetings be continued at the Council Chambers of the municipality in the City of North Vancouver, this being still the more convenient place and more suitable for the Municipality in accordance with the terms of the Municipal Act of 1894. After some four and one half years the District remained insufficiently developed to allow for a local council meeting place to be established or indeed for the councillors to reside on the North Shore. They continued for the most part to simply own | |

| PART 6 Dr. JOHN THOMAS CARROLL 1859 – 1907 | Source Reference |
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| unoccupied land in the Municipal District. | |
| <ul style="list-style-type: none"> Financial matters became bad and before the end of the first month in office, the new Reeve and two of his councillors Alan E. McCartney and W.H. May had to give personal notes to the Bank of British Columbia to secure the \$3,000.00 loan to cover the total indebtedness of the Municipality. | Minute Book No. 1. Vancouver Meeting of January 22, 1895. |
| <ul style="list-style-type: none"> Times were hard all over Canada that year and this action regarding the District of North Vancouver was expected. In Vancouver the year 1895 was one of real financial difficulties. A brickyard was opened by Frank Darmon near Roche Point as some years later Frank opened an office at the foot of Chesterfield to take orders and to receive shipments of bricks which had to be conveyed by way of Burrard Inlet to the foot of Chesterfield where a rough scow landing had been made to transfer logs from the logging trail that roughly followed the Chesterfield Avenue, Queens Road and 29th of today. Traces of this brickwork's were to be seen for many years. Also, the year brought disaster to the area as the two bridges on Keith Road over the Seymour River and Capilano River were washed out in January 1895. These washouts served to cut off communications with the two ends of the Municipality. | The Dorman Brickyard was located at the present (1995) site of Noble Towing and Mackenzie Barge and Marineways. |
| <ul style="list-style-type: none"> During this year two attempts were made to find coal seams on the North Shore. One shaft was sunk near 4th Street at St. Patrick*. | * The roads were non-existent at that time (1895) but merely serve here to indicate location. |
| <ul style="list-style-type: none"> Then also a search was made by one Otto Semish just west of the Capilano River, but this also was a failure. Otto Semish was the man who built the first suspension bridge over the Capilano. | |
| <ul style="list-style-type: none"> Three interesting items occurred during February of that first year of Dr. Carroll's term as Reeve. At the meeting in the council office in Vancouver on February 5, 1895, Councillor McCartney served as Clerk of the Municipal Council (CMC) protem owing to the absence through illness of the regular clerk. Without any explanation given in the minutes, Councillor McCartney tendered his resignation by letter to the Reeve and Council in Vancouver on February 12, 1895. This sudden resignation such a short time after re-election seems to indicate some disagreement with the new Reeve Carroll. Councillor McCartney's resignation was accepted | McCartney, a very useful surveyor in the District, died May 1901. |

| PART 6 Dr. JOHN THOMAS CARROLL 1859 – 1907 | Source Reference |
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| without recorded discussion and since he represented Ward 1, a nomination for the election for a replacement councillor was arranged to be held at the residence of Chas. Lawson on February 22, 1895. | |
| <ul style="list-style-type: none"> A second item of interest in that February 5, 1895 meeting was that H.H. Spicer who built nine miles of flumes for shingle bolt transportation in Lynn Valley asked permission of the Council to use municipal roads on which to convey shingle bolts on board stoneboats*. At a later meeting the application was understandably refused. | <p>* These stoneboats fitted with Yew runners operated well on greased skid roads but did great damage to Municipal unpaved, dirt roads.</p> |
| <ul style="list-style-type: none"> The third item of interest was the call for a new position of Tax Assessor with applications being read from twelve persons: A. McDonald; Y.M. Wayne; J.M. Splinks; E.J. Cove; E. Edwards; H.J. Saunders; C.J. Phibbs; J. Balfour Kerr; Chas. E. Hope; C.L. Brown; R.C. Lawrence. | |
| <ul style="list-style-type: none"> H.J. Saunders was appointed for the position but all those listed figured in events occurring in the early history of the Municipality recorded in this work. | |
| <ul style="list-style-type: none"> It would appear that in spite or perhaps because of his private investment activities on the Capilano River and his preoccupation in court disputes with the Vancouver City Water Works over his controversial holdings, Dr. Carroll was much appreciated by Council members. At the Council meeting of January 7, 1896 a motion was moved by Councillor Woodrow, seconded by Councillor May. <p>“That the thanks of the Council be and are hereby given to John T. Carroll, Esq., Reeve of the municipality for the assiduous care and attention displayed by him during the last civic year in conducting the duties of his office as Reeve as well as his universal courtesy while in office.”</p> | <p>Minutes Book, Original Handwritten, p. 268, Typed copy p. 142.</p> |
| <ul style="list-style-type: none"> Dr. J.T. Carroll became health officer for the Municipal District of North Vancouver in February 1899, holding this office until Dr. Harold Dyer was appointed. | <p>Burnes, J.R., <u>op. cit.</u>, p. 89.</p> |
| <ul style="list-style-type: none"> Following his two year term from 1885 to 1887 as Reeve of the District of North Vancouver he used his contacts made in Vancouver and the District to speculate and indeed to politically tidy-up existing developments and to enter commercial development. | |
| <ul style="list-style-type: none"> He began investing with the purchase of DL 603. He had interests in the Nanaimo Coal Fields and was one of the owners of the Pine Creek Flume Company near | |

| PART 6 Dr. JOHN THOMAS CARROLL 1859 – 1907 | Source Reference |
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| <p>Atlin, B.C. in 1903. But most of his speculation was in the Capilano Valley. His first purchase in the Capilano area was DL 603 the southern portion of which is now the Glenmore sub-division of British Pacific Properties.</p> | |
| <ul style="list-style-type: none"> Over the years he gradually bought large stretches of land between the first dam and the second canyon. | |
| <ul style="list-style-type: none"> It is not known where his shingle mill was situated, but in 1904 he diverted the Capilano River from its west to its east mouth so that his shingle bolts tumbling down the canyon would enter Burrard Inlet near the Mission Reserve and his booming grounds. | |
| <ul style="list-style-type: none"> He miscalculated the resulting water flow velocity and lost thousands of shingle bolts into Burrard Inlet and English Bay. He overcame the problem in 1905 by running a 3 ½ mile flume from the lower end of the first canyon to Mission Reserve. | |
| <ul style="list-style-type: none"> In the meantime the Burrard inlet Flume and Boom Company began operations in July 1905. The flume sloped gently down the western side of the glacial valley from the Sisters Creek site of the Capilano Lumber Company mill to second canyon. Here they met towering cliffs. It was impossible to run the flume over the height of land and the canyon itself appeared impenetrable. | |
| <ul style="list-style-type: none"> At this point W.T. Farrell of the Capilano Lumber Company arranged to form a syndicate which would construct the flume through the canyon and thus join the upper third, belonging to the Burrard Inlet Flume and Boom Company, to the lower third belonging to Dr. J.T. Carroll. | |
| <ul style="list-style-type: none"> The Capilano syndicate was composed of Carroll, R. Kerr Houlgate (Houlgate Creek) and W.T. Farrell. | |
| <ul style="list-style-type: none"> The consideration for the successful completion of the undertaking was that the syndicate share in the results of the business of the completed flume. | |
| <ul style="list-style-type: none"> On February 13, 1906 one of the largest flumes in America was completed. It ran from Sisters Creek, almost nine miles from the inlet, down the western bank of the river, past the first dam into the second canyon; it was between 100 and 200 feet above the racing water, and clung precariously to the rock face. Capilano Joe's Indians and the Japanese had built it. | |
| <ul style="list-style-type: none"> Some had been killed in the process and were buried high above the water on the plateau of the canyon. | |

| PART 6 Dr. JOHN THOMAS CARROLL 1859 – 1907 | Source Reference |
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| <p>Once out of the dark recess, it joined Dr. Carroll's section which already ran east across Lower Capilano entering the inlet near what is now the foot of Bewicke Street.</p> | |
| <ul style="list-style-type: none"> The Burrard Inlet Flume and Boom Company and the syndicate combined to form the Capilano Flume Company incorporated on April 19, 1906. J.G. Woods was President, R. Kerr Houlgate, Vice President with Dr. Carroll, R. Byron Johnson and W.T. Farrell as Directors and Farrell as Manager. | |
| <ul style="list-style-type: none"> The flume was a V-shaped structure made of boards two feet wide, a cat walk constructed beside it providing access for patrolmen who leveled the flume, prevented log jams and provided the citizens with speculation as to how long it would take a shingle bolt to float nine miles from Sisters Creek to tidewater if, as computed, the water flowed at a rate of 3 mph. | |
| <ul style="list-style-type: none"> Logging was in fact begun for shingle bolts above and below the water intake dam and which they were compared with the later Capilano Timber Company operations, small in effect. Their potential created a stir among those who were concerned with the City of Vancouver water supply. In 1905 the population of Vancouver was 45,000 with another 1,100 distributed over North Vancouver. The worry was not over water pollution at that time but rather that, if logging denuded the valley of its trees, rapid run-off would result in both flood in the rainy season and drought in the summer. The presence of the trees allowed rain water to "percolate" slowly through the soil to the river preventing rapid run off resulting in floods. | |
| <ul style="list-style-type: none"> By late October 1906 Dr. Carroll, still fighting the City of Vancouver over Capilano Valley water and land rights, was in ill health and left for California. He returned in spring of 1907 feeling better. Soon after he had a relapse and on May 14, 19097 The Province reported "Dr. Carroll ... passed away last night at his residence after a long illness. There were few men in the City who were more popular and his death will be mourned by a host of friends who admired the rugged character of the later Dr. Carroll." He left, besides his wife, two sons, aged four and two years. Dr. Carroll himself was only 48 years of age at his death. | Morton, <u>op cit.</u> , p. 96. |
| <ul style="list-style-type: none"> His will was one of the shortest ever filed for probate. The voluble doctor had written, "I give, devise and | |

| PART 6 Dr. JOHN THOMAS CARROLL 1859 – 1907 | Source Reference |
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| <p>bequeath all my real and personal estate wherever situate, to my beloved wife, Sadie E. Carroll and hereby appoint her my sole executrix of this will.” It was signed October 3, 1903. The estate totaled \$91,500, \$47,500 personal and \$44,000 real.</p> | |
| <ul style="list-style-type: none"> • Thus ended the life of the most enigmatic personality in the history of the Capilano Valley. There are according to Dr. James Morton, few extant official records of him and there are few that remember him. There is no street, no stream, no memorial to record his turbulent existence especially in court fighting the city of Vancouver. He lives only in ancient newspapers. He lived on the corner of Robson Street and Howe in Vancouver. His house was later moved to 1400 Robson Street. | <p>Morton, <u>op cit.</u>, p. 96.</p> |
| <ul style="list-style-type: none"> • Carroll Street in Vancouver is spelled differently, though strangely, R.W.W. Carrall, for whom the street was named, was also a physician. John Thomas Carroll, prominent physician, prominent civic and municipal administrator, and prominent speculator, is a forgotten figure who in forcing the administration of the City of Vancouver to realize that they must consolidate their land use in the Capilano Valley and secure rights of way for water supply, established a legal foundation for the present day heritage of recreation and water supply we enjoy and accept as a right. | |
| <ul style="list-style-type: none"> • If Dr. Carroll made a modest profit from his shingle bolts and sale of land he, like the Mackays, did not live long to enjoy it. Perhaps his widow benefited from her husband's investments. Mrs. Sadie Carroll disposed of her land piecemeal before her death in 1937, the last history-laden corner of DL 673 being sold for \$2,969 in 1929. | <p>Morton, <u>op. cit.</u>, p. 103.</p> |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 11

PART 8

THE SECOND CANYON SUSPENSION BRIDGE

**(See References in Chapter 11, Part 4A
Early Capilano Hotels)**

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 11

PART 11

THE GREATER VANCOUVER WATER DISTRICT
PRESSURIZED WATER TRANSFER TUNNEL
FROM THE FOOT OF CAPILANO ROAD
COMPLETED 1933

CHAPTER 11
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY DEVELOPMENT IN THE CAPILANO VALLEY
Researcher: Roy J.V. Pallant

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| PART 11 | THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933 | Source Reference |
| · | From the completion of the Vancouver Waterworks Company Capilano water system on March 26, 1889 until the completion of the 3,100 foot long pressure tunnel safely in the bedrock under Burrard Inlet, the water transfer lines laying on the bed of the First Narrows, were always at risk of being damaged by passing marine traffic. The suggestion that this tunnel be built came from a number of persons involved in maintaining the water supply, among them H.M. Burwell CE who served as engineering consultant when the City of Vancouver built its second dam on the Capilano River in 1906, some three quarters of a mile north from the original dam built in 1888. | Researcher's introduction |
| · | To eliminate the vulnerability of the water transfer pipes crossing from the District of North Vancouver by way of the foot of Mathias Road in the Homulcheson Indian Reserve No. 5 to Stanley Park, there was only one solution in the absence of a bridge over First Narrows. That solution was to shelter the pipe deep in bedrock but not so deep as to reduce the gravity feed effectiveness of the system in Vancouver. | |
| · | To be absolutely certain that a pressure tunnel or a pipe casing would be secure in the glacially crushed bedrock or that the tunnel wall would not be subject to point loading by uneven rock hardness or basaltic dyke incidence, a number of careful tests had to be completed. | |
| · | In these studies much was learned of the nature of the land on which both the District and the City of North Vancouver are built. This study also provides fairly detailed information on the vital pipeline system originating from the District of North Vancouver of which little is known or discussed by the residents of the North Shore. | |
| · | The water supply system of which this tunnel became part, | |

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| PART 11 | THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933 | Source Reference |
| | originates from Coquitlam River, the Seymour River and the Capilano River and is connected and controlled. | |
| · | It must be remembered and the point respected that the pressure tunnel was completed in July 1933 some twenty-four years before the completion of the Cleveland Dam in 1957. The tunnel and verticle shafts accepted the higher volume of water and the hydraulic pressure increase until the hydraulic explosion of Thursday, December 11, 1986* after some fifty-three years of service.** | *See report on the failure of the pipeline at the North Shaft in this work Chapter 11, Part 11. ** There was also a less extensive pipe failure in 1982. |
| · | With this service record and with an understanding of the problems described hereafter, the construction of this pressure tunnel was a major feat of engineering in the 1930's and would be considered equally so at this present time (1994). | |
| · | The pressure tunnel described here is now sixty-one years old. | |
| · | Factors controlling the location of Greater Vancouver's first pressure tunnel for transporting water supply from the North Shore to the South Shore of Burrard Inlet were actually determined in the Ice Age. The slow moving glacier field which once covered the area north and east was making its inperceptible but relentless way to the sea and in its course creating the physical features with which our modern community is familiar. | |
| · | There was a "rim" across the First Narrows, where a harder rock foundation had offered greater resistance to the crushing, grinding action of the greater glacier as it moved westward and southward to sink and melt in the waters of English Bay and the Gulf of Georgia. | Vancouver Province, Saturday, July 29, 1933 |
| · | The rim of hard rock, the finding of which was predicted by consulting geologists and later proven by exhaustive diamond drilling exploration for the Water District Board* strikes approximately on the line of the basaltic dyke traceable from Prospect Point to Siwash Rock in Stanley Park. | Sunday Magazine, Article by George Perry. Original article held by Mr. Frank Hunt GVRD district historian in his private collection. *Later GVWD, later part of GVRD - |

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| <p>PART 11 THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933</p> | <p>Source Reference</p> |
| | <p>Researcher's note.</p> |
| <ul style="list-style-type: none"> Its occurrence on the North Shore is evident in the outcropping of rock on the west side of Capilano near Brothers Creek, an airline distance of over 7,000 feet. | |
| <ul style="list-style-type: none"> This age-old glacial history, written in the sedimentary rocks in the bed of First Narrows showed also that the ice movement had not been uniform in its action. There are "gougings" in the bedrock which show undulations rather than a regularly level surface. | |
| <ul style="list-style-type: none"> The configuration of the bedrock corroborates to that in all probability only a portion of the huge icefield made its way westward - the usual movement of glaciers being from north to south. | |
| <ul style="list-style-type: none"> The "rim" across the Narrows forced the westward ice movement to leave the bedrock near enough to the surface to allow men to work in compressed air for the driving of the tunnel. | |
| <ul style="list-style-type: none"> The location of Vancouver's first water pressure tunnel under First Narrows* required long and painstaking exploration, study, consultant, tests - before the right location was finally determined. | <p>*Remember the Lions Gate Bridge was not built until 1938, five years later and the tunnel is built from the foot of Capilano Road at the shore line across to Stanley Park Lumbermans Arch. The tunnel is therefore several hundred yards east of the bridge - Researcher's note.</p> |
| <ul style="list-style-type: none"> A group of eminent geologists made careful studies of the area within whose boundaries the tunnel would have to be located. Another group of eminent engineers was consulted, men who had wide and successful practical knowledge of pressure tunnels. These engineers examined the results of the exploratory work which the Water District had carried on by diamond drilling over several years. They studied reports of geologists in conjunction with the logs of the many drill holes sunk at various points along the foreshore and the adjacent areas | |

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| <p>PART 11 THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933</p> | <p>Source Reference</p> |
| <p>of First Narrows.</p> | |
| <ul style="list-style-type: none"> The geologists all agreed closely to the formation underlying the waters of the First Narrows also as to its limits east and west in which the tunnel should be located as well as the strata of rock in which it should be driven. The engineers decided in the light of all the information and reports collected just how deep and what type of construction the tunnel should be. On the engineers also fell the choice of the spot at which the shafts for north and south portals of the tunnel must be sunk. | |
| <ul style="list-style-type: none"> The setting of the stake to mark the spot was a momentous decision after long and serious study - not a casual matter. | |
| <ul style="list-style-type: none"> Almost immediately after the GVWD* had been organized and commenced activities in March 1926 with Ernest A. Cleveland, chief commissioner as its directing head, feasibility of the pressure tunnel project was one of the first matters to receive his attention. In the summer of 1926 Commissioner Cleveland invited Dean R.W. Brock of the University of British Columbia to make a study and report on the geological features of the First and Second Narrows with a view to locating a possible site.** | <p>* Greater Vancouver Water District</p> <p>** to serve both the Capilano and Seymour water supply systems - Researcher's note.</p> |
| <ul style="list-style-type: none"> Dean Brock's report said, "Only borings can determine the depth the bedrock and that only for the point where the bore hole is put down." He predicted an uneven bedrock surface, and showed that harder rock formation at Prospect Point retarded "gouging more than the softer rocks, so that bedrock might be at less depth than otherwise to be expected." Prospect Point said Dean Brock's report was the best site. He cited for this conclusion: <ul style="list-style-type: none"> a) It was as far as possible from the Seymour Glacier and not in the area affected by the Capilano (glacier); b) Only part of the ice (glacier) passed through the channel (First Narrows); c) Rock is harder at this location. Regarding Second Narrows, Dean Brock said the possibilities were restricted to the position west of the North Arm of Burrard Inlet but not into the Seymour Glacier area. | |

| PART 11 THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933 | Source Reference |
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| <ul style="list-style-type: none"> The next move made by Commissioner Cleveland was to consult Mr. J. Waldo Smith, eminent waterworks engineer, under whose direction the extensive pressure tunnel system supplying the City of New York had been created. Mr. Smith had also been consultant for Boston, the only other eastern city which had at this time adopted the pressure tunnel as a means of bringing water supply from distant sources. | <p>J. Waldo Smith, eminent waterworks engineer should not be confused with Henry Badeley Smith who was engineer in charge of the operation of building the first dam on the Capilano and the first Vancouver water supply system. (See Chapter 11, Part 2 of this work) - Researcher's note.</p> |
| <ul style="list-style-type: none"> J. Waldo Smith's advice was, briefly: <ol style="list-style-type: none"> 1) Keep away from bridges or tunnels used for purposes other than water supply; 2) explore by drilling the foreshore of the First and Second Narrows to find bedrock at an elevation net exceeding 115 feet below high-water mark. | |
| <ul style="list-style-type: none"> On July 6, 1926, a contract was let to Mr. W.H. Wall to put down two holes at First and Second Narrows as preliminary exploration. The first hole was drilled at Seymour Creek, north shore of Second Narrows, partly because the City of Vancouver had largely concentrated its investigations there when in 1924 a test hole had been sunk 300 feet in gravel over burden and eighty-five feet of the bedrock below. | |
| <ul style="list-style-type: none"> The first hole put down 450 feet did not find bedrock. Number 2 hole was driven on the south shore at the foot of Ingleton Avenue, east of Second Narrows Bridge. This hole, 400 feet deep, was in sandstone and shales all the way. No further boring was done there, owing to the decision that results on the North Shore did not warrant further exploration. | |
| <ul style="list-style-type: none"> At the First Narrows where outcroppings of sandstone are familiar all along Stanley Park foreshore, a hole was put down 500 feet at a point close to where the submerged mains landed in the Park* and the results were considered favourable. A series of holes was then put down on the North Shore. The first went down 161 feet through sand | <p>* These mains being those and the replacements laid in 1887/88 and which entered the water of Burrard Inlet at the shore line foot of</p> |

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| PART 11 | THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933 | Source Reference |
| | and gravel before reaching bedrock. The next, near high-water mark on the foreshore, went 185 feet before rock was reached, and the third, 127 feet. This work was completed July 20, 1927, a year after the first boring was commenced. | Mathias Road in what is now No. 5 Indian Reserve - Researcher's note. |
| · | <p>Dr. Schofield, University of BC was next asked to make a report on the results of the borings. After a study of the logs of the several drillholes and other information amassed during the excavations, Dr. Schofield found the geological formation to consist of:</p> <ol style="list-style-type: none"> 1) sandstone and sandy shales; 2) a thick stratum of conglomerate**; 3) below the conglomerates, granitic formation not less than 1,000 feet below First Narrows; 4) the largest (basaltic) dyke which cuts the sedimentary series occurs at Prospect Point continuing 200 feet south of Siwash Rock where it is exposed. | <p>** Compaction and cementation of layers of sediment leads to the formation of sedimentary rocks. One of the important varieties found is conglomerate which consists of pebbles or cobbles usually of very durable rock set in a matrix of sand. Conglomerate layers represent lithified beaches left by glaciers and run off stream bed deposits - Researcher's note.</p> |
| · | <p>Recommending that the tunnel be driven in the sandstone formation if at all possible, Dr. Schofield gave it as his opinion that the projection of this basaltic dyke would not intersect the line of the proposed tunnel, but would lie about 500 feet northwest of the proposed shaft.</p> | |
| · | <p>On the North Shore further drilling followed. Two holes were put down, the first 218 feet with no conclusive results. The other reached bedrock at 325 feet and was carried 176 feet into the rock.</p> | |
| · | <p>Beginning another phase of the explorations, two drilling rigs were set to work on a line parallel to the Inlet, in the area between the high and low water mark. West of the pipeline road* no positive results were obtained. Eastward slightly higher rock surfaces were found until at Hole no. 17 the drills struck the rock at 116.3 feet. Of the twenty holes drilled at this time the depths varied from 116.3 feet to 223 feet in sand and gravel and from 25 to 300 feet into the rock. This phase was completed in April 1928.</p> | <p>* What is now the foot of Mathias Road.</p> |
| · | <p>After careful investigation of all data collected, the decision</p> | |

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| PART 11 | THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933 | Source Reference |
| | was made to go back to Brothers Creek north of the Indian Reservation and west of Capilano Road. The outcropping identified with the "rim" across the Narrows occurred here. If this line were used, the tunnel would have been 6,800 feet long. Seven holes were put down, the greatest depth to bedrock being found to be 283 feet. The phase of the exploration work was completed in February, 1929. | |
| · | Dr. Victor Dolmage, geologist, was then called into consultation. His findings agreed that there were only two formations, the basaltic dyke and the sedimentary series. There was no large fault in the formation at the First Narrows and no extraordinary differences to be anticipated. | |
| · | In December 1929 Mr. J.F. Sanborn, consulting engineer of wide experience in the pressure tunnel system of New York City, was sent out to make a detailed examination of the whole situation. His conclusion was that only a steel-lined tunnel would meet the case owing to the unreliability of some of the rock to be encountered. | |
| · | Positions for north and south shafts were tentatively selected near holes no. 17 and no. 1 respectively, for a total length of just 2,000 feet. Preliminary designs were made and negotiations completed for approval of the location by the Harbour Board when a change of government and the appointment of a new Harbour Board radically altered the situation. | |
| · | Further drilling was carried out to locate a new north shaft site. An elevation back far enough to meet the demands of the Harbour Board as to extreme possible channel width in the Narrows was at last found. It was within the depth at which men could work under air pressure. Holes no. 47 and 48 were put down 110 and 116.9 feet respectively to bedrock and this site finally selected. A drillhole was then sunk to the proposed tunnel depth of 400 feet. | |
| · | The changed location for the north shaft altered the situation for the south shaft which was finally located about 110 feet east of Beaver Creek in Stanley Park. Final surveys showed the length of the tunnel between these two sites at 3,100 feet. Divers traversed the projected line of | * At what is now the foot of Capilano Road in Lower Capilano. |

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| | the tunnel and found the sandstone formation continuous to within 100 feet of the North Shore. The deposited gravel, sand and silt covered the bedrock out to that point on the tideflats*. | |
| · | Tenders for the tunnel were called by the chief commissioner and opened by the Administration Board of the Water District on June 25, 1931, very nearly five years after the first steps had been taken to study the project. | |
| · | Work was begun in Stanley Park in August 1931 by clearing the site and assembling plant for the south shaft. At the site of the north shaft on the tide flats which were several feet below high water mark it was necessary to install and sink a caisson to bedrock at 130 feet, the tunnel shaft being sunk from the bottom of the caisson to the required depth. | |
| · | Surveys for the tunnel were simplified by the fact that the centre of each shaft was visible from the other. | |
| · | Ground level at the south shaft in Stanley Park some distance back from the foreshore was twenty-three feet above sea-level and conditions for open excavation were most favourable. For the first sixty-five feet, the shaft was in clay hardpan, the balance of the 400 feet in sandstone. The shaft was timbered to a depth of twenty-five feet, after which a concrete lining was used. After excavation of the shaft and after the tunnel was driven several hundred feet, a pump to lift 200 gallons per minute was installed and a weir built which in fact sufficed until the tunnel was completed. | |
| · | With the site fixed by the point where underlying sandstone was at the least depth below sea level sinking of the north shaft presented problems. To begin with, several feet of water at average tides covered the location. That necessitated a caisson within which sinking would be done. | |
| · | There were two methods of tackling the problem, the first by having the work proceed under compressed air the entire depth of 400 feet; the second by open dredging, sinking the caisson to bedrock, then "sealing" it to keep out the water. The contractors chose the second saving | |

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| PART 11 | THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933 | Source Reference |
| | \$50,000 in the cost. | |
| · | Preliminary to starting the caisson a channel was dredged to the low-water mark to the shaft site. At the latter point, further dredging was done to about thirty feet and the excavation was refilled with sand and pea gravel, giving uniform conditions, tending to lessen the friction as the caisson was sunk. A fill of heavy gravel was built eight feet higher than the tide flats forming an island on which the shoe, or cutting edge of the caisson was assembled and the first lift of the concrete structure made. | |
| · | A heavy framework of piling braced with timbers and topped with a plate form provided a temporary wharf from which work proceeded and also acted as a guide for lining up the caisson in the first stages of the sinking operation. | |
| · | These initial arrangements were completed September 12, 1931, the cutting edge of the caisson was set up and the first "lift" constructed. The outside diameter of the caisson was twenty-four feet and the inside, fourteen feet, the five foot shell being of heavily reinforced concrete. Steel forms were used and raised as the caisson was sunk. | |
| · | Dredging operations inside the caisson commenced October 1 and continued until November 14; the caisson was by then down about 100 feet. Progress was hindered by huge boulders*. One boulder weighing five tons was raised by slings put in place by a diver. Blasting was resorted to in removing the larger boulders and finally, the obstructions removed, the caisson was sunk to 108 feet where soft shales were struck. A high pressure pump was installed and this soft mass "jetted" by means of pipes directed under the cutting edge. The caisson was successfully brought to rest on bedrock 125 feet below high-water mark. | *The north side of the mud flats along the foreshore of Burrard Inlet are strewn with such boulders and all building projects on the slope of the North Shore contain similar boulders or erratics in their excavations eg. McNair Park near St. Georges at East 6th and The Laurels in Lynn Valley - Researcher's note. |
| · | Cleaning off the bedrock within the caisson following a fill of concrete twelve feet deep in the bottom, completed the sealing of the caisson to bedrock. When the water was pumped out, only a few wet spots showed. Holes were drilled and these were sealed by grouting under pressure. | |

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| <p>PART 11 THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933</p> | <p>Source Reference</p> |
| <ul style="list-style-type: none"> Excavation through the concrete was then carried on down through the rock formation to the 400 foot level. Little difficulty was experienced in this last section of the shaft. The north shaft and the construction chamber for handling the tunnel lining were completed June 4, 1932. | |
| <ul style="list-style-type: none"> Driving the tunnel was quite as routine as an ordinary mining tunnel, the only essential difference being that the bore was located 400 feet below sea level. While miners pegged away with drill and jackhammer, great ocean liners and noisy tugs steamed back and forth through the Narrows entrance of one of the world's busiest harbours. Three shifts of eight hours were worked continuously and every round of holes fired marked an advance of seven or eight feet. Use of extra powder broke up the muck so that it was easily handled by hand labour loading small cars and a locomotive hauling them to the south shaft where the spoil was raised. | |
| <ul style="list-style-type: none"> Practically the entire tunnel was driven from the south 3,055 feet in all. At the north shaft on completion of a chamber 9 by 9 feet and 75 feet long for an equipment station, the tunnel was driven south fifty feet until the headings met, the break-through being made May 21, 1932. Through the greater part of its length the tunnel was in sandstone, where no timbering was required. In the shales 876 feet was timbered. | |
| <ul style="list-style-type: none"> No running water was met in the tunnel, seepage was so small that the drops could be counted at the worst leak. The maximum pumped at any time was less than sixty gallons per minute. As soon as drifting was completed, trimming of the tunnel wall proceeded. Later the invert was concreted and a track of light rails permanently embedded. When the reinforced steel lining was placed, this concrete invert and permanent track was invaluable for use as a bed for the pipe and a firm means of alignment. | |
| <ul style="list-style-type: none"> Shafts and tunnel were lined throughout mainly with reinforced concrete and steel pipe though in some places heavy steel pipe was used, according to the engineering requirements. The bore is finished in concrete, smoothed | |

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| PART 11 | THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933 | Source Reference |
| | to a finely-finished surface with no joints or breaks in the continuity. Inside diameter of the shafts is eight feet and the tunnel seven and one half feet. In the upper 160 feet of the south shaft steel pipe one and one-eighth inches thick was used and in the upper 107 feet of the north shaft, pipe of one and one-sixteenth inch thickness. The remainder of the shafts and the tunnel are lined with reinforced concrete pipe made at a factory erected in North Vancouver for the purpose. | |
| · | Pipe for the tunnel was shipped by barge to the north shaft, unloaded and lowered by derrick. At the bottom of the shaft a cantilever car with a long arm on which the nine ton sections were loaded, transported them to the required position in the tunnel. Laying pipe proceeded from the south end of the tunnel and the electric welding was done as the sections were placed. The pipe was then sealed to the tunnel wall by grouting, the concrete being forced in by air pressure, a bulkhead of sandbags holding the grout until it became set. Grout holes in the wall of the pipe provided means of filling any voids. | |
| · | At the bottom of each shaft a steel quarter bend of heavy construction connected the steel pipe of shaft and tunnel. The bends were built in two sections and assembled riveted and caulked in place. The cement finish lining was carried through uniformly with the rest of the bore. | |
| · | When the pressure tunnel was completely lined there yet remained to be set the huge shaft caps of cast steel which connect north and south shafts to supply mains. These immense castings two and one half inches thick, with four outlets on each for forty-eight inch pipes weighed 43,000 pounds. Flanges of cast steel connect the outlet pipes to the shaft caps and to the control valves. These valves are placed in concrete valve chambers, the south shore chamber being finished flush with the levelled earth surface in Stanley Park, and the north chamber having water proof concrete walls rising above the high water mark*. | *GVWD Historian Frank Hunt points out that the housing over the north shaft was designed attractively with diamond shaped holes in the upper section. These holes served as a form of navigational aid since the shaft was located on a point of protruding land. A form of 110 volt 100 watt candelabra was installed inside the structure as a very |

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| <p>PART 11 THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933</p> | <p>Source Reference</p> |
| | <p>simple light source.</p> |
| <p>· In all 125 tons of steel castings were used in the connections at the top of the shafts*. These are the only visible evidence of the completed structure which now conducts the waters of the Capilano River successfully and safely under the entrance of Vancouver Harbour, and will continue to do so for all time.</p> | <p>*At the north shaft, the steel cap was inscribed "GVWD 1932" serving later as a reminder of its age and length of service.</p> |
| <p>· The tunnel is designed to provide for an ultimate delivery of 200 million gallons per day which is computed to be the maximum supply to which the Capilano watershed is capable of being developed in conjunction with the contemplated dam and reservoir* at the Upper Canyon.</p> | <p>*While the E.A. Cleveland dam and reservoir had been planned by 1933 they did not become a reality until twenty-one years later in 1954. Ernest Cleveland did not live to see the dam and reservoir opened.</p> |
| <p>· This major operation in the establishment of the water supply system of the lower mainland was put in commission on June 30, 1933 with entire absence of any flourish of trumpets. Yet the relative importance of the achievement, its successful completion is outstanding in the progress of Greater Vancouver.</p> | |
| <p>· From the inception of the project, all exploration and the entire construction were solely under the supervision of the engineering staff of the Greater Vancouver Water District. Mr. E.A. Cleveland, chief commissioner; Mr. W.H. Powell, the district engineer and Mr. Fred C. Stewart, engineer in charge at the work, had given unsparingly of their energy and engineering knowledge over a period of years. They paid closest attention to every detail and brought to culmination a difficult engineering enterprise.</p> | |
| <p>· From the earliest days of the development of Vancouver and district water supply, the submerged mains, now superseded, have been considered a rather precarious link. Years ago the Vancouver City Council instructed the later Col. T.H. Tracy, first city engineer, to report on the feasibility of a tunnel. Proposals were even put forward for a bridge to carry the supply mains. Breaks in the submerged mains at intervals always renewed attention to</p> | |

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| PART 11 | THE GREATER VANCOUVER WATER DISTRICT PRESSURIZED WATER TRANSFER TUNNEL FROM THE FOOT OF CAPILANO ROAD COMPLETED 1933 | Source Reference |
| the matter and the increase in the number of these mains served to impress the fact that a limit must be reached. | | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 11

PART 12

**A BRIEF CHRONOLOGICAL HISTORY OF
LOWER CAPILANO**

INTRODUCTION: The following Brief Chronological History of Lower Capilano came about by coincidence and was not planned by the initiation of the District of North Vancouver Service Infrastructure. It came about on a suggestion I made to Mr. Ross Taylor of the Long Range Planning Department, that I should speak to every DNV appointed Task Force member on the subject of their regional history. Lower Capilano was the first group to whom a thirty minute historical talk was given, but recognising that the time limit I had suggested would not be sufficient to do justice to the long and diverse story I had to tell, I prepared an eighteen page brief as a hand-out. Following my talk given in the District Hall during the evening in October, one of the committee members Mr. Frank Ashdown, followed me and asked if I would consider holding an afternoon meeting to gather together, in the safety of daylight, a group of senior Lower Capilano residents, some of who had lived there for some forty-seven years. I was pleased to agree and arranged by way of Mr. Ross Taylor to hold a meeting on Wednesday, October 26, 1994 at 1:30 PM in one of the meeting rooms contained in the enlarged District Hall. Eleven senior citizens attended that first meeting, each being given a copy of the same eighteen page brief. The "Kitchen Table Conference" format was adopted for the meeting with everyone identified by name tags. Following the initial introduction as to purpose and intended methodology of the meeting, and after providing an agenda to initiate discussion, the meeting commenced. By this format, I, as Chairman, became simply a note taker and questioner in the conversations that followed. To avoid tiring, I closed the meeting at 3:30 PM thinking that having enjoyed the re-uniting of old school friends and work mates reminiscing their youth, the stories and the local characters, they would simply be pleased to retain good memories of that get-together. But all agreed they needed more time for bringing back memories and another meeting date was set. And so the meetings have continued each month for six months and as a result the initial eighteen page brief has expanded to thirty-two pages, fully footnoted as to information source.

The "kitchen table conference" format applied each meeting has the useful effect of a natural flow of statement and refinement in a peer oriented environment. For each historical item raised a clear answer emerges from a refining peer interaction, leaving no feeling of embarrassment to the individual whose statement has been corrected, or it is agreed that one or all will do further research with friends or relatives. This method of research has advantages over the private interview where the researcher is left to judge the verity of a historical statement while the person interviewed has no immediate recourse to clarify or substantiate that statement and may or may not feel moved to correct that statement at a later time.

And so the Lower Capilano Heritage Group continues to meet each month with twenty-four members. Our research is not complete, but our story is ready to be told.

Roy J.V. Pallant, M.A.
Researcher

CHAPTER 11
DISTRICT OF NORTH VANCOUVER

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE
EARLY DEVELOPMENT IN CAPILANO VALLEY

Researcher: Roy J.V. Pallant

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <p>· <u>Capilano River</u></p> <p>Six miles due south of Britannia Beach, at an elevation of 5,000 feet lie two small lakes named Marion and Phyllis below Capilano Mountain at 5,529 feet. These two lakes drain north west to Furry Creek and Howe Sound. A few yards south of Phyllis lake a curtain of melting snow runs down the mountain and swings south end east to be collected by seven tributary streams and dropping into pools and valleys, changing from a stretch of roaring torrent to placid pools every hundred yards or so. It skirts and in part drains the East Lion at 5,524 feet before entering the north end of Capilano Lake Reservoir with East Cap Creek, joining the Capilano River seven miles from its source and Sisters Creek joining it seven miles from its mouth.</p> <p>It is interesting to comment on the relationship perceived by the Squamish Indians, that exists between the Capilano River, Sisters Creek and the Twin sisters Mountains known at this time as 'The Lions'.</p> <p>To the Squamish, these Twin sisters are connected to an ancient creation story. The creator - Spirit of the Twins is "che-che-yo-ee" which translates as "He who is above all others".</p> <p>The Twins, named Lolum and Waemaitha, were two sisters who were paragons of virtue who "He who is above all others" honoured by turning them into sentinels forever to remind all the people who would gaze upon them to live by two principles:</p> <p>Lolum, who lived in respect for all living things and</p> | <p>Jerome Irwin, Lower Capilano resident and writer.</p> |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <p>Waemaitha who endeavoured to live in harmony with all people who ever they might be. So the twin peaks remain as reminders of respect and harmony between all things in life.</p> <p>The Capilano is a small river - some 22 miles in length, draining a deep bowl of 69 square miles rimmed by 5,000 foot mountains. It is a small river, but it has affected the lives of many diverse citizens and was the basis of development of the Capilano Region of the District of North Vancouver.</p> <p><u>Lower Capilano</u></p> <p>Popularly known from the earliest days of development as "The Flats" being the ever changing delta of the Capilano River and the lower of the series of terraces clearly seen as the Capilano Road is ascended.</p> <p>While the fresh water supply, timber activity shingle bolt cutting and recreation centres lay north of Lower Capilano, access by road, water main and flume was by way of Lower Capilano. The area was also the choice of the Squamish Indians with their permanent village at Humulcheson.</p> <p>1791 June 13, Having left his ships HMS DISCOVERY and CHATHAM off Birch Bay on the Washington Coast, Capitan George Vancouver in his yawl and Mr. Puget in his ship's launch sailed past the little Capilano River into Burrard Inlet, and was met by some 50 Indians of the Coast Salishan who inhabited the coast from Bute Inlet to the Columbia River. This particular tribe were the Squamish Indians. They came from the defended village of Homulcheson which was located on the east side of the eastern discharge of the Capilano River. At that time the western discharge was more to the east of where it is now and two distinct islands filled the mouth of that branch.</p> <p>The eastern discharge used to flow just to the west of the present Capilano Road and thence to an ever changing delta on the shore line now occupied by the Vancouver Wharves and the sulphur storage. The location of the river</p> | |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <p>can be judged by the location of the water supply pipeline which was laid on the east side of the river, under Capilano Road, built to provide access to the early dam and water intake and protect the overland section of the pipeline route on the North Shore. In 1887 and some years thereafter every effort was made by the Vancouver Water Works Company and later, Vancouver Water Works Company employees, to cause the eastern branch of the Capilano River to flow due south, parallel with the Water Works Road, to avoid erosion of the two 36 inch water mains beneath the road.</p> | |
| <ul style="list-style-type: none"> • 1859 Howe Sound is surveyed by Captain Richards on HMS PLUMPER. • 1862 Perhaps the next period in which Lower Capilano was affected by white men was when John Morton, an English immigrant made his way over the still unfinished Douglas Trail from New Westminster (finished 1885) and paddled a canoe into Coal Harbour; a few months later in partnership with Willia Hailstone and Sam Brighthouse, he purchased 500 acres of the future Vancouver's expensive West End. The price they paid was \$555.75. • 1862 In the same year at the east end of Burrard Inlet (Burrards Channel), T.W. Graham pre-empted 486 acres of prime timberland on the north side where the City of North Vancouver now stands. • 1863 His mill THE PIONEER, cut its first timber and opened in June the following year and begins to draw residents to the North Shore. The T.W. Graham operation failed and John Oscar Smith bought the mill in public auction and renamed it Burrard Inlet Mills. • 1863 February and March. A survey party composed of Corporal Turner and Sappers Breakonbridge and Gaskirk of the Royal Engineers maps the mouth of the Capilano | |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <p>River, in a survey of Burrard Inlet and False Creek, ordered by Colonel Moody their Commanding Officer.</p> <ul style="list-style-type: none"> • 1863 January 23, Frederick Howsen becomes the first pre-emptor of the 160 acres, which are later surveyed as DL204 on the east side of what was then named Fred's Creek and in 1867 became Lynn Creek. • 1863 August 12, First cargo of lumber from Pioneer Mills (later Moodyville) goes to New Westminster on the steam boat "Flying Dutchman". | |
| <ul style="list-style-type: none"> • 1865 Sewels Prescott Moody purchases the Burrard Inlet Mills. • 1865 Moodyville becomes established as the most progressive settlement on Burrard Inlet. • 1865 Religious services are conducted by Methodist Minister Ebenezer Robson at Moodyville. • 1865 Thomas A. Strong acquires DL204 • 1865 Moodyville was only some two miles distant from the Capilano, but it might as well have been a hundred, at least by land; primeval forests separated the two and other than the Indian village of Homulcheson, there was no habitation to the west. But ocean going sailing ships were passing First Narrows as Sewell Moody began to export timber in earnest. • 1865 Edward Stamp built the famous Hastings Mill on the South Shore at the foot of Dunlevy. • 1866 Navy "Jack" Thomas, a Welshman who jumped ship, begins an unscheduled ferry service across Burrard Inlet. • 1866 A log Roman Catholic Chapel is raised at Ustlawn at the mouth of Mission Creek. | |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <ul style="list-style-type: none"> • 1867 Stamp's Mill goes into lumber production. • 1867 Gassy Jack Deighton built Deighton House in what was known as Gas Town. | |
| <ul style="list-style-type: none"> • 1868 John Robson, member of the British Columbia Legislative Assembly, owner of the New Westminster "British Columbian", a good Presbyterian and brother of Ebenezer Robson, well known clergyman, complained in his newspaper that the Squamish Indians were lighting fires and performing "War Dances" on the flats immediately inside First Narrows. • 1869 Immediately to the east of the Homulcheson Indian Village, Samuel Howse ex Royal Engineers received a military grant DL264. • 1872 May 2-4, Big Potlatch at First Narrows at the village of Khwaykhway (Stanley Park). At this great potlatch, Lumtinat, grand-daughter of Chief Keyaplanough (Capilano) was the honoured woman. The potlatch was held in the 1,100 square meter (12,000 square feet) old plank house "Tayhay" attended by thousands of Natives from all around the Lower Mainland and Vancouver Island. In 1862 the Native population is reported to have been between 700 and 2,000 (John Morton). By the end of the 1880's there was just a few. • 1874 Construction of the first Point Atkinson Lighthouse. • 1874 Moodyville Post Office established. • 1874 St. Pauls Church with a single spire is built at Ustlawn. • 1885 May 7, First mention of J. Bouillion requesting loan of \$6,000.00 from the District Council. • 1886 September 1, Further mention of J. Bouillion requiring a deviation of Keith Road off his property on Keith Road just west of Mackay Road on what became known as | <p>Minute Book No. 1, hand-written version, p. 242.</p> <p>Minute Book No. 1, hand-written version, p.316. Dr. J.P. Carroll, Reeve.</p> |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| Bouilion Hill. | |
| <ul style="list-style-type: none"> · 1886 April 6, The tiny settlement which became the City of Vancouver is incorporated. The City consisted of a few acres with not more than a dozen low frame buildings surrounded by dense forest. · 1886 June, Vancouver almost completely destroyed by fire. · 1886 July 26, First inward cargo to the Port of Vancouver arrives - tea from China. · 1887 May 23, The first Canadian Pacific Railway passenger train arrived in Vancouver by which time the settlement was largely rebuilt. · 1888 The Vancouver Water Works dam is built on the Capilano River at a point in the upper one third of what is now Capilano Lake. The dam was a 384 foot long rock filled wooden crib built of three rows of parallel timbers 15 inches in diameter, crossed at intervals of five feet by cross ties of the same diameter, each one notched to each other and held together with wrought iron drift bolts. There was a spillway 165 feet in length and 41 feet in breadth, and at the deepest part of the river, the height was 13 1/2 feet. At one end of the dam was a tool and observation hut. <p>Two tunnels were built at the east side of the second canyon and the pipeline laid down to the First Narrows. The tunnels were 160 feet and 290 feet in length. Hugh Keefer and Don McGillivray laid the flexible pipe lengths hauled by cables coupled to five steam engines, all accomplished in a long hard day on August 18f, 1888. In that time 1,104 feet of 12 inch diameter pipe had been laid across the narrows to Stanley Park. It was 58 feet beneath the low tide level. With water taps and fire hydrants in place, the Vancouver gravity feed supply system had cost \$300,000.00 and 22 months of labour and anguish.</p> | |

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| <ul style="list-style-type: none"> • 1888 <u>Capilano Suspension Bridge</u> (formerly First Canyon Suspension Bridge) • George Grant Mackay, a Scottish entrepreneau and land developer, arrived in British Columbia in 1888 and promptly acquired 320 acres of land that straddled the Capilano River at First Canyon, or Mackay canyon as it is now listed. • G.G. Mackay and his son Harry recognised the recreational potential of the area and after building a four room summer house for himself and his wife Jessie, he had a hemp rope bridge built the next year, located about 200 feet south of the present structure. • In 1903 William T. Farrell was contracted to build a steel cable bridge across the canyon. • In 1914 the bridge was built with stronger cables, and in 1956 it was rebuilt again using cables manufactured in British Columbia. • 1890 A second water main was laid across First Narrows and by March 1911 there were no less than five pipelines under the narrows. • 1891 Municipal incorporation of the District of North Vancouver extending from Indian Arm to Howe Sound. The inaugural meeting was held on August 29, 1891 at Tom Turner's ranch near (to the west) of the foot of Lonsdale Avenue. C.J. Phibbs is elected first Reeve of the District. Population of the District was 300 persons. • 1891 The North Vancouver Land and Improvement Company is incorporated, with the principal shareholder being J. Mahon in England; he sent his brother Edward out to become president of the Company. • 1903 A Municipal Hall for the Council of the Municipal District of North Vancouver, designed by architect Charles O. Wickenden (who had served as Reeve from 1901 - | |

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| 1902) was built at the north-east corner of First Street and | |
| <p>Lonsdale Avenue.</p> <ul style="list-style-type: none"> • 1903 B.C. Telephone links the North Shore with Vancouver. At first a cable was strung across the First Narrows, but the first ship coming through brought it down. The company turned to the water mains which brought North Shore water to Vancouver and another attempt was made to link the North Shore. A football with a light line attached to it was fed in to the water main on the North Shore and was pulled out on the south side complete with telephone lines. • 1906 The Hotel Capilano is built by Dixon W. Knells in the Upper Capilano area close by the Vancouver Water Works dam and water intake. • 1906 The Western Corporation Mill is established at 17th Street and Sutherland Avenue and produces timber for local construction. • 1906 A.B. Diplock, owner, whose real interest was the development of real estate, builds houses on the northern section of Bowser Avenue accessed from the north-south section of Keith. • 1906 British Columbia Electric Railway opens a tram service from the foot of Lonsdale to Queensbury Avenue. • 1906 A syndicate of Bellingham, Washington lumbermen headed by W.M. Frizell purchased some 4,000 acres of timberland just above the waterworks dam (see 1888). After one month the land was bought by a nother Washington group. One month later is was sold yet again, this time to A.B. Nickey, a family based in Chicago but spread across the U.S.A. (later after they had logged lands in the southern U.S.A., they planted cotton). They incorporated the CAPILANO TIMBER COMPANY with a capital of \$300,000.00. | <p>Bruce Ramsey, <u>A Place of Excellence</u>, pp.69,70.</p> |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <ul style="list-style-type: none"> • 1906 <u>Dr. John Thomas Carroll and the Capilano Flume</u> • A name that became very much involved with logging and water works affairs in the Capilano Valley. • He was well known in Vancouver as an Alderman and physician since his arrival by train in 1888. He was Canadian. His parents came from Ireland to Ontario in the 1850s. • John was born in Organeville in 1859. • He is said to have been self educated, perhaps in the sense that he had to work for his education. • In 1882 he graduated in medicine from Victoria College in Coburg, Ontario, eight years before that medical school moved to become part of the University of Toronto. • He studied in Schotland and practised in Welland region of Ontario in 1883. • In 1887, at age 29, he moved west and opened his office at 803 Howe Street. He did some minor surgery (major surgery was in those days only done in Victoria). • In 1890 he won a seat on City council, was re-elected in 1891 and in 1892 ran for Mayor and was defeated by a margin of two votes. • In 1893 he married Sarah Rand of New Westminster and in 1895-1896 he terminated his political career by completing a two year term as Reeve of the District of North Vancouver. • He began investing with the purchase of DL603. He had interests in the Nanaimo Coal Fields and was one of the owners of the Pine Creek Flume company near Atlin, B.C. in 1903. But most of his speculation was in the Capilano Valley. His first purchase in the Capilano area was DL603 the southern portion of which is now the Glenmore sub-division of British Pacific Properties. • Over the years he gradually bought large stretches of land between the first dam and the second canyon. • It is not known where his shingle mill was situated, but in 1904 he diverted the Capilano River from its west to its east mouth so that his shingle bolts tumbling down the canyon would enter Burrard Inlet near the Mission Reserve and his booming grounds. | <p>Morton, James W., <u>Capilano</u>, op.cit. pp.82-96.</p> <p>Interestingly, there is no memorial to Dr. John T. Carroll. Not a street, stream or park named after him on the North Shore or Vancouver. Carrall Street, Vancouver, is not named for him, it is spelled differently and is a memorial to Dr. R.W.W. Carrall, also a physician.</p> <p>John Thomas Carroll, prominent physician, prominent civic and municipal speculator is a forgotten figure.</p> |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <ul style="list-style-type: none"> · He miscalculated the resulting water flow velocity and lost thousands of shingle bolts into Burrard Inlet and English Bay. · He over came the problem in 1905 by running a 3 1/2 miles flume from the lower end of the First Canyon to Mission Reserve. · In the meantime, the Burrard Inlet Flume and Boom Company began operations in July 1905. The flume sloped gently down the western side of the glacial valley from the Sisters Creek site of the Capilano Lumber Company mill to second canyon. Here they met towering cliffs. It was impossible to run the flume over the height of land and the canyon itself appeared impenetrable. · At this point W.T. Farrell of the Capilano Lumber Company arranged to form a syndicate which would construct the flume through the canyon and thus join the upper third, belonging to the Burrard Inlet Flume and Boom Company, to the lower third belonging to Dr. J.T. Carroll. · The Capilano syndicate was composed of Carroll, R. Kerr Houlgate (Houlgate Creek) and W.T. Farrell. · The consideration for the successful completion of the undertaking was that the syndicate share in the results of the business of the completed flume. · On February 13, 1906 one of the largest flumes in America was completed. It ran from Sisters Creek, almost nine miles from the inlet, down the western bank of the river, past the first dam into the second canyon; it was between 100 and 200 feet above the racing water, and clung precariously to the rock face. Capilano Joe's Indians and the Japanese had built it. · Some had been killed in the process and were buried high above the water on the plateau of the canyon. Once out of the dark recess, it joined Dr. Carroll's section which already ran east across lower Capilano entering the inlet near what is now the foot of Bewicke Street. · The Burrard Inlet Flume and Boom Company and the syndicate combined to form the Capilano Flume Company incorporated on April 19, 1906. J.G. Woods was President, R. Kerr Houlgate, Vice President with Dr. Carroll, | |

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| R. Byron Johnson and W.T. Farrell as Directors and Farrell as Manager. | |
| <ul style="list-style-type: none"> • The flume was a V-shaped structure made of boards two feet wide, a cat walk constructed beside it providing access for patrolmen who levelled the flume, prevented log jams and provided the citizens with speculation as to how long it would take a shingle bolt to float nine miles from Sisters Creek to tidewater if, as computed, the water flowed at a rate of 3 mph. • Dr. John T. Carroll died age only 48 years on May 13, 1907. His estate at his death was \$91,500.00 • 1907 With a view to the impending extension of the westward line to the Capilano River and to make provision for recreation at the new terminus, the B.C. Electric purchased 160 acres of Capilano Canyon between the first and second canyons (present suspension bridge and Cleveland Dam) for purposes of park development. • 1907 As a matter of interest in 1907 a total of 175 automobiles were registered in British Columbia. • 1907 The City of North Vancouver known as the "Ambitious City" was incorporated, separating from the District and taking over the Municipal Hall on the north-east corner of First Street and Lonsdale Avenue. • 1907 After long discussions lasting from 1906, the City of Vancouver repaired Capilano Road, formerly Water Works Road, Pipeline Road, Government Road, at a cost of \$800.00 and there after the road was maintained by the District of North Vancouver. According to Steve Maddison, Vancouver Water Works Foreman, Vancouver and the District had an agreement several years earlier to share maintenance costs but the latter party had reneged. • 1907 Shortly before the John Lawson family moved to West Vancouver on Easter Sunday 1907, James Ollason made a journey into the wilderness from North Vancouver to | <p>Years later James Ollason would become municipal clerk of West Vancouver.</p> |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| the future Hollyburn. "Transportation in West Vancouver twenty years ago was run on a self serve system. Taking | |
| <p>the ferry on the Vancouver shore, then as now, one landed at Lonsdale Avenue, North Vancouver, and made use of such roads as there were. The road leading westward toward the Capilano in those days, although it may not have finally run up a tree, did really end in something like a squirrel track. So dense was the bush that three of us failed to find the bridge across the river and entered the West Capilano District for the first time in our experience over the shingle flumes. We crawled dizzily till we could step off on to the old Keith Road. This journey was made at Christmas time at the year 1906 and the bridge across Brothers Creek was being constructed. We crossed the stream on the stringers of the new bridge and was informed by Mr. Snider that he had a mile and three-quarters of the road from the Capilano west to reshape. There was a wall of trees on either side of this road for which the area was famous ... There at that time there was a run on the old Britannia to Eagle Harbour and a steady old grey mare and comfortable buggy was available at the North Vancouver Hotel if a pleasant Sunday drive over the turfy old Keith Road was preferred."</p> <p>• 1908 The first Capilano School built on land donated by James Cooper Keith, in February 1908 was opened Tuesday, September 8, 1908. Miss Steede was the first teacher with a class of 12 students. It became known as the Little Green School House. The opening of the school rapidly brought logger's families to join them in both Upper and Lower Capilano.</p> <p>By September 1914 there were 43 students and on Monday December 6, 1915 the new Capilano Elementary School opened on land sold for \$3,750 an acre by Major J.P. Fell of the Heywood-Lonsdale Estate at Bridgman.</p> <p>• 1909 The Canyon View Hotel was built by Pete Larsen two miles downstream from the Hotel Capilano.</p> <p>• 1909 St. Pauls Church is enlarged with a second spire</p> | <p>This account appeared in the <u>Daily Province</u> June 30, 1926, and conveys travel conditions on the North Shore at that time.</p> |

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| <ul style="list-style-type: none"> · 1909 Diplock Wright Lumber Company is renamed Seymour Lumber Company and moves the next year to 19th Street. Fred Diplock becomes a resident on Keith Road in Upper Capilano. · 1910 March 11, Chief Capilano Joe died and his funeral service was conducted in St. Paul's "in the little village church hard by the rushing water of the Capilano". He was buried on Baby Hill - presently known as The Sentinel - in the small Indian Cemetery on Keith Road on March 16. · 1911 The second District of North Vancouver Municipal Hall was opened at Fromme Road and Lynn Valley Road. · 1911 June 12, Heywood Park is donated to the City of North Vancouver from the Heywood-Lonsdale Estate of Shropshire, England, by way of the Heywood-Lonsdale family representative, Major J.P. Fell. · Hamilton Avenue was constructed and named after the family of Mabel Hamilton, the wife of Henry Heywood-Heywood-Lonsdale (1864-1930) for whom Lonsdale Avenue was named. · 1912 Incorporation of West Vancouver, separating all the land west of the Capilano Road, from the District of North Vancouver. Election called Saturday, April 6, Charles Nelson, a pharmacist elected Reeve with 103 votes. His business was in Vancouver West End, he surprisingly defeated John Lawson Road in Upper Capilano. · 1912 North Vancouver with its delightful "mountain railway", the Capilano street-car line, was brought into service, running from Marine north on Fell Avenue (past Seaforth Terrace built in 1910), west on 20th Street, over the Mackay Creek trestle, round a sharp bend to head north on Mackay Avenue as far as 22nd Street past Lloyd Market | <p>Ted Meglaughlin, long term resident of West Vancouver.</p> |

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| <p>(built 1910-1911). At Bridgman the track veered to the north-west to 23rd Street, turning north on Philip over Plateau and a long curve west to School Road just east of the Little Green School House (now occupied by the tennis</p> | |
| <p>court club house). Interestingly, even while the West Vancouver Ferries were in operation, a number of people, especially mothers with children and seniors preferred to walk from West Vancouver over the Keith Road Bridge to the street-car terminal and then onwards to the Lonsdale ferry, to avoid the often rough crossing to Vancouver, on the West Vancouver ferry.</p> <ul style="list-style-type: none"> • 1913 General financial depression leads to a halt in the building boom. • 1913 August 13, Construction of the Pacific Great Eastern railway along the North Shore, officially began from the foot of Lonsdale Avenue. Fortunately, the date has no symbolism since August 13, 1913 was not a Friday. • 1913 SUNNYSIDE DRIVE HISTORY: The Scottish Ramsey brothers choose completely different styles for their homes yet the Ramsey brother who owned this house returned to his family in Scotland, and likely lived in the house for only a short time. His brother James remained in 1302 Terrace Avenue until at least 1924. • City Directories do not mention Sunnyside Drive as such until 1916. The first registered resident of 1324 Sunnyside was H. Alan Fairhead who lived for over 30 years in this house and worked as a clerk for B.C. Electric Railway at their head office and Inter-urban Terminal on Hastings Street, Vancouver. Alan with his wife Charlotte had two sons, Alan and Cyril, who married the Logan sisters, Barbara and Joan. • It is not until 1925 that the neighbours of Alan Fairhead are listed in City Directories and at that time no cadastral numbers for the houses had been designated. The neighbours in 1925 were Samuel N. Grant, W.E. Hill, a mechanic who also owned the local taxi business and | |

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| <p>Ernest Munnings who had been a missionary and returned to become book keeper for Thomas and McBain.</p> <p>• In 1926 Edwin J. Lane and his wife Kathleen came to live in</p> | |
| <p>what became 1368 and which was built for him (and probably by him) by Northern Construction. This was a very well constructed house and an extension has been added to it in recent years of the same quality and style. Edwin H. Lane was an accountant for North Construction who built roads, bridges and public buildings.</p> <p>• In 1931 Alan Fairhead had neighbours, A. Pike and his wife Iva M. Pike, Edwin H. Lane, still in 1368; the German, E.W. Helwig who partially built the log cabin which became 1374 Sunnyside Drive when "Gentleman" Jim Young and his wife moved in and started making the cabin into the grand house it is today (1994). Also in 1931 A.C. Lawrence had joined Alan Fairhead's neighbours.</p> <p>• In 1933, still only 1368 Sunnyside Drive was listed with neighbours. Edwin H. Lane as occupier of 1368 and A. Pike, Robert S. Fowler and his wife Magdalen in unlisted numbered homes. At that time Mrs. Kathleen Lane moved out to a smaller house on the 1368 lot on the death of her husband.</p> <p>• The main house on that lot was then occupied by John A. Ford and his wife Ester E. Ford. The Fords' were well known as having a Furrier business. They had a daughter Joan, who is now Mrs. J. Widman and is a long term staff employee of the District of North Vancouver, at the District Hall on West Queens Road. For some unknown reason John Ford's mother and father William R. and Louisa J. Ford are also listed as occupiers of 1368 Sunnyside Drive. These neighbours were also joined in 1933 by a Miss A. Maguire who stayed until 1937.</p> <p>• In 1934 long term resident Allan Fairhead retained as neighbours A. Pike, R. Fowler, the small house on the lot of 1368 was vacant and the Fords continued to occupy the larger house. Only Mrs. Lawrence remained together with</p> | <p>Mrs. Joan Widman (nee Ford)</p> |

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| Miss A. Maguire. | |
| <ul style="list-style-type: none"> · Just before the Second World War in 1938 the Young family were still neighbours with no cadastral number, but living in a much enhanced 1374 Sunnyside Drive, with Fords remaining in 1368 and Allan Fairhead remaining in 1324. A new neighbour Mrs. E.K. Howitt occupied an unlisted house and Mr. G.W. Glass occupied 1355 Terrace located north of 1368 Sunnyside. · 1913 In the building of the Pacific Great Eastern (PGE) track between the foot of Lonsdale Avenue, North Vancouver to Whytecliff a problem arose concerning the routing of the railway along the waterfront. West Vancouver, rightly so claimed the railway would spoil the waterfront and interfere with the ferry landing, while the company maintained this route was the cheapest and the best. Finally, the contractors Messrs. Foley, Welch and Stewart agreed with Council to move back from the waterfront but only slightly and agreement was reached to use Bellevue Avenue for the right of way. · 1914 January 1, The First Pacific Great Eastern Railway (PGE) train departs from the foot of Lonsdale Avenue to near the present Horseshoe Bay. · 1914 The First World War breaks out spurring ship building activity on the water front. · 1914 The Bowser Connection and the Garden Capilano Road Intersection. The Express of August 7, 1914 stated: "A delegation from East Capilano met the council in regard to the construction of a sidewalk on Bowser Avenue to afford a connection between Capilano Gardens and the terminus of the car line and the school house." · A short while ago the council authorised the opening of Bowser Avenue, but on the engineers report they found the cost would be very heavy in carrying the road over the hill | <p>Ramsey, Bruce, <u>A Place of Excellence</u>, p.71. Welch Street in Lower Capilano is named after him.</p> <p>Thomas Foley, Patrick Welch, Jack Stewart</p> <p>Actually, this battle over water- front routing extended over two years, and almost caused contract cancellation.</p> |

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| and would result in an impossible grade. | |
| <ul style="list-style-type: none"> · It was therefore decided to open up Garden Avenue to Capilano Road and thus form a convenient and easy grade to the point desired. But the delegation all favoured the sidewalk going up Bowser instead, believing it would give them a more direct route to the school and be of service when the new school was built on Bridgman Avenue. · The request was supplemented by a request from Mr. Morison for a sidewalk connecting Keith Road with the street car line and for additional street lights and hydrants. · Councillor Loutet responded saying he did not think that Capilano received less improvements than the rest of the District of North Vancouver, but would arrange for a "program of improvement." · 1915 Pacific Great Eastern Railway (PGE) accident at the "Y" located between 24th and 25th Streets, West Vancouver when a railcar was completely derailed. · 1915 November, the Capilano Bridge was swept away by the flood waters and the PGE who had been warned such a thing might happen, put in a motor bus service between North Vancouver and Ambleside, thus keeping their "train every 30 minutes" schedule and avoiding the payment of the \$100.00 a day penalty for lack of service. · 1915 August 11, Marine Drive officially opened by the Premier of British Columbia, Sir Richard McBride at 1:00 p.m., when he turned the lock with the silver key presented to him by Reeve G. Hay on behalf of West Vancouver and swung open the gates on the westerly bridge over the Capilano River, with which action declared Marine Drive opened. This left the original Keith Road as merely a survey line. One hundred and 50 cars, each carrying five to seven passengers were lined up on Robson Road ready for the parade. Reeve E. Bridgman represented the District of | <p data-bbox="1126 801 1382 927">Ramsey, Bruce, <u>PGE Railway to the North</u>, Mitchell Press, 1962, p.84.</p> <p data-bbox="1126 1144 1299 1171">Now Dundarave</p> <p data-bbox="1126 1518 1331 1574"><u>World</u>, August 12, 1915 edition</p> <p data-bbox="1126 1608 1382 1664"><u>A Place of Excellence</u>, op cit, pp.86</p> |

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| <p>North Vancouver, Mayor George S. Hanes representing the City of North Vancouver.</p> | |
| <ul style="list-style-type: none"> · At that time Premier McBride stated that in ten years Marine Drive would be connected to the head of Howe Sound and Squamish. · Two new bridges which spanned the Capilano River were considered splendid illustrations of superior design and workmanship as well as the one in the District of North Vancouver*. The Capilano bridges which were constructed of reinforced concrete, were built by Messrs Naylor Brothers at a cost of about \$48,000.00. The largest one was 335 feet long with 180 feet of approaches. When completed, Marine Drive** would be 30 miles in length and for a considerable distance asphalt pavement was laid. · Meanwhile West Vancouver and several other areas were still having to employ coal tar oil lamps after dark, in the home and in the streets. There was no glow from high rise buildings in Vancouver to light the sky in 1915. · 1915 Sir Richard McBride resigned as Premier of British Columbia, December 15, to become Agent General for British Columbia. · 1917 The Wilkins House built on the Wilkins farm situated on the present site of Burger King on the south-side of Marine Drive which in 1917 was called Robson Street. (The house is now re-located at 1560 MacGowan Avenue.) The Wilkins supplied dairy produce, chickens, eggs and honey to the area. They kept chickens, ducks, goats and cows, and in 1921 became agents for Fraser Valley milk producers. · 1917 The timber market picture brightened and the Capilano Timber Company paid \$60,000.00 for a 35 acre block with 675 feet of frontage at the foot of Pemberton for a mill site and booming ground. | <p>*The bridge over McCartney Creek.</p> <p>**At this time Marine Drive had yet to be completed to Deep Cove, and beyond Caulfield to Horseshoe Bay.</p> |

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| <ul style="list-style-type: none"> They paid \$20,000.00 for a railway right of way. A small steam locomotive from the Pacific Great Eastern (PGE) did the early work while the grades and trestles were built. | |
| <ul style="list-style-type: none"> 1917 December 31, Failure of east abutment of Marine Drive Bridge over the Capilano River. This came about because the east abutment was excavated by manual labour and had not been dug to the specified depth before the concrete contractor arrived to pour, ie the footings of the east abutment were too shallow. 1918 Early January the Capilano River went on a rampage and took out the PGE railway bridge for about the "teenth time, and at other points along the line, slides and wash-outs had forced a shut down of operations. There were rumours that the PGE would not resume operations for some time if at all". 1918 Six miles of logging railway was in operation on the CTC timber licensed land. 1918 The First World War ends. The influenza epidemic causes the closure of schools and all public places. 1919 Two further miles of CTC Railway built above what is now Capilano Lake, making a total of 16 miles including spurs which looped out from the main line on both sides of the Capilano River. The CTC Mill consisted of a number of individual buildings stretching north from the shore line and located east of Pemberton Avenue. The railway line ran north from the shore line, east of the mill buildings. It crossed what was then the National Harbours Board railway line and ran north past Fulliger Farm which remained between Pemberton and the railway line. The CTC line cuved across Robson Street (Marine Drive) and was complete with a wig-wag battery operated railway signal. It continued curving around Shaw Street (presently at the back of Save-on-Foods store) and then westward along the Z foot of the bluff of Pemberton Heights on a route occupied by the present Bowser Trail. At that time Mackay Creek (Mackay should rhyme with apply) ran into the mill pond on | <p>Ramsay Bruce, <u>PGE Railway to the North</u>, op cit. pp.125, 126</p> |

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| the shore line east of the CTC railway. | |
| <ul style="list-style-type: none"> · The railway crossed the Capilano River on a substantial timber truss bridge to the vicinity of the Trapp property now owned by West Vancouver on the west bank. Swinging north, the CTC railway tracks crossed Keith Road as it headed for Keith bridge and passed below Capilano Cemetery on the eastern edge of the golf course before crossing the lower leg of Rabbit Lane. · From the end of the present paving there is a trail that follows the old road to Houlgate Creek. Here the largest trestle 400 feet long and 90 feet high was required. · The grade wandered up to where the Cleveland Dam is built and continued north within the area now enclosed by a link fence protecting the present GVRD watershed. · The families of loggers came over to join their husbands in both Upper and Lower Capilano where they had already built sections of their homes, mainly the kitchen-cum-living room. Loggers gained access to Upper Capilano by way of de-training at the Capilano Suspension Bridge and access to Lower Capilano by de-training as the logging train "walked" along what is now the Bowser Trail. · The trains were punctual and wives and mothers knew when their men-folk would leave and arrive home when working for the Capilano Company. · Access from Lower Capilano to Upper Capilano was by way of Capilano Road, the "chicken walk" to Gravelly or the ramps on Bridgman (the Bridgman zing-zap). · 1919 The Tiperary Tea Gardens, built by Charlie Anderson, opened on the second canyon of the Capilano River, on the west bank and just above the present Cleveland Dam. · 1920's A large shrub snake grown on a mound was | |

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| <p>cultivated by Napoleon St. Pierre in his garden on the south side of Marine Drive and MacGowan Avenue. With the snake (which was once tarred and feathered) was a woman draped on a cross, a pond with miniature islands and both the French and American flags. This snake and associated display was the first presentation by Mr. St. Pierre before his house burned down. He then replaced that shrub snake with a second one but which extended over the council easement and so had to be removed when a sidewalk was built.</p> | |
| <ul style="list-style-type: none"> • Napoleon was also famous for his fortune telling at "10 cents and up". His neighbour and rival Bill Wilkins who with his wife Olive owned a farm and the Dew Drop Inn across on the north side of Marine Drive, also hired a fortune teller. Bill then went on to cultivate a shrub snake half the size, just to the • 1920's The "Dew Drop Inn" at Marine Drive and MacGowan Avenue was operated by William Wilkins* of Wilkins Farm as a dance hall and for hire for private meetings and receptions. It was known for its cosy fireplace. It had a cadastral number of 1500 Marine Drive. • The building became a garage and service station operated by Bert Davenport and known as Davenport Motors. • The garage was later taken over by John Noakes**. • Still later the garage became Mountainview Motors as a Rambler car dealership. The old fireplace still remains through presently (1994) covered. • 1920 (Early) COOKS DAM (Sometimes known erroneously as Cooks Mill) Cooks chicken farm was located on what is now 26th Avenue, on the north side of Mackay Creek (pronounced to rhyme with "pie" and inside the bend of Mackay Creek as it turned from a southward flow to an eastward flow. • At the time of building this small farm there was no electric power source nearby and to keep costs down, Mr. Cook generated his own Direct Current (dc) power from a small hydro-generator driven by belt from the shaft of a 5 feet | <p>*wife Olive</p> <p>Tom Meglaughlin, op cit.</p> <p>**Identified by key chains still held by local resident Jean Sweeney, 1994</p> <p>See sketch of immediate area composed by Mrs.</p> |

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| (approx.) diameter mill type water wheel. To achieve this, Mr. Cook built a 30 foot long timber dam, east to west across Mackay Creek level with the end of the stub of Pemberton Avenue which ended a few yards north of 26th Street. | Evelyn Pearson, who lived for periods in three different houses near the intersection of Pemberton Avenue and 26th Street. |
| <ul style="list-style-type: none"> From the down-stream side of the dam Mr. Cook built a box flume 3 feet wide and 2 feet deep running due south into a shed, one part of which contained the spill way, generator and water wheel and the other a one horse stable. The spent water then dischartged straight into Mackay Creek at a point where it has turned to flow eastward. Just at the east end of the dame where the timber constructed box flume was connected was a water flow control sluice gate with threaded column and hand wheel. Immediately south of the power shed stood Mr. Cook's small house. Opposite this house was a hump-backed bridge which belonged to and led to the Simmons House 1194 Pemberton Avenue, located on the south side of Mackay Creek and on the north-east corner of Pemberton Avenue and 26th Street. The Cook's had two daughters Theda and Eida who attended Capilano School with Tom Meglaughlin, who lived on Keith Road, just south of the Capilano streetcar terminus. It should be noted that earlier research on the location of Cooks Dam placed it on the south side of Mackay Creek at a section where it flows from west to east parallel with 26th Avenue, half way between Pemberton and Lloyd. Access to the path to what was thought to be Cooks Dam is between two small boulders on the north side of 26th Avenue directly behind the Ismaili Islamic Mosque. What was though to be the dam is approximately 60 feet north off the road and is constructed of timber frame filled with small boulders 8 to 10 inches in diameter and supported at what was thought to be the mill race end with a 10 inch concrete wall containing embedded boulders of 3 to 6 inch diameter. The dam frame is held together with 3/4 inch diameter reinforcing iron bars. The concrete wall, grooved on top which was thought to be the mill race is 12 inches wide and 6 feet long and is actually the foundation wall of a house occupied by Mrs. Whittingham which was built immediately on the south | <p>See also Simmons House on Chap. 11, Part 10 of this work, 1924.</p> <p>Mrs. Evelyn Pearson, op cit. (nee Stally)</p> <p>Mrs. Evelyn Pearson, op cit.</p> <p>Tom Meglaughlin, long term Capilano resident, singer and Esso Service Station owner.</p> <p>Block 5 of DL600</p> <p>Mrs. Evelyn Pearson, op cit. See sketch of area</p> |

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| <p>Mrs. Whittingham which was built immediately on the south bank of the creek. The dam, which still remains angled, was to divert the water flow to avoid seasonal flooding of the creek.</p> <ul style="list-style-type: none"> Likewise evidence of domestic flowers south of the concrete foundation is the remains of the front garden of Mrs. Whittingham. | |
| <ul style="list-style-type: none"> 1920 (Mid) 2651 Lloyd Avenue <u>James Chapman House and Dr. Claire Onhauser</u> To the north east of Cooks Dam, but remaining on the southern boundary of Murdo Fraser Park is 2651 Lloyd Avenue, of farm house style and built circa 1912 on cedar and rubble foundations. James Chapman moved into the house in mid-1920. Their daughter was 8 years old and so continued to attend her previous school in North Vancouver until she was 9 years in June 1920. She started at Capilano School in September 1920. James Chapman came from Glasgow and was in real estate working for Irwin and Billings with main office near the foot of Lonsdale Avenue. James Chapman was secretary of the School Board for 15 years while working with the District of North Vancouver. It was rare that he could sit through an evening meal without being disturbed by some teacher wanting a substitute for the next day or some other excuse or complaint. James was also Truant Officer and on several occasions he would have to walk from Lonsdale Avenue to Deep Cove and back to find out if a certain student was absent from school. At that time, there were no buses and few cars. Mr. Chapman had four sons and one daughter. At the time of World War 2, James Chapman looked after accounts and payrolls and attended to customers at the District offices then located in the City Hall at Chesterfield and Fourth Street. During the time Chapmans occupied the house it was turned 180 degrees so that the living room window overlooked what is now Murdo Fraser Park. This was done to avoid observing the nude bathing practices in that section of Mackay Creek by local residents. James Chapman Sr. used the area to the east of the house, | <p>Builder and previous owner unknown.</p> <p>Mrs. Mary L. Chapman, widow of James Chapman's second son, James to whom she was married for 42 years and West Vancouver resident 1917-1941.</p> <p>At that time Mr. Pollock was inspector for both the North and West Vancouver Schools for many years until Mr. Gray took over.</p> <p>Presentation House. See note under 1932 entry.</p> |

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| <p>near Mrs. Prendegast's property as a soccer field for his sons and their friends. It was in constant use. Mr. Chapman also tried to persuade the council of that period to make a soccer field at Sowden Park and another at Norgate Park. It was through his efforts that Norgate Park was saved from being filled with houses. There was a great shortage of soccer fields for the young people.</p> | <p>Mary Chapman, op cit.</p> |
| <ul style="list-style-type: none"> · 2651 Lloyd Avenue remains surrounded by lawns and many garden parties were held by Mrs. Chapman during their period of residence. · In January 1945 the Chapman's oldest son "Chip" was killed while operating a circular saw at Prosperity Shingle Co., located at the bottom of Mahon at Forbes and next to Horne's mill. Prosperity had five or six saws in their small saw-mill. The practise was for the operators to fit a sharpened replacement saw before going to lunch. All machines were belt driven and drive was connected to the saw drive pulley by releasing the belt tensioner. The hexagonal nut holding the circular saw blade in place was then removed, the blade replaced, the nut fitted and tightened. Somehow Chip Chapman was distracted: he went out to lunch without tightening the blade securing nut. When he returned he re-engaged the belt tensioner and the heavy blade came off and killed him as he tried to escape from its destructive path. · As a result of this tragic accident, Mrs. Chapman was anxious to get away from the area, and at this time Dr. Claire Onhauser and her husband Dr. Seale and their two children Jacqueline and Tony moved into 2651 Lloyd Avenue. Dr. Onhauser wanted somewhere close to her work where the children could graze and ride horses. · Dr. Claire Onhauser was born in 1900 and came from the Prairies after graduating from medical school there, possibly the University of Manitoba and following a few years practise in the Prairies. · Dr. Claire Onhauser and Dr. Seale were married in the 1930s. Dr. Seale was a dentist with an office located on the top floor of the Hay Block at 14th and Marine, West Vancouver. Dr. Onhauser opened her office as general | <p>N B King Mill was located in the same area at the foot of Fell Avenue, named after Lt. Col. J.P. Fell.</p> <p>Randy Phillips</p> <p>Mary Chapman, op cit.</p> <p>Mrs. Barbara Sharp, daughter of William McLellan of Capilano Timber Co. fame.</p> <p>Mr. Blower took over the Real Estate</p> |

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| <ul style="list-style-type: none"> practitioner (GP) on that same floor. The Onhauser-Seales lived in West Vancouver for several years on 17th Street across from the Municipal Hall. They had their first baby Jacqui. | <p>business that George Hay had started (George Hay was Reeve of West Vancouver in 19__).</p> |
| <p>Many remember seeing Dr. Onhauser parking her car in West Vancouver in 1936 or early 1937 and bringing out a huge wicker basket all padded for the baby's comfort or leaving it in the back of the car while she went to the bank. There was no fear of kidnappers in those days.</p> <ul style="list-style-type: none"> During the Second World War Dr. Claire's patient load increased when some local doctors left their files with her before going off to war. Since she had two young children and house-help was either non-existent or unreliable, she often had to make house calls accompanied by Jacqueline and Tony. In her early years many of her patients had the impression that she owned shares in Rockhill Grain Mill because no matter what illness she was treating or what medicine she prescribed, her patients especially the children, were advised to eat Rockhill porridge every morning, preferably with a sprinkling of wheat germ. Patients were also advised against eating white flour, white sugar and marbled grain fed beef. She was considered a holistic doctor much ahead of her time. Dr. Onhauser-Seale used the latest prescriptions but believed in proper diet and plenty of exercise as the very basis of good health and was often described as a "health nut". Claire also sometimes used hypnosis on her patients to good effect. Researcher's note: <u>Rockhill Grain Mill</u> was a thin three storey building on West First Street in the City of North Vancouver and adjacent to Charlie Mee Creek, which was un-culverted at that time. Before 1935 it was a soft drink plant producing orange, lemon and lime flavours. It was wholesale only. In 1935-38 it was owned by Mort Reid and the <u>Rockhill Grain Mill</u>, the owner was Charlie Innes, who lived on the south-east corner of East Carisbrooke Road and St. Georges. The mill building was painted yellow with orange trim. One side of it was the creek and on the other side was the Provincial Forestry Service Fire Fighting Depot containing hoses, nozzles, axes and a truck. The mill was remembered as being dusty inside and out and had a contract for supplying tons of oats to the hospital. | <p>Mary Chapman, op. cit.</p> <p>see Researcher note below.</p> <p>Barbara Sharp, op. cit.</p> <p>Harvey Burt, retired high school teacher.</p> <p>Tom Meglaughlin, popular singer and local gas station owner. Tom Meglaughlin and Barbara Sharp, op. cit.</p> |

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| <ul style="list-style-type: none"> Dr. Douglas Seale, Claire Onhauser's husband was a well known local dentist with offices in a wing on the east side of the medical building of Dr. Therrien, McLaughlin, Wilson and Armitage at East 15th Street and Eastern Avenue, North Vancouver. | Mary Chapman, op cit. |
| <ul style="list-style-type: none"> Claire Onhauser's interest in horses began when she moved to 2651 Lloyd and kept two horses just to the west of Lloyd. Her ambition was to breed a horse which was very gentle and would be known specifically as a "Canadian Horse". She based her breeding on the Appaloosa horse, Arabian and Thoroughbred and she felt she had succeeded in a breed which was born black, but gradually turned white at maturity. Unfortunately, Dr. Onhauser never succeeded in interesting the government or service clubs in her project. Likewise the building and encroachment of the Trans Canada Highway in 1954 upset her plans for land purchase. She therefore bought an acreage in the name of Seale at Fraser Lake in Langley to live near their daughter Jacqueline and husband Bob Peters. | Barbara Sharp, op cit. |
| <ul style="list-style-type: none"> Dr. Seale carried on his Dentist practise long after his wife moved out to Fraser Lake, but eventually retired and moved there and died around 1992. | Barbara Sharp, op cit. |
| <ul style="list-style-type: none"> Dr. Claire Onhauser continued her work with horses which absorbed all her time, strength and money until she died on June 8, 1990 aged 90 years at Burns Lake Hospital. She had six grandchildren at the time of her death. | Not necessarily in that order. |
| <ul style="list-style-type: none"> Dr. Onhauser also had a sister Ferne, who was a nurse at the old Lions Gate Hospital and worked as a receptionist for her sister. She was known by her married names of Mrs. Alan Roberts, Mrs. Harrison and Mrs. Olive Kendall, and lives in New Denver, B.C. Ferne was attractive and was remembered for driving a 1931 Chrysler. | Tom Meglaughlin, op cit. |
| <ul style="list-style-type: none"> 1921 McLeods Post Office and General Store - Norman McLeod, as the name might indicate, was a Scotsman born in 1873 in Kinlochbervie, Sutherlandshire, Scotland, a town below Cape Wrath, on the Northern tip of Scotland. | |
| <ul style="list-style-type: none"> When all of 13 years of age Norman McLeod left school and joined his father's ship, a sailing vessel and for the next | |

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| <p>seven years sailed the seven seas, including many trips around Cape Horn. Norman was known by his customers as being a veritable storehouse of tales of the sea. He had vivid memories of those long ago days when it required stout hearts to withstand the rigours of his chosen calling. Some of the longer jaunts were of three and four months duration.</p> <ul style="list-style-type: none"> • It was in 1904 that Norman decided to forsake the sea and he joined the Glasgow Salvage Corps. About this time he married Miss Annie MacLeod of Clashnessie. In 1910 Norman left Glasgow in the Anchor-Donaldson's "Sicilian". It was an 18 day journey to Vancouver by ship and train. • Norman McLeod's first job in Vancouver was with the Roger's Sugar Refinery on Commissioner Street on the Vancouver Burrard Waterfront. After two years at this work he left the refinery and went to work as a shipping clerk for the David Spencer departmental store in what he termed "the horse and dray days". • On July 1, 1912 Norman McLeod established his home at 1180 West 22nd Street, Capilano with his wife Annie and their Glasgow born children John and Anne*. • Having established a base to operate in his home he started a hobby destined to become internationally famous. He "launched" the Glenside Kennels specializing in Airedales, his dogs winning many championships including the Canadian in Vancouver and Pacific Coast championship in Portland, Oregon, USA. • An incident occurred on May 24, 1921 which completely changed Norman's life, that of his family and indeed the quality of life of the 200 people then resident in the Capilano area. On that day Norman and his three children John, Anne and young Norman junior were returning home from a dog show on the Capilano Streetcar. As the streetcar stopped outside the ouse, a second streetcar carrying the usual crowd of Suspension Bridge visitors rammed the first | <p>* Anne McLeod who spells her name Ann, continues to live in the family home in 1997. Anne became a member of the teaching staff of Lord Selkirk School in Vancouver. Her brother John worked for Stewart Sheet Metal and Capilano born Norman junior worked with Christie and Brown Agencies in Vancouver.</p> |

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| <p>streetcar. Norman and Norman junior were thrown from the vestibule of the car and Norman senior sustained permanent injuries to his leg.**</p> <p>· As a result of this accident Norman was unable to return to his employment at Spencer's and decided to purchase the Capilano Post Office shack from a Winnipegger named Cook. The then well-known "Pop" Smith was his landlord. "Pop" was famous for the five-cent glasses of water he sold to tourists viewing the famous Capilano canyons on land owned, at that time, by the B.C. Electric Railway.</p> <p>· So in 1921 Norman McLeod became Post Master and took over the little post office "shack" at the end of the Capilano Streetcar line at Bowser, located today between 22nd and 23rd Streets. With the help of two or three pioneers, Mr. McLeod built his General Store, incorporating the small wood frame Post Office. He served the whole of the Capilano area - from what is now Norgate Park to the top of what is now Capilano Road, formerly Pipeline Road, where the Capilano and the northernmost houses ended at Prospect Avenue. The road then went on to the first and second sites of the City of Vancouver water intake and Dixon Kells Hotel. This, together with the land west of Mackay Creek, and the land on the west side of Capilano River that is still part of the District of North Vancouver. Any letter, postcard or parcel to anyone living in this area was simply addressed "Capilano, B.C.", and it all arrived at Mr. McLeod's General Store and Post Office. The mail then had to be picked up by recipients who for the most part came on foot. This situation remained until the Second World War, during which time houses numbers were designated as more streets were roughed out in the wilderness preparatory to a mail delivery service being set up after the war.</p> <p>· The McLeod General Store and Post Office was truly the centre of the community and Mr. McLeod was so much more than the shopkeeper and Post Master. He had the only telephone in the area - cost to the user was 4 cents per call with the admonition that they should not tie up the</p> | <p>**Tom Meglaughlin, radio celebrity, singer, Esso service station owner and longer term Capilano resident.</p> |

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| <p>telephone for too long.</p> <ul style="list-style-type: none"> By the mid-twenties, Mr. McLeod had a car which enabled him to pick up supplies as well as make deliveries. The weekends saw the daytrippers getting off the streetcar in front of his store with their picnic baskets to hike up to the Capilano Suspension Bridge. For those who found the walk difficult, Mr. McLeod would drive them up for a cost of 15 cents. Along with selling groceries, there were hardware items and dry goods. There was also a corner often occupied by local pioneers and others to sit around a pot-bellied stove in cold weather before trekking home with supplies. The back room of the store served as a "Medical Centre" and Mortuary on more than one occasion! Because there were no proper roads or street lighting in the area, it was common to bring sick persons to the McLeod's Post Office as a central "reception room" for a visit from Dr. Martin or Dr. Dyer. A tragedy occurred when a man who frequently came with his young son to fish in the Capilano River, slipped on the rocks and was drowned. The young boy ran to Mr. McLeod's store to summon help. The body was later brought in to the back of the store. The McLeods never lived at their store. Norman built a home for his wife and children, in the dense bush at what is now 1180 West 22nd Street, which still remains. Norman's daughter Ann came to Canada with her parents, arriving in North Vancouver when she was three years of age, and has lived in the house for eighty-three years. The construction of the Trans-Canada Highway cut through Pemberton Heights in the early sixties. The store itself was demolished when Keith Road was extended down to the access road from Capilano Road to the Highway going east. Even the piece of ground the store was on no longer exists because of these events. 1923 The Summit Tea Gardens were opened by Charlie | |

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| <p>Anderson as an extension of the Tipperary Tea Gardens.</p> <ul style="list-style-type: none"> <p>1923 A private company, North & West Stages founded by Messrs Soday and O'Hara, began operating between North and West Vancouver an in June 1926 "On the opening of the new road* we have made arrangements to supply an adequate service between Whytecliff and North Vancouver ... Two parlour cars have recently been added to the fleet, and no care or expense has been spared to make them modern and up to date in every particular. They are equipped with powerful and smoothly running motors. The interior fittings are equal to any on the coast. A commodious smoking apartment is provided at the rear of the car. The centre seats are upholstered in plush and reserved for ladies and non-smokers. Roof ventilators and adjustable glass windows give a cool and airy car in summer, with an open view. In winter every compartment is heated by a new process, and last but not least, the fares and rates on this line are, we confidently claim, lower than any other stage operating in British Columbia today."</p> <p>1923 This bus service was ultimately incorporated into Pacific Stage Lines.</p> | <p>Ramsey, Bruce <u>A</u> <u>Place of Excellence</u> A Chronicle of West Vancouver 1912-1967. The Corporation of the District of West Vancouver, B.C. 1986, p.231.</p> <p>*Marine Drive, West Vancouver</p> |
| <ul style="list-style-type: none"> <p>1924 Grant House, 1712 Bowser Avenue Built complete with laurel hedge and monkey puzzle (Chile Pine) trees (2). Owned by John D. and Mabel E. Grant who were proprietors of a grocery store on West Esplanade.</p> <p>1924 <u>The Simmons House</u> 1194 West 26th Avenue On May 31, 1982 I looked at the shell of a once beautiful house, which brought back memories of the early thirties so vividly. I came to British Columbia in October 1930, a youngster of ten, with my parents, Mr. & Mrs. Martin Stally, and my older brother John. After a few crop failures on our farm in southern Manitoba, it was suggested to my parents that they leave and move to the coast. My grandmother Mrs. Jessie Scott had already left Manitoba to be with her sister, Mrs. Alex Simmons in the Capilano District of North Vancouver, and I believe my grandmother and the Simmons felt there would be a better future in B.C. for my family. I was too young to understand why it was necessary for my</p> | <p>Mrs. Evelyn (Stally) Pearson, of Pearson's Hardware, Lonsdale Avenue, where she for 33 years served as book-keeper to her husband Walter Pearson and subsequent owners.</p> |

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| <p>brother and I to be taken out of school, leave our friends and move so far away.</p> <ul style="list-style-type: none"> · My great aunt, Mrs. Simmons, met us at the C.P.R. station. I don't remember how we got down to the ferry on the Vancouver side, we either walked or took the street car. My first glimpse of Burrard Inlet was nothing short of a trauma as I had never seen such a huge body of water, and I am told I cried from fright all the way across the inlet. · Having survived the ferry trip, the next shock was the ride on the lumbering old Capilano street car that waited at the foot of Lonsdale Avenue ready to make the twenty minute trip to the end of the car line. There were two stores at the end of the line, MacLeod's grocery store and the Red & White* store, run by a Mr. Woods. The Upper Levels Highway passes right over that spot today. After about fifteen minutes the street car let us off at Lloyd Avenue and 22nd Street. Of course, being October it was raining, which didn't make us feel any better, but as we came down 26th Street almost to Pemberton Avenue, there stood this beautiful big house sitting on four acres of land, surrounded by fruit trees, and hedges of lilac and holly, and well kept lawns. To me it was just a mansion. My great uncle Alex Simmons, who was a carpenter, built the house in 1924. · Around 1928 little 6" holly trees were brought from the Fairview district of Vancouver by George Johnston, who was attending the University of British Columbia at that time. George was one of four boys who were left orphans in the First World War 'flu epidemic. My great aunt took care of the two younger boys until they finished university. The little holly trees were the beginning of the holly hedges. | |
| <ul style="list-style-type: none"> · Our family lived with the Simmons until we moved to our little house on the south side of 26th Street, where the Lions Gate Indoor Tennis Courts are now. It was a three roomed house, a shack by today's standards, two bedrooms and a kitchen and of course "outside plumbing" at the end of a path from the back door. I had never seen a real bath tub and it was such a thrill for me to go to my aunts and bath in her rolled rim tub. After the round tin tub I was used to, filled with water heated on a wood and coal stove, you can imagine that I was the cleanest ten year old in the | |

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| <p>imagine that I was the cleanest ten year old in the neighbourhood.</p> <ul style="list-style-type: none"> For the first few months I believe my mother and father had quite a time adjusting to coast living, as well as my brother and I. We didn't see the sun for six weeks and the fog horns were something new again. To us it sounded as if the cows were bawling constantly. I am sure that if my brother and I had anything to say we would have left on the next train for Manitoba. My father eventually got work at the Vancouver Cresoting Company and we moved to a larger house a block south of MacLeod's store at the end of the street car line. Around 1933 and 1934 my father started building ahouse 1210 Pemberton Avenue on property across from the Simmons house, which is now the Murdo Fraser Pitch & Putt. My father was a great worker and the basement of our house was dug by removing stumps of big trees. Our house is now the caretaker's for the Pitch & Putt, having been moved from its original place to the north end of the property. My brother couldn't see much future for himself in B.C. so left for Ontario in the spring of 1940. He liked Ontario so much he only came back to visit. I left home to live in North Vancouver when I married Walter Pearson, a well known hardware man, in 1941. I still spent a good deal of time visiting with relatives that were left in Capilano. When my grandmother, who had lived with my parents since 1930, passed away in 1947, my parents felt it was time to make a change. We moved to a house in the North Lonsdale area. I remember my great uncle Simmons saying he wanted his property to become park land when he was finished with it, and although it was bought by another person after his death, I understand this was approved for purchase by the District of North Vancouver in 1982. To have that beautiful old house subjected to wanton destruction by persons unknown and finally burned ended an era that spanned over 52 years of my life. It was indeed a sad sight for me to see. <u>Empty House Guttred</u>: A fire gutted an unoccupied house at 1194 West 26th Street in North Vancouver, Sunday afternoon is being investigated by fire inspectors, who suspect it was probably a case of arson. District fire- | <p>See attached sketch.</p> <p>On west side of Pemberton Avenue due west of the Simmons House. See sketch of area op cit. ie. the basement was placed in the cavity left when the tree roots were removed - a common practise when clearing forest areas for housing.</p> <p>Note: This house was given the number 1210 Pemberton Avenue which by present day numbering would be a misnomer, that number being today near to Marine Drive. The house should have been designated a 26th Street number.</p> <p>The house burned before the District had taken over the property.</p> |

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| <p>fighters found the home was blazing when they responded to the alarm. The house owned by the municipality was scheduled for demolition.</p> | |
| <ul style="list-style-type: none"> • 1925 The Second Narrows Bridge opens to traffic. • 1926 Chick Chamberlain opens the first Tomahawk B.B.Q. on the north side of Marine Drive at Mackay Road and at the foot of Heywood Park. The complex also contained vacation cabins. • 1926 Grouse Mountain Chalet opens. • 1927 The "Toot-an-cum-in Tea Room" owned by E.J. Koen opens at 1489 Marine Drive. • 1927 During its annual spring run-off caprice the swollen waters of the Capilano River ran though dry through most of the year, because the boundary between the District of North Vancouver and West Vancouver. The double channel made it necessary to construct two bridges across the river when Marine Drive was built, opening August 11, 1915. It was over the eastern channel, now diked off that the West Vancouver Scottish Society, in honour of the Diamond Jubilee of the Canadian Confederation, erected a sign made of "huge peeled logs" that stood as a "welcome" to West Vancouver as one crossed the "frontier" from east to west. • 1927 The Provincial Government proclaimed Marine Drive would henceforth be known as Pacific Highway. It was an arbitrary decision on the part of Victoria. Neither the council or the people would have anything to do with it. The name was not heard of again. | <p>North Shore News, Wednesday, June 2, 1982</p> <p>Bruce Ramsey <u>A Place of Excellence</u> 1986, p.178.</p> <p>The Capilano River at this time was uncontrolled. The Cleveland Dam was not completed until 1954.</p> |
| <ul style="list-style-type: none"> • 1927 1473 West Keith Road ROBERT HARGREAVES HOUSE <p><u>Built</u> 1927 for Major Robert Hargreaves and his family on Pemberton Heights at the intersection of Keith Road and Graveley Street.</p> <ul style="list-style-type: none"> • <u>Features</u> Symmetrical mass 1 1/2 storey wood framed | |

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| <p>structure with full basement. Walls and roof are shingle clad. Roof has gabled ends with surface half timbering for ornamental effect. Central front dormer with gabled roof half timbered. Multi-paned 6 over 9 double hung windows on upper and lower floor. Internal chimney and side porch entrance with trellis hide. Original structure had space for a car at the porch side but no garage or car port.</p> <p><u>Social History</u> The Hargreaves family moved to North Vancouver in 1920 which was the year Betty Hargreaves was born.</p> <ul style="list-style-type: none"> Her father was on the Police Commission, the North Vancouver Hospital Board and Secretary of the Vancouver Association of Sanitary and Heating Engineers on Hastings Street, Vancouver. On arrival in North Vancouver the Hargreaves family lived at 155 East Windsor Road a few doors west of St. Martins Anglican Church Hall and immediately east of the France House 145 Windsor Road East*. Betty moved with her parents into 1473 West Keith Road when it was ready in 1927 and enjoyed growing up in the area of the Capilano River. She played tennis at the courts located in front of the tennis club house located on the site of the "Little Green School"**. The courts were just west of the Capilano Street Car Terminal. Betty swam in the river from the sandy cove on the east side or climbing up and down a loose rope ladder from the west side to picnic. Betty reflects that the mothers of her friends and he own mother did not seem to fear the dangers of the long descents and ascents with a river bed or rocks and fast flowing waters below. The children likewise had no fear. They picnicked at Salmon Pool near Second Canyon when Peter Lawson's Canyon View Hotel was operating just above. | <p>Based on reminiscences written by Betty Hargreaves, daughter of Major Hargreaves and edited by researcher where indicated.</p> <p>*Primary heritage house.</p> <p>**The first Capilano School. The tennis courts remain in 1994 - researcher's note.</p> <p>*Tom Meglaughlin, Randy Phillip - researcher's note.</p> |
| <ul style="list-style-type: none"> Betty and her friends and seemingly all the local children* roller skated down Belio's Hill on Capilano Road to Marine Drive. Major Hargreaves was a radio enthusiast and enjoyed demonstrating his Crystal set radio receiver housed in a cabinet, to the local children**. Robert Hargreaves in the | <p>**Randy Philip who delivered newspapers to the Hargreaves</p> |

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| <p>early 1930s moved around in a wheelchair.</p> <ul style="list-style-type: none"> • The family knew Don and Phyllis Munday who lived on top of Grouse Mountain. They would climb down to obtain groceries and other supplies with their daughter Edith strapped to her mother's back. Phyllis Munday taught Betty to ski. • In August 1923 the local newspapers reported that the Alpine Scenic Highway Company of which Mr. A.S. Williamson of North Vancouver City was manager, was just completing a bridle trail to the top of Grouse Mountain. • The trail began at the head of St. Georges Avenue running thence to Mosquito Creek, along the creek to Grouse Mountain and then by a good grade to the mountain top. • The trail was opened to the public August 12, 1923. • Mr. and Mrs. Don Munday, the famous Alpinists established a living at which both saddle or pack horses could be obtained and also maintained a refreshment camp at the mountain top for the convenience of visitors. • A report in the North Shore Press of April 3, 1925 confirms that the Munday family continued to be residents "near the summit of Grouse Mountain". • Betty Hargreaves remembered Mary Capilano, wife of Chief Capilano. • She enjoyed riding lessons once each week from Mrs. Meredith who operated stables on Lonsdale Avenue the Northwest corner of 14th Street. Lessons cost \$1.50 an hour. Riding in a group, one of the favourite destinations was up to a plateau where there were few trees and dirt roads. This is now Capilano Highlands. Betty remembers her big day when she rode the horse named "Redwing" out to her Capilano home, there being few cars at that time to frighten a horse. • In the winter of 1927-28 the Capilano River was frozen solid. She and her mother stood on the wooden Keith Road bridge* watching the skaters below. The ice looked blue and there were icicles going from the top to the bottom of the eastern cliff at that point. | <p>home.</p> <p>Researcher's note.</p> <p>North Shore Press, August 10, 1923 - researcher's note.</p> <p>*Researcher's note - The bridge was located at the end of Keith Road as seen on the west side of the River and just below the present Trans-Canada Highway bridge.</p> |
| <ul style="list-style-type: none"> • The Herman family had an estate west of the Keith Road bridge with a lovely log house called "Spuraway". | |

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| <ul style="list-style-type: none"> The estate had rubble and mortar boundary walls a section of which remains as seen from the Trans Canada Highway east of Taylor Way*. There was a large meadow, stables and a building for badminton. The Herman's friends often spent the weekends riding over the jumps Betty said she watched, hanging over the fence. Mr. Herman was the President of Canada Creosote with a plant located near the foot of Pemberton on the waterfront of Burrard Inlet. Betty remembers when the street lamps were turned out at 1:00 a.m. That was also the time when the lamps were lowered by a rope secured some distance up the lamp post, and the carbons changed. On rare occasions the Capilano Timber Company sent down a heavily laden train from high up along the Capilano River (16 miles) to their mill to the east of the foot of Pemberton*. Curving across the CTC bridge over the Capilano River and around the 200 foot bluff of Capilano Heights, the train created a rumbling sound and shook the houses both above and below the bluff and was immediately south of the Hargreaves' house. In 1936 the economic depression struck and the Hargreaves sold their house to Mr. Victor Greenwood, then moved to 725 East 13th Street in the City of North Vancouver. 1928 November 29, at noon Pacific Great Eastern trains stopped running. The line, which had been in trouble since it was created by Sir Richard McBride in 1912, had been taken over from the contractor Foley, Welch & Stewart on February 22, 1918 by Provincial Government and now figures showed it was costing the tax payers of British Columbia \$3,000,000 a year to operate the North Shore Branch. In closing the line the Company made it clear they were not abandoning it. | <p>*Researcher's note - 1995.</p> <p>Tom Meglaughlin, long term Capilano resident.</p> <p>*Researcher's note - Actually the railway ran around the Bowser Trail to Shaw Road and midway down between</p> |
| <ul style="list-style-type: none"> 1929 General financial depression. 1929 By 1929 neighbourhood gas stations were common. Austin Taylor, a prominent businessman founded the HOME OIL Company in 1929 to market gasoline and fuel oil. In | |

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| <p>1937 the Company became a wholly owned subsidiary of Imperial Oil Limited but the HOME OIL name did not disappear from service stations until 1976.</p> <ul style="list-style-type: none"> • 1930 A major shipping accident closes Second Narrows Bridge for four years, causing economic hardship for the District. • 1930s On the hill just west of Mackay Avenue at Marine Drive there were a series of terraces on which were occupied by Pasquille Rose nurseries. • 1930 (Early) There were two steam-rollers stationed in Lower Capilano and two qualified drivers. One was Gerry McArthey. The other was Thomas Parker, who had a licence to drive a steam road vehicle and was employed by both the City and the District of North Vancouver to drive the steam-roller stationed at Phillip and Marine Drive in Lower Capilano. Mr. Parker at 75 years continued driving well beyond retirement age and in later years he would have to be helped up and down from the driver's seat of the steam-roller. In addition he drove the bulldozer which towed the adapted horse drawn road grade/snow plough. There was yet another driver who was renowned for using one gear on any vehicle he drove and so was known as Second Gear Smith by those who had the misfortune to follow him along a road. | <p>Bill Willis, long term resident of Garden Ave. Mrs. Barbara Sharp nee: McLellan whose father was associated with the Capilano Timber Co.</p> <p>Harry Wilcox by way of Tom Meglaughlin</p> |
| <ul style="list-style-type: none"> • 1930 <u>1374 SUNNYSIDE DRIVE, North Vancouver</u> • <u>Built</u> 1930 by Mr. E.W. Helwig who was of German nationality, and built the original log cabin using stolen timber. As a result of this and other defrauding crimes he was arrested right from his cabin and deported • Joe Young purchased the partially finished cabin in 1932 together with land north and south of the cabin - the greater part being to the south of the cabin (ie being in front of the cabin). • The land on which the 1300 block of Sunnyside Drive was built, was owned by Mr. Munnings, who was a retired | <p>Mrs. Pearl Kinnie nee: Young, daughter of Joe Young. Private interview with researcher, April 25, 1995.</p> <p>In March 1993 the house required considerable re</p> |

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| <p>missionary and lived in a house located immediately behind 1374 Sunnyside Drive.</p> <ul style="list-style-type: none"> • <u>Location:</u> South-west of what is now Murdo Fraser Park, south of Terrace Avenue, north of Gladwin Drive. At about 7 o'clock on the circle formed by Terrace and Sunnyside and therefore overlooked Upper Levels, Highway No. 1, just east of Capilano Road exit ramp. This is to say to the east of what became in 1912 the Capilano Street Car Terminal. • <u>Features:</u> Currently is 2,000 square feet, 2 storey with well developed basement suite and standard size lot. Classic wood-panelled living room with huge granite fireplace. The house began as a simple cabin, scrabbled together on the top of a cliff in the woods*. • Early on Joe Young raised the height of the house and installed dormer windows. This work being done by carpenter Jack House. • The large fireplace was built by stonemason Palmer. In 1938 the extensive basement suite was added by Ben Manners. At that time the foundation was installed requiring the excavation of rock and hardpan which comprises the cliff on which the 1300 block of Sunnyside Drive stands. • A subsequent owner patched ont he addition at the west end. With a french-door or two and a couple of porches, the house began to look quite impressive. In fact many people today (1995) have the impression the house was a hunting lodge or a Hudson Bay Company post. It is in reality a little country house that got lost in a city development. • <u>The Locality:</u> In 1930 when the cabin was built, North Vancouverites mostly hugged the Burrard Inlet waterfront. Weekday mornings Joe Young who worked as a Vancouver Gas Company manual worker in the Keefer Street coke gas works could be seen smartly dressed, catching the Capilano Streetcar by descending the Chicken Walk at the end of Gladwin Drive, just outside his house. He was known to return looking just as smart since a shower was provided at the gas works even at that time. He was employed for 26 years in that plant which was later owned by BCER. For his | <p>considerable re-furbishing but sold almost instantly for \$295,000 by Grant Stuart of Sussex Realty.</p> <p>*Just to the south of the deep ravine, which contains Mackay Creek.</p> <p>Mrs. Pearl Kinnie, op cit.</p> <p>With stonemason Palmer's permission this fireplace was repeated in the restaurant at Capilano Suspension Bridge complex, now known as the Bridgehouse Restaurant.</p> <p>The Chicken Walk ended at Phillips. The statement that Joe Young walked the 2km to Lonsdale Avenue to catch the streetcar reported in the May 1993 Western Living Magazine, p.94 is erroneous. Mrs. Pearl Kinnie, op cit.</p> |
| <p>impeccable attire to and from a dirty job environment he became known in the locality as "Gentleman Joe". Modern to the core, Joe Young was not bothered when the woodlots that surrounded him were sub- divided for tract housing.</p> | |

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| <ul style="list-style-type: none"> In 1956 he considered it an honour to sell the lions share of his plot to the Government. When dignitaries congregated for the grand opening of a new strip of what would soon become Route No. 1, the Trans Canada Highway, he proudly pointed out that the road wended through what had once been his front yard. One of the features known to local residents about this house was his wife's 107-piece collection of brass items, part of which still remain on the outside of the log clad house (1995). Joe Young died in 1964, his family lived in the house for a total of 28 years before leaving in 1967 and moving to Burnaby. After Joe sold, the place entered into gradual decline, even serving as a Brothel for a time. Today the house commands its cliff-top like a control tower. The sun porch affords a view of 53,000 cars a day streaming by. 1930s During the 1930s (and later if the farms became agents for the Fraser Valley Milk Producers beginning in 1921), a number of dairy farms existed in Lower Capilano providing produce for sale in the area including West Vancouver. They were: Richards Dairy on Marine Drive opposite Heywood Park; Fulliger Dairy on the east side of Pemberton Avenue, two blocks south of Marine Drive; Dayton Dairy located on the end of the boardwalk west from 16th at Phillip; Wilkins Farm which at the opening of Marine Drive in 1915 was known as Acme Farm, located on the south side of Marine near MacGowan Avenue on the present site (1994) of Burger King. | |
| <ul style="list-style-type: none"> 1932 District goes into Receivership, followed one month later by the City of North Vancouver. Mr. Tisdale became Commissioner for both communities. He had the District Office moved from Lynn Valley to the City Hall at Fourth and Chesterfield, south-west corner, the former Central School. Most of the departments became joint City and District, but the tax offices remained separate. | <p>The District Office was opened in 1911 at Lynn Valley Road (Pipeline Road) and Fromme Road. Dora Stacey (nee Curry) long term employee from 1943.</p> |

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| <ul style="list-style-type: none"> • 1933 The 8 foot diameter Vancouver water supply tunnel and vertical north shaft to link two water mains buried under Capilano Road to a similar south shaft built at Calamity Point in Stanley Park*. The north and south shafts and tunnel were built because pipes laid on the bed of First Narrows were from the beginning of 1886 vulnerable to rupture from ocean going ships. • The cost of the shafts and tunnel was approximately one million dollars and took 8 months to complete. The tunnel runs from the north shaft located at the foot of Capilano Road as it reaches the shore line. The concrete and steel tunnel handles pressures of up to 200 pounds per square inch and, in full operation, delivers in excess of 150 million imperial gallons daily to the greater Vancouver area. Water from the Capilano Dam** flows down the 400 foot north shaft down to bed- rock, along the 2,100 foot tunnel then back up the systems 400 foot south shaft. • 1936 Around this time, the area now occupied by Murdo Fraser Park became the property of Mr. Golden of Ukrainian-Jewish descent who owned a chain of restaurants in Vancouver. In 1969 the Golden property was expropriated by the District of North Vancouver and Murdo Fraser Park was developed around Mr. Golden's spacious log cabin, he termed his hunting lodge complete with duck and trout pond. This was the last occasion that the District of North Vancouver expropriated land. • 1938 Opening of Lions Gate Bridge to traffic. | <p>*Now the present (1994) location of Lumbermans Arch. For construction details see DNV Social- Historical Infrastructure, Chap.11, Part 11</p> <p>*Now submerged under the present Capilano Lane Reservoir completed 1954.</p> <p>Dirk Oostindie, retired DNV Park Superintendent.</p> |
| <ul style="list-style-type: none"> • 1939 September, The Second World War breaks out. August 25, fifteen days before the outbreak of war, Ottawa ordered the mobilization of three Vancouver Militia Units, including the 15th. Coast Brigade, and a few days later six men from that Brigade were sent to "occupy" a position on the north side of the First Narrows, right under Lions Gate Bridge. Construction soon began of a three storey cement gun emplacement, while two 12 pounder guns were placed on a gravel strip at the mouth of the Capilano River. | |

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| <ul style="list-style-type: none"> • 1940s At the south-west corner of Pemberton and Marine Drive stood the Sanhill Store. It consisted of three stores in a row. The western most store was a retail outlet and the other two were wholesale. Sam sold anything and everything to everyone. • 1943 Work begins on housing for war time workers on the North Shore, more especially in the Heywood area. • 1947 Street-car discontinued. • 1947 February 8, West Vancouver ferry service discontinued. • 1947 Work commences on clearing and filling the area now occupied by Norgate with the intent of a private consortium to establish an airfield for small aircraft. The first hangar was built on the west side of Pemberton* with original entrance facing Norgate. While the project was delayed to difficulties in obtaining a civil aviation license mainly because of the danger of the close proximity to Lions Gate Bridge, residential and commercial areas and the intent to provide pilot training by private user companies, the airport developer failed because funding could not be sustained during the licensing delay. The area had never the less been cleared and filled and was in sellable condition. | <p>Bruce Ramsey, <u>A Place of Excellence</u>, op cit. p.32.</p> <p>Bill Willis, long term Garden Avenue resident. In 1994, 235 Pemberton Avenue is occupied by Barry's Automotive Service, with main entrance on Pemberton Avenue, while the original entrance may be seen from the back alley.</p> |
| <ul style="list-style-type: none"> • 1948 The Norgate Park housing development is initiated by Norman Hullah, a 29 year old Vancouver contractor who borrowed \$10,000.00 to secure an option on the Norgate site cleared a year earlier for a small plane airfield. By 1952, 500 houses had been built on 60 feet by 100 feet lots. They had three bedrooms, with radiant heating coils in the concrete floors, a carport with 250 cubic feet of storage space at the back. House buyers had their own choice of colour schemes and variations in facade design to make their house different from their neighbours. The houses each sold for \$9,000.00 cash. Bought under the terms of the National Housing Act - as most of them were - the terms were \$1,800.00 down and monthly payments of \$46.85 for 15 years. | <p>David Willcock Staff Report <u>Weekend Picture Magazine</u> issued with the Vancouver Sun, November 22, 1952, pp.30, 31 & 32. Copy held at District Hall.</p> |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <ul style="list-style-type: none"> The houses were built in batches of 50. Framing lumber, roof trusses, interior walls, storage cupboards, kitchen counters and bedroom built-ins were prepared in the aircraft hangar now designated 235 Pemberton Avenue*. Five separate construction crews built a house in about one month. One marked out the floor plan on the ground, laid the pre-cut heating coils and poured the concrete slab. Another crew erected the walls from lumber delivered to the site with framing pieces assembled and cut to size. A third crew assembled and installed the roof trusses and sheathed them with Douglas Fir plywood ready for shingling. A fourth crew put up wallboard and a fifth crew installed storage walls, cabinets, doors and windows. 1944 (End) The City of North Vancouver emerged from receivership requiring the District to relocate its offices. Suitable quarters were found in the 100 block on West 2nd Street. The building was owned by Mr. & Mrs. Barracalough. They had been in the grocery business in Lower Lonsdale for many years. They put up a new building for their store on the north-west corner of 2nd and Lonsdale; it stretched as far as a lane beside the St. Alice Hotel so it was a large building. They had living quarters over the store. A small dress shop was located beside it, then a wide stairway went up to the second floor where the District offices were located. ON the ground floor beneath the offices were the B&K feed store. | <p>Walter Williams who was construction foreman and trouble shooter for Norman Hulla and his chief life-long friend stated in a personal interview of November 30, 1994 this hangar was scratch built and he and Norman Hulla built the roof on a weekend. However, the hangar is an accurate copy of the type used along the Alaska Highway and was likely a US War Surplus kit. Otherwise the question is why was a construction shack built exactly like a US Army Airforce hangar? * See resource reference above.</p> <p>See note on this subject under 1932, Dora Stacey, op cit.</p> |
| <ul style="list-style-type: none"> 1949 November 26, at around noon on December 3, a 20 foot chasm separated the Capilano Bridge from the west (West Vancouver) side of Marine Drive. Hour by hour it scarred the river bank. Hundreds of cars were caught on either side of the bridge. Vancouver radio reports warned those who worked in Vancouver not to attempt to cross Lions Gate Bridge but to head for the Union Steamship wharf where vessels would take them to Dundarave pier. As McDonald Creek also flooded, people on Dundarave Pier stood in 3 inches of mud and watched for the first ferry boats from Vancouver. Some relatives had been missing for some six hours and there were rumours of people crossing the condemned foot bridge on Keith Road. The 6th Field Company then placed two Bailey bridges north of | <p>Ted Meglaughlin, West Vancouver resident who worked at the Boeing plant in Vancouver at that time.</p> <p>Ramsey, Bruce, <u>A Place of Excellence</u>, op cit. p.255. The Keith Road bridge had been condemned as such but was still used as a foot bridge.</p> |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <p>the existing bridge and built approach roads on both banks. Later Western Bridge supplied a stock span which was installed south of the existing permanent span.</p> <ul style="list-style-type: none"> • 1949 At the north-west corner of Marine Drive and MacGowan Avenue, Joe Rapp operated his Jewellery, Grocery and General Store. It could be described as a true country store. It was distinguished by the presence of a barrel full of water on the roof ridge with rope hanging down behind the store for Joe's brand of fire prevention. A popular feature of the store was that Joe, on occasion reduced the prices of canned food by removing the manufacturer's label thereby providing a legal form of lucky dip. • Later a Groceteria was built opposite the Rapp Store and was said to be the first self service grocery in North Vancouver, or even British Columbia. Later when Joe's wife died the business ran down. Roy Sumpter, being a local resident and in the banking business at that time, was given the responsibility of fore-closing the bank loan and placing the business into bankruptcy around 1959. It was considered by most to be a merciful act, leaving the memory of Joe as a gracious person and a skilled jeweller. | <p>Bill Willis, op cit. *Researcher's note: This may have been the first Groceteria on the North Shore, but the first one in B.C. is considered to be that opened by Woodward's, Vancouver as a self service groceteria in 1919. Bill Willis remembers that the lady cashier had long green painted finger nails to handle the produce.</p> <p>Roy Sumpter, long term Lower Capilano resident.</p> |
| <ul style="list-style-type: none"> • 1950 Park Royal Shopping Centre opened. George Shaw who lived on Cortell Street operated and was a driver on the District 44 school bus service attempted to provide a bus service from North Vancouver District to Park Royal. Pacific Stage Lines which ran a service to Whytecliff would not allow the encroachment of a private company into an existing service even though they provided no special service to Park Royal and did not operate at weekends. Recognising the loss of business by lack of transportation, George Shaw approached Chunky Woodward of Woodward's Store, contained in the shopping centre and the problem was solved by calling the service "Woodwards Free Bus" and making no charge for this shuttle service. • The service began in 1950 with a 30 minute loop run from Woodward's, Park Royal Shopping Centre to Marine Drive, Bell Avenue, Fell Avenue and 15th Street. | <p>George Shaw, semi-retired President of Evergreen Tours, Vancouver.</p> |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <ul style="list-style-type: none"> • In 1951 a further service was added on the hour every hour by way of Capilano Road, Paisley, Ridgewood, Edgemont and Highland then return. • 1951 Construction begins on the Cleveland Dam, named for Dr. Ernest A. Cleveland, first Chief Commissioner. • 1954 Cleveland Dam opens, and the valley above the second canyon of the Capilano River is flooded by the waters of Capilano Lake Reservoir. • The work of building the first dam began on January 30, 1888. To bring the pipes over to Vancouver they were laid on the surface of the land, now under the reservoir, until they reached the second canyon where the Cleveland Dam is located. • Here two tunnels had to be built in the eastern rock wall. One was 280 feet in length and the other 108 feet. Both pipes were 3 feet in diameter. These tunnels and the pipes they conveyed remained in place until the Cleveland was completed at which time they were blocked. • The tunnels were located 200 feet above the base of the canyon. They exist now to the east of the Cleveland Dam. • A diversion tunnel (which can be seen from the observation platform below the dam) was blasted in the west wall of the canyon on the opposite side of the pipe. | |
| <ul style="list-style-type: none"> • The present intake is to the east of the dam and the two pipes run through the chlorinating house on the east side of the river. • One pipe then runs past the Hatchery and up the Pipeline Road to the Capilano Road and down to Lions Gate Bridge. The western pipe runs across the river at the Hatchery to cross again at the pipeline bridge and continues on to run alongside the eastern pipe, up the Pipeline Trail and so on to First Narrows by way of the continuation of Capilano Road south to Marine Drive. • The two pipes run into the building underground, then turn at 90 degrees downward to a depth of 400 feet beneath the First Narrows. This is the north vertical shaft, built with the associated tunnel and south vertical shaft which was completed in June 1922 when the use of the 5 pipes on the | <p>Interview September 16, 1993 with Mr. Paul Archibald, Engineering Dept.</p> |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <p>completed in June 1933 when the use of the 5 pipes on the bed of the narrows was discontinued.</p> <ul style="list-style-type: none"> • The tunnel at First Narrows is 3,100 feet long, lined with concrete. It is 8 feet in diameter outside and 6 feet 6 inches in diameter inside. The tunnel is 395 feet below the bed of First Narrows, well away from the ships keels which often broke the original pipes laid in 1888. The south shaft is located close to the current position of (1994) of Lumbermans Arch. • 1954 1753 Garden Avenue was a one room unaffiliated Pentecostal Assembly Church complete with altar and baptismal font. The church was purchased in 1961 by Sylvia Turton and converted into a dwelling house by Mineo Tanaka, architect, 1866 Garden Avenue. The converted church is located on the west side of Garden Avenue, just south of the intersection with Hope Road. • 1958 The ferry across Burrard Inlet is discontinued. • 1960 The New Second Narrows opens, having collapsed during construction, with the loss of 18 lives. • 1960 Construction of Upper Levels Highway is under way. | <p>The head of the shaft is covered by a lift off canopy marked GVRD and is visible from the foot of Capilano Road in Port of Vancouver property.</p> |
| <ul style="list-style-type: none"> • 1971 The Norgate Firehall now Station No. 5 was opened at 1221 West 15th Street, one block west of Pemberton Avenue, and just east of the boundary of Norgate, but with ready access to the commercial and industrial areas, at the foot of Lloyd and Pemberton. The Norgate Firehall protected an area previously covered by the Capilano Firehall at 3030 Newmarket, at Highlands Boulevard at Edgemont. • 1986 December 11, The Main water supply north shaft head built to convey water to Vancouver and Lower Mainland, exploded hydraulically under a load of 600 tons, blowing out 30 feet by 46 inch reinforced concrete pipe at the north shaft. The first signs were reports from the Capilano area at 2:30 a.m. that morning that there was a heavy thumping sound coming from under the road the the | <p>Vancouver Sun, Friday, April 22, 1988. Timothy Renshaw News Reporter.</p> |

| PART 12 A BRIEF CHRONOLOGICAL HISTORY OF LOWER CAPILANO | Source Reference |
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| <p>surface was moving up and down a few inches with the same rhythm.</p> <ul style="list-style-type: none"> • The north shaft was completed in July 1933 and so the GVWD has enjoyed nearly 54 years of service from this major feat of engineering and craftsmanship during that period. • 1986 Permanent repair of the north shaft began a year later in December 1987 and involved installation of a 7 foot diameter, five eiths thick welded steel sleeve down the 400 foot depth. The complete overhaul was planned following the discovery of more cracks down the shaft during initial emergency repairs to its exploded section. The main had also failed in 1982. • In order to bring the shaft up to modern earthquake design standards, concrete grouting was injected in the 6 inch annular space between the new sleeve and the old 1932 shaft around its lower 280 feet. The upper section was filled with water to allow for movement of the liner against the old shaft. • Following initial re-rerouting of the Capilano water in the water main, the system was flushed with a sterilizing mixture of water and sodium hypochlorite which was then released into Burrard Inlet. From closure of the water transfer tunnel in November 1987, water from the Capilano system was diverted to reach Vancouver by way of the three pipes beneath the Burrard Inlet just to the east of the Second Narrows Bridge on the Seymour River Circuit. | |
| <ul style="list-style-type: none"> • On Wednesday afternoon, April 20, 1988, media reporters and cameramen, leashed inside 3 foot diameter steel cage escalators were lowered the equivalent of 40 storeys into the shaft's dank blackness to inspect the repair work and to tour the connecting water tunnel under Burrard Inlet. • Reporter Timothy Renshaw wrote that though the sense of the shaft's tremendous depth was lost in its tight 7 foot diameter and without any normal visual reference points, a quick glance up at the 7 foot circle of daylight that had shrunk to baseball size by the time the elevator reached the bottom, provided adequate indication. Tim's impression was that the bottom of the north shaft and the tunnel with its silence and the rumber of First Narrows was a good place | <p>News report held in the Vancouver Sun Archives micro-film collection and in original form in the private collection of Mr. Frank Hunt, GVWD Historian.</p> <p>See DNV Social-Historical Infrastructe,</p> |

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| <p>for water, but not for people.</p> <p>· 1991 The District of North Vancouver celebrates its Centennial.</p> <p>Researcher: Roy J.V. Pallant, M.A. September 13, 1995</p> | <p>Chap. 11, Part 11 - provides detail of the building of this pressure tunnel completed July 1933.</p> <p>A lift off canopy marked GVWD covers the north shaft and can be seen on the shoreline at the foot of Capilano Road.</p> |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 12

PART 2

**EARLY YEARS OF ST. JAMES ROAD EAST
HOSE REEL FIRE HALL
- LATER DEVELOPMENT OF LYNN VALLEY**

CHAPTER 12
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY HISTORY OF THE FIRE DEPARTMENT
Researcher: Roy J.V. Pallant

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| · | <i>NB: This historical brief may not be reproduced in any form without written permission of the writer except for brief reference for inclusion in research papers and providing appropriate acknowledgement is given to the writer who retains copyright for future publication of this work.</i> | |
| · | <p>Local historians, J. Roger Burnes and Walter Mackay Draycott, relate how in the early days on the North Shore there was a constant haze of smoke in the air and a smell of burning tree stumps as they were being cleared. During summer the constant risk of a flash brush fire, of the type that ravaged Vancouver, or Granville as it was known on June 13th, 1886, was always present.</p> <p>There was, therefore, a great necessity to protect the mainly wooden houses and commercial buildings against this seemingly ever-present threat of fire. Over in Lynn Valley the Hastings Shingle Company Mill, which later became the "Upper Mill" of the McNairs on Mill Street, off Dempsey in Lynn Valley, had fourteen stave barrels of water on a rack which ran the length of the roof ridge as fire protection. Down in Lynn Valley center, the Firehall with its hose-drying tower stood on the triangular piece of land at the corner of Ross Road (formerly Tote Road) and Mountain Highway (formerly Centre Road).</p> | Draycott, Walter MacKay, <u>Early Days in Lynn Valley</u> |
| · | <p>Meanwhile, the North Lonsdale area was protected by a Hose Reel Fire Hall located about one hundred feet east from Lonsdale Avenue on the north side of St. James Road East, on the site of the current 120 St. James Road East*. This fire hose reel station was originally located on Lonsdale Park at Osborne Road. The decision to move the fire hall to the St.</p> | <p>* Doug Loutet Interviews, August 1987</p> <p>** See photograph held in North Shore Museum and</p> |

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| <p>James Street East location was made by the District Council on May 1st, 1914**. The fire hall was initially equipped with a manually-drawn hose reel, and was built complete with a hose-drying tower to the east of which was the shingle-sided hut with double doors to house the hose reel unit and complete with rapid access ramp.</p> <p>· A number of reports concerning the operation of the fire hall and the fire brigade are contained in the North Shore newspaper, "Express", which tells of school boys putting out local fires. By present day standards, this seems strange, and might possibly refer to an isolated emergency situation occurring in the community. Yet the reports are so frequent and reference made to the boys of Chesterfield School, that it is soon realized that the boys of Chesterfield had been trained as a fire-fighting unit by Rev. John Newton Sykes, Principal of the School. This fire brigade at St. James East hose reel firehall was known as the North Lonsdale Fire Brigade. They pulled the heavy hose reel to fires manually and wearing school uniforms of dark pants, white shirts and black ties. Rev. John Newton Sykes was the chief and wore his clerical clothes. Mr. Chutter, a school master under Principal Newton Sykes, was also a member, together with students Lumsden and John Tenner. This particular brigade was renowned for, not only running to the fire when the bell rang, but also for running back to the station with the two-wheeled hose reel carrier.</p> | <p>Archives of the completed Fire Hall in 1915.</p> <p>Chesterfield School, 3371 Chesterfield Avenue (second site of this school). Opened by Albert Henry Scriven, B.A., in 1913. On August 8th, 1913, Rev. J. Newton Sykes, B.A., an Anglican priest, succeeded Rev. T.E. Rowe as Head Master of this school for boys.</p> |
| <p>· Rev. John Newton Sykes had a local reputation for bravery. When, in 1915, a bush fire raged down the slopes of Fromme Mountain to Osborne Road West, just north of the school, Sykes was remembered for climbing to the ridge of the roof over the school dormitory house and ripping off burning shingles with his bare hands. He saved the building, and probably the school*. Leaving his artist brother, Edmund in Lynn Valley** Rev. John Newton Sykes returned to England. In London, during the Second World War, he again volunteered for fire fighting and rescue work and earned for himself an OBE*. He commented</p> | <p>* See caption with NSMA photographs, #4609 and #4610.</p> <p>** Sykes Road named after the brother of Rev. John Newton Sykes.</p> |

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| later in a letter to one of his former students that his earlier training and experience with the North Lonsdale Fire Brigade was of great value in conditioning him mentally to serve the community under air-raid conditions. | * OBE - Order of the British Empire. |
| <ul style="list-style-type: none"> Looking at the chronological history of the North Lonsdale Hose Reel Fire Hall, taken from the reports of the "Express", the participation of the community revealed in the 16th May 1912 issue when the North Lonsdale Rate Payers Association resolved that the District Council should appoint a Fire Chief and pay for a telephone to be installed in his house. Also resolved was that volunteer firemen should be paid for active time fighting fires. | |
| <ul style="list-style-type: none"> On 31st May, 1912, The North Lonsdale Rate Payers Association nominated Mr. A.D. Fleming as Fire Chief for that section of the District of North Vancouver and the District Council has installed a telephone in Mr. Fleming's house. | |
| <ul style="list-style-type: none"> 14th June 1912: North Lonsdale Rate Payers elected twelve members to serve on the volunteer fire brigade. | |
| <ul style="list-style-type: none"> 20th June 1912: The "Express" reported concern of the North Lonsdale Rate Payers over District Council's intent to reserve the right to use the hose reel for public works activities, providing the Council notified the Fire Chief. | |
| <ul style="list-style-type: none"> 21st June 1912: A complaint was received from Fire Chief A.D. Fleming that the fire hose reel had been taken out of the fire reel house, used by the District Council workers and not returned. The District Council regretted this omission and promised to investigate and advise the District workmen to avoid a reoccurrence in the future. | |
| <ul style="list-style-type: none"> 6th August 1912: The "Express" reported a successful test of the North Lonsdale fire fighting system was made recently from the main hydrant on Queens Street by District Engineer Jamieson, under the supervision of Fire Chief Earle. | |

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| <ul style="list-style-type: none"> On 10th October 1913 the "Express" reported that the North Lonsdale Fire Brigade has so far proven successful, according to a letter from Fire Chief Findly of the North Vancouver City Fire Department, who had inspected the equipment. Badges, a siren and whistles were supplied to the twelve volunteers, some of whom have telephones installed in their houses. They have signified their willingness to take a position in the fire fighting force. | |
| <ul style="list-style-type: none"> 23 January 1914: A report indicated that an application was received by the District Council from James Lagland, Boy Scout Master, to grant the boys permission to practice fire drill at the North Lonsdale station (Application received 22nd January 1914). Therein the 6th February 1914 issue of the "Express" notified that the Scouts would parade at the North Lonsdale Station at 3:00 p.m. on Saturday, February 7th, 1914. | |
| <ul style="list-style-type: none"> The 13th February 1914 issue of the "Express" announced that the North Lonsdale Fire Brigade would hold a "Hard Times Dance" on Saturday, March 6th, 1914, at the Horticultural Hall, the proceeds of which would be donated to the Brigade. A mock court would be held during the evening to try all those "who seem to be possessed to too much of this world's goods in the form of collars and fine clothes". | |
| <ul style="list-style-type: none"> The March 6th, 1914 issue noted that various pieces of equipment were granted by the District and gives reference to an earlier article in the February 20th edition.* The District Council decided to pay the firemen 40¢ per hour when actually attending fires, and pay the Chief \$25.00 annual salary. | 600 feet of fire hose, three alarm boxes, two nozzles and other equipment incidental to fire fighting apparatus. It was also decided to install telephones in stations, and electric light. |
| <ul style="list-style-type: none"> On February 20th, 1914 Chief A.D. Fleming, who lived on East Osborne, raised the question of moving the hose reel station from its site which had become Lonsdale Park. | Now Carisbrooke Park |
| <ul style="list-style-type: none"> At a regular meeting on April 30th, 1914, the District Council agreed to move the hose reel station to its second location, approximately 100 feet east from | |

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| | Lonsdale Avenue on East St. James Road, and that it should be enlarged to measure 24 feet by 8 feet floor plan. | |
| · | The movement of the hose reel station was reported in the "Express" of May 1st, 1914. | |
| · | The 19th June 1914 issue of the "Express" reported that with particular reference to the duration and number of volunteers involved in the Pearson Anderson Mill* blaze, District Council clarified that only actual members of the fire brigade would be paid for hours occupied with fire fighting. No pay would be made available for the many ex-officio volunteers in what had to be in those times, an expression of public spiritedness and defence of property. | The Pearson Anderson Mill was located at the top of St. Georges Avenue, 4000 block. |
| · | Yet another "Hard Times Dance" was held on 19th February, 1915, the second year of World War I and was reported as being very successful, with thanks proffered by all who attended. | |
| · | On March 2nd, 1915, the insurance evaluation of the North Lonsdale Fire Brigade building and equipment was set at \$1,200.00 | |
| · | Then, on March 3rd, 1916, another successful "Hard Times Dance" was held in the third year of the War, and in what had become a popular annual event. | |
| · | It is interesting that at this point in time the St. James hose reel station remained a manual operation yet, as witnessed by the extensive article contained in the "North Shore Press" of Tuesday, March 3rd, 1914, fire fighters were already discussing the disadvantages of the fire horse by comparison with the new combustion engine-driven fire engines. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 12

PART 3

FIRE FIGHTERS MOTORS

CHAPTER 12
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
EARLY HISTORY OF THE FIRE DEPARTMENT
Researcher: Roy J.V. Pallant

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| <p>"The fire horse is losing his job. Following the example of his brothers the street car horse and the puller of cabs, he must look to some other means of employment. For the fire departments of town and city are gradually being motorized and the business-like hum of the auto engine is drowning out the spectacular clatter of hooves that has delighted the ears of small boys since the day the first piece of fire apparatus made its initial run.</p> <p>It is not easy to realize the extent of this change in the fire departments until one is confronted with the statistics. Then it is discovered that nearly one fourth of the apparatus used in the United States is now of the self propelled type. Chiefs wagons, hose wagons combinations, steamers and ladder trucks all are included in the list, and the gain to the communities in which they are located has been one of efficiency, economy and protection.</p> <p>Who the first chief was that decided to take his professional rides in an automobile is not recorded in the annals of the service. No doubt he was in private life the owner of some machine "that swallowed whole perspectives in its flight" and made the clattering little chiefs wagon seem very slow indeed. But whoever he may have been, he was the pioneer of a movement that is completely revolutionizing not only the methods of getting to the fire but the methods of handling it after arriving there. For the gasoline pumping engine is now proving just as satisfactory as the old style steam type and less inconvenient.</p> <p>The combination wagon, that useful type of apparatus that carries all the first aids, from bags of salt for chimney fires to pony chemical tanks for incipient blazes was the first heavy vehicle to be motorized. The advantages of the new wagon were many and at once apparent but above all else it saved time and time is a most precious thing in all fire departments. To save time, a fire department is ready to go to almost any expense and inconvenience. Brass poles are used instead of stairs when the men descend from their quarters in answer to an alarm, and two seconds may be saved. The harness is dropped on the horses automatically and two more seconds saved.</p> | <p>Copied from North Shore Press, North Vancouver, B.C., Tuesday, March 3, 1914, page 4.</p> <p>Researcher's Note: By the time this article appeared on the North Shore early in 1914, the City of Vancouver had already taken delivery in 1912 of one American - La France type 10 combination hose/chemical and two type 10 hose wagons of the same manufacture. Vancouver was the first city in Canada to purchase motorized American - La France fire apparatus. Chief Carlisle of Vancouver, his assistants, the chief mechanic and all who could get away, went down to the CPR yards to watch them being unloaded. In the dimly lit box cars, they discovered a fourth rig, also a type 10 combination. Had La France made a mistake and sent one rig too many? No, unknown to Chief Carlisle, the neighbouring municipality of Point Grey had ordered the fourth rig (which later became part of the VFD roster on amalgamation in 1920). Later an official photo was taken at No. 2 (HQ) station on Seymour Street, Vancouver. The rigs were put in service between December 1912 and June 1913 and served at various fire halls around the City until retirement, July 1948.</p> |

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| <p>Patent snap hooks and buckles have been invented to save a</p> | |
| <p>little more time in the harnessing process. The doors of the firehouse are opened by falling weights. The men and horses are drilled over and over again until they are able to swing into the street before the last bell has sounded - and then came the motor apparatus that did away with all the hitching the harnessing and saved not merely seconds but whole minutes and often many of them responding to an alarm. And from that moment the value of property destroyed by fire was materially lessened."</p> | |
| <ul style="list-style-type: none"> Soon after the manifest success of the automobile wagons and electric and gasoline motor manufacturers began to turn their attention to caring for the heavier pieces of apparatus. The long ladder trucks were built in self propelled form and finally every type of vehicle from squad wagon to search light truck. A story is still told in the fire department of a large city which has many skyscrapers about the introduction of the first motor ladder truck there. The chief of the department - so runs the story - had ordered a huge aerial ladder truck from the manufacturers, but had made his specifications so heavy that when the truck arrived it could not be drawn through the streets. They first tried three horses then a "spike team" of five with two in the lead and finally six horses, but it could not be handled with any practical ease. | |
| <ul style="list-style-type: none"> At this time there appeared on the scene, an enterprising salesman for an electric motor truck house. He had something that would handle the truck alright he declared. There was little faith in auto trucks in those days, however, and the offer was refused. The salesman persisted and asked the privilege of a trial. And when the motorized truck answered its first alarm it swung around the corner so rapidly that it nearly collided with the chief's own automobile and caused him to come to such a sudden halt that he stalled his engine and was late arriving at the fire. Needless to say, it was accepted and it is still doing duty in the department in company with others of its kind. It was a coincidence that the convention of fire chiefs met in the same city four years after this incident and unanimously declared themselves in favour of motor driven apparatus of all | |

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| kinds. | |
| <ul style="list-style-type: none"> But in spite of the motor being in the good graces of the department heads, the horse drawn vehicles are still largely in the majority. There are two reasons for this. In the first place it is the combination hose and combination wagon that does practically all the work in the fire department. Ninety percent of all fires are handled either by the chemicals or by lines of hose connected directly with the hydrant. And it is rarely that a fire gets sufficient start to demand the intermediate service of the steamers and the water towers. Therefore, the department that has motorized its combination and hose wagon has brought up to date the most highly utilized equipment. | |
| <ul style="list-style-type: none"> A second and more important reason accounts for this slow transformation of the heavier apparatus, however, and this lies in the great amount of capital tied up in the present vehicles. A new fire engine costs about \$9,000.00 and the price of the other equipment is correspondingly high. The abolition of all horse drawn apparatus in the country would mean the "scrapping" of many millions of dollars worth of first class property and the expenditure of as many millions more to replace it. It is to meet this situation that a hauling device called a "tractor" has been invented. The tractor is often a three wheeled, but sometimes a two or four wheeled machine, heavily and compactly built and only large enough to carry its own motor and the driver's seat. The poles to which the horses are hitched and the front wheels of the fire engine or ladder truck are taken out and their place taken by the tractor. Thus within a minute or two a piece of apparatus is brought up to date. | |
| <ul style="list-style-type: none"> In considering the primary advantages of the tractor, which is of course speed, one comes face to face with rather an interesting optical illusion. The average fire engines responding to an alarm gives an onlooker the impression that it is speeding through the streets at a tremendous rate. The bell clangs furiously, the whistle shrieks and the driver leans far over his reins and the horses bob up and down at a great rate with a most convincing clatter of hooves. | |

| PART 3 FIRE FIGHTERS MOTORS | Source Reference |
|--|---------------------------|
| <p>As a matter of fact, nine out of ten taxi cabs slip through the traffic at twice the speed without attracting any notice. And if the engine should be shorn of its bell and its galloping horses and sent through the streets no faster than it was drawing before, it would be considered a slow piece of machinery indeed. It is because of this opportunity for greater speed that the tractor has found a happy application.</p> <p><u>Advantages of the Tractor</u></p> <ul style="list-style-type: none"> An advantage that appears especially to the suburban and rural fire departments is the hill climbing abilities of these tractors. A good many hills in the country towns and the outer urban district present unsurmountable obstacles to the heavier apparatus unless the roads are in excellent condition. Some cannot be climbed at all. But the powerful tractors seem to balk at nothing and top any hill with ease. In a small town in New York state there is a hill of 14 percent grade that has always vanquished its heavy ladder truck. Now it has a tractor which pulls the three-ton truck up the hill with ease and carried 30 men in addition. <p>There are a good many other advantages in the tractor or the motor driven apparatus. For instance, take the cost of upkeep. Horses must eat every day whether there are fires or not. The motor demands gasoline only when it is working. In a certain city the hook and ladder truck cost the city \$70.00 a month when hauled by horses. Now the city pays less than \$2.00 a month for a tractor. And the maintenance cost is less, too, since the little use of the fire motor gets in a year means that it will last for a long period. An automobilist will run a car as much as 10,000 or 20,000 miles in a year and think nothing of it. But the fire motor that goes 1000 miles in a year is doing heavy service. At this rate it is difficult to tell just when such a motor will wear out. There are other things to be thought of. The storage room needed in a fire station is much less for motor vehicles. With the horses and stalls removed the quarters of the men are pleasanter. And with the addition of self-starters the motors are ready for instant service and will start as soon as the driver reaches his seat.</p> <p>- Boston Monitor</p> | |
| <ul style="list-style-type: none"> Since there appears to be no available equivalent to the story contained in the above foot notes, it may be of parallel interest to mention that the chief mechanic who accompanied Vancouver Fire Chief Carlisle to the CPR yards to drive home the American - La France riggs was Alex Betts. Alex reached 100 years of age on Wednesday, | <p>Researcher's note.</p> |

| PART 3 FIRE FIGHTERS MOTORS | Source Reference |
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| <p>February 25, 1987. He was, at that time, the oldest surviving member of the Vancouver Fire Department. Mr. Betts drove these elegant white rigs in 1912 and kept them working as the Vancouver Fire Department's master mechanic until he retired from the department in 1947.</p> | |
| <ul style="list-style-type: none"> The La France was state-of-the-art fire fighting machine in its time. The four cylinder 75 horsepower engine delivered enough power through the chain-drive transmission to provide a street speed of 50 miles per hour, carrying four crew members and 2,000 ft. of 2 1/2 inch hose. These La France rigs cost Vancouver \$6,750.00 each in 1912. | <p>Denny Boyd, "Firehall's hero rings in century", The Vancouver Sun, Thursday, February 26, 1987, Section B2 and British Columbia Antique Fire Apparatus Association.</p> |
| <ul style="list-style-type: none"> By comparison a 1981 American La France Firebird 125 with a hydraulic aerial platform that lifts hose lines and firefighters 125 feet in the air cost \$800,000. | <p>Newsletter, Summer 1977, page 1.</p> |
| <ul style="list-style-type: none"> When Alex Betts was a 14 year old doing men's work in Prince Edward Island, he could not have known there was \$800,00 in the entire world. He took up the stonecutter's trade at 14, cutting gravestones by hand. But despite only six years of schooling, he quickly recognized the poor economics of receiving \$3.50 a month salary and paying out \$3.00 a month for room and board. | |
| <ul style="list-style-type: none"> He fished lobster off St. Peters Island for the going cannery rate of \$1.00 per 100 lobsters and in the winter of 1905 he cut ties for the Grand Truck Railway, falling the trees, limbing them, cutting them to tie lengths, smooth-trimming two sides and delivering them to the railhead for \$7.00 per 100. | |
| <ul style="list-style-type: none"> Alex Betts came west in 1907. He farmed in Nanaimo ploughing the land with a team of oxen before joining the Ironworkers Union in Vancouver and helping to build the Westminster and Connaught* bridges and the first Granville Street Bridge. He fell off the Granville Bridge and swam ashore in False Creek. | <p>* Now Cambie Bridge</p> |
| <ul style="list-style-type: none"> In 1984, when the Cambie Bridge was being taken | |

| PART 3 FIRE FIGHTERS MOTORS | Source Reference |
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| <p>down, Mr. Betts told his son Martin where the dismantling should begin. Betts recalled that when he drove in the final rivet in 1911 he had slipped a washer over it and so told Martin, 73 years later, precisely where the rivet was.</p> | |
| <p>· When Alex Betts joined the Vancouver Fire Department, men worked 24-hour shifts six days a week, for \$60.00 a month*.</p> | <p>* Alex Betts' 35 years on the job allowed him a \$46.00 a month pension when he retired in 1947.</p> |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 13

PART 1

YICS DINING LOUNGE
127 EAST THIRD STREET
CITY OF NORTH VANCOUVER

CHAPTER 13
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
FACILITIES AND ESTABLISHMENTS SHARED BY THE
COMMUNITIES OF BOTH THE DISTRICT AND CITY OF NORTH VANCOUVER
Researcher: Roy J.V. Pallant

| PART 1 YICS DINING LOUNGE 127 East 3rd Street, City of North Vancouver | Source Reference |
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| <ul style="list-style-type: none"> The patrons of this two hundred seat Chinese Restaurant come from all over the North Shore of Burrard Inlet but is particularly popular with the communities of the City and District of North Vancouver. | Personal Interview with Mr. Yick Hung Jung at his restaurant Monday, August 8, 1994 and subsequent conversations. |
| <ul style="list-style-type: none"> Yics was opened in 1972 by the current owner Yick Hung Jung with the Vernon family, Dr. T.A. Vernon, his wife Shirley Vernon and Craig Vernon, his son, who was also a schoolmate of Yick Hung Jung at Handsworth School. Yick came to Canada with his mother Nellie in 1957 from Yin Ping, a suburb of Canton, southern China, by way of Macau and Hong Kong. | |
| <ul style="list-style-type: none"> When Yick Hung Jung arrived in Vancouver with little or no knowledge of the English language, he attended Strathcona Elementary School which at that time (1957) continued to grade 8. Also at that time, there were absolutely no English as a Second Language (ESL) programs in Vancouver schools. The rules to counteract that absence were that only English could be spoken on the school property. That included the playground. In 1957 there were lots of students of Italian and Chinese ethnic origin, all learning the English language by way of their regular lessons, handicraft instruction, physical training and sports. In this process the teachers at Strathcona School were patient, devoted and innovative and indeed, highly successful. These were true formative years together with a memorable significant experience in life. Yick (Jack) remembers particularly Mr. Barton, School Principal, Miss Robinson, Grade 1, Miss Adamson, Grade 2 and 3, Miss Stevenson, Grade 4, and Mrs. Goldberg who taught | |
| taught music in an inspiring way and had a German | |

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| <p>PART 1 YICS DINING LOUNGE</p> <p>127 East 3rd Street, City of North Vancouver</p> | <p>Source Reference</p> |
| <p>accent.</p> | |
| <ul style="list-style-type: none"> The name "Yics" came from the time Yick Hung Jung attended and graduated from Handsworth School in the Capilano region of the District of North Vancouver. | <p>The first graduates of Chinese ethnic origin graduating from Handsworth School together with his friend Robert Kwong.</p> |
| <ul style="list-style-type: none"> His fellow students could never quite get used to addressing him as Yick and he was always known as "Jack". Therefore, "Yics" is sympathetically "Jacks Dining Lounge". | <p>Jack adds that there was never a problem at school with ethnic insults since both he and Robert Kwong were big and well respected.</p> |
| <ul style="list-style-type: none"> The Jung family have long associations with Canada; some of the first relatives came over from Canton and worked on the building of the Canadian Pacific Railway. | |
| <ul style="list-style-type: none"> The great grandfather came from Canton in the 1900s and worked for an agency providing Chinese catering staff and manual labour in British Columbia mines. | |
| <ul style="list-style-type: none"> One distant relative left Canton for Canada just before his son was born. He stayed in Canada for 65 years without returning to his original family and died here at age 99 years. | |
| <ul style="list-style-type: none"> In the 1920s Yicks' great grandfather came to British Columbia, and again, worked for a Chinese agency as a cook in mines located in the Yukon and Northwest Territories. While here he married and started a family. Then, by tradition of the southern Chinese people, he returned to care for the needs of his original family in China in 1928. He then returned quickly to Canada before the outbreak of World War II. | |
| <ul style="list-style-type: none"> In 1950, Yicks' father, Quai Ping Jung who became known as Peter Jung came to Vancouver from Canton and worked at a chinese vegetable farm in Richmond. From there he joined a firm of mine catering contractors and served as an apprentice cook at various mining camps in British Columbia and Yukon Territories. His wife and son arrived in Canada in 1957 after a 7 year separation. He continued to work for a mine catering company, this time at sites in the Queen Charlotte Islands. | |

| PART 1 YICS DINING LOUNGE 127 East 3rd Street, City of North Vancouver | Source Reference |
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| <ul style="list-style-type: none"> Peter Jung's father had left his family in Canton when Peter was eight years of age and went to Indonesia. He never returned. | |
| <ul style="list-style-type: none"> Peter Jung then worked at the Pall Mall Cafe on East Hastings, Vancouver near Victoria Square. Peter and his family then lived on East Georgia and East Union in Vancouver. | |
| <ul style="list-style-type: none"> In 1962 Peter Jung bought a restaurant "The Mountaineer" at 3135 Edgemont Blvd.* which happened to back on to District of North Vancouver Fire Hall No.3**. It was from this convenient situation that a happy rapport existed between the firefighters of No.3 station and which continues today as Yics Dining Lounge delivers to all fire halls in North Vancouver, West Vancouver and the District where it all began. | <p>* The site presently occupied by the "Cafe Boulevard".</p> <p>**Site now occupied by the DNV Capilano Library.</p> <p>See DNV Socio-Historical Infrastructure, Chapter 12, Part 4, History of the DNV Fire Department.</p> |
| <ul style="list-style-type: none"> Chief Archie Steacy recalls that Yick (Jack) and his young sister Jane were always at the fire hall delivering orders and Jane in her younger days was unofficially adopted by the firefighters while her parents Peter and Nellie were working hard in the restaurant. | <p>Chief Steacy retired in December 1989 after 33 years of service.</p> <p>Jane is now married to "the boy next door" and, equipped with an M.B.A., is an executive with the Merritt Corporation in New York.</p> |
| <ul style="list-style-type: none"> The concept of the "Fireman's Special" originated here and continues as part of the menu at Yics Dining Lounge. It consists of chow mein, fried rice, sweet and sour pork and deep fried prawns. The dish is supposed to be for one person but the quantity is generous and doubtless well suited for firefighters who have just returned from a fire or training exercise. | <p>While "Fireman's Special" may exist on menus elsewhere in North America, this content was formulated by the District of North Vancouver Fire Department exclusively.</p> |
| <ul style="list-style-type: none"> Since Jack Jung had been a student himself there was a genuine understanding by the Jung family of the position of university students who needed to earn money for their expensive tuition and books yet were hampered by their lecture and laboratory time commitments. So it was that when Peter and Nellie Jung owned the Woodbine Inn in Edgemont Village, they hired UBC student Dianne Tassell from Lynn Valley as a part-time waitress, | |

| PART 1 YICS DINING LOUNGE 127 East 3rd Street, City of North Vancouver | Source Reference |
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| <p>matching her work hours with lecture times. Dianne was studying for her B.Ed. at UBC at the same time as Craig Vernon was working for his BCom. When Yics Dining Lounge opened in 1972, both Dianne Tassell and Craig Vernon were working with Jack at Yics with Mrs. Shirley Vernon as hostess.</p> | |
| <ul style="list-style-type: none"> Chief Steacy recalls how in the 1960's there remained racial objections to the Chinese residents in the Vancouver area. Nellie Jung was a big woman from Canton (Guangzhou) and she objected to some local school students coming into the restaurant to buy a drink, then settling down with a lunch bag they had brought in from elsewhere to make use of the restaurant often to the exclusion or annoyance of regular paying customers. So she would chase them out and kept them out, resulting in a campaign by some of the Edgemont residents to paint racist and obscene statements on the restaurant windows after darkness fell. Chief Steacy said the firefighter crew at old No.3 made a point of coming in early for duty each day for the purpose of removing the signs and to clean the windows of the store to avoid the ever friendly and hard working Jung family being hurt and discouraged. | |
| <ul style="list-style-type: none"> When the Jung family opened the Mountaineer Restaurant in 1962 they continued to live in Vancouver. Peter and Nellie arrived at the restaurant at 7:00 a.m. in his 1957 Monarch. In the winter of 1963 the snow fall was heavy and Peter could not reach the restaurant. Accordingly, the firefighters arranged to push Peter and his car from Highland Blvd. to back of Edgemont Blvd. | |
| <ul style="list-style-type: none"> Later, in 1969, Peter and Nellie built the Woodbine Inn on Woodbine Drive in Edgemont Village. Later they sold that restaurant to the very popular, the late Harold Chu, who himself had a colourful history of endeavour. | |
| <ul style="list-style-type: none"> Later, in 1969, Peter and Nellie built the Woodbine Inn on Woodbine Drive in Edgemont Village. Later they sold that restaurant to the very popular, the late Harold Chu, who himself had a colourful history of endeavour. | |
| <ul style="list-style-type: none"> Harold was the only "Chinese Irishman" on the North Shore as every Saint Patricks Day was seen wearing his | |

| PART 1 YICS DINING LOUNGE 127 East 3rd Street, City of North Vancouver | Source Reference |
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| <p>green suit and green bowler with four leaf clover hat for the occasion. Harold was likewise the only "Chinese Scotsman" on the North Shore dressed in a kilt on Robert Burns Day. It was indeed a sad day when Harold Chu died.</p> | |
| <ul style="list-style-type: none"> Jack Jung and the Vernon family opened Yics Dining Lounge in February of 1972. The family sat down with Lawrence Wilcox, a Vancouver architect who sketched his concept of the restaurant on a paper table napkin. Lawrence had spent a lot of time in the Orient and was very familiar with the designs of buildings found there both by size and application. The appearance of the restaurant building in 1994 is almost identical to that in 1972 with the addition of the Chinese telephone box located in the northwest corner of the property. The cedar trunks remain in place supporting the southern chinese style roof. At the rear there is a similar roof and windows. The building takes advantage of the slope on which it is built, allowing a Third Street level entrance at the front and a view of Vancouver and the harbour at the rear. Beneath the rear section is space for inside parking and a delivery entrance. | |
| <ul style="list-style-type: none"> Since Jack Jung had been a student himself there was a genuine understanding by the Jung family of the position of university students who needed to earn money for their expensive tuition and books yet were hampered by their lecture and laboratory time commitments. So it was that when Peter and Nellie Jung owned the Woodbine Inn in Edgemont Village, they hired UBC student Dianne Tassell from Lynn Valley as a part-time waitress, matching her work hours with lecture times. Dianne was studying for her B.Ed. at UBC at the same time as Craig Vernon was working for his BComm. When Yics Dining Lounge opened in 1972, both Dianne Tassell and Craig Vernon were working with Jack at Yics with Mrs. Shirley Vernon as hostess. In 1975 Dianne Tassell and Craig Vernon were married and so in 1979 Jack went into partnership with Craig Vernon and purchased land on the main street of Port Moody. The following year, 1980, they built the restaurant and named it Moody's Walk and continued the family tradition of serving Chinese Canadian cooking | |

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| <p>PART 1 YICS DINING LOUNGE</p> <p>127 East 3rd Street, City of North Vancouver</p> | <p>Source Reference</p> |
| <p>until 1991. At that time the restaurant was sold.</p> | |
| <ul style="list-style-type: none"> At a time when Chinese restaurants are changing hands rapidly and the trend for survival being to constantly vary the Chinese menu with new dishes, Yics Dining Lounge continues its policy of providing a fixed and quality menu with generous servings in both the individual dishes and in the very popular weekend smorgasbord. Generally Yics have a clientele who come knowing what dish they intend to enjoy and know how much it will cost. Yics remains very popular because it is a family business with many years of experience on hand to cope with any catering circumstance, and obtain most Chinese foods from the Vancouver area. | |
| <ul style="list-style-type: none"> The family also owns and operates CHEERS RESTAURANT LTD. at 125 E. 2nd Street just south of Yics. The restaurant caters to a Western Canadian menu. | |
| <ul style="list-style-type: none"> The Jung family have lived on Prospect Avenue in the District of North Vancouver for some twenty-eight years. In the house the family speaks Cantonese all the time to accommodate the four generations of the Jung family who live there. The oldest member of the family is Jack's maternal grandmother who is 85 years and who came to North Vancouver twenty-three years ago. Jack's mother Nellie Jung is still alive, aged 62, likewise his father, Peter, aged 67. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 13

PART 5

PEARSON'S HARDWARE STORE

**1329 Lonsdale Avenue
City of North Vancouver**

CHAPTER 13
DISTRICT OF NORTH VANCOUVER
DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
FACILITIES AND ESTABLISHMENTS SHARED BY THE COMMUNITIES
OF BOTH THE DISTRICT AND CITY OF NORTH VANCOUVER
Researcher: Roy J.V. Pallant

| PART 5 PEARSON'S HARDWARE STORE 1329 Lonsdale Avenue, City of North Vancouver | Source Reference |
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| <ul style="list-style-type: none"> Walter Pearson and Bob W. Jones worked for Paine Hardware located at 90 Lonsdale Avenue in the early 1940s at the height of the war effort at the almost adjacent shipyards. On June 1, 1946 Walter Pearson and Bob Jones left Paine Hardware to start a modern hardware business on their own. At that time, Mr. Paine recognizing the sharp reduction of business after the war, remarked that they would starve within a year, but that did not happen. They in fact took on staff in the form of Fred Nichol who also had worked for Paine Hardware in his after school hours. When Fred graduated from High School at the early age of 16, he joined Walter and Bob at Pearson's Hardware. The store first opened in 1946 at 1455 Lonsdale Avenue, next door and to the south of Hares Drygoods. The Quality Shoe Store and Kings Meat Market were on the other side of Pearson's, that is to the south. | <p>Mrs. Evelyn Pearson nee: Stally, widow of Walter Pearson. See also on Mrs. Pearson, Chapter 11, Part 10 of this work - 1924 and 1930 in Brief Chronological History of Lower Capilano.</p> <p>Interview May 23, 1995.</p> |
| <ul style="list-style-type: none"> In the North Shore Review newspaper of May 31, 1946, Pearson's Hardware advertised an invitation to the public to attend a preview for the June 1st opening, between 8:00 p.m. and 10:00 p.m. that Friday evening. The announcement promised a "new, modern, finely appointed, well stocked and fully independent hardware store" which was stocked with giftware; novelties; pictures; canning supplies; building, electrical and plumbing supplies and appliances; electric motors, hobby-shop equipment, tools, garden tools and accessories, hoses, sprinklers and sprayers. Pearson's were sole agents in North Vancouver for Glidden's paints and for Reardons water paints. Pearson's also rented by the day or week, spray painting equipment and floor sanding machines. | |
| <ul style="list-style-type: none"> Customary congratulations were contained in that same edition of the North Shore Review from neighbouring stores: Hares General Drygoods; Kings Meat Market; | |

| PART 5 PEARSON'S HARDWARE STORE 1329 Lonsdale Avenue, City of North Vancouver | Source Reference |
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| <p>Lonsdale Electric who completed the electrical requirements of the new store and H. Lovdel who built the modern shelving and display tables. H. Lovdel was located at 1540 Lonsdale Avenue. Congratulations were also received from W.M. Brown, painters and decorators who gave no address but invited a telephone call to North 985R3.</p> <ul style="list-style-type: none"> In 1966 the store occupied by Comba's Home Furnishings became available at 1329 Lonsdale Avenue. As the store was larger, it was decided to make another move to occupy that property. | |
| <ul style="list-style-type: none"> In 1963 the store joined Link Hardware, but because Walter Pearson had a wholesale and manufacturing agency in Vancouver, he was not allowed to be a Link member. Consequently Walter sold out to his business partner Bob Jones who then took on Fred Nichol as his partner. | |
| <ul style="list-style-type: none"> In 1980 Link Hardware became Home Hardware as it is today (1995). | |
| <ul style="list-style-type: none"> The daily bookkeeping at Pearson's Hardware was loyally completed by Walter's wife Evelyn nee: Stally of North Vancouver. | |
| <ul style="list-style-type: none"> Walter and Evelyn were married in 1941 at Capilano United Church by the Rev. John Archibald who, it so happened, announced his retirement from the ministry of Capilano United Church at the time of the initial opening of Pearson's Hardware. Walter and Evelyn had three sons: Wayne, who is award winning Manager of Flight Services at Castlegar Airport; Ron, who is Assistant Manager Purchasing for the District of North Vancouver; and the youngest of the three, Lorne, who is in the construction business. | |
| <ul style="list-style-type: none"> Walter Pearson was born in Vancouver of Swedish parents who arrived in Canada in 1903. The Pearsons lived in West Vancouver. When he was twelve years old he and his mother moved to North Vancouver. Walter spoke only Swedish in his parents homes until he started school in West Vancouver. | |
| <ul style="list-style-type: none"> Evelyn Pearson was bookkeeper for Pearson's Hardware from the beginning until she left to take a position with the | |

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| <p>PART 5 PEARSON'S HARDWARE STORE 1329 Lonsdale Avenue, City of North Vancouver</p> | Source Reference |
| <p>Citizen Newspaper when it moved from Lower Lonsdale to 1112 Lonsdale Avenue in February 1966. After bookkeeping for the Citizen and the Horizon Publication for nearly two years, Evelyn left to take a position with Cascade Electronics in Port Moody.</p> | |
| <ul style="list-style-type: none"> During Evelyn's absence from Pearson's the daily books were kept by their eldest son Wayne. In 1969 Evelyn was back in the hardware store as the daily drive to and from Port Moody became too much. Walter by this time was in ill health as a diabetic. He became blind and suffered two strokes before sadly passing away in 1976 at age fifty-nine. | |
| <ul style="list-style-type: none"> Wayne Pearson had more time now to work on the floor serving customers. Also on sales was local historian Bill Baker who was the founder of the North Vancouver Museum and eventually became its full time paid manager with able assistance from archivist Mrs. June Thompson. | |
| <ul style="list-style-type: none"> Bob Jones retired in 1983 due to ill health. As with Walter Pearson's departure, Bob's presence was sadly missed in a business that was well known for efficiency and courteous service to their many friends and customers, so necessary and important in this type of business. | Evelyn Pearson, op. cit. |
| <ul style="list-style-type: none"> At that time the store was sold but Fred Nichol stayed with the new owner for another three years until he retired May 31, 1986. | |
| <ul style="list-style-type: none"> Evelyn also retired in 1983 after being with the store off and on for about 33 years. | |
| <ul style="list-style-type: none"> From 1946 to 1983 the general public learned where to go for good service, a well stocked store and a friendly atmosphere. One of the excitements of shopping at Pearson's was, like Paines Hardware, the possibility of visiting the basement storage area which is beneath the store and extends under to the next store to the south. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 13

PART 7

EARLY NORTH VANCOUVER THEATRES

CHAPTER 13
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
FACILITIES AND ESTABLISHMENTS SHARED
BY THE COMMUNITIES OF BOTH THE DISTRICT
AND THE CITY OF NORTH VANCOUVER

Researcher: Roy J.V. Pallant

| PART 7 EARLY NORTH VANCOUVER MOTION PICTURE THEATRES | Source Reference |
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| <ul style="list-style-type: none"> In the North Shore Press of Friday, June 6, 1913 an advertisement from the Empire Theatre on First and Lonsdale advised that the Theatre was the “only High Class Photo Playhouse in the City” (of North Vancouver) showing five reels of pictures and having a three piece orchestra. Programmes changed daily and an amateur talent performance was staged every Friday evening. Admission at that time was 10 cents. | |
| <ul style="list-style-type: none"> Also, in that same newspaper edition, the Gem Theatre advertised it reopening on Friday, May 23, 1913, also showing five reels of the “Best Pictures” showing nightly at 7:00 p.m. | This could indicate its new location - see below. |
| <ul style="list-style-type: none"> Meanwhile, the Lonsdale Theatre was running a three-act play by Tom Taylor entitled <u>Still Waters Run Deep</u> and performed by “The Players”. The play would be performed Friday and Saturday, June 6th and 7th, 1913 with the curtain rising at 8:15 p.m. Seat prices were 25 cents, 50 cents, 75 cents and boxes \$1.00. Reservations or booking as it was then termed was through Messrs. Warburnitz Piano Store and North Shore Drug Store. | |
| <ul style="list-style-type: none"> The Gem Theatre was a free standing planked building with ticket kiosk in the recessed front entrance and located at 1st Street West on the south* side at the corner of Lonsdale Avenue, North Vancouver. It was opened in 1912 with C.H. Henley as proprietor and was built on Lot 7, Block 165 of Subdivision 214. | <p>See photograph from the Express Prosperity Edition, 1912.</p> <p>Hendersons Directory of 1912.</p> <p>*David Gilfillan was eye witness to this actual location.</p> |

| PART 7 EARLY NORTH VANCOUVER MOTION PICTURE THEATRES | Source Reference |
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| <ul style="list-style-type: none"> By 1913 the Gem Theatre had received the cadastral number of 121 East 1st Street but now with Thomas Henley as proprietor. | <p>The move indicated by the directories is conceivable given that the timber building like many houses of that time, could have been transported by wood rollers and a team of horses.</p> |
| <ul style="list-style-type: none"> While there appears to be no physical evidence of a change of location, Hendersons Directory clearly indicates the location as East 1st Street for 1913. | |
| <ul style="list-style-type: none"> Then in 1914 with Patrick Allen as proprietor, the location listed is 123 West 1st Street. | |
| <ul style="list-style-type: none"> On taking over, Pat Allan who lived on 2nd Street, made alterations to the Gem Theatre on a City Permit dated May 26, 1914. He changed the stage and set lights in the roof. He also changed the front entrance. The cost of these modifications was stated on the city building permit as \$200.00 and the contractor engaged was Smith & Watt. Despite these changes the Gem Theatre closed shortly after. | |
| <ul style="list-style-type: none"> In 1915 the Gem Theatre is not listed in street directories. This theatre therefore showed moving pictures only and did not survive to show the "Talkies" of 1929 on words. | |
| <ul style="list-style-type: none"> The Empire Theatre was opened in March 1912 at 110 West 1st Street on the north side just east of the Gem Theatre with William P. Nichols as the first proprietor who lived across Lonsdale Avenue at 110 East 1st Street. | Express of same date. |
| <ul style="list-style-type: none"> In 1913, now listed with a cadastral number of 114 West 1st Street, the proprietorship was held by Mrs. William P. Nichols as was the case in 1914. | Hendersons Directories |
| <ul style="list-style-type: none"> The cadastral address again changed in 1915 to 112 West 1st Street and remained the same in 1916. | |

| PART 7 EARLY NORTH VANCOUVER MOTION PICTURE THEATRES | Source Reference |
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| <ul style="list-style-type: none"> In 1917 Mr. W.J. Prest became proprietor and was in fact the owner operator with his wife playing the piano for the silent movies, his daughter Celia helping out and taking part as a singer in the amateur talent shows continuing to be staged on Friday evenings. | <p>Tom Meglaughlin, opera singer and gas station proprietor in the Lower Lonsdale district and who at age 20 took part in the amateur talent nights in the Lonsdale Theatre, 1936-37.</p> |
| <ul style="list-style-type: none"> Mr. Prest, who operated the two projectors, employed by all cinemas at that time, also had a daughter Murial who assisted in the operating and served as an usherette. | |
| <ul style="list-style-type: none"> The Empire had three levels. At grade, or street level, on 1st Street West was Deans Confectionary where the customary soft drinks, chocolate bars and candies were sold by Gerry Dean and his wife with occasional help from their son George. Gerry Dean was better known as an international soccer star. | <p>Tom Meglaughlin, <u>op. cit.</u></p> |
| <ul style="list-style-type: none"> On the second floor, accessed by two staircases, was the theatre complete with stage and projection room. Above the theatre with outside entrance were apartments and single rooms for rent paying tenants. | |
| <ul style="list-style-type: none"> Local patrons of the theater may recall that the Deans sold their concession to Frank Rossi who was subsequently robbed and murdered in his confectionary store on Lonsdale between 1st and 2nd Streets by Sonny Whyte. | |
| <ul style="list-style-type: none"> At that time patrons would take a street car or walk from Lynn Valley and Capilano to attend the theatres especially on amateur talent nights. | |
| <ul style="list-style-type: none"> In 1925 the cadastral address of the Empire changed to 110 West 1st Street with Mr. W.J. Prest remaining as proprietor. but in 1926 Mr. W. Harper became proprietor and remained so until 1934 when the theatre closed. | <p>There is no street directory listing for this theatre after 1934.</p> |
| <ul style="list-style-type: none"> The "Talkies" were introduced in the Lonsdale Theatre in 1929 and it must be assumed that beyond that time it would have been difficult to maintain sufficient profits in the Depression and City insolvency years to remain open. The theatre became a victim of the Depression and film industry progress. remained so until 1934 when the theatre closed. | <p>The Empire Theatre never was equipped to show "Talkies". See later comment on Depression.</p> |

| PART 7 EARLY NORTH VANCOUVER MOTION PICTURE THEATRES | Source Reference |
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| <ul style="list-style-type: none"> It is interesting to note that while there was never any racial segregation policy imposed or implied in any of the North Vancouver theatres, the native Indian patrons all chose to sit together in one block in the Empire Theatre. | Tom Meglaughlin, <u>op cit.</u> |
| <ul style="list-style-type: none"> Some of the movies shown at the Empire and the Lonsdale Theatres in the silent movie period were: <u>The Great Train Robbery</u> produced in 1903; <u>Birth of a Nation</u> (1915); <u>In the Clutches of the Gang</u> (1913) which featured director Mack Sennet's slapstick Keystone Cops; <u>Tillie's Punctured Romance</u> (1915) starring Charlie Chaplin, Mabel Normand and Marie Dressler; <u>Male and Female</u> (1919); <u>For Better or For Worse</u> (1919); <u>Don't Change your Husband</u> (1919); <u>Why Change Your Wife?</u> (1920); and <u>Adam's Rib</u> (1923); <u>Intolerance</u> (1916); <u>Broken Blossoms</u> (1919); <u>Way Down East</u> (1920); <u>Orphans of the Storm</u> (1921); and <u>Isn't Life Wonderful</u> (1924); <u>Joan the Woman</u> (1917); <u>The Little American</u> (1917); <u>The Whispering Chorus</u> (1918). | |
| <ul style="list-style-type: none"> Charlie Chaplin was of course very popular. He came to Keystone Films late in 1913. He trained in the English music halls and found the dizzy pace and incessant visual gags of director Mack Sennett's comedies as well as their slam-bang method of production distasteful believing that comedy demanded more time and that the development of character and situation was more important than the rapid-fire accumulation of gags. Because his "little tramp" character was overwhelmingly successful from the start, Chaplin quickly acquired the prestige and financial backing needed to put his theory to the test, exploring the implications of his "little fellow" in a succession of films from <u>The Tramp</u> (1915); <u>Easy Street</u> (1917); <u>Shoulder Arms</u> (1918); <u>The Kid</u> (1921) and <u>The Gold Rush</u> (1925), into the era of sound with <u>City Lights</u> (1931); <u>Modern Times</u> (1936); and <u>The Perils of Pauline</u>. | Tom Meglaughlin, <u>op. cit.</u> |
| <ul style="list-style-type: none"> During the period in which the Empire and the Lonsdale Theatres were in operation, the motion picture industry became a serious business with a number of corporate groups and mergers becoming involved in both film production and distribution. | North Vancouver resident David Gilfillen, film distributor and film industry expert. |

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| <ul style="list-style-type: none"> In 1919 for example, came the formation of United Artists by Mary Pickford, Charlie Chaplin, Douglas Fairbanks, and D.W. Griffiths. Realising that no studio would pay them salaries equivalent to the profits of their pictures and eager for the freedom to make movies as they wished, they joined together to pool distribution facilities while operating their own studios. | |
| <ul style="list-style-type: none"> Through the Twenties they were joined by other independents notably Samuel Goldwyn and Joseph M. Schenck, each bringing a retinue of stars whose box-office value exceeded the salaries which their studios were able or willing to pay. | |
| <ul style="list-style-type: none"> United Artists became a symbol of prestige in an industry that was turning increasingly to assembly line methods. | |
| <ul style="list-style-type: none"> To bring memories to those who patronised the Empire and Lonsdale Theatres during silent movie days, among the highest paid artists of the Twenties were those with whom the public could most readily identify in its amorous fantasies from both evening and matinee shows. The “Latin lover”, epitomized by Rudolph Valentino, who starred with Ann Ayers in <u>The Sheik</u>; Rod La Rocque and Ricardo Cordez were some of the many male stars of assorted ancestry who lengthened their sideburns, dilated their nostrils, and gazed meltingly at their fans. | <p>Tom Meglaughlin, <u>op. cit.</u></p> <p>Researchers note: By 1915 the more successful stars were commanding <u>weekly</u> salaries of about \$3,000 while production costs on a five-reel feature (60 minutes) soared to \$20,000 and continued to rise.</p> |
| <ul style="list-style-type: none"> The “flapper”, exemplified by Clara Bow and emulated by Colleen Moore, Lillian Gish, Pearl White, Constance Talmadge, Alice Lake, and Joan Crawford, was the dominant female type, though closely followed by such exotic femmes fatale as Greta Garbo, Nita Naldi, Polo Negri and Gloria Swanson. | |
| <ul style="list-style-type: none"> The “swashbuckling he-man” type, introduced to the screen by Douglas Fairbanks found a quick counter in heroes like Richard Dix and Milton Sills, as well as in the host of Western stars headed by William S. Hart, Tom Mix, Hoot Gibson and Buck Jones. | <p>Tom Meglaughlin, <u>op. cit.</u></p> |

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| <ul style="list-style-type: none"> Top feature comedians of the 1920's included Charlie Chaplin, Harold Lloyd, Buster Keaton, Harry Langdon and Raymond Griffith, Laurel and Hardy, Charlie Chase, Ben Turpin, Lupino Lane and the juvenile "Our Gang" were among the favourite two-reel comics. Jackie Coogan and "Baby Peggy" (Peggy Jean Montgomery) were the most popular child stars and Rin Tin-Tin the screen's favourite canine. | |
| <ul style="list-style-type: none"> As a "trailer" to the Empire Theater story and its operating era of silent movies, its new role in the North Vancouver community should be noted. | |
| <ul style="list-style-type: none"> In 1935 the Empire Building was taken over by Home Bakery with Reg Johnson as the baker. He had earlier owned a bakery located on Lonsdale Avenue between 1st and 2nd Street. | |
| <ul style="list-style-type: none"> Residents will remember that from the new address Reg Johnson and his partner Stan Cookson delivered bread at first in a 1931 Graham Page car together with a Model A Ford pick-up with a canvas tilt. Later they owned a 1937 Chevrolet Sedan Delivery. This later became Home Bakery. | Tom Meglaughlin, <u>op. cit.</u> |
| <ul style="list-style-type: none"> The building still stands with its original form as described above clearly identifiable with the cadastral number of No. 106 West 1st. | |
| <ul style="list-style-type: none"> The Lonsdale Theatre building was commenced in May 1911 on Lot 10, Block 38 of sub-division 548 and 549 on the corner of 16th Street and Lonsdale Avenue and which later received the cadastral number of 1545 Lonsdale Avenue and still later 1551 Lonsdale Avenue. | City building permit 128 covering construction, electric lighting, vent flues in walls and ceiling as per plans. Hot water furnace and radiators. |
| <ul style="list-style-type: none"> The theatre was opened on Monday, December 11, 1911 as the "Boom Years" in North Vancouver were approached - the peak reached in 1912. Mayor McNeish officially declared the theatre open to an overflow house with an audience which was allowed to exceed the 800 seat capacity to avoid disappointment. Demand had been so great to attend the opening that controversy had erupted over who would have the privilege of obtaining a ticket. | Announcement and report of opening, The Express, North Vancouver B.C., Friday, December 15th, 1911 as promised in the <u>Tuesday, December 12nd edition.</u> |

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| <ul style="list-style-type: none"> A pre-opening tour of inspection had been made on Friday, December 8th, 1911 when the Union Jack was raised over the Lonsdale Theatre - a building which was reported as being "internally and externally a most distinct credit to those who have designed and erected it." | <p>The Express, Friday, December 8th, 1911.</p> |
| <ul style="list-style-type: none"> A cheery band of well wishers gathered on the roof of the theatre at noon that day and in a quite informal way, uttered a blessing on the enterprise. The rain came down to dampen the event but it was felt that it would be rain that would drive patrons into the theatre on wet nights. | |
| <ul style="list-style-type: none"> Mayor McNeish, after hoisting the flag, made a speech as breezy as his surroundings. He voiced the opinions of the very representative company present among which were several ladies - when he referred praise to the fine appearance of the theatre which he said was not excelled in Vancouver or hardly in the whole province of British Columbia. He warmly congratulated the several gentlemen concerned in the erection of the theatre and wished for the undertaking a great and prosperous future. | |
| <ul style="list-style-type: none"> Mr. W.J. Irwin, the owner of the theatre and Mr. Palmer, one of the lessees, made a suitable reply, the latter paying a hearty tribute to Mr. Irwin whose thoroughness of enterprise had provided the city with a theatre of which it could reasonably be proud. | <p>See later comments on the lessees.</p> |
| <ul style="list-style-type: none"> Alderman Henderson of the City of North Vancouver then spoke emphasizing the importance of encouraging and developing art. Because of the downpour of rain Aldermen Smith, McRae, Dick and Biss opted not to cause the assembled company further dampening by giving supportive speeches. | |

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| <ul style="list-style-type: none"> The whole company under the guidance of Mr. Irwin, the two lessees, Mr. Palmer and Mr. von Graevenitz, and the manager, Mr. E.A. Cole, made an extensive tour of inspection. This completed, an adjournment was made to the North Vancouver Hotel where Mr. Peter Larson had in readiness "the most excellent little luncheon imaginable". "Possibly only a small proportion of the citizens of North Vancouver realise as yet what an admirable theatre in every respect has been erected in their midst. It is obvious that Mr. Irwin has wished, above all things, to provide this city with a pleasure house which may be pointed out to newcomers with a feeling of great satisfaction. Mr. J.J. Donnellan, the architect, who has specialised in theatre planning and designed Vaudeville houses all over the continent, has, this instance, plainly studied every comfort and convenience which the play going public like to enjoy. The floor of the theatre is on a gentle grade so that unless one is seated behind a colossus one is sure to a good view of the stage. The boxes, of which there are no less than twenty-two, should make those in less advanced houses blush with shame. In nine theatres out of ten the boxes are so situated that their occupants, while paying the highest price, get merely an oblique view of the stage. In the Lonsdale Theatre, an admirable scheme has been adopted whereby every box-occupant has an all-inclusive and uninterrupted view. The interior of the house, when fully illuminated, promises to look splendid." | <p>The Express, North Vancouver, Friday, December 8th, 1911, <u>op. cit.</u>, covering the pre-opening tour of the theatre only.</p> |
| <ul style="list-style-type: none"> The theatre was constructed by W.J. Irwin, a prominent North Vancouver business-man involved mainly in Real Estate at a cost of \$15,000. It was in fact purchased during its first week of operation by the lessees, Messrs. Palmer, Burmester and von Graevenitz. The purchase price of the land, buildings and fixtures was \$60,000. A.E. Cole was the original Theatre Manager. | <p>Building cost obtained from the City building permit, <u>op. cit.</u></p> <p>\$60,000 was the price paid for the theatre by the three lessors, Express, December 15, 1911.</p> |
| <ul style="list-style-type: none"> The theatre architect was as reported, J.J. Donnellan, of 319 Pender Street, Vancouver. The builder was Edward Cox of 970 Howe Street. | <p>Information from City Building Permit, <u>op. cit.</u></p> |
| <ul style="list-style-type: none"> The original building was 50 feet wide by 121.5 feet long or deep and had a seating capacity of 800. Seating was on two levels, a main lower level together with a second balcony with wings down both sides. Box seats were located three levels high directly at the side of the stage. | |

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| <ul style="list-style-type: none"> It was a masonry building with a recessed box office and entry facing Lonsdale. Offices were located over the entrance along Lonsdale. The interior was finished with ornate plaster decorations installed by C.J. Grosses. S.F. Jenkins handled the scenic matter, Messrs. Jones and Purvis supplied stage fittings and Edward Dox supervised the construction work on site throughout. | <p>The Express, Friday, December 8th, 1911, <u>op. cit.</u></p> |
| <ul style="list-style-type: none"> The theatre supported both film and live performances. The "moving picture" equipment was ordered from England and shipped direct from a leading factory to site. It was reported in a November 1911 newspaper that the projection equipment, "would constitute a distinct departure from the ordinary run of equipment found in similar houses of entertainment in the west. The equipment represented the latest and best that had been produced and reached the highest possible point of perfection in the projection of films". | <p>The Express, November 1911 copy on file.</p> <p>No technical details were reported.</p> |
| <ul style="list-style-type: none"> On opening night Monday, December 11, 1911, the playhouse was officially declared open to the public by Mayor McNeish who, "looking very pink and cheery" was supported behind the footlights by Mr. W.J. Irwin and Mr. Palmer. The mayor after declaring it was the first time he had trod the stage, made a brief speech in congratulation, heartily wishing success to the enterprise. | <p>The Express, Friday, December 15th, 1911.</p> |
| <ul style="list-style-type: none"> There was a call from the audience for Mr. Irwin, but he was "in the throes of an acute attack of modesty" and said little. Mr. Palmer was also brief. He expressed a hope that there was no ill feeling among members of the audience on the invitation question. "We have done our best", said Mr. Palmer and sensibly left it at that. | <p>More people than had been officially invited sought entry on the first night and they protested strongly at the box office as others entered.</p> |
| <ul style="list-style-type: none"> The orchestra played the "Titania" overture after which one or two motion pictures were shown on the screen. These were steady and interesting according to The Express report, the escapades of a hen pecked husband being decidedly funny. | |

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| <ul style="list-style-type: none"> The Ernest Fisher players then presented their mephistopholean drama "The Devil". Mr. Fisher in the title role was completely devilish. He uttered epigrams galore, and accompanied them with eyebrow evolutions which were expertly satanic. He was supported by Harry McRae, a master of tragic deportment and Miss May O'Reilly, a banker's wife who did not appear to spend much time at the bank house. The drama was convincingly enacted throughout. | |
| <ul style="list-style-type: none"> Miss Grace Maynard as an operatic vocalist sang her way into graces of the audience and was warmly applauded for each of her three songs. | |
| <ul style="list-style-type: none"> The closing act comprised Graham's miniature circus, an aggregation of cats and rats. The latter were certainly rodents of more than average brain development. They ran up the proper ladders at the proper time, indulged in horn blowing and wire-walking and executed other caelesthetic feats which evidenced their excellent upbringing. The children present were vastly amused and would have doubtless liked Mr. Graham to divide his pets among them as Christmas gifts. <p>At the conclusion of the program, a flashlight photograph was taken of the audience filled auditorium. Seat prices at that time ranged from 15 cents to 50 cents per seat.</p> | <p>See copy of the resulting print from the Irwin and Billings collection held by N.V.M.A. photo No. 472.</p> |
| <ul style="list-style-type: none"> In June of 1915 the Lonsdale Theatre with Caspard Van as manager, was offering every Tuesday, Thursday and Saturday evening from 7:00 to 11:00 p.m. with Saturday afternoon Matinee from 3:00 to 5:00 p.m., the film <u>Country Store</u>. They were issuing twenty prizes at the Tuesday evening show. At the Thursday show the Mutual Master Picture <u>The Lure of The Mask</u> was shown in four parts together with a big Keystone comedy. A special matinee was offered for Thursday, July 1st, Dominion Day. | <p>Researcher's note: At this time the names of actors were not mentioned. The film companies felt that if the actors and actresses were aware of their popularity they would demand higher weekly salaries. Later the philosophy changed in some companies who found, the more popular the star the greater the film sales.</p> |

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| <ul style="list-style-type: none"> Talking Pictures were introduced at the Lonsdale Theatre on Monday, September 2nd, 1929, Labour Day with a showing of the William Fox movietone <u>Follies of 1929</u>, the screens' first follies, "with singing, dancing, talking, musical comedy". The program for the Matinee on Labour Day was: News 2:30 p.m. Follies 2:50 p.m. Comedy 4:05 p.m. Evening: Follies News Comedy 6:30 p.m. 7:45 p.m. 7:55 p.m. 8:15 p.m. 9:30 p.m. 9:40 p.m. 10:00 p.m. | |
| <ul style="list-style-type: none"> On Tuesday and Thursday of that introductory week the program was: News: 7:00 and 9:00 p.m. Follies: 7:20 and 9:20 p.m. Comedy: 8:35 and 10:35 p.m. | |
| <ul style="list-style-type: none"> On the change to "Talkies" box office prices were increased to children 15 cents, students 25 cents and adults 40 cents. | |
| <ul style="list-style-type: none"> The "All Talking" film to be presented during the following week was <u>In Old Arizona</u> written by O. Henry and was reported to be the first all talking feature made outdoors. | |
| <ul style="list-style-type: none"> William Fox who was head of Fox Films, acquired the Movietone system of sound-on-film for his company. It was used not only for the production of novelty shorts and synchronized musical scores for features, but, beginning in April 1927, for newsreels as well. The immediate success of the Movietone News, with such international figures as Mussolini, Shaw, Coolidge and Lindberge speaking directly into the microphone, cleared the way for the final step, the talking feature. | |
| <ul style="list-style-type: none"> <u>The Jazz Singer</u> starring Al Jolson released by Warners late in 1927 was the film that completed the sound technique revolution. For from an all-talking picture it was essentially a silent film with four singing and speaking sequences and a synchronized musical score, but it was enough. Talk was being used for the first time in a dramatic feature and audiences flocked to it and began singing the songs just like Jolson. Warners immediately followed <u>The Jazz Singer</u> with their first all-talking film <u>Lights of New York</u> (1928) as every other studio hastened to convert to sound. | |

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| <ul style="list-style-type: none"> Many of the films of 1928-29, made during this conversion process, consisted of talking sequences inserted into pictures that had been conceived and begun as silent films. The magic words "talking picture" increased attendance in the U.S.A. from 65,000,000 per week in 1927 to 90,000,000 by the end of 1929. Although the stock market fell in October of that year, the movies seemed to be a "depression-free" industry until well into 1930 all because of sound. | David Gilfillen, <u>op. cit.</u> |
| <ul style="list-style-type: none"> In the 1930s, to meet worldwide demand for the new "talkies", studios avidly seized for production any property that would exploit the novelty of sound. The public were paying to hear talk and the familiar "100% all-talking" signs seen outside the cinemas and the advertisement in the local newspapers were, in fact, no exaggeration. | North Vancouver resident David Gilfillen, Film Distributor, <u>op. cit.</u> |
| <ul style="list-style-type: none"> To supply this talk, the studios of that period swept the Broadway theater of its brightest stars: Ina Claire; Helen Hayes; Jeanne Eagels; Alfred Lunt and Lynn Fontanne, the Marx Brothers from musical comedy; Lawrence Tibbett from the Metropolitan Opera and dozens more were lured into the movies to replace such former stars as Clara Bow, John Gilbert, Emil Jannings, and Vilma Banky whose accents, squeaky voices or other vocal deficiencies rendered them useless to the new medium of sound. | |
| <ul style="list-style-type: none"> Similarly, many directors and writers of silent movies were replaced by stage directors and Broadway playwrights skilled in the art of handling dialogue. | |
| <ul style="list-style-type: none"> On August 19, 1932 the Lonsdale Theatre presented <u>Corsair</u>, a thrilling picture of the sea starring Chester Morris together with news and a comedy. As an added incentive to patronize the theatre, management promised to give away \$25.00 between shows every Tuesday and Friday. | |
| <ul style="list-style-type: none"> During the following week, on Monday, Tuesday and Wednesday, Greta Garbo starred in <u>As You Desire Me</u>. On Thursday, Friday and Saturday they presented <u>The Crowd Roars</u> "a fast-moving racetrack story to delight and thrill you. There was also an <u>Our Gang</u> comedy. Paper hats were issued free to boys and girls at the matinee on Saturday the following week. | |

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| <ul style="list-style-type: none"> Roof repairs were completed in 1927 and the building exits altered in 1940. The building was used as a theatre until the early 1950's and in 1954 the main floor of the theatre was converted by S. Diamond for use of the Royal Bank of Canada. By 1978 the Royal Bank owned the site and expanded their operation into the upper and basement levels. At the time of that remodeling, the stage was removed from the basement. Subsequent remodeling for the Royal Bank further altered the building. Renovations have removed all visible evidence of the original theatre design details. It is possible that some roof features remain now covered by a drop ceiling. But at least the building remains and may be externally recognized as a theatre structure at 16th Street and Lonsdale on the west side of Lonsdale and one lot in from the southwest corner. It currently bears the cadastral number of 1545 Lonsdale Avenue. | 1996 |
| <ul style="list-style-type: none"> City of North Vancouver Permit #1937-4033 of October 1937 was issued to the amount of \$25,000 to Don McMillan, 3182 West Third Ave. Vancouver for the erection of a new motion picture theatre at 1421 Lonsdale Avenue, Lot 12, Block 49, DL 548. Mr. McMillan was cited on the permit as being the owner. | |
| <ul style="list-style-type: none"> The architect was H.H. Simmonds of Vancouver and the contractors, the George Snider Construction Company Ltd. of Vancouver. Taking advantage of the prevailing fine weather, the contractors made rapid progress in construction of the building which, it was anticipated would be ready for opening about January 1st, 1938 if not before. The theatre was designed to have a seating capacity of 700 and incorporated all the latest features of motion picture theatre design and arrangement. | North Shore Press, October 15, 1937. |
| <ul style="list-style-type: none"> Accurately as predicted, the Nova Theatre opened on Monday, January 24, 1938. The opening was marred somewhat by the failure of the voltage transformer supplying electric power to the theatre from the overhead cables. It was therefore impossible for the scheduled program to proceed but the theatre was duly opened that Monday evening by Commissioner G.W. Vance. | North Shore Press, 28th January 1938. |

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| <ul style="list-style-type: none"> There was a packed house in evidence and despite the disappointment and inconvenience experienced, the audience was in a jovial mood and realising the circumstances were beyond the control of the management, accepted the situation graciously. During the hour's wait, when it was thought repairs might be effected and it might be possible to proceed with the performance, an impromptu singsong was held in the theatre. When it was definitely established that it would be impossible to stage a performance, the management issued admission tickets to all patrons to be used on any night they wished. | |
| <ul style="list-style-type: none"> Permanent repairs were effected Tuesday morning and at that evening there were two regular performances at the theatre with capacity audiences in attendance. | |
| <ul style="list-style-type: none"> The thoroughly modern equipment of the theatre was given the opportunity to perform and lived up to advance predictions. The sound reproduction was excellent and the special screen provided for the Nova also proved to be a boon providing exceptional clearness to the pictures. These factors together with the clear view of the screen from any angle of the theatre and those "super comfy" Odeon model luxury theatre chairs made a combination that seemed to convince patrons beyond any doubt as to the all round excellence of this new playhouse. | |
| <ul style="list-style-type: none"> On Monday, January 31st, Tuesday, February 1st and Wednesday, February 2nd, 1938, Simone Simon and James Stewart starring <u>Seventh Heaven</u> was screened plus Mary Brian and Dick Purcell in <u>Navy Blues</u>. | |
| <ul style="list-style-type: none"> On Thursday, February 3rd, Friday, February 4th and Saturday, February 5th, William Powell, Louise Rainer, R. Young starred in <u>The Emperor's Candlesticks</u>. Plus, Claire Trevor and Bill Robinson in <u>One Mile from Heaven</u>. | |
| <ul style="list-style-type: none"> Don McMillan and his wife Mildred E. McMillan owned and managed the Nova Theatre during 1938 and 1939. Then in 1940 the manager became Mrs. Agnes M. Field, who resided at 143 East 15th Street in North Vancouver. In 1944 Mrs. Field remarried and became Mrs. Albanuff. In 1946 the Odeon Chain of theatres took over the theatre which was renamed Odeon Theatre by Mr. J.H. Boothe, District Manager of Odeon Theatres of Canada Ltd. with offices at 314, 718 Granville Street, Vancouver. J.W. Bernard was made manager of the theatre on the take over. | |

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| <ul style="list-style-type: none"> C.C. Gentile was manager in 1948 with residence at 351 East 9th Street, North Vancouver and continued through to 1950. Mr. R.A. Fraser took over the Odeon Theatre in 1952 until Mr. E. Sauer and his wife Maureen took over in 1954. | <p>Street Directories list Carmen C. Gentile with wife Isabel</p> |
| <ul style="list-style-type: none"> Mr. and Mrs. Sauer lived at 563 Esquimalt in West Vancouver. They managed the theatre until 1958 when Odeon closed their theatre at 1421 Lonsdale Avenue and opened the Odeon Drive-in theatre at 300 Pemberton Avenue in Lower Capilano, managed by the same E. Sauer. | |
| <ul style="list-style-type: none"> It wasn't until 1975 that the Nova/Odeon Theatre reopened as the Totem Theatre with Mr. R. Hankinson as manager. | |
| <ul style="list-style-type: none"> While this building was designed as a sound film theatre from the onset, it was equipped with a stage and occasional shows were presented. | |
| <ul style="list-style-type: none"> Later, after a wait of eight months and a preliminary expenditure of \$60,000, a group of young North Vancouver businessmen converted the former Totem Theatre in the same 1421 Lonsdale location presently occupied by an enclosed shopping mall and the Jack Lonsdale Pub. The object was to turn the theatre into a 175 seat cabaret but the delay was brought about by the City of North Vancouver staff insisting on the site having 28 parking spaces when only 15 were available. The legal advisors of Patrick Holdings spotted a loophole in the City's zoning bylaw, which at that time was likely to be closed, permitting the use of off-site parking. The partners in this project were Duncan Watt, Jack and Bob Russell, Geoff Proctor, Jim Frams and brother Cameron Watt. | <p>Patrick incidentally, built the Queens Cross Neighbourhood Pub in North Lonsdale.</p> |
| <ul style="list-style-type: none"> Cedar V Theatre - In Lynn Valley, at 1260 Lynn Valley Road, on the site currently occupied by the Petrocan service station, was the Cedar V Theatre, on which construction began in October 1952 with the grand opening on May 27, 1953. | <p>N.V.M.A. Photos 7129 - 7132. Four photographs of site construction of Cedar V Theatre, 1260 Lynn Valley Rd., 1952-53.</p> <p>N.V.M.A. Photo 7711, 1971 by Harold Fromme, son of Julius M. Fromme.</p> |

| PART 7 EARLY NORTH VANCOUVER MOTION PICTURE THEATRES | Source Reference |
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| <ul style="list-style-type: none"> Stephen Chizen built and owned this strictly motion picture theatre with his wife Jean serving as secretary to her husband's Chizen Theatres. | <p>Stephen's wife was Jean E. Chizen who was also secretary to Chizen Theatres with office in the cinema 988-8108.</p> |
| <ul style="list-style-type: none"> Typical of the Cedar Theatre programs is one shown below for February/March 1969: <ul style="list-style-type: none"> <u>The Swimmer</u> Thursday-Friday-Saturday, Feb. 27-28, Mar. 1 with Burt Lancaster and Janet Landgard. <u>The Shakiest Gun in the West</u> with Don Knotts and Barbara Rhoades. Doors open at 6:30 p.m., show 6:45 p.m., last 8:15 p.m. Saturday Matinee: <u>The Shakiest Gun in the West</u> Monday-Tuesday-Wednesday-Thursday, Mar. 3, 4, 5, 6 <u>The Taming of the Shrew</u> with Elizabeth Taylor and Richard Burton. Selected shorts - Doors at 6:30 p.m., Show 6:45 p.m. Last 9:00 p.m., Starting Thursday, March 13. <u>Dr. Zhivago</u> with Omar Sharif and Julie Christie. One complete show. Doors open 7:00 p.m., show 7:30 p.m., feature 8:00 p.m. Admission this show only \$1.25 Students and children \$1.00. | <p>Advertisement from "Cornerstone", St. Stephens Roman Catholic Church, Mountain Highway, Lynn Valley, February 1969 issue.</p> |
| <ul style="list-style-type: none"> The theatre was demolished for replacement construction on October 31, 1971. | |
| <ul style="list-style-type: none"> Amateur Talent - While all these movie theatres staged the very popular amateur talent nights, there seems to be only two such participants who went on to become semi-professional. One was, the still well-known, now retired, Tom Maglaughlin, who obtained contracts as an operatic singer with CBC during WWII. Then there is his adopted sister Molly who, when she married, moved to New Zealand with her husband and had her own radio programme continuing to render impressions of local bird calls as she had done in North Vancouver throughout her school days. | |

| PART 7 EARLY NORTH VANCOUVER MOTION PICTURE THEATRES | Source Reference |
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| <ul style="list-style-type: none"> At the Orpheum in Vancouver which for many years served as a movie theatre, there was more discernable success. It was there that Canada's Pet, Juliette, as teenage Juliette Syzak, served as an usherette in a long powder blue bell-bottom uniform with collar and cuffs bleached, starched and pinned into place to be readily removed for the next bleaching. She became Orpheum Manager Ivan Ackery's "singing usherette". | |
| <ul style="list-style-type: none"> She would stand between the Orpheum's two grand staircases, directing theatre patrons left or right. Then shortly before the next film show, she would run down the aisle to sing a short medley on the stage. It wasn't long before she received an offer on a Toronto radio show and then became a star of radio and national television. | |
| <ul style="list-style-type: none"> Likewise, screen star Yvonne De Carlo was also an Orpheum usherette in her pre-Hollywood days when she was known as Peggy Yvonne Middleton. She left Vancouver over 50 years ago and is now 73 years old (in 1996). | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 13

PART 8

KEITH ROAD GROCERY

CHAPTER 13
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
FACILITIES AND ESTABLISHMENTS SHARED
BY THE COMMUNITIES OF BOTH THE DISTRICT
AND THE CITY OF NORTH VANCOUVER

Researcher: Roy J.V. Pallant

| PART 8 KEITH ROAD GROCERY 353 West Keith Road, City of North Vancouver | Source Reference |
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| <ul style="list-style-type: none"> The Keith Road Grocery store had from 1912 to the present day provided both an essential and convenient source of foodstuffs and dry goods not only to the locality, but to the travelling public enroute to their work and when returning home. From the time of building to the present day it has been operated continuously by a series of proprietors who became well known and respected among the regular customers, and in the areas in which they lived. One such family was the Marshalls of Capilano, a family of siblings with Mary (May to her family) Marshall, who was the proprietor of the Grocery during the period of the mid 1920s to 1930s. | |
| <ul style="list-style-type: none"> The Keith Road Grocery is located on a prominent site at the top of Keith Road hill on the south side between Jones and Mahon Avenue and therefore just to the west of Queen Mary School and Victoria Park. In the 1920s and 1930s the shop resembled a big rectangular room with a high ceiling with lamp bulbs hanging down from that ceiling on long flexible cables. | |
| <ul style="list-style-type: none"> The building has taken two forms, one built in 1912, the other in 1943. It was first built in 1912 as a store with separate apartments above and behind the store by T. Hutcheson using Sinclair and Company as architect and building contractor. In 1943, new proprietor J.A. Cederburg, under City of North Vancouver Building Permit* No. 5535, rebuilt the store and apartments to the current form**. | <p>* City of North Vancouver Permit Listings compiled by Robert Falconer.</p> <p>** 1997</p> |

| PART 8 KEITH ROAD GROCERY 353 West Keith Road, City of North Vancouver | Source Reference |
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| <ul style="list-style-type: none"> In 1925 Mary M. Marshall, her sister Minnie and brother Robert, who was an accountant, lived at 360 West 27th Street, North Vancouver. The following year they moved out to Capilano where they bought a house at 21st Street and Bridgman Avenue*. | <ul style="list-style-type: none"> *Directories. Alistair Ross, relative, of Galiano Island. Anne McLeod of McLeods Store, Capilano. Tom Meglaughlin, long term Capilano resident. |
| <ul style="list-style-type: none"> So with Mary, lived Robert the accountant and their sister Margaret E. Marshall, together with brother William D. Marshall (known as Willy) who worked at the B.C. Liquor Control Board and their niece Muriel, who at that time was a bookkeeper for B.C. Telephone Company. Muriel was the daughter of Robert and his wife Masie*. | <ul style="list-style-type: none"> *Robert and Masie also had a son Robert, who became a CBC announcer in Victoria. |
| <ul style="list-style-type: none"> It was in 1927 that Mary, travelling daily on the No. 3 Capilano streetcar line* became clerk at the Keith Road Grocery, still owned in the name of T. Hutcheson. That Streetcar Line ran down the hill which had been especially graded in 1906 to produce a gentler slope from 13th Street, North Vancouver down to Bewicke. The slope, including the area in front of the 1912 built grocery store, was gravel but that did not deter people living near the Capilano line from disembarking from the streetcar, purchasing their weeks shopping at the store and returning to their homes or going on to their homes on the next car passing just 15 minutes later. The Dickensons, Alfred and Annie from Point Atkinson Lighthouse, found shopping here better than West Vancouver in the 1930s. | <ul style="list-style-type: none"> *Capilano Line opened to Mackay Avenue in 1907 and to the terminus on School Street, Capilano in 1912. |
| <ul style="list-style-type: none"> The number of customers entering the store at that time estimated at seven hundred a week on average. This included students from Queen Mary School and residents of the Victoria Gardens and the newly established housing developments around the Roman Catholic Convent/School complex south of Keith Road and the gracious homes on Jones, Mahon and 6th Street West. | |

| PART 8 KEITH ROAD GROCERY 353 West Keith Road, City of North Vancouver | Source Reference |
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| <ul style="list-style-type: none"> Shopping for the week's groceries could be achieved much faster than in the present day supermarkets, since much less was purchased and customers were served by the clerk who was well aware of the location of each item in the store*. | <p>*A week's groceries took an average of 10-12 minutes to assemble and pack into a parcel or place in the customer's shopping bag. This was especially the case when the groceries were pre-ordered by shopping list dropped off at the store or later by telephone.</p> |
| <ul style="list-style-type: none"> There was much development activity in North Vancouver in 1926/27. Just down the road the four month re-building of the imposing three-deck, single track Mackay Creek Trestle started on May 24, 1926 and the B.C. Motor Transportation was running eleven daily return trips to and from Vancouver, over the Second Narrows Bridge. In 1925 there were 147 men at work building Mountain Highway to the top of Grouse Mountain and plans were underway by the Harbour Board to build a connecting railway* with underpass between the Second Narrows Bridge and the terminus of the Pacific Great Eastern Railway at the foot of Lonsdale. | <p>* Connecting railway opened in 1929.</p> |
| <ul style="list-style-type: none"> With all this activity it was not surprising that in 1928 Mary became the proprietor of the Keith Road Grocery Store. She continued living at the house at 21st Street and Bridgman Avenue, which by this time had been allotted the cadastral number of 1280-21st Street. With her lived sisters Marion, Grace and Margaret and a brother William (Willy) who remained an employee of the B.C. Liquor Control Board and Robert who remained an accountant with his office at 918 Pender Street, Vancouver. | |

| PART 8 KEITH ROAD GROCERY 353 West Keith Road, City of North Vancouver | Source Reference |
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| <ul style="list-style-type: none"> Meanwhile, the sisters' niece Muriel had married William P. Aylward who was the Capilano based Police Constable for the District of North Vancouver, operating very effectively out of the small Fire Station on School Street and the north-south section of Keith Road* **. Muriel and William later lived at 141 East Windsor Road, near St. Martin's Church. | <p>*Anne McLeod, op. cit.</p> <p>**Tom Meglaughlin, op. cit. and Directories</p> |
| <ul style="list-style-type: none"> The family was well known and respected in the area which contained a number of Scottish families including the McLeods of McLeods Store* in Capilano. | <p>* The site of which is beneath the west bound lane of the Trans Canada Highway.</p> |
| <ul style="list-style-type: none"> Margaret, known in the family as "Mattie", played the old pump organ that existed in Capilano United Church. She also taught Sunday School. Because, like the whole family, Margaret spoke with a strong Scottish accent, all her students sang "Jesus Bids us Shine", with an equally strong Scottish accent. Margaret was very keen that the Scottish form of pronunciation was maintained regardless of the ethnic origin of her students, since it was the only proper way to speak*. | <p>*Tom Meglaughlin, op. cit., one of Mattie's students and a child singer himself.</p> |
| <ul style="list-style-type: none"> Mary Marshall was remembered because she always wore a "Crown Hat" in the same style and manner of Queen Victoria. She was plump and had very white hair which she arranged and pinned atop her head. Mary had clear skin and rosy red cheeks - no make-up. She was well loved by all. | |
| <ul style="list-style-type: none"> According to her nephew Alistair Ross she was an expert baker making the most delicious scones with white flour together with treacle scones, a great favourite among the family and the neighbours surrounding 1280 - 21st Street in Capilano Pemberton Heights. Her shortbread was "out of this world". | |
| <ul style="list-style-type: none"> In her retirement Mary would bake her scones and shortbread all year long to sell to others in the community. She was especially busy at Christmas time. Margaret (Mattie) did the local deliveries. During the World War II years rationing curtailed this "cottage industry" with sugar and butter so hard to get. | |

| PART 8 KEITH ROAD GROCERY 353 West Keith Road, City of North Vancouver | Source Reference |
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| <ul style="list-style-type: none"> The house at 1280 - 21st Street was typical of the times in Pemberton Heights. It had a practical kitchen with a coal or wood burning stove, wooden side chairs and a kitchen table where pastry could be rolled out, or at rare times, where one could eat. There was a pantry too, although not big enough to hold everything, and so extra supplies were stored in the corner of Matties bedroom. | |
| <ul style="list-style-type: none"> The parlour was not large but it contained a fireplace, a small foot-operated pipe organ with many interesting knobs, Victorian stuffed furniture, a bookcase with roll-up glass fronted doors, china decorated with roses, fringed silk lampshades on turned wooden stands and heavy gold framed etchings of covenanters, family groupings and events from Scottish history. The dining table had a velvet cover with a fringe as well. There was also a large and elaborately framed mirror, painted with waterlilies. The house had a basement but which was not shown to visitors. | |
| <ul style="list-style-type: none"> The garden was a bit wild but there were no males around the house to do the heavy work and the sisters were, in later years not capable of such heavy work, both in body and mind.* | <p>*Alistair Ross, nephew of Mary Marshall and resident of Galiano Island. Letter to the researcher of May 30, 1997.</p> |
| <ul style="list-style-type: none"> The Marshall family was a large one, typical of the time. Mary was the oldest (died about 1946), followed by Marion (died about 1972), then Alec (died about 1964), Willie (died about 1938), Grace (died about 1957), Robert (died about 1932) and Mattie (died about 1975). Willie's wife was Minnie, who died about 1934. Robert's wife Madge died about 1931. Her daughter Murial, who lived on Darwin Road in Victoria for many years, died several years after her policeman husband Bill (about 1983). They had one son, Bob, who lives in Victoria. | |

| PART 8 KEITH ROAD GROCERY 353 West Keith Road, City of North Vancouver | Source Reference |
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| <ul style="list-style-type: none"> Alec lived in Kelowna, B.C. most of his adult life. He was a magistrate there and later, water commissioner. He loved the area and liked to fish. He was said "to know every stream, hill and mountain and meadow for miles around". His wife Constance (Con) had been a teacher and for many years after her marriage, coached students in junior matric subjects for government exams. One of her students was former B.C. Premier Bill Bennett. His father and mother, Premier W.A. C. and Mrs. Bennett were members of the same United Church congregation as Con and Alec. | |
| <ul style="list-style-type: none"> Mattie was quite musical and was a member of the Bach Choir for many Christmas "Messiah" performances. She became difficult and a bit peculiar in her old age (Alzheimer's disease perhaps). She gave the family Bible and all the furnishings of the house to the Salvation Army before going into a nursing home in North Vancouver. | |
| <ul style="list-style-type: none"> Grace left Canada in the 1930s for a visit to Australia and elected to stay there. She adopted the Christian Science faith while there, then returned to Canada after two years. Her older sister also adopted Christian Science and lived by it. | |
| <ul style="list-style-type: none"> Marion attained her one hundredth birthday and received a medal from the then Social Credit Tourism Minister Pat Jordan, at a party in the nursing home where she lived around 1972. Marion loved to wear green. She had been a secretary during her working career, and in her nineties still took phone messages in Pitman shorthand. She lived for a number of years in rooms in an old house on the west side of Lonsdale at 3rd Avenued, owned by Mr. McClelland, owner of the North Vancouver car dealership. Knowing what she had to live on he gave her the space almost rent free. | |

| PART 8 KEITH ROAD GROCERY 353 West Keith Road, City of North Vancouver | Source Reference |
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| <p>The proprietors of the Keith Road Grocery from 1912 to the present day can therefore be listed as follows:</p> <p>1912 - T. Hutcheson, built and operated the store and apartments above and behind the store.</p> <p>1928 - Mary W. Marshall, who had previously served as clerk when the property was still owned by the Hutcheson family.</p> <p>1943 - Mr. and Mrs. J.A. Cederburg, who had the store and associated apartments remodelled to the current (1997)* form at that time. The Cederbergs had a son Paul who helped in the grocery as clerk and now lives next door at 357 Keith Road West in the house which they always lived while operating the store.</p> <ul style="list-style-type: none"> - Mr. Webster, who also operated a 1928 Hudson taxi at the Lonsdale Ferry terminal, leaving his wife to operate the store. - Mr. and Mrs. Wong, who now live next to and on the east side of the Grocery in a new house, 3178 Lower Keith Road. Peter Wong the actual proprietor of the store died in 1997. - Current proprietor from 1979 L.T. Cheung, supported by family members. In 1979 Mr. Cheung changed the name of the Keith Road Grocery to Keith Road Market. | <p>* City Building Permit List.</p> |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 13

PART 9

McMILLAN MOTORS AND T.C. McMILLAN

CHAPTER 13
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
FACILITIES AND ESTABLISHMENTS SHARED
BY THE COMMUNITIES OF BOTH THE DISTRICT
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| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| <p><u>Introduction</u></p> <ul style="list-style-type: none"> From the beginning of the history of the District of North Vancouver when in 1907 Steve Maddison, Vancouver Waterworks Superintendent brought his White* Steamcar to the Capilano Road, the steamcar developed much more rapidly than the gasoline car. In fact, in 1900 it appeared that steam would be the dominant form of motive power for motor vehicles. The total output of cars for that year consisted of 1681 steam, 1575 electric and only 936 gasoline. The greater flexibility, endurance and economy of the gasoline-powered motor vehicle brought about the shift from steam to gasoline. | <p>* Produced by the Walter White Steamcar Company.</p> |
| <ul style="list-style-type: none"> The dusty condition of the Capilano Road in 1907 pushed the City of Vancouver to spend \$800 that year on its repair with the Municipal District being responsible thereafter. | |
| <ul style="list-style-type: none"> On the arrival of automobiles, Capilano Road became a speedway. There were several collisions in 1910 and it was not uncommon to be forced into a ditch by some young man flying down the road in his Tudhope or EMF 30 at breakneck speed.* That year a bylaw was promptly passed setting the speed limit in North Vancouver at 15 mph with 4 mph turning corners. | <p>* Morton, James, <u>Capilano. Story of a River</u>, p. 117.</p> |
| <ul style="list-style-type: none"> In 1911, it was reported that every Sunday fourteen to sixteen cars were driven, more or less recklessly, down Capilano Road, most of the culprits being city folk from across Burrard Inlet. On one occasion, Dixon Kells, owner of the Capilano Hotel was the victim. While he was riding a restive horse, a motorist refused to pull up when requested, the result being that Dixon Kells' horse bolted and he narrowly escaped a serious accident. | |
| <ul style="list-style-type: none"> The solution at the time was to place a constable on the road. The following year driving safety was further enhanced by the installation of an electric warning system on the long hill on the Capilano Road just above Pete Larsen's Canyon View Hotel. | <p>Above the present Ernest Cleveland Dam.</p> |
| <ul style="list-style-type: none"> These kinds of scenes, forcing cities, municipalities and hamlets to face the reality of rising to the presence on the streets of the automobile, was reenacted across North America. | |

| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| <ul style="list-style-type: none"> In the early stages of the automobile industry, there were many small automobile companies. Almost two thousand different manufacturers produced automobiles commercially during the first half of the twentieth century. The earliest producers were obliged to finance expansion through the reinvestment of profits rather than by borrowing. The working capital requirements were met in part by the funds received from a myriad of small dealers who, though not seeing immediate large profits, were well taken care of by some manufacturers in the way of special financing deals and most important, the excitement of representing something exciting, new and shining in their community. These dealers sent in the required deposits on their orders and further capital was amassed by the manufacturers by buying supplies and parts on credit. The business of car manufacturing was primarily one of assembly, and relatively few parts were made within the manufacturer's plant. | |
| <ul style="list-style-type: none"> The earliest companies produced a variety of models at a variety of prices. In 1908 the Ford Motor Company, organised in 1903, embarked on the quantity production of the universal, low priced Model T. This car was noted for its ruggedness, ease of operation and simplicity of construction. | |
| <ul style="list-style-type: none"> On the hills of North Vancouver further problems caused the long battle* over placing benches on Lonsdale, Chesterfield and adjacent north/south roads. The problem of horses having heart attacks on the continuous-incline hills had been somewhat overcome by the purchase of two horses to assist in the long 3 ½ mile climb up from the ferry to Upper Lonsdale. But the Fords with their fuel tanks located behind the driver would run up a street with him only as long as there was fuel remaining in the float chamber of the side-draft carburetor, after that, the engine stopped and would not restart or the car had to be placed on a level section of road to allow the fuel to run to the float chamber by gravity. The benching of Lonsdale and parallel hills facilitated this requirement. Previously, all the Ford owners coming north from the ferry had to drive up a city block, turn left or right along a horizontal cross street, like First or Second, to replenish fuel level in the float chamber before attacking another section of north/south road. | <p>*Verbal and paper battles between City Councillors and George Hanes, who as City Engineer proposed the benching principal (and later became Mayor or MLS) and actual fist fights between CNV councillors over the issue.</p> |
| <ul style="list-style-type: none"> But the low manufacturing costs, brought about by product standardization, constantly widened the automobile market regardless of local problems both physically and regulatory. Production of Model T's rose from 10,000 cars in 1909 to a peak of more than 2,000,000 in 1923. Most of the profits were | |

| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| <p>ploughed back into the Ford Motor Company for further development and plant expansion. Starting with a capital investment of \$100,000 the company grew to a huge size. In the meantime, numerous other companies were struggling to secure a foothold. The mortality rate was high, but none the less companies entered the field at a faster rate than they withdrew. After 1921, manufacturers became fewer as small companies fell by the wayside or were absorbed by larger companies. General Motors, and later Chrysler, rose to challenge the undisputed leadership formerly held by Ford.</p> | |
| <ul style="list-style-type: none"> General Motors, organized in 1908, was a consolidation of about two dozen motor companies, some of which had been motor companies and others accessory manufacturers. | |
| <ul style="list-style-type: none"> During the first year of its operation it produced more than 20 percent of the industry's cars. Its magnitude was its biggest weakness, and sixteen years elapsed before General Motors outsold Ford. | |
| <ul style="list-style-type: none"> About 1921 a policy of consolidating numerous subsidiary units was put into effect. A centralized budget was installed and a system of centralized-decentralized administration set up. The operating divisions were virtually autonomous units, but received aid from General Motors in matters such as finance, engineering and research. | |
| <ul style="list-style-type: none"> In 1927, based on volume of production, General Motors became the leading company in the industry. During the middle twenty's consumers showed a marked preference for smartly-styled cars with the very latest mechanical improvements and accessories. After 1921 sales of the Model T began to decline relative to total industry production. In 1927, Ford closed down his plant in order to design a new car before resuming production. During the eighteen month shutdown General Motors obtained 40 per cent of the automobile business. | |
| <ul style="list-style-type: none"> During this time, in 1929, "Tommy" C. McMillan, President of McMillan Motors was appointed dealer for General Motors cars and Union 76 which became BA and which he had been selling since 1920 in southern Manitoba. | <p>Interview Tom E. McMillan Jnr. and Roy J.V. Pallant, Researcher, September 18, 1997.</p> |
| <p>Thomas C. McMillan</p> <ul style="list-style-type: none"> Thomas Caseley McMillan, head of McMillan Motors Ltd., Third and Lonsdale*, who's associations with North Vancouver date back to 1908. | <p>Based on North Shore Press, July 1946.</p> <p>*Now occupied by the new (Aug. 1997)</p> |
| <ul style="list-style-type: none"> Born in Charlottetown, Prince Edward Island, "Tommy" as he was known to a host of friends and acquaintances on the | |

| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| <p>North Shore, had for his first home when he first came to North Vancouver City 89 years ago, a tent in what was then known as Lonsdale Gardens, stretching north from the waterfront just west of St. David's Avenue.</p> | <p>100 Lonsdale Avenue.</p> |
| <ul style="list-style-type: none"> The same year, 1908, he joined the staff of J.A. and Mr. McMillan*, grocers and provisioners. John A. was postmaster, established at 49 Lonsdale Avenue. That store later became the site of the Royal Bank of Canada at Lonsdale and Esplanade. | <p>* John A. and Malcolm John A. lived on 15th and Lonsdale.</p> |
| <ul style="list-style-type: none"> Thomas remained with that firm for 2 ½ years and then opened a real estate business which he conducted for a year and a half in premises later occupied by B.L. Williams Real Estate, located at 60 Lonsdale Avenue. In this business Tommy had a partner, his father Captain Ronald McMillan, who lived at 328 - 10th Street in 1912 and was in the marine brokerage business. | <p>Directories</p> |
| <ul style="list-style-type: none"> During the following four years "Tommy" C. was railroading with the firm of Holley, Owens and Tupper. He worked on the Nicola Valley line to Merritt, CPR and on the CNR from Kamloops north. He was also engaged in railroading in and around Savona. | |
| <ul style="list-style-type: none"> He was also for awhile with Consolidated Mining and Smelting Company in Trail, B.C. where he was in charge of all electrical cranes. | |
| <ul style="list-style-type: none"> Late in 1916 "Tommy" joined the Royal Flying Corp. from which he was demobilized in Canada in December 1918. While in the services he took a flying course and was a commissioned officer*. | <p>* Tommy's swagger stick is retained by his son Tom E. McMillan, presently (1997) residing in the District of North Vancouver.</p> |
| <ul style="list-style-type: none"> Following demobilization he went into the automobile business. He was in Roland, Manitoba for 2 ½ years and in the same business in Sperling, Manitoba to 1923 as a Chevrolet dealer. | |
| <ul style="list-style-type: none"> In 1925 in Virden, Manitoba Tommy married Laura May Ersell at Virden Presbyterian Church. Laura was a school teacher but played the piano and accompanied the silent movies at Virden cinema. | |
| <ul style="list-style-type: none"> Tommy and May had over the years two sons Tommy E., who was known as "Mick" at school and Ronald* who was known universally as "Joe". | <p>* Ronald named after his paternal grandfather.</p> |
| <ul style="list-style-type: none"> In April 1930 Tommy's mother, Martha McMillan died, aged 76 at Tommy's home, located then at 649 Fifth Street. Martha | |

| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| <p>was from Prince Edward Island and had lived in British Columbia since 1906 and lived in North Vancouver since 1910. Mrs. Martha McMillan lived at their family residence at 835 Sutherland Avenue from which Rev. J.C. Switzer officiated at the funeral. She was laid to rest in the family plot at the Masonic Cemetery, Mountain View. Burrard Funeral Chapel was in charge of arrangements. Tommy's father, Captain Ronald McMillan had died earlier on in October 1915.</p> | |
| <ul style="list-style-type: none"> Tommy then returned to North Vancouver and became secretary to the newly formed North Shore Motors located at the corner of Rogers and First Street. | <p>See photograph of International truck with cast wheels and solid tires carrying the Kiwanis Float of 1925, Second Narrows Bridge display.</p> |
| <p><u>North Shore Motors, 135 First Street West</u></p> <ul style="list-style-type: none"> Starting in 1924 with a small building, the Company forged ahead rapidly as a result of close attention to business and the rendering of efficient service to their patrons. | |
| <ul style="list-style-type: none"> Their new plant opened in March 1926, was modern in its day and equipped with many labour-saving devices which enabled them to give quick and economical services to their patrons at all times. | <p>Vancouver Daily Province, March 21, 1926. Picture and text describing premises 135 First Street West, City of North Vancouver. Note on the photograph the early positioning of gasoline pumps close to the edge of the curb, on the local Council easement in fact. Later the pumps were located on an island or at least a raised curb near a wall.</p> |
| <ul style="list-style-type: none"> It was equipped with a battery department capable of charging 20 batteries on line at one time and had a battery testing device which took all the guesswork out of battery troubles. | |
| <ul style="list-style-type: none"> Mr. Lorne E. Mackenzie, the president of this company was a thoroughly experienced automobile man as was Mr. Thomas C. McMillan, the secretary. | |
| <ul style="list-style-type: none"> Mr. F.G. Marrington, sales manager had ten years experience and Mr. R. Dennis, head of the repair department had fourteen years in the business. | |

| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| <ul style="list-style-type: none"> These were the men responsible for the well deserved success of North Shore Motors Limited and for the building and fitting out of the plant which compared favourably with the best of the kind found in much larger cities. | |
| <ul style="list-style-type: none"> Tom remained at North Shore Motors until 1928 and then joined Begg Motors Co. and established the business at Third and Lonsdale. He bought out the Begg interests in that business in 1930 and continued doing business at "the old stand". | Interview Tom E. McMillan Jnr. and R.J.V. Pallant, Researcher, Sept. 18, 1997 |
| <ul style="list-style-type: none"> Tom McMillan was associated with the North Vancouver Kiwanis Club from 1925 and was president of that organization in 1933. He was associated many years with North Vancouver Board of Trade in which he twice held office of vice-president. He was chairman for two years of the Welfare Federation drives in North Vancouver and was of Burrard Lodge No. 55 AF and AM since 1925. His membership in Vancouver Motor Dealers Association date back to 1926. | |
| <ul style="list-style-type: none"> During the 1930s McMillan Motors enjoyed a number of contracts with the vehicle fleets of essential service industries which, because of their reliability, skills and acceptable charges stood the Tom McMillan team in good stead during the Depression years. | |
| <ul style="list-style-type: none"> McMillan's serviced all Associated Dairies trucks which were mostly Internationals in their location on the southeast corner of 3rd Street and Mahon Avenue. At that time of course, Associated also employed horses and wagons for their North Shore deliveries. | Interview Tom E. McMillan Jnr. and R.J.V. Pallant, Researcher, Sept. 18, 1997 |
| <ul style="list-style-type: none"> McMillan Motors also serviced Turner Dairies on the south side of 13th Street between Lonsdale and St. Georges Avenues. | |
| <ul style="list-style-type: none"> Knills Fuels were good long-term customers with their distinctive silver painted trucks with black fenders and a proprietor who was keen on immaculate and well-maintained trucks. | |
| <ul style="list-style-type: none"> During his term as chairman of Welfare Federation, the welfare campaign workers locking into a seemingly desperate future conceded in 1935 that much greater responsibility must ultimately devolve on Provincial and Federal Treasuries but in the meantime, the citizens had to help each other through the distressing circumstances that unhappily occurred during the Depression years. The orphan baby left to community care was literally on the door step of every human being in the community who had a spark of that something which makes a civilized being. The schoolchild without shoes, the released | North Shore Press, May 24, 1935. |

| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| prisoner without a friend, the crippled child cannot wait for a deferred "utopia when such things cannot be". The task was an immediate one of doing the job as a community. | |
| <ul style="list-style-type: none"> The forty agencies in Federation by their cooperation were avoiding waste and expense of overlapping effort. | |
| <ul style="list-style-type: none"> Each was still conducted by the volunteer men and women workers but the workers were freed from the necessity of spending 50 to 75 percent of their time or their effort in collecting and could at that point in the organization devote all their time and effort getting on with a defined program. | |
| <ul style="list-style-type: none"> Federation had removed them from the necessity of employing paid collectors and high powered racketeers to raise their funds. In the early days of the Depression a heavy toll was taken from the monies generously subscribed by the public. In 1935, 94 cents out of every dollar was applied to buying the necessities and performing the services which those less fortunate required. The committee which in 1935 was working under the chairmanship of Tom C. McMillan had, at that point, made great progress in organization. At the workers rally held at the K.P. Hall that night, May 24, 1935, final details were given to campaign workers by both the North Vancouver and Vancouver campaign heads. | |
| <ul style="list-style-type: none"> During the years Tom senior was associated with the Board of Trade, V.C. Brimacombe was elected president in 1940 for a second term at the Board's annual meeting, held in the Olympic Athletic Club. Other officers were listed as: Honorary President Commissioner G.W. Vance; Vice President T.J. Briggs; Treasurer M.E. Sowden; Secretary John Rodger Burnes, surveyor, local historian and author; Executive Committee: William McMahan, Capt. J.H.J. Cates, Dr. H. Carsen Graham, Thomas C. McMillan, J.H. Ballard, Ian Cameron, Cliff Edger, R.A. Sargent, Duncan Fraser, G.H. Morden. Junior Board of Trade's two members on the executive that year were Alec McWilliam and Ed Hammersmark, electrical contractor. | |
| <ul style="list-style-type: none"> In 1940 despite the erratic delivery problems of the war and the shortage of spare parts and more especially tires, McMillan Motors were showing the 1941 Chevrolet, described as being bigger in all ways with dashing new "Aristostyle" design and the best looking car in the entire 1941 field. During the war years McMillan Motors had to order and stockpile their new cars, storing them at the Lynn Valley repair garage of Harold Fromme that was formerly the "Lower Mill" built by Harold's father Julius Martin Fromme on Centre Road, opposite the | |

| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| Lynn Valley complex of schools. | |
| <ul style="list-style-type: none"> Also in 1940, December 10th, Tom C. McMillan was elected president of the North Shore Kiwanians at the annual meeting at the K.P. Hall. Other officers were: Vice President J.R. Badger; district trustee W.J. Wilson; secretary John Buchanan; assistant secretary Ephraim Read; treasurer A.L. Clements; directors M.E. Sowden, Bernard White, Harry Curtis, William Crabbe, Dr. F.H. Williamson, dentist of Kings Road at St. Georges Avenue; Fred Keates; and E. Walsh. Installation ceremonies were held in January. | |
| <ul style="list-style-type: none"> In January 1940, Del Marble joined McMillan Motors as sales manager. He brought to his new appointment a splendid sales record for a young man and returned to a community in which he was well known. Del specialized on the new 1940 models of Olds and Chevrolet. | North Shore Press, January 12, 1940. |
| <ul style="list-style-type: none"> At that time there became a great shortage of mechanics as some joined the Canadian Forces and many others joined Boeing and Burrard Shipyard for much higher pay and job security. New vehicles and parts were on long delivery and were being sold illegally at high prices over the Dominion Government set price ceilings. | |
| <ul style="list-style-type: none"> In July 1940 General Motors of Canada announced that they were holding classes for unmarried girls and women 18 to 40 years of age at McMillan Motors Ltd., 304 Lonsdale Avenue in North Vancouver. Books of instruction, uniforms, tools etc. were supplied. Those completing the course were presented with pins at a banquet given in honour of the "Finished Mechanic and Driver". | See illustration. No identification of automobile students available. |
| <ul style="list-style-type: none"> But in 1943 Tom McMillan, always wearing his Trilby hat and appraising a job with characteristic hand-on-the-hip, was reported in the local press as working in the back shop. One part of the day he would be seen wearing his three piece suit and at other times his overalls. No matter what Tom Snr. said about himself, his only manifestation of concern over a problem was when he strolled around scratching his head. | Tom D. McMillan Jnr., son of Tom C. Personal interview, Thursday, Sept. 18, 1997. |
| <ul style="list-style-type: none"> Other businesses situated in a similar wartime skilled labour shortage were merely wringing their hands at the shortage of help. In February 1943 it looked as if a number of people engaged in the business of repairing automobiles would have to go to work or resign in favour of getting a job in another line. Vancouver was fortunate in having a number of men who have not had to work at the repair end of the business for the past few years but who can go to work if and when needed. The customer who succeeded in having work done and spare parts | |

| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| <p>supplied did well to support such a garage and encourage others to patronize them when the emergency was over. There remained the counter attraction in the way of "positions" with salaries and were jobs paying good wages that garage men could well fill.</p> | |
| <ul style="list-style-type: none"> But Tom had in his broad background an experience which well qualified him to "wear the coverall". He liked to tell of his three interesting trips up the B.C. Coast with the famous Captain S. McLean of "Sea Wolf" fame. The Captain's trading activities among the Coast Indians were filled with so much romance that the story became a motion picture thriller of the same name. | |
| <ul style="list-style-type: none"> Tommy sailed with Captain McLean as engineer on the staunch little 80 foot cargo vessel which over the span of a decade or more had many thrilling experiences on the B.C. Coast. The little ship's "headquarters" when in Vancouver were at a dock not far from the famous Hastings Mill burner, the fires that burned uninterruptedly for so many years that it became a veritable beacon for inbound shipping for the Port of Vancouver. | <p>North Shore press, July 1946, North Shore Press Old Timers Club, No. 34 in the series.</p> |
| <p><u>The Hydra-Matic Oldsmobile</u></p> <ul style="list-style-type: none"> An important date for the North Shore, especially during wartime years when the headline rightly stated "The North Shore Gets First of Miracle Cars Delivered on Coast" and goes on to say that McMillan Motors Ltd., Oldsmobile and Chevrolet dealers in North Vancouver, secured for Jack Wordlaw, leading photographer of the Review, the first HYDRA-MATIC OLDSMOBILE seen in the City. In outward appearance, the new 1940 Olds so equipped seems to differ in no particular (aspect) from the other beautiful models that Olds owners of that time were so enthusiastic about, but, in driving pleasure the Hydra-Matic offers a new high. No gears to shift, no clutch to press. "You merely press the throttle to start, and release the throttle and press the brake pedal to stop or slow down". "The smoothest driving experience that I could imagine," said Mr. Wordlaw. Such enthusiasm must be earned; get Tom or Del Markle to explain exhorted the advertisement. | <p>The Review, May 1940. It was fortunate for the North Shore that the Hydra-Matic was delivered at that time since production of finished passenger automobiles for civilian use was suspended in February 1942 by order of the War Production Board in the U.S.A.</p> |
| <ul style="list-style-type: none"> The arrival of the Hydra-Matic was historically the first time the North Shore car buying public had seen or experienced what is now commonplace, a fluid drive or as termed "automatic transmission". | |
| <ul style="list-style-type: none"> It was on December 12, 1946 that Tom C. McMillan was first elected alderman on the North Vancouver City Council. There was no Mayoralty contest at that time, there being no | |

| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| <p>opposition to Mayor Jack Loutet. There were four vacancies and six candidates for alderman. The existing aldermen were A.M. Stewart, E.N. Capping and Samuel H. Gardiner. Those opposing were Tommy McMillan, Frank Goldsworthy, Electrical Supervisor at Burrard Shipyard who later became Mayor and John McPherson. The City and District Ratepayers Association had backed the candidacy of Messrs. Stewart, McMillan, Goldworthy and Gardiner. Mr. McPherson running as an independent was due to retire at the end of December from his position in the City Treasurers office. Tom McMillan was elected and served for seven years in total. He was a deputy Mayor for one year.</p> | |
| <ul style="list-style-type: none"> In 1946 a local newspaper account expressed Tom McMillan's optimism in the prospects for his recently renovated plant which was always known as being spotless and bristling with efficiency. A new canopy had been installed to cover streamlined gasoline pumps and everything was set to take care of increased business. | |
| <ul style="list-style-type: none"> The most recent addition at that time was the new super Alemite greasing system. It was installed in a separate part of the premises where gleaming white walls and ceiling set off the up to the minute equipment that can take care of all greasing jobs in short order. Tom said "We have the best equipment and the best service for the least money". That is no idle talk for though the shop is not a large one, it contains the latest innovations for efficient service and "speed and quality" is the watchword. | |
| <ul style="list-style-type: none"> Much of the wartime shipbuilding industry was housed in North Vancouver and the workers practically all owned cars. Unfortunately most of them lived in Vancouver proper and regarded North Vancouver as a suburb and have their cars serviced in Vancouver over the weekends. Tom McMillan intended to go after that business and had a quantity of handbills printed which were placed in all the cars parked at the shipyards. <p>"With all the new money in circulation our business has not increased in proportion", said Tom. "We made more money in 1936, a depression year, than we have made since. That is because whatever money there was around was spent on this North Shore. Now most of the people go over to Vancouver. Our new policy will offset this to some extent and we are looking forward to a large increase."</p> | |
| <ul style="list-style-type: none"> The results of this new policy were soon apparent as more and more cars stopped at McMillan Motors. Many of the shipyard workers were glad to leave their cars in good hands while they | |

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| <p>were at the shipyards. They picked up their cars from just a few yards away in the evening and have lost no time.</p> | |
| <p><u>Driving School</u></p> <ul style="list-style-type: none"> In 1953 Del Markles, Sales Manager of McMillan Motors, returns to the news when George Schole received the keys to his new Chevrolet purchased from McMillan Motors Ltd. and equipped for dual control. George Schole had played a leading role in the business of teaching motor car drivers. From its inception George had done the teaching of high school pupils in North Vancouver ... and incidentally North Vancouver had led the North American continent with the idea of conducting driving classes in high school. | <p>North Shore Press, April 21, 1950.</p> |
| <ul style="list-style-type: none"> Teaching could best be done by professionals and professionals can do it best in dual control cars and Chevrolet, the most popular on the continent is the logical car in which to receive instruction. | |
| <ul style="list-style-type: none"> In June 1951 Tom Snr. issued a press release* stating: "After twenty-seven years serving the motoring public as Chevrolet Oldsmobile Dealer in North Vancouver and District, I have made arrangements to retire from the automobile business. I would like to take this opportunity to thank all my friends and customers for your loyal support during all those and for helping to make such happy ones. It is a pleasure for me to commend to you Bill Wallis**, who succeeds me as Chevrolet Oldsmobile and Chevrolet truck dealer in North Vancouver and District. I know he will give you the same efficient service that you have experienced in the past. Drop in and get acquainted. You'll be warmly welcomed. Good luck and happy motoring! <div style="text-align: right;">T. MacMillan***</div> | <p>* North Shore Review, June 13, 1951.</p> <p>** Bill Wallis was General Manager of MacLean Motors which became BOMAC, of gigantic sign fame, on Broadway Avenue, Vancouver.</p> <p>*** Both the title "A Message of Appreciation" from Tommy MacMill and the signature appear to be a serious error and belies the 27 years at least that Tom was known to the community.</p> |
| <ul style="list-style-type: none"> June was a good time to make such an announcement since, according to Tom E. McMillan, Tommy's son, the peak of McMillan Motors was 1941 to 51 when the firm employed 16 to 20 employees to cover new car sales, spare parts and service and the used car sales. | |
| <ul style="list-style-type: none"> When Tommy Snr retired he continued for a while working on the accounts for Bill Walls. He also played a lot of golf, kept busy in his workshop and was very active with the Kiwanis | |

| PART 9 McMILLAN MOTORS AND Thomas Caseley McMillan | Source Reference |
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| Club and in St. Andrews Presbyterian Church on St. Georges Avenue. | |
| <ul style="list-style-type: none"> In 1953 Tommy McMillan was, as a City Alderman, in the forefront of a battle with both the W.A.C. Bennett provincial government and the International Union of Operating Engineers Local 882 which was in February of that year threatening to go on strike against the North Vancouver General Hospital administered jointly by the District and City of North Vancouver. | |
| <ul style="list-style-type: none"> This event emphasized the intention of the provincial government of British Columbia to take over administration of a hospital while continuing to provide operational subsidies on a year by year basis. | Adapted from a report in the February 6, 1953 North Shore Review. |
| <ul style="list-style-type: none"> Tom McMillan as Chairman of the North Vancouver General Hospital's board of management was in a squeeze position with union demands on one side and a government freeze to 1952 expenditure levels on the other. | |
| <ul style="list-style-type: none"> The board applied the only possible solution under these circumstances, take action to close down the hospital immediately stating that the board had, as administrators, no power to incur liabilities in any calendar year in excess of its revenue. | |
| <ul style="list-style-type: none"> Administrator J.E. Bragg was instructed to refuse admission to all patients after Tuesday, February 10, 1953 and to take such action as may be necessary to discharge all patients in the hospital at the earliest possible moment, and in any event, not later than February 27th. Alderman Tom McMillan and Mayor Frank Goldsworthy were in Victoria on February 6th conferring with Premier W.A.C. Bennett and Health Minister Eric Martin in an attempt to find a solution to the financial problem. The W.A.C. Bennett response was to say in the House: "If the City and District of North Vancouver, owners of the hospital, endorse the action of the board of management, and refuse to undertake the continued operation of the hospital, the government is prepared to accept responsibility for the management of the hospital." the Premier told the House and packed galleries. The Premier said the government had no intention of entering permanently into the field of general hospital operation but would return the hospital to the City and District of North Vancouver, whenever they indicated a willingness to assume responsibility. He pointed out, however, the transfer back may only be effective at the end of the hospital's fiscal year. The Premier also indicated that the government was considering increasing its hospital business. | <p>H.G. Wilson was finance chairman of that board and Reeve Sam McCrea representing the District of North Vancouver.</p> <p>The means to greater control by centralized government.</p> |

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| <ul style="list-style-type: none"> Thomas Caseley McMillan passed away on November 7, 1967, aged 79 years, a gentleman who had worked hard and overcome the problems of the Depression and two wars to retire at the peak of good business and public interest for which he was admired by the residents of the North Shore in general. Tommy of Mac as he was affectionately known in later years was well remembered at the funeral conducted by Rev. Lorne W. McArthur at St. Andrews Church. Tom's wife May, who was a teacher and experienced pianist was Sunday School Superintendent for many years, survived her husband until she passed away on August 11, 1979 at age 77 years. Mrs. McMillan was a life member of the IODE. Her funeral service was conducted at the old Burrard Funeral Chapel at 1208 Lonsdale Avenue. | |
| <ul style="list-style-type: none"> In the meantime Tommy Jnr. had attended university, had taken General Motors courses and worked in the spares department of the company covering GM parts and Maple Leaf trucks, and worked in other sections as required. He also opened his own Lonsdale Marine Centre at 13th and Lonsdale Avenue on June 13, 1952. In 1960 when McMillan Boat Sales were located at the main plant at 3rd and Lonsdale, Tommy was seen with the newest creation of a local boat building firm, Hourston Fabricators, a sleek 16-foot glascraft hardtop with a 75 hp outboard motor. The craft could reach speeds up to 36 mph. Tommy Jnr., better known as Mick, was also in 1959 testing for McMillan Boat Sales a 16-foot Spencer Sport Runabout that his brother Ronald (Joe) McMillan built from a Spencer kit. The firm were dealers for Johnson outboard motors in June of 1959. | <p>Interview Tom E. McMillan Jnr. and R.J.V. Pallant, Researcher, Sept. 18, 1997.</p> |
| <ul style="list-style-type: none"> The MacMillan Motors building stood empty for some time and was used by a number of short term occupants. It is now the site of 100 Lonsdale, a residential and commercial complex at the north-east corner of 3rd Street and Lonsdale Avenue, North Vancouver. The original used car lot was located opposite what is in 1997 Yics Dining Lounge on the south side of 3rd Street. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 13

PART10

ST. CHRISTOPHERS VOCATIONAL SCHOOL

CHAPTER 13
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
FACILITIES AND ESTABLISHMENTS SHARED
BY THE COMMUNITIES OF BOTH THE DISTRICT
AND CITY OF NORTH VANCOUVER

Researcher: Roy J.V. Pallant

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| <ul style="list-style-type: none"> The School, at first occupied what was previously the "HENDRA" home at 225 East 15th Street, North Vancouver, situated on 2 ¼ acres; built 1906 and completed in 1907. The house was built for Colin Jackson, who local historian and surveyor John Rodger Burnes* describes as a well known businessman**. He and his family moved in at that time then lived elsewhere in British Columbia as his business required, returning with his wife Ellen and family in 1914. He rented it out again from 1914 to 1921 and returned to occupy the house from 1921 to 1930.*** | <p>*See North Vancouver Museum & Archives Photo 8326 Burnes North Vancouver 1891-1907. Saga of a Municipality.</p> <p>** Directories class Colin Jackson as a General Importer. He was connected with Vancouver Engineering Works. He had the bearing of an English business man.</p> <p>***In 1925 Mrs. Jackson opened a private boarding school, for girls and a day school for boys, named "West Hendra".</p> <p>Family of Mrs. Elizabeth Lawrence nee Girling of Lynn Valley, 1997.</p> |
| <ul style="list-style-type: none"> In 1934 the house became St. Christophers Vocational School for the mentally handicapped with Miss V. Merers as the first superintendent. | <p>The house was lost to taxes in 1929.</p> |
| <ul style="list-style-type: none"> St. Christophers Vocational School remained at that address from 1934 to 1960 when it moved to 2725 St. Christophers Road, located between 29th Avenue (formerly Boundary Road) and Lynn Valley Road (formerly Pipeline Road) in Lynn Valley. The building currently serves as part of the site of the Vancouver Waldorf School. | |
| <ul style="list-style-type: none"> In 1935, one year after opening, Mrs. M. Graham took over as Superintendent and continued in that position for eleven years until 1945 when Mrs. M.F. | <p>* St. Christophers School for boys only. In the late 1940s the boys would walk to St</p> |

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| <p>Meridith* took over and served for the year 1945.</p> | <p>boys would walk to St. John's Anglican Church for a separate Church School session. St. John's were active in providing funding and other gifts to the school.</p> |
| <ul style="list-style-type: none"> At that time the current Lions Gate General Hospital was built on 14th Street, City of North Vancouver. | |
| <ul style="list-style-type: none"> St. Christophers School – Chronological History 1931 No Reference in the Street Directories 1933 No Reference in the Street Directories 1934 No Reference in the Street Directories - Miss V. Meyers, Superintendent 1935 No Reference in the Street Directories - Mrs. M. Graham Registered Nurse, Superintendent 1937 Same 1939 Same 1940 Same 1941 Same 1943 Same 1944 Same 1945 No Reference in the Street Directories - Mrs. M.E. Meredith, Superintendent 1946 No Reference in the Street Directories - Miss K.L. Mann, Superintendent 1947 No Reference in the Street Directories - Miss K.L. Mann, Superintendent 1949 St. Christophers Vocational School, Miss K.L. Mann, Superintendent 225 East 15th Street, North Vancouver | |
| <ul style="list-style-type: none"> At this point in time, the Fraternal Order of Eagles made St. Christopher School their primary focus. | |
| <ul style="list-style-type: none"> The Fraternal Order of Eagles was formed originally to welcome the “average man” and pledged to fight for his right to a life of dignity and self respect. The Fraternal Order of Eagles dates back to 1898. Founded on the Seattle six vaudeville actors it was and remains to this day the “<i>fraternity of the common man</i>”. The Eagle which was a symbol of beauty, strength and power, was selected as their emblem. Subsequent chapters were designated | |

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| Aeries (eagles nests). | |
| <ul style="list-style-type: none"> The Eagles became part of the North Shore's heritage not long after the turn of the century. Formed in 1907 as NorWest Aerie #1794, the local chapter encompassed North and West Vancouver (the latter would form its own lodge West Vancouver #3090, only in 1951). Aerie #1794 was short-lived however. For reasons unknown, its members surrendered their clubs charter in 1924 and amalgamated with Vancouver Aerie #20975. | |
| <ul style="list-style-type: none"> The present lodge was chartered on April 27, 1947 as NorWest #3638 and meetings were held in the Elks Hall on Esplanade West of Lonsdale (four charter members – Oly Olsen, Jimmy Carachello, E.J. Barratt and C.H. Loan still retain active membership.) | |
| <ul style="list-style-type: none"> St. Christophers Vocational School for the Mentally Handicapped at 225 East 15th (the south-east corner of East 15th Street and St. Georges,. Where the Lions Gate Hospital parking lot is presently located (1997) became the primary focus of support for the Aerie. Eventually it became a province wide project of all British Columbia Lodges. | |
| <ul style="list-style-type: none"> On October 3, 1949 when Miss K.L. Mann was school superintendent, the chapter held an "Eagle Paint Day" at the school and members painted the entire interior of the school in just one day (see photograph of the painting crew). The Eagles also held a Fall Festival that raised the princely sum of \$800.00 to assist in the purchase of five acres of land at Mountain Highway and 29th Street in Lynn Valley for a new St. Christophers School and farm for the mentally handicapped (located where the Lynn Valley Private Hospital stands today in 1997). | |
| <ul style="list-style-type: none"> The Eagles' interest in St. Christophers continued for many years and saw the constructing of a playing field, swimming pool, road, the building of sidewalks and an additional dormitory, the latter being opened by a young school principal named Jack Loucks, who is the current Mayor of the City of North Vancouver. | |
| <ul style="list-style-type: none"> Even after St. Christophers moved to Langley in 1979, the Eagles continued to support the facility until Provincial Government funding of such | |

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| programs became available and with the funding there became certain regulations and requirements. | |
| <ul style="list-style-type: none"> Chronological History – continued <p>1950 St. Christophers Vocational School Miss K.L. Mann, 225 East 15th St. North Vancouver Superintendent</p> <p>1951 Same</p> <p>1952 St. Christophers Vocational School Mrs. K.L. Buckett 225 East 15th St. North Vancouver Superintendent</p> <p>1953 Same</p> <p>1954 Same</p> <p>1956 Same</p> <p>1957 Same</p> <p>1958</p> <p>1959</p> <p>1960 2725 St. Christophers Ave. N.B. Hall, North Vancouver Superintendent</p> <p>1962 2725 St. Christophers Ave. R. Fratenberg, North Vancouver Superintendent</p> <p>1963 Same</p> <p>1964 2725 St. Christophers Ave. No Name, North Vancouver Superintendent</p> <p>1966 2725 St. Christophers Ave. G.E. Dennis, North Vancouver Superintendent</p> <p>1967 Same</p> <p>1968 Same</p> <p>1969 Same</p> <p>1970 Same</p> <p>1971 Same</p> <p>1972 Same</p> <p>1973 Same</p> <p>1974 Same</p> <p>1975 Office at 29th Street & Mountain Avenue North Vancouver</p> <p>1976 Same</p> <p>1979 Move to Langley Farm</p> | |
| <ul style="list-style-type: none"> Lynn Valley School Site – The original Board of Directors of St. Christophers School consisting of Dr. Padwick, Dr. M. McLean, and Mrs. Graham, R.N. | |

| PART 10 ST. CHRISTOPHERS VOCATIONAL SCHOOL | Source Reference |
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| exercised sound judgment and foresight in acquiring acreage in Lynn Valley for a very small sum from the estate of Mr. A.S. Nye in 1930. | |
| <ul style="list-style-type: none"> Alfred John Nye was in 1902 awarded a scrip for a parcel of land DL2025 as an officially legislated reward to British Columbia male residents who served in the South African War at 1899. A.J. Nye was one of five Nye brothers all originating from the town of Brighton in the county of Sussex, England. Two of the brothers received a scrip, the other being Thomas Samuel Nye who received DL2026, now known as Upper Lonsdale. | |
| <ul style="list-style-type: none"> Through A.J. Nye's 160 acre scrip was located Pipe Line Road, now Lynn Valley Road, on the surface of which was the water supply wooden stave pipeline from Lynn Canyon to North Vancouver. This pipe was buried below the surface of the current east lane for 1912 when the Lynn Valley Street car extension was built occupying the current west lane. In June 1909, A.J. Nye wrote to sell about an acre of land at the corner of Lynn Valley and Fromme Roads for a Municipal Hall site (Hall completed 1911), the remainder was used as a works yard, this running west towards William Avenue, the logging trail to the top of St. Georges Avenue. | |
| <ul style="list-style-type: none"> The cost of the portion of land sold to the council of the Municipal District of North Vancouver was \$1,000.00. | |
| <ul style="list-style-type: none"> On October 2, 1911 at St. John's Church, North Vancouver, A.J. Nye was married to Miss Olive Sedden, third daughter of Mrs. E. Punch of Kendall, England. Miss Punch later became a pioneer teacher in Alberta and was still later Principal of Roche Point School. She and Alfred Nye was the parents of pioneer teacher, the late Miss "Mollie" Nye. | |
| <ul style="list-style-type: none"> On Friday, June 20, 1913, it was reported in the North Shore Express that A.J. Nye was having a house built near Cross Road, Lynn Valley and on Friday, August 22, 1913 A.J. Nye, formerly of 17th Street West, City of North Vancouver, moved into what became 940 Lynn Valley Road (opposite the present Kirkstone and formerly Cross Road). On Tuesday, September 23, 1913 the <u>Express</u> reported | |

| PART 10 ST. CHRISTOPHERS VOCATIONAL SCHOOL | Source Reference |
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| the September 22 nd birth of Florence "Mollie" Nye. | |
| <ul style="list-style-type: none"> DL2025, Block A runs from the corner of the Western Corporation right of way (still evident) at the south end of William Avenue, north east to the logging road at 29th Avenue, formerly known as Boundary Road, west to the junction of Boundary Road and William Avenue and south again to Lynn Valley Road. DL2025 contains Link Street, Aisla Crescent, Viney Road, Masfield Road and St. Christophers Road, named by the District of North Vancouver Bylaw in 1967. | |
| <ul style="list-style-type: none"> The St. Christophers Society was officially formed in January 1945*. Even as late as 1956 the Society housed with Mrs. M.F. Meridith as Superintendent, fifteen or more boys in the old "HENDRA" house at 225 East 15th Street East in the City of North Vancouver. The boys slept all year round in a converted chicken coop with three wooden sides and one side of just chicken wire. At that time, apart from private contributions made mostly in kind, a grant of \$2.60 per day was provided by the Government of British Columbia for the Board of Directors to operate the boys vocational school. | <p>* At this time Mrs. Audrey Woods, sister-in-law of Mr. Bert Forrester, one of the Directors, formed a very Ladies Auxiliary for the School.</p> |
| <ul style="list-style-type: none"> In 1965 after the move to Lynn Valley in 1960, a portion of this land was sold realizing sufficient funds* to build a completely new residential school ready to occupy in 1967. | <p>* Additional funding for furnishings and equipment was effectively obtained by the Ladies Auxiliary and Mr. Ed Robinson, well known and respected purchasing agent in the local timber industry.</p> |
| <ul style="list-style-type: none"> Operations at the new location continued uninterrupted until about 1978 at which time the St. Christophers Society Board of Directors was advised by the British Columbia Government that such facilities would no longer be funded or indeed allowed to be licensed for mentally handicapped individuals of 18 years of age. | |
| <ul style="list-style-type: none"> Educational Policies – While at the Lynn Valley location and after Braemar School was built, the first experiment took place in bringing mentally handicapped students to experience working with the students of Braemar School. | |

| PART 10 ST. CHRISTOPHERS VOCATIONAL SCHOOL | Source Reference |
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| <ul style="list-style-type: none"> The school superintendent was well supported by the various local service clubs and members which were keen on the concept of providing protection, training and where appropriate, the "Principal of Normalization and Integration" was implemented for local mentally handicapped adults and children thus encouraging acceptance of their presence by the community. A number of mentally handicapped persons were drawn out of the homes of parents and other relatives in to society for training and education. | |
| <ul style="list-style-type: none"> Later, after the Braemar School experiment, two classes, one older Grade 5, and one younger Grade 3 group of boys would walk daily from St. Christophers Road in Lynn Valley, down 27th Avenue and along the east side of Mountain Highway to East View School* at Mountain Highway to 18th Street, and return at the close of the school day. Previously a teacher was brought in to the St. Christophers Road School, but then a policy of greater exposure to the community was adopted and the boys were bussed to Windsor School and later walking to East View School was decided upon. | <p>* Mr. Jack Loucks currently long serving Mayor of the City of North Vancouver was then serving as Principal of East View School. He came in 1964 as a teacher and left in 1973 as Principal. He joined St. Christophers Board of Directors in 1964.</p> |
| <ul style="list-style-type: none"> Mr. Worth who was Superintendent at that time walked both groups down to East View and was responsible for teaching the Grade 5 group. | |
| <ul style="list-style-type: none"> St. Christophers operations ceased as the boys were removed and directed back to their own communities. The staff were released and the school property sold in 1979 to the Vancouver Waldorf Society group. | |
| <ul style="list-style-type: none"> Some of the 19 year old boys from the St. Christophers Society Vocational School were directed by the British Columbia Government to the Chrisholm Society in what is now Langley City. | |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 13

PART 11

**THE BANK OF HAMILTON BUILDING AND CHAMBERS
92 LONSDALE AVENUE**

CHAPTER 13
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
FACILITIES AND ESTABLISHMENTS SHARED
BY THE COMMUNITIES OF BOTH THE DISTRICT
AND CITY OF NORTH VANCOUVER

Researcher: Roy J.V. Pallant

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> • Researcher's Notes: In a statement made to the researcher/author in a private interview with a prominent member of the City Council in December 1977, it was revealed that of all the primary Heritage Buildings located in the Lower Lonsdale area, the Bank of Hamilton Building with its integral chambers would be the most likely example to be saved. Yet there is very little recorded of the history and social status of this building. Here follows a Research Brief intended to provide a record of the building, its purpose, the calibre of the professionals occupying the chambers and their essential service to the communities of both the City and the Municipal District of North Vancouver. • Certainly the combination of the Bank of Hamilton Building, later known as the Bank of Commerce Building, together with the Keith Building, later known as the Aberdeen Block provided an imposing professional-medical centre for the whole of the North Shore. The close proximity to both the ferries and the terminus of the three route British Columbia Electric Railway (BCER) street car systems provided ready and indeed exciting access to the doctors, lawyers and dentists occupying the chambers over the years. It was the main business centre in early North Vancouver. Later, in the Bank of Commerce Building, came the opportunity of riding the first electric elevator on the North Shore. | |
| <p><u>The Needs and Establishment Banks</u></p> <ul style="list-style-type: none"> • British Columbia residents did not have the benefits of formal banking services until the Bank of British Columbia opened for business on West Cordova Street, Vancouver on September 1, 1886. The bank head-quartered in London, England had opened a branch in New Westminster in October 1862*. | <p>* It closed for 11 years in July 1987.</p> |
| <ul style="list-style-type: none"> • James Douglas the first joint governor of Vancouver Island and the later formed mainland colony urged British business leaders to create a new bank for the gold-rush driven booming colony. Desperate gold miners at the time were literally burying their gold dust in order to protect their savings. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> On April 26, 1862 a group of British bankers received a Royal Charter to operate the Bank of British Columbia and the first branch opened in Victoria in July 1862. Bankers never saw the need for such a facility in Vancouver until 1886. Canadian Pacific Railway land commissioner Lauchlan Hamilton had invited the general manager of the Bank of Montreal to visit the new railway terminus of Vancouver to assess the potential for opening a new branch. The banker came, but returned to Montreal unconvinced that nothing of what he saw of business was not administered from Britain. In other words, the decisions of the day were formulated and after carried out in Britain, not in Canada. | |
| <ul style="list-style-type: none"> The manager of Vancouver's first Bank of British Columbia branch was James Cooper Keith who became a North Shore resident, was a native of Aberdeen, Scotland and was a member of the committee of North Shore land owners who partitioned for the incorporation of the Corporation of the District of North Vancouver, formed in August 1891. He later became president of the Vancouver Board of Trade, second Reeve of the Corporation of the District of North Vancouver from 1893 to 1895. Keith Road on the North Shore was named for him. | |
| <ul style="list-style-type: none"> The Bank of British Columbia moved its premises in 1887 to 542 West Hastings Street, Vancouver and in 1891 moved to a corner site at Hastings on property it bought for \$2,250. The decision to build a branch in Vancouver was quickly justified; by 1891 its net earnings exceeded those of the Banks San Francisco, Portland, Oregon and Victoria Branches. The bank, which opened two branches in the Cariboo gold fields in the 1860's* expanded to Nanaimo, Kamloops, Nelson, Kaslo, Rossland and the U.S.A. before the directors decided it was too difficult to run the growing operation from their English headquarters. In early 1901 the bank merged with the Canadian Bank of Commerce which had opened its first provincial bank in Vancouver in 1898. | <p>* And three more Cariboo Branches later.</p> |
| <ul style="list-style-type: none"> The Bank of Commerce, keen to establish major presence in Western Canada, followed up the merger with many more acquisitions over the next several years. The Quebec-based Eastern Townships Bank, which had opened a Vancouver branch in 1905, amalgamated with the Commerce in 1912. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> The Toronto based Bank of Hamilton, which displayed its Hamilton head office on its regular advertisements and which had expanded to several area branches after opening its first in 1898, merged with the Commerce in 1923.* | <p>* When the Bank of Hamilton and its Bank of Hamilton Chambers at 92 Lonsdale Avenue became the Bank of Commerce Chambers in all Street Directories and Weekly newspaper advertisements.</p> |
| <ul style="list-style-type: none"> In the City of North Vancouver, incorporated July 1907*, retail stores were scattered throughout the subdivisions, such as they were in 1905 to 1912. Banks, on the other hand, were more centrally grouped at the lower end of Lonsdale Avenue. The Bank of British North America opened a branch at Lonsdale and Esplanade West in 1905** and had the field to itself until 1910. In that year two other banks moved in. The Bank of Hamilton first set up temporary offices in the Keith Block opposite at 91-99 Lonsdale Avenue with H.L. Paynter as Agent and in 1912 after the new building was completed in 1910 C.G. Heaven became agent. Also in 1910 the Royal Bank of Canada*** purchased the northwest corner of Lonsdale Avenue and Second Street. | <p>* North Vancouver Incorporation Act. Amendment Act, 1907, Ed.7, Ch. 30. Express North Vancouver, May 31, 1907 Microfilm record North Vancouver City Library.</p> <p>**Express, November 10, 1905.</p> <p>***Express, April 1, 1910.</p> |
| <ul style="list-style-type: none"> In December 1911 the Bank of Montreal leased offices from the owners of the Mount Crown Block on the south side of First Street almost adjacent to the site of what was yet to be the Bank of Hamilton Building on the southeast corner of Lonsdale Avenue and First Street.* | <p>* Express, February 6, 1912.</p> |
| <ul style="list-style-type: none"> Likewise in 1911 the Bank of Commerce established a branch in North Vancouver leasing 107 Esplanade West from Patterson Goldie & Clark which sold stoves/water heaters and they were agents for the Monarch Malleable Range which could in 1912 be purchased for \$1.00 down and \$1.00 per week. The Bank of Commerce branch was managed by J.A. Foster of the bank's San Francisco staff. | |
| <ul style="list-style-type: none"> The subsequent series of amalgamations in the banking world reduced the number of banks in North Vancouver to three, the Bank of Montreal, the Bank of Commerce and the Royal Bank of Canada. In the case of the Bank of Hamilton, as assets were purchased by the Union Bank after the financial depression of 1913 and which were, in turn, taken over by the Bank of Commerce. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> In 1923 the Ontario based Home Bank crashed, creating a major public crisis of confidence in Canadian banks in general. In 1928 the Commerce acquired the Standard Bank of Canada which had opened a Vancouver branch in 1912 and later, in 1961 merged with the Imperial Bank of Canada, which had opened its first Vancouver branch in 1895. After the 1961 merger the bank became known as the Canadian Imperial Bank of Canada. | |
| <ul style="list-style-type: none"> Vancouver and area boom-and-bust real estate market made it difficult for bankers to count on a steady income stream and several banking ventures never got off the ground. The Bank of Vancouver, for example, went into liquidation just five years after it was founded in 1910 because it could not attract a significant deposit base. | |
| <ul style="list-style-type: none"> In 1909 real estate prices soared - a back lane corner on Hastings Street, Vancouver was sold for \$100,000 while one property owner refused an offer of \$250,000 for a corner on Robson and Granville. Bank of Toronto officials at the time deplored "the wild speculation which has taken place in real estate". In 1911 the Bank of Toronto and The Dominion Bank, which eventually merged, each opened second branches in Vancouver. This was considered a major expansion but they were not the first banks to have such a presence in the city, as the Merchant's Bank of Halifax had two Vancouver branches in 1898 - the only bank at the time to have two branches in the same city west of Toronto. | |
| <ul style="list-style-type: none"> The Merchant's Bank changed its name in 1901 to the Royal Bank of Canada* and by 1909 had 27 branches in British Columbia, compared with just 10 in Quebec and 31 in Ontario. | <p>* Note this change for previous statements on this bank.</p> |
| <ul style="list-style-type: none"> After dismissing the idea of opening a Vancouver office years earlier, the Bank of Montreal set up its first branch in the City of Vancouver in a modest frame building on Hastings Street in July 1887. It was the bank's first branch west of the Rockies. Bank Manager Campbell Sweeney reported a profit of just \$143.67 in the first month which was about half his monthly salary. But within five years, the branch stood tenth in loans and fourteenth in deposits among the Bank of Montreal's 36 Canadian branches. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <p>Events of 1910: Unanticipated Advance Publicity by an unanticipated move by City Council to widen First Street, North Vancouver revealed the intention to build the ornate Bank of Hamilton and was given wide exposure in the Friday, February 11, 1910 edition of the Express.</p> | |
| <ul style="list-style-type: none"> In a special evening meeting in the City Hall located a few yards north of the building site, the First Street East property owners met the City Council to discuss the intended widening of the street from 80 feet to 100 feet as it was and still is*. | <p>* In the year 1997 some 87 years later.</p> |
| <ul style="list-style-type: none"> Acting manager McRae was in the chair and after introducing the object of the meeting, called upon Mr. Buchan, who was present in the interests of the Bank of Hamilton, who originally, as he explained, owned 100 feet square at the corner of First Street and Lonsdale Avenue. Mr. Buchan said on behalf of the Bank of Hamilton that he was opposed to the widening of the street, one reason being that he thought 80 feet wide was enough and the other point was that the bank had sold 62.5 feet next to the corner to a person who had agreed to put up a suitable building for them. He explained then that the bank had only 37 1/2 feet remaining and if 20 feet was to be taken off for the widening of the street it only left the bank with 17 1/2 feet, which was useless to them for a bank building. | |
| <ul style="list-style-type: none"> Among other property owners on that street who were present at the special hearing were Mr. M.S. McDowell, Mr. J.R.J. Murray and Mr. Cooper. It was the consensus of opinion of these speakers that taking off 20 feet the south side only, and at their expense was not equitable, and they therefore could not support the proposition. | |
| <ul style="list-style-type: none"> Some of the City Aldermen who spoke, said that they had been given to understand by some of the First Street owners that, “as the Bank of Hamilton was about to build a fine structure at the corner, and was asking the City for a permanent grade for this purpose, it was an opportune time to widen the street, if such was ever the intention.” | |
| <ul style="list-style-type: none"> Considerable discussion was entered into with reference to the widening without working too much of a hardship on the south side owners, but this served no purpose, as shown by the passage of the motion to drop the matter. However, the advance publicity with the aroused public anticipation was in effect. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> • In the Express published in North Vancouver on Friday, November 25, 1910* a front page announcement stated: “The new building now in course of erection for the Bank of Hamilton at the corner of First Street and Lonsdale Avenue, will constitute the best business block in North Vancouver to date and is at once a credit to the owners and to the city. <p>The entire structure will have a frontage of fifty feet on First Street and one hundred and forty feet on Lonsdale Avenue.</p> <p>The first storey of the building will be built of Gabriola sandstone and the upper storeys of hydraulic pressed brick, imported from Ohio, while the cornice will be copper.</p> <p>The building will be made a thoroughly up-to-date bank building in every respect: Heavy vaults will be installed in the basement, a steam heating plant will be put in and provision will be made for an elevator. The bank office will be finished in mahogany and the floors in marble tile. Adjoining the banking office the eastern portion of the building fronting on First Street will be made into a store for rental purposes.</p> <p>The entrance to the upper storeys of the bank building will open onto Lonsdale. The floor space on both floors will be divided into offices interchangeably arranged so that they may be used either singly or ensuite. The offices will be fitted with all modern appointments.</p> <p>The Keith building** adjoining the bank building which has been designed to harmonize with the former in every way will be made into two large stores on the ground floor and so constructed as to be readily changed into four instead of two if found desirable. The upper floors are likewise arranged for offices and will be provided with every feature of present day office accommodation.</p> | <p>* The Express, November 25, 1910 with engraving. This appears to be the first time that the public had seen on the intended appearance of the two buildings.</p> <p>** Later became known as the Aberdeen block.</p> |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <p>The contractors for the bank building are Booker, Campbell and Whipple and for the Keith Building: Robert McLean and Company. The architects for both the Bank of Hamilton and the Keith Building are Messrs Mills and Hutton of Hamilton, who have designed many buildings for the Bank of Hamilton. The architects will be represented on site by Mr. James Mercer who is superintending construction.</p> | |
| <ul style="list-style-type: none"> An Express newspaper report of March 12, 1911* advised construction progress at that date: “A finished appearance is now being presented by the handsome Bank of Hamilton, Bank of Hamilton Block at the corner of First Street and Lonsdale Avenue. Practically all the stone and brick work is complete with the exception of the carving on the front elevation. <p>The large sandstone molded in the artistic design give a substantial look to the building which now leads by a considerable margin in the handsome buildings on the North Shore.</p> <p>The Keith Block, which might be named the sister block from its proximity to the former, is a little farther advanced and not so much shadowed in architecture by the bank block.”</p> | <p>* Express, Friday, March 10, 1911.</p> |
| <ul style="list-style-type: none"> A further report, this time in the Express account of April 28, 1911 advised, “The above is the latest addition to North Vancouver’s modern business blocks and is the best building to be erected in the city to date. It stands on the south east corner of Lonsdale Avenue and First Street and is really two buildings, the corner belonging to the Bank of Hamilton and the southern portion to Mr. J.C. Keith*. The latter portion is now practically completed and Messrs Pierce and Hall have taken possession of their suite on the first floor. The Bank of Hamilton expects to occupy the new banking office about June 1st. (1911)” | <p>* Express of April 28, 1911.</p> |

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| <ul style="list-style-type: none"> At the same time, there was notice of the enlarging of the competition's Bank of America (BNA) being speedily affected in the race for the business in the new City of North Vancouver. The Bank entrance was situated on Lonsdale below Esplanade*, the bank offices which comprised those formerly in use and the office that was at that time (1911) occupied by Elder Murray Co., were made to be very commodious in comparison to the cramped quarters in the corner office. BNA branch manager Salsbury had a new office occupying the north east corner of the building and was amply lit with large plate glass windows at the north and east side. These windows also conveyed the light to the clerks' desks. The wickets were arranged to face east and more space was afforded the banking public in the front. Later when in 1911 Esplanade was surfaced and brought to grade, the steps leading up to the entrance were removed. | <p>* The southwest corner.</p> |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> • <u>Bank of Hamilton opens New Offices</u> - A 1911 undated Wednesday edition of the Express reported: “On Friday morning the local branch of the Bank of Hamilton will open the doors of its new office at the corner of First Street and Lonsdale Avenue inaugurating the conducting of its North Vancouver business henceforth from that location. Accompanied by Mr. C.G. Heaven, the manager, an Express reporter was shown through the new offices this morning and it is safe to say that there is nothing on either side of the Inlet in excellence in the form of interior architectural beauty that has anything on the North Vancouver branch of the Bank of Hamilton. The frescoed pillars, heavily burlapped wainscoting, marble tiling on the floor and many office fittings everywhere bring home the idea of riches and cost combined with good taste for nothing is overdone or overdrawn. In the smallest details the master brain of the architect had directed the willing hands of the workers in materials with the ultimate result that is so pleasing to the eye. The main business department is a magnificent room of large dimensions, the lofty ceiling being supported with Greek pillars of dazzling whiteness and puritanical beauty for the convenience of the customers and will be ranged along the windows looking out on Lonsdale Avenue while the business fittings of the office are placed at a convenient distance from the wall. The manager’s office is placed in such a position that the best privacy is guaranteed but not so that the manager will loose sight of his able assistants. Much more might be said about the convenience and facility afforded by the new offices but it is more satisfactory and convincing for everyone to go and see for themselves. | |
| <ul style="list-style-type: none"> • Mr. C. Gyde Heaven, manager of the Bank of Hamilton, lived on 10th Street on the corner of St. Georges Avenue, City of North Vancouver. Mr. Heaven had previously had the title of agent when the Bank of Hamilton had a temporary offices in Lonsdale Avenue and 107-111 East First Street*. | * Researcher's note. |

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| <ul style="list-style-type: none"> • <u>The Peterson and Cowan Passenger Elevator</u> - This superb piece of working equipment is, perhaps most fortunately, one of the best kept secrets of North Vancouver and indeed the entire Lower Mainland of British Columbia. It has been referred to on rare occasions in somewhat vague fashion. In the second half of the 1930's and 1940's the unique Peterson & Cowan electric passenger elevator was used by thousands of people, mainly children and their parents to attend appointments with the various doctors, dentists, lawyers, insurance agents and real estate brokers occupying the "Bank of Commerce Chambers" over the Bank which occupied the ground floor. At that time, as now, the visiting professional tenants and their respective clients had the choice of ascending to the offices by the original stairway or the elevator. Most people in those days knew how to operate the mechanism to open and close the two doors to enter and exit the elevator but since the advent of push button and automatic opening and closing elevator doors, most visitors to the Bank of Hamilton Building chambers prefer to forego the thrill of operating the double doors and instead climb the stairs to the second and third floors. | |
| <ul style="list-style-type: none"> • One of the most important misconceptions to set right is that while provision was made in 1910/11 for a passenger elevator to be installed "in the future", such an elevator was not installed until June of 1933 when the building had been in operation for twenty-two years. At that time it was the first passenger elevator not only on the North Shore but in the Lower Mainland of British Columbia*. | <p>* The <u>Today</u> photograph and caption describing the 1908 Keith Block at 91-99 Lonsdale on the opposite side of the road.</p> |
| <ul style="list-style-type: none"> • This is not unusual since while crude elevators were devised and used as early as 236BC, it was not until the first years of the nineteenth century that successful power elevators driven by steam made their appearance. In 1852 Elisha G. Otis of Yonkers, New York, invented an elevator-car safety device to prevent the falling of the car in case the hoist rope broke. This development was followed in the United States. In 1889, the first successful electric elevator was installed by Otis Brothers and Company in the Demarest Building, New York City. Early electric elevators were of the drum type. Their application was restricted to low rise installations by the limited amount of rope that could be wound on the drum. | |

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| <ul style="list-style-type: none"> It was not until 1904, just six years before the original drawings of the Bank of Hamilton Building were completed on September 15, 1910 that with the introduction of the electric traction elevators that this important limitation on height was overcome. | |
| <ul style="list-style-type: none"> The Hamilton Building electric traction elevator was locally manufactured by the Peterson and Cowan Elevator Company Ltd., 150 East Cordova Street, Vancouver with the President J. Cowan, living at 222 Cambie and Robert E. Peterson, Managing Director, living at 930 East 16th Street, both in the City of Vancouver. | |
| <ul style="list-style-type: none"> The elevator installed by June 23, 1933 under City of North Vancouver Building Permit 3791*. It is located inside the entrance to the Bank of Hamilton (later the Bank of Commerce) Chambers, 92 Lonsdale Avenue at the southernmost door adjacent to the north end of the Aberdeen Block housing Paine Hardware. | <p>* Note: The City of North Vancouver did not issue Building Permits until January 1911, therefore no permit was issued for the construction of the original building or that of the adjacent Aberdeen Block.</p> |
| <ul style="list-style-type: none"> On the threshold of the double doors (one is the floor door which remains fixed and the second door, which is lattice in form and slides and folds as the door is opened and closed, is a heavy brass strip with the name "Peterson and Cowan Co. Ltd.", embossed on its top surface. The car is unique in that, as could be expected, the entrance is on the street side with exit opposite. But exit from the elevator is by way of a left hand side door leading into a corridor off which the doors of the various offices lead off on the second and third floor. <u>Access to Hoist and Controls</u> (The Machinery Room) - The offices (chambers) have been rearranged somewhat over the years so that access to the hoist mechanism of the elevator is by way of a cupboard door in Room 306, occupied in 1977 by Mr. Brian Birk. Thence by way of fabricated wooden steps to a roof level floor from which an access door lead onto a flat section of the roof from which mechanical and electrical winch parts may be accessed to Lonsdale Avenue or First Street. It is in this attic area that the interior brick wall between the Bank of Hamilton and the Aberdeen Block may best be viewed. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> • <u>Traction Elevator Hoist Equipment</u> - This type of elevator has ropes which lead from the car up to and over a driving sheave on the hoist equipment and thence down to a counterweight hung at the back of the elevator shaft (see G.A. elevator assembly). As the sheave turns, motion is transmitted to the four 5/8" diameter wire ropes by friction. To provide sufficient traction and adequate safety factors these elevators use several ropes (in this case four), any one of which is strong enough to support the entire weight of the legally loaded car. Where additional traction is desired, a secondary sheave is employed, and the ropes are passed over the driving sheave twice. This elevator being strictly passenger in this case, is not so equipped. • Elevator hoisting machines in common usage in modern times are of two types; geared and gearless. This Peterson and Cowan elevator is geared, and as can be seen from the sketch employs a worm gear between the driving sheave and electric driving motor and are used as in this case, principally on low-rise, low speed installations.* | <p>* Incidentally Gearless Machines have the driving sheave attached direct to the shaft of the driving motor. With gearless machines elevators, speeds up to 1500 feet per minute have been attained, the practical limit being fixed by the reaction of the passengers to rapid pressure changes and the height of buildings.</p> |
| <ul style="list-style-type: none"> • <u>Controls</u> - Early electric and hydraulic elevators were manually operated by means of a hand rope which hung in the hoistway or shaft and was connected to a motor control or oil control valve in the machine room. Later elevators were equipped with a car switch with contacts for "up" and "down", and "stop". Most of the modern elevators being installed in the 1990s are controlled by a combination of push buttons in the car and push buttons at the landings. The attendant or passenger indicates the destination required by pressing on the car's operating panel or on the landing and the elevator responds accordingly. These elevators are of two types, collective control and signal central. | |

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| <ul style="list-style-type: none"> • <u>Self-Service Elevators</u> - These elevators originated in 1892 with the development of a single automatic push button control elevator, one which was fully automatic but could respond to only one call per trip. This was and still is the manner on which this particular Peterson and Cowan elevator operates. Once the door is opened, the passenger had entered, firmly closed both the static and lattice double doors, the numbered floor button is pressed and the elevator will stop at that floor. A passenger requiring another floor must await the arrival of the elevator at the first floor selected then press the numbered button for the floor they require. | |
| <ul style="list-style-type: none"> • Modern automatic <u>self-service collective-control elevators</u> can respond to several calls. On each trip they answer all registered calls, stopping in the order in which the landings are reached and irrespective of the order in which the calls may have been registered. | |
| <ul style="list-style-type: none"> • Probably because the Peterson and Cowan elevator was installed during years of the Great Depression and most local clients soon learned to operate this elevator, the controls were self service as stated and there was never an attendant. Most passenger elevators in stores, office blocks and hotels were <u>signal control</u>, that is to say they are designed to be operated by a usually white gloved and uniformed attendant who supervises the loading of the car, presses the operating button or motor start control lever in the car and initiates the correct opening and closing of the door. | |
| <ul style="list-style-type: none"> • Because of the absence at any time of an elevator attendant and upgrading of elevator safety regulations, there now exists, mounted on the west wall of the machine room a Northern Electric Ltd. Toronto control panel Contract PO 16698, 208 volts, 3ph 60Hz 5HP single speed. This contains the operating relays and a high amperage due to elevator overload alarm and shutdown. | |
| <ul style="list-style-type: none"> • <u>Building Alterations and Permits Issued</u> - As mentioned above no record of the original building permit exists, but part of the original plans are dated and during construction has been described early in this work. Recording of building permits issued in the City of North Vancouver did not begin until January 1911 and again lapsed or are missing from the City records of 1912. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> The following permits were issued for various alterations through the years. <ul style="list-style-type: none"> Permit #2964 May 16, 1929 for vault alterations Permit #3791 June 23, 1933 for interior alterations to the second and third floor offices and the installation of the 1933 Peterson and Cowan, Size 207 Passenger Traction Elevator. Permit #7877 February 21, 1951 for a new vault on the ground floor. Permit #8684 June 1, 1953 for sand blasting and gunite coat to the rear wall that showed signs at that time of porosity. Permit #14480 January 5, 1970 for alterations to the basement. In addition to the above major building permits, a number of minor have also been issued for various electrical plumbing and heating installations and the overhaul work done in the elevator machinery room during the 1980's. | |
| <ul style="list-style-type: none"> <u>Modern Descriptions</u> (1998): The photographs contained in this work clearly show that having been built with the required dignified permanency in mind, the Bank of Hamilton Building with its Bank and Chambers constitute an imposing and readily identifiable structure. The grouping of this building and the adjacent Aberdeen Block (formerly Keith Block) as designed by architects Mills and Haitian, constitute a present day reminder of the short lived prosperity of the Edwardian era, and serve as a symbol of the confidence of James Cooper Keith and the Bank of Hamilton directors in the fast growing settlement of both the City and District of North Vancouver*. | <p>* With so many new, restored and replicated buildings being part of the 1990's redevelopment of Lower Lonsdale Avenue, it is worth emphasizing that the Aberdeen Block was formerly the "Keith Block" (see "K" carved into a shield on the sandstone entry). The present Keith Block remains at 91-99 Lonsdale Ave. 107-11 West First Street and was built in 1908.</p> |
| <ul style="list-style-type: none"> That is why any future external restoration of this consistent grouping must essentially be completed simultaneously on both buildings. Likewise, the history of these adjacent buildings should not be separated, since while the Bank of Hamilton contained no retail businesses, they shared jointly in the position of a banking, medical, real estate, legal, utilities and mailing centre.* | <p>* The Aberdeen Block housed the North Vancouver Post Office in 1911 and 1912. In 1914 the North Vancouver City Hall occupied the third floor.</p> |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> The Bank of Hamilton is located in a C-2 Commercial Zone at the southeast corner of Lonsdale Avenue and First Street on a 57.5 ft. x 100 ft. lot and occupies the entire west 52 ft. of the lot with the remaining 48 ft. easterly portion left as an open area. The north 21 ft. of this open area was paved in 1976 and provides parking for five cars.* | <p>* Memo to Mr. F.S. Morris, Director of Permits and License from Mr. C.E. Hjorth, City of North Vancouver Building Inspector, Jan. 7, 1981 reporting an inspection Jan. 2, 1981 for the proposed use of the building by the North Shore Museum & Archives.</p> |
| <ul style="list-style-type: none"> The building is three storeys in height with a basement. Overall dimensions are 52 ft. x 57.5 ft. giving a building area of 2920 square ft. Gross floor areas are 2920 square ft. on both the ground floor and the basement with 2850 square ft. each on the second and third floors. | |
| <ul style="list-style-type: none"> The entire basement is of massive concrete construction. The basement retaining walls of which were mostly above grade when constructed*, and 24 inches thick. The north and west walls, which are below grade 34 inches thick. It is believed, based on the practise and state of the basement concreting in 1911, that the basement walls are un-reinforced by the present practice of installing steel re-bars before pouring. The concrete would have been carefully mixed, poured and tamped by hand. | <p>* The height of the grade has increased as a uniform grade was applied by City Engineer George Hanes up Lonsdale Avenue. Further heightening was brought about by subsequent installation of concrete sidewalks.</p> |
| <ul style="list-style-type: none"> Interior bearing walls in the basement, as well as the original bank vault foundation, are of 22 inch thick brick masonry. The basement elevator shaft mentioned elsewhere is a 13 inch thick brick masonry. | |
| <ul style="list-style-type: none"> The main floor is of 3 x 12 inch and 12 joists at 16 inch centres, supported by the concrete and masonry bearing walls, and by a 12 inch deep steel or cast iron beam supported by three cast iron columns. | |
| <ul style="list-style-type: none"> Above the main floor level, exterior walls are of un-reinforced brick masonry, with the north and west walls being stone clad for the first storey. The top two storeys of external walls are all of brick, with stone bases and pediments at mullions, and stone cladding at the third floor spandrel. The sheet metal cornice at the roof parapet is of copper. The second and third floors and roof, are of timber joist construction. | |
| <ul style="list-style-type: none"> In 1950, a second reinforced concrete vault was added adjacent to the original vault on the main floor. It was supported in the basement by concrete beams and columns constructed on new pad type footings*. | <p>* Based on a report by Rockingham Engineering Ltd. December 11, 1989, pp203.</p> |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> The two main facades of the Bank of Hamilton Building can be described as highly articulate with engaged pilasters, ionic capitals, decorative string-courses and a prominent cornice. The style of building resembles the classical Revival idiom of the Edwardian era, and also shows the influence of the Chicago School Style, with the division of the facades into a base, shaft and capital, and the use of the triple-assembly fenestration. The building also features an angled corner treatment and prominent corner entry. In general and with reference to the accompanying photographs, the building remains in substantially original condition.* | <p>* Foundation Group, Don Luxton Report to Gary Penway, City of North Vancouver, dated December 12, 1989, pp 2, 3, 4, 5.</p> |
| <ul style="list-style-type: none"> <u>Main Exterior Facades:</u> The two main facades, which face Lonsdale Avenue and First Street, are comprised of a ground floor sandstone base, with brick walls above capped by a copper cornice. The veneer brick is a hard-fire pressed red brick, with thin joints, the mortar between having been coloured red. The angled corner entry is highlighted with an ornate entry surround, with a carved foliate band framing the windows above. The original plans show a flag pole above the corner entry which can also be seen on the accompanying photographs. A second flag pole is seen over the Aberdeen Block. On these two poles was mounted a Union Jack ensign for special, mainly British patriotic occasions and holidays. Later the British flag was replaced by the Canadian ensign as shown. Flags were not raised on a daily basis as at the present time. | |
| <ul style="list-style-type: none"> The southern most basement window on the west facade was later used as the night depository vault and has since been locked in with screens. The basement windows could be returned to their original appearance and configuration. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> The exterior cast iron lights currently have inappropriate polycarbonate shades, that do not match the original light globes. The ground floor canopies are fancy but distinctly inappropriate on a historic building more especially when its dignity must essentially be brought out among more modern buildings which are designed for rapid appearance changes. The shape of the existing canopies does not match the window openings behind, and they obscure the ground floor detailing. It is recommended that the ground floor detailing be entirely removed and the Lonsdale entrance be crowned with a four-point rectangular canopy which fits the structural opening, in a darker colour of non-shiny fabric. The use of back light canopies is strongly discouraged. Any exterior lighting must be strictly incandescent. | |
| <ul style="list-style-type: none"> Current signage employed is not appropriate in the heritage character of the building. It is recommended that any new signage for the building should be sympathetic to its elegant period appearance. This could include back-painted window signage, that is to say gold serif lettering with black shadow lines, and/or appropriate fascia signage, painted or three dimensional lettering. In any instance, signage should be based on historical precedents and not on modern styles. | |
| <ul style="list-style-type: none"> <u>Secondary Facades</u>: The east and south facades are brick faced and are presumably load bearing masonry walls. The south facade abuts the adjacent Aberdeen Block, an example being visible in the elevator machinery room. The east facade faces the vacant remainder of the lot, and has an airshaft indentation on the second and third floors. | |
| <ul style="list-style-type: none"> <u>Windows</u>: The ground floor windows in the main banking area are tall plate glass windows in heavy wood frames, divided by a horizontal transom bar. The second and third floor windows are double-hung wooden sash, used in double and triple assembly, with horns on the upper sash. The windows appear to be in very good condition. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> • <u>The Interior:</u> The interior spaces have also survived in relatively intact condition. The main floor banking room (see photograph) features ornate cast plaster ceiling mouldings and plaster columns with capitals. There is also some original wooden detailing still extant including the main entry doors. The original flooring of the banking hall is unknown, and is now covered by a later carpet. The elevator lobby which is reached from a door on the west facade, is elevated several steps above sidewalk level. The lobby itself has survived in relatively intact condition although it may be noticed that the entry to the banking hall from the lobby has been closed off. An inset tile floor, of 3/4 inch diameter red, green and white round tiles, is featured in the lobby; this tiling is also repeated in the secondary entrance on the north facade of First Street. The light fixture and hardware in the elevator lobby have been replaced. | |
| <ul style="list-style-type: none"> • There are also a number of surviving features on the second and third floors that have merit as character elements. These include original staircase balusters, doors, office partitions and wooden mouldings. These must be remembered as being over 87 years old (in 1998) and therefore should be retained wherever possible. | |
| <ul style="list-style-type: none"> • The most important interior features are the main floor banking hall, and the elevator and elevator lobby including one of the most treasured items, the Peterson and Cowan brass threshold strip on the elevator entry door. | |
| <ul style="list-style-type: none"> • <u>Original Exterior Colours:</u> Most of the exterior colours were originally derived from the intrinsic colours of the materials rather than applied finishes. The original colours were: Sandstone (presumed to be originally unpainted) the colour was a warm brownish grey. Brick - the masonry veneer is a hard-fire pressed red brick, with thin mortar joints. Windows - the original colour of the exterior wooden sash and mullions was determined by scraping to the first layer. The original paint was gloss black enamel. Front Doors - the original tall oak entry doors to the banking hall are unpainted, and have a clear varnished finish. This appears to be the original treatment. Cornice - the cornice is copper, and has weathered into handsome blackish-green patina. The current finish should be maintained if possible. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> • <u>A Brief Analysis of the Commercial and Professional Tenants of the “Bank of Hamilton” and “Bank of Commerce”</u> - The Bank of Hamilton/Bank of Commerce Chambers, with the Aberdeen Block being a community centre for both the City and District of North Vancouver attracted long term professional tenants over the years. • The nearest similar example was in Lynn Valley when the Fromme Block was opened in 1912 at what is now Lynn Centre at the intersection of Centre Road (Mountain Highway) and Lynn Valley Road. | |
| <ul style="list-style-type: none"> • <u>Tenants of Bank of Commerce Chambers, 92, Lonsdale Avenue in the year 1925 following World War One:</u> Top Flr: <ul style="list-style-type: none"> • Christopher R Myers, Manager, Bank of Commerce • Mr. H Dyer, Physician • Mr. T Verner, Physician • Mr. T G Thompson, Dentist (who later married Dr. Claire Onhauser, West Vancouver) • Alexander Philip & Co., Real Estate (former Clerk of the Municipal Council, District of North Vancouver) • Rose Peers, Public Stenographer (lived at 736 E. 3rd St., North Vancouver) | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> • Taking 1933 as a further example for this time showing the extent of development after twenty-two years and two Depressions, up and including what has become the Bank of Commerce Chambers (the even street numbers are located on the east side of the Avenue and odd numbers on the west side). <p><u>Lonsdale Avenue:</u></p> <ul style="list-style-type: none"> • North Vancouver Ferries and dock are at the foot of Lonsdale • Pacific Stages on the west side (head office – 570 Dunsmuir, Vancouver) • 1, The Sugar Bowl Confectionary, S. Maran, Proprietor • 1a, WM Mitchell – Fruit and Produce Store • 3, B.C. Coal Co., N. Grant, Manager • 5, Warehouse 412 W. 14th St., North Vancouver • 5, R.O'Hara and his wife Priscilla J. O'Hara • 7, North Vancouver Cartage Company (located in what is now known as "The Bootery", when it fronted on Lonsdale Avenue) • 9, Try Me Shoe Store • 11, B. Stewart, Jeweller (home: 284 E. 5th St., North Vancouver - <i>*Junction Block</i>) • 13, *Alexander Smith & Co., Real Estate, Loans & Insurance • 15, Harley C.E. Anderson Drug Store (home: 128 E. 6th St., North Vancouver) • 21, Bank of Montreal • 28, North Vancouver Realty Co. • 30, Francesco Franco, Tailor (home: 1744 Wolfe, North Vancouver) • 32, Popular Library, Proprietor J.D. Vulliamy • 36, Empire Lunch and Tea Rooms, Proprietor Mrs. E. James • 42, W.F. Smither Ltd., President • 46, W.D. McFarland & Co., Real Estate – Proprietors W.D. McFarland and W. Mitchell • 50, Irwin and Billings Co. Real Estate Office (*Syndicate Block, built 1903)* | <p>* Syndicate Block built 1903. The Syndicate Block contained the first Post Office 1903-1911 and the first newspaper office in North Vancouver. The Express commenced printing, 1905. This was the first commercial block on North Vancouver District. It had a dance hall upstairs.</p> |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> • <u>Lonsdale Avenue continued:</u> <ul style="list-style-type: none"> • 51, * Royal Bank of Canada • 52, *Adanac Signs • 53, *Kohn R. Barker, Shoe Repairer (home: 443 W. 15th St. North Vancouver) • 53, *The North Vancouver Club Ltd., building 1910 (see construction description) • 54, *Hing Wah Chinese Laundry • 55, *Louis Palazzini Floor Tiles Store • 56, *Quality Shop • 57, *John Nicoll, Barber (home: 159 E. 12th St., North Vancouver) • 59, *Carleton R. Lane, Real Estate Office • 60, Mrs. L.B. Howard, Real Estate (home: 835 Sutherland, North Vancouver) • 61, Chas. S. Bonney and wife Dorothy as below • 61, Ideal Fish Store, Proprietor, C.S. Bonney • 62, Vacant • 63, Monsen & Co., Fruit and Produce • 64, Albert J. Kennedy, Tailor (home: Apt. #4, 156 W. North Vancouver) • 65, City Meat Market, Proprietor R.L. Elliot • 66, Albert Demming, Proprietor, Fruit and Produce Store • 67, Room 1 – Vacant <ul style="list-style-type: none"> Room 2 – W.S. Trafton Room 3 – Dr. D.J. Millar of Capilano Road Room 5 – Dr. H. Dyer (previously located in the Beasley Block, 101 – 109 Lonsdale. Built 1904 by Western Corporation Architects) Room 7 – Vacant • 69, W.N. Farquharson • 70, P.D.Q. Café, Proprietor W.J. Prest • 71, Lonsdale Bakery (see construction description) Also 758 Lonsdale, F.S. Woodman, President • 73, J.E. Bailey • 78, B.C. Electric Railway, Head Office for the North Shore and electrical appliance show room. | |

| PART 11 THE BANK OF HAMILTON BUILDING and CHAMBERS, 92 Lonsdale Avenue, City of North Vancouver (1910/11) | Source Reference |
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| <ul style="list-style-type: none"> • <u>Lonsdale Avenue Continued</u> <ul style="list-style-type: none"> • (* <i>Aberdeen Block, Built 1910/11</i>) • 84, Aberdeen Block, 20 Rooms, Suites and Commercial Units: <ul style="list-style-type: none"> Room 1 – Vacant 2 – J. Goodwin 3 – Vacant 4 – Indian Oils Limited 5 – W.J. Prest with wife Louise 6 – Dr. R.V. McCarley 9 – Dr. E.A. Martin 12 – Mrs. E. Maneman 14 – Vacant 15 – Mrs. J. Benjamin 16 – Vacant 17 – Mrs. B. Dey 18 – Vacant 20 – W.H. Keller 21 – Vacant 22 – Miss Eleanor Loutet, Music Teacher in Aberdeen Block 31 – Vacant • 90, Paine Hardware Limited • 91, Robert G. Castledine, Grocery Store on west side of Lonsdale • 92, Canadian Bank of Commerce • 92, Canadian Bank of Commerce Chambers <ul style="list-style-type: none"> Suite 1 - John W. Horsfall with his wife Nellie L. Horsfall, Engineer Room 102 – Dr. Howard C. Graham, Physician (home: 280 E. 5th St., North Vancouver) Room 104 – Dr. Claire Onhauser, Physician of 811 – 17th Ave., West Vancouver She married Dr. Thomas G. Thompson, 234 E. 11th St., North Vancouver ** Room 105 – Dr. Thomas G. Thomson, Dentist, (see above) Room 202 – Head Office of J.B. Paine Hardware of 90 Lonsdale Ave., The Aberdeen Block Room 203 – Chas. Cartright, Salesman. Evans Coleman and Evans Limited. F.W. Foster, General Manager Importers, Exporters & Commission Merchants. Steel rails and accessories, iron bars, Builders materials, coal and wharfingers located at the Foot of St. Georges, North Vancouver Room 204 – Vacant | <p>** See Roy J.V. Pallant, <u>History of the District of North Vancouver</u>, Chapter 11, Part 12, A Brief Chronological History of Capilano</p> |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 13

Part 12

**THE NORTH VANCOUVER CLUB,
CITY OF VANCOUVER**

CHAPTER 13
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
FACILITIES AND ESTABLISHMENTS
SHARED BY THE COMMUNITIES OF BOTH
THE DISTRICT AND CITY OF NORTH VANCOUVER
Researcher: Roy J.V. Pallant

| PART 12 THE NORTH VANCOUVER CLUB, CITY OF VANCOUVER | Source Reference |
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| <ul style="list-style-type: none">At the same time in 1910 when the Aberdeen Block* (then termed the Keith Block, see K carved on west wall at roof level) and the Bank of Hamilton Building were in course of erection) the North Vancouver Club was nearing completion in November 1910. It was located at 53 Lonsdale Avenue, west side just above Esplanade, the site presently occupied by the 1997/98 TRADEWINDS building on the site of the Syndicate Block. | <p>The Express, B.C., Friday, Nov. 25, 1910. Published and printed in the Syndicate Block corner of Lonsdale Avenue and Esplanade i.e. 51 – 59 Lonsdale Avenue.</p> <p>* Aberdeen Block was (and is) at 84 Lonsdale Avenue, Bank of Hamilton, 92 Lonsdale.</p> |
| <ul style="list-style-type: none">In November 1910 there was nothing left to do except staining and painting the furnishings. The interior appearance of the new and handsome businessmen retreat was worthy of the highest compliments from the local citizens who could now credit their home city with having a club equal to any in Vancouver and which was expected to be run on the latest methods practised by such an organization. The whole of the interior and the ceiling were furnished in old English stained panel work, | |

| PART 12 THE NORTH VANCOUVER CLUB, CITY OF VANCOUVER | Source Reference |
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| <p>the walls being done in red burlap which set off the painted grain in a most striking manner. The front stairway leading from the street was wide and roomy and adequately lighted from a large skylight of cathedral glass. Leading off from this hall were billiard rooms and the reading room, the silence room, the strangers room, card room and secretary's office. The former was a delightfully large room complete with two English billiard tables similar to those in use at the Empress Hotel, in Victoria. A door led out on to a balcony which overlooked the Inlet and Stanley Park and the whole breadth of the City of Vancouver.</p> | |
| <ul style="list-style-type: none"> • The bar occupies the southeast corner of the building with an entrance from the secretary's office and the billiard room. A large skylight* of cathedral glass also provides an abundance of light for the billiard rooms and the same is the case with the silence and reading rooms. A large fireplace adorned one end of the latter and the north side of the room is practically encased in glass so as to provide the best lighting accommodations possible. The floors of the club were carpeted with cork linoleum and heavy rugs. | <p>* Still operating 23 years later in 1933.</p> |
| <ul style="list-style-type: none"> • A small booth off the entrance hall contained a public telephone. The whole of the building was furnished with exquisite furniture that would be a credit to any establishment. Before the club opened in November 1910 it had a membership of nearly 100 and was still growing rapidly. | |
| <ul style="list-style-type: none"> • The club continued to operate in a different part of the Syndicate Block into the 1970's. | |

**DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE**

CHAPTER 14

PART 1

**ALAN E. McCARTNEY, C.E.
Alderman, Engineer, Surveyor**

CHAPTER 14
DISTRICT OF NORTH VANCOUVER

DNV SOCIO-HISTORICAL
SERVICE INFRASTRUCTURE
REEVES AND ALDERMEN OF THE DISTRICT OF NORTH VANCOUVER
Researcher: Roy J.V. Pallant

| PART 1 | ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895 | Source Reference |
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| · | <p>The business of Alan E. McCartney in Vancouver was announced in an advertisement in the June 3, 1890 edition of the Daily News Advertiser of Vancouver which states:</p> <p style="padding-left: 40px;">“Alan McCartney of New York and Montreal established in B.C. in 1884 as Architect and Land Surveyor in the Condell Block at the corner of Cordova and Homer Streets.”</p> | Daily News Advertiser, June 3, 1890, p.1. |
| · | <p>He had arrived from New York and Montreal when what is now Vancouver was a dense, tangled forest of huge fir, cedar, spruce and hemlock and a clearing containing a few houses known to the outside world as Coal Harbour, Gas Town or Granville Town Plot.</p> <p>The City of Vancouver was incorporated on April 6, 1886. In June it was almost completely destroyed by fire but was largely rebuilt in time for the arrival of the first Canadian Pacific Railway passenger train on May 23, 1887.</p> | H.B. Smith, “Proceeding of the Canadian Society of Civil Engineers, III (1889)”, p. 315, GVRD Library. |
| · | <p>So by the end of the Nineteenth Century the various individual pre-emptors of North Shore homesteads as well as the Moodyville Sawmill Company, gradually allowed their property to pass into the hands of individual speculators.</p> | Pre-emptors such as Ira N. Sacket, Calley Lewis, Alexander Merryfield, Josiah Charles Hughes, Fred Howson, John Lynn, “Gassy Jack” Deighton, for example. |
| · | <p>With the incorporation of the City of Vancouver in 1886 and the arrival of the transcontinental Canadian Pacific Railway train in 1887, these speculators were considering and realising that this might be the time to reap some financial gain from their investments. There were several for example who were convinced that, the Canadian Pacific Railway would expand their own operations or that of their subsidiaries on to the North Shore, by way of train transfer scow ferries, a bridge or a tunnel. Likewise in 1888, a private company, The Vancouver Water Works Company, had built a water pipeline across First Narrows to</p> | Internal letters of the Lonsdale Firm of Bankers of Liverpool and London, England. Personal interview August 1994 with Timothy Heywood Lonsdale. |

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| PART 1 | ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895 | Source Reference |
| | Vancouver from an intake on the Capilano River. | |
| · | While the total number of property-holders is not at present established, there were, by count in the Municipal Minute Book, at least forty-three living in the vicinity of Vancouver who took an active part in the proceedings of the early months of the new Municipality. | See DNV Socio-Historical Service Infrastructure, Chap. 2, Part 9, Leonard Scott as a typical example. |
| · | On December 29, 1890, a meeting of the North Shore Property Owners, attended by Alan E. McCartney, was held in the office of Roundsfell and Company, of Vancouver. Twenty-eight men attended this meeting and twenty-six at a subsequent meeting. In stating the reason why the meeting had been called, the chairman pointed out "the great advantage it would be to the property owners" on the North Shore if a municipality was formed there. All attending declared themselves in favour of such a move and a committee was appointed "to see what could be done in the matter". It is interesting and perhaps significant to note that Mr. J.T. Williams (of Williams Bros.) was named among those twenty-eight men present at the meeting of December 29, 1890 and among the twenty-six men present at the subsequent meeting of January 3, 1891. He was also second on the list after chairman James Cooper Keith of those same twenty-six men, including Alan McCartney, who agreed to subscribe to the preliminary expenses of incorporation. Mr. J.T. Williams subscribed \$10.00 as did most contributing to the total \$205.00 collected. While there is no evidence in the Street Directories to substantiate, it would seem that Mr. Williams and Alan McCartney may have either owned property on the North Shore, was planning to purchase property, or was simply a supporter of local government controlled development of the North Shore. At a second meeting on January 3, 1891, the question was raised as to whether Moodyville, the settlement as a sawmill operation that had been initiated in 1862, should be included in the new municipality. It was agreed to write to Mr. R.P. Rithet in Victoria for his consent. Robert P. Rithet's reply when received was to the effect that he did not wish DL272 and DL273 occupied by the mills and township to be included in the proposed new municipality. This was understandable though unfortunate since at that time 1891 Moodyville mills were in full production, cutting lumber and shipping it to various parts of the world. This industry would have been a significant initial | Minute Book "North Vancouver Municipal Meetings" 1890-91, handwritten by W.S. Weeks. Williams Bros. and Dawson assisted in part by Alan McCartney, surveyed and wrote the specifications for the Keith Road which served to link the District of North Vancouver from Howe Sound to the North Arm of Burrard Inlet. After Sewell Moody lost his life on the "Pacific" November 1875, Hugh Nelson reorganised the company to include himself, Andrew Welch of Welch Rithet and |

| PART 1 ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895 | Source Reference |
|---|--|
| <p>source of tax revenue had it been included. There was also established communication between Moodyville by small tug boats. There was no wharf at that time in North Vancouver so existing tugs and the early form of ferry boat would not call there.</p> | <p>Company, Victoria, James Burns, M.W. Tyrwhitt Drake, Pete McQuade and Captain John Irving. When Welch died in 1888 Robert Patterson Rithet bought out his interest and took over the San Francisco business of Welch and Company. The Victoria business was incorporated under the style of R.P. Rithet and Company of which Rithet was President. Nelson returned when he was appointed to the senate in 1892.</p> |
| <ul style="list-style-type: none"> It was resolved therefore by the property owners to exclude District Lots 272 and 273 from the confines of the new municipality as requested by R.P. Rithet. | |
| <ul style="list-style-type: none"> In order to defray the cost of incorporation proceedings, a number of the property owners guaranteed the preliminary expenses on the understanding that they would be repaid from the first taxes when the municipality had been formed. One of the guarantors, Alan E. McCartney, being a Surveyor, was instructed to draw, as required by law, a map of the new municipality to accompany a Petition to the Provincial Legislature in Victoria. | |
| <ul style="list-style-type: none"> A former petition signed by those pre-emptors, property owners and residents who favoured a municipality was presented to the Provincial Government, and on August 10, 1891, letters patent approving the corporation were issued in the name of the Honourable Hugh Nelson, formerly of Moodyville, and now Lieutenant-Governor of the province. | |
| <ul style="list-style-type: none"> This document defined the boundaries of the municipality and provided for the establishment of a municipal government. It decreed that: - <ul style="list-style-type: none"> “all that land commencing at a post maked GFB situated on the westerly shore of the North Arm of Burrard Inlet, being the northeast corner of lot numbered 872 in the District of New Westminster; thence west along the north boundary of said lot | |

| PART 1 | ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895 | Source Reference |
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| | <p>872 to the northwest corner thereof; thence in a westerly direction to the northeast corner of lot numbered 956; thence west along the northern boundary of the said lot numbered 956 to the northeast corner of lot numbered *985 situated on Seymour Creek; thence west along the northern boundary of said lot; thence in a westerly direction to the northeast corner of lot numbered 875; thence west along the northern boundaries of lots numbered 875 and 874 and a line produced to the intersection of the coast line on Howe Sound; then southerly along the coast line to Point Atkinson; thence east along the coastline and the North Shore of Burrard Inlet to a post in the southwest corner of lot numbered 273; thence north along the west boundary of said lot to the northwest corner; thence east along the northern boundary of said lot numbered 273 and lot 272 to the northeast corner of said lot numbered 272; thence south along the east boundary thence easterly along the shoreline to Roche Point; thence northerly along the west shore of the North Arm of Burrard Inlet aforesaid to the point of Commencement and containing 100 square miles more or less should be organised as "The Corporation of the District of North Vancouver".</p> <p>• The Letter Patent** went on to instruct that the</p> <p style="padding-left: 40px;">"Council shall consist of four Councillors and a Reeve, and the whole number present at each meeting shall not be less than three. Nomination shall take place at the poll, (if any), shall be held at the residence of Mr. Thomas Turner, situated on Lot 271, Group 1, New Westminster District.</p> <p style="padding-left: 40px;">Nomination for the first election of Councillors shall be on the 22nd Day of August, 1891 at 12 noon."</p> <p style="padding-left: 40px;">It was further stated "that if necessary an election shall be held on August 29th at the same place"</p> <p style="padding-left: 40px;">... The first meeting of the council shall be held on the first Saturday after the day of election at the residence of the said Mr. Thomas Turner at 12 noon.</p> | <p>* Should have read 957 on the original document.</p> <p>** The B.C. Gazette reads ... for the purpose of receiving nominations for the officers of the new municipality and that Frederick Schofield J.P. was appointed Returning Officer.</p> <p>The original document is held by the District of North Vancouver.</p> |
| | <p>• John Rodger Burnes, himself a British Columbia Licensed Surveyor, states that a few electors gathered at the polling booth on the properties at the foot of what was then a commercial logging road and now Lonsdale Avenue. It was found that there were just enough electors present to fill the offices. Without a ferry it was difficult at that time to reach the North Shore except by rowing boat or sailing boat.</p> | <p>Burnes, John Rodger, <u>Saga of a Municipality in its Formative Days, 1891-1907</u>, p. 19.</p> |
| | <p>• Alan E. McCartney, who had been a councillor from 1892 with Reeve Chas. J.B. Phibbs and in 1893 with Reeve James Cooper Keith, afterwards acted as Engineer for the municipality, prepared a second map of the area and in</p> | <p>Burnes, John Rodger. <u>Saga of a Municipality in its Formative Days, 1891 to 1907</u>, p. 43</p> |

| PART 1 ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895 | Source Reference |
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| May of 1898, having completed it, came to the Council offering them the map. As there was at that time, no other map of the municipality, the Council ordered some 500 at a cost of \$30.00, a small sum of money for such a large job, but in those days a man's worth was not valued as highly as now. | |
| <ul style="list-style-type: none"> The map served the municipality for many years. | J.R. Burnes was himself a surveyor and a historian. |
| <ul style="list-style-type: none"> As an additional reward, a small creek at the east end of the municipality was named after Mr. McCartney. The bridge, which was built across what was then an almost impassable barrier for people crossing with their household belongings, became a massive concrete structure though now it is buried in the present Seymour Parkway embankment* and with it, the memory of Alan McCartney, one of the earliest of useful and resourceful pioneers. | * 1996 |
| <ul style="list-style-type: none"> Alan E. McCartney was elected to the second council of the District of North Vancouver while he, like the majority of councillors at that time, lived and met for Council meetings in rented offices over in the City of Vancouver. | The election was held in January 1892. |
| <ul style="list-style-type: none"> He was sworn in on 20th January 1892 by F. Schofield, with Chas. J.P. Phibbs in his second year as Reeve and fellow councillors E. Linsey Phillips; Leonard Scott (a meat cutter and ranch owner*) and later Adolphus Williams. | * See Leonard Scott, Chapter 9, Part 2 of this work. |
| <ul style="list-style-type: none"> But while Alan McCartney was not a member of the first council he was active in the District from its formation in 1891. He, for example, acted as secretary protem at the second meeting of the first council of the District on 12 September 1891 held at the residence of Chas. J.P. Phibbs at Seymour Creek at Cutter Island. At that same meeting, Alan McCartney offered his gratuitous service in assisting the new Clerk of the Municipal Council (CMC) in making the assessment papers and to prepare an estimate of the cost of building roads. | At that same meeting, Mr. M.H. Hirshberg was appointed Clerk Treasurer and assessor at a salary of \$30 per month. |
| <ul style="list-style-type: none"> At the third meeting of the first council on 8th October 1891, A.E. McCartney received \$133.25 for preliminary survey work completed. | Page 3 and 4 original hand written Municipal Minute Book, page 2 of typed copy. |
| <ul style="list-style-type: none"> Alan McCartney was of course most interested in the building of roads. The assessment roll had been prepared | From 8th October 1891 District of North Vancouver Council |

| PART 1 ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895 | Source Reference |
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| and thus the 1892 council were able to set a tax rate. | Vancouver Council Meetings were held at the Vancouver office of M.H. Hirshberg at \$5.00 per day and by December \$10.00 per day. |
| <ul style="list-style-type: none"> It was found right away that there was considerable difficulty in reaching either end of the municipality, extending as it did from Howe Sound on the west to the North Arm of Burrard Inlet on the east. This was too far for administrative purposes, so other means had to be found to connect the areas east and west. Boats were not at all satisfactory as at times winds kept small craft in shelter. | |
| <ul style="list-style-type: none"> In 1892, the only area on Burrard Inlet that was settled in any way was the City of Vancouver. All the business of adjoining municipalities such as Burnaby, Richmond and North Vancouver, South Vancouver and other places had to be transacted in Vancouver. All the supplied and construction materials came from Vancouver. Communication with the rest of the world was from Vancouver, and by way of boats to Victoria and Nanaimo and by Canadian Pacific Railway to the rest of Canada. | |
| <ul style="list-style-type: none"> The 1892 council recognised this and looked for ways of getting around this disadvantage to the new municipality. Connections had to be established within the municipality and with external areas also. | |
| <ul style="list-style-type: none"> Moodyville was in full swing cutting lumber and shipping it to all parts of the world. But this area, composed of District lots 273 and 272 was not included within the boundaries of the municipality. This would have been a good source of tax revenue to start with if it had been included. | Survey in November 1872 by G. Hargraves and in 1877 by John Jane. |
| <ul style="list-style-type: none"> Communication between Moodyville and Vancouver was by small tugboats. But as there was no wharf in North Vancouver, these boats would not call in unless prior arrangements were made. | |
| <ul style="list-style-type: none"> All these matters required consideration especially with the lack of capital funds and a feebly small tax base. On the other hand, if the council showed no sign of initiative to overcome or circumvent the many problems, the few people who actually lived with the Municipal District might leave, | |

| PART 1 ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895 | Source Reference |
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| finding life too difficult to enjoy and thereby reduce tax revenues still more. | |
| <ul style="list-style-type: none"> Therefore the key access point, the wharf, was the first concern of the 1892 council and William Bros. and Dawson were asked to make a survey for a road from Howe Sound to the North Arm and work had proceeded during the fall of 1891. In spite of the concerns of Mr. Dawson about the slow nature of work in bad weather conditions, surveys continued during the winter and on March 28, 1892 tenders were called for the construction of Keith Road*. | * Named for James Cooper Keith. |
| <ul style="list-style-type: none"> The contract was let to the contracting firm of J.J. Tierney who built the road at a cost of \$47,338.26. The road was only a trail at best and the bridges were not designed or built adequately and were swept away during the heavy flood of January 20, 1895. The money to pay for the road was raised by a bylaw for a loan of \$40,000 at 8% for 50 years which was underwritten by J.C. Keith at par. In return the road was named after him. | |
| <ul style="list-style-type: none"> From Keith Road previously termed "the trunk road" roads were built north. The contract for the road north up the Seymour River, to be known as the Lillooet Road was let to J. Hartney; Keith Road from North Arm to Capilano was, as stated earlier, was let to J.J. Tierney. At this meeting, none of the road construction tenders for sections west of Capilano were accepted. Councillor Williams believed that the price could be lowered. | Municipal Minute Book, No. 1, page 31. Typed copy, page 18. |
| <ul style="list-style-type: none"> A tender for the three major bridges, over the Seymour River, the Capilano River and Lynn Creek was received from R. Balfour for \$10,128. Since no drawings were prepared for the bridges, the R. Balfour tender showed prices of materials in cents per lineal foot. For example, <ul style="list-style-type: none"> Slashing, grading and grubbing - 38 cents/lineal foot; Removal of earth including loose rock - 20 cents; Removal of solid rock - \$1.50/per lineal foot; Logs in culverts put in place -.08 cents/lineal foot; Corderoying - 16 cents/lineal foot. | Municipal Minute Book, No. 1, page 44 of Regular Council Meeting, March 28, 1892. |
| <ul style="list-style-type: none"> The Keith Road contracts included a clause proposed by Councillor Leonard Scott* and seconded by Councillor McCartney, to be inserted excluding Chinese labour " except it can be shown to the satisfaction of the Council that no white labour can be procured." | * Of Scott's Ranch, located between the Lynn Creek and Seymour River. |

| PART 1 ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895 | Source Reference |
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| <ul style="list-style-type: none"> To complete the proceedings, applications were called for the position of Road Inspector to witness the work on Keith Road. Out of eighteen applicants Mr. John English* was accepted for the position of Road Inspector and Constable at a salary of \$75.00 per month commencing 11th April 1892. | <p>* Decided at the council regular meeting of April 4, 1892.</p> <p>John English lived for many years after at the north end of St. Denis Street in Lynnmour.</p> |
| <ul style="list-style-type: none"> In an effort to speed up the building of Keith Road and more especially to provide access to potential settlers heading for the desirable slopes from Mount Seymour, Alan McCartney himself located the road from Lynn to Deep Cove for William Bros. & Dawson. This included the deep and almost impassable ravine containing McCartney Creek just above Snake Hill rising from the Seymour River when heading east. | |
| <ul style="list-style-type: none"> The road or trail did remain for some years. It served as a connection between the different points throughout the District. | |
| <ul style="list-style-type: none"> It is interesting to note that in spite of several failures of the three major bridges over the years, their locations were never challenged and therefore were recognised as "good locations" by survey and so the present day* locations remain the same as selected in 1892. | <p>* 1996</p> |
| <ul style="list-style-type: none"> The road itself was located in the easiest place to build with of course no thought of car or truck transportation. | |
| <ul style="list-style-type: none"> Most of the changes in the route of Keith as seen at the present time were brought about by the persistent challenge of those who in due course found the road had been located on their property and demanded relocation. | |
| <ul style="list-style-type: none"> In spite of this, the requirements of the Chas. J.P. Phibbs councils, that the road, where possible, allow a view of the beauties of Burrard Inlet, are retained and likewise the name, Keith Road remains in place for the most part. | |
| <ul style="list-style-type: none"> In surveying Book No. 1 of the Municipal Minutes it becomes obvious that Councillor McCartney was very active and had a clear understanding of the requirements of the objects and purposes of council business, for, the most number of motions were presented by Alan McCartney and | |

| PART 1 ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895 | Source Reference |
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| all appear, from the events that followed, to be sound and with insight and vision. | |
| <ul style="list-style-type: none"> Because of his early surveys of the Lillooet Trail, completed in 1877 and kept reasonably clear of growth thereafter, Alan McCartney recognised the number of people settling along the trail. He was therefore primarily responsible for selecting District Lot 1620 at the crest of Lillooet Road between Lynn Creek and Seymour River as a cemetery. He was concerned that people would die and bodies be left uncovered or in shallow trailside graves and of course, spread disease. This concern was realised when one person died of smallpox in the Seymour Creek area and the council in 1893 purchased the lot. Bodies were then brought and registered for internment. | |
| <ul style="list-style-type: none"> Alan E. McCartney* served on the 1892, 1893, 1894 Councils under Reeves Charles J.P. Phibbs (1891/92), James Cooper Keith (1893-94) and for just a few weeks under Reeve Dr. J.T. Carroll in 1895. | * Sometimes referred to as James McCartney. |
| <ul style="list-style-type: none"> On 20 January 1895 the new Council met in the residence of Mr. C. Larsen on Lot 271 at North Vancouver at 2:30 p.m. The Clerk of the Municipal Council (CMC) having sworn the Reeve and the Councillors to their respective official declarations, and having received and filed their respective certificates, the Reeve Dr. J.T. Carroll took the chair. Newly elected councillors were Alan E. McCartney, May, Woodrow and Mayne. Alan McCartney was to serve on the Board of Finance with Councillor May. | <p>District of North Vancouver Minute Book No. 1, p. 230. Handwritten. Typed version p. 116.</p> <p>Dr. J.T. Carroll had served as District Health Officer earlier - see Chap. 11, Part 6 on Dr. J.T. Carroll 1859-1907 elsewhere in this work.</p> |
| <ul style="list-style-type: none"> At a meeting held in the Vancouver Council Chamber on 22 January 1895, Loan by-law No. 1 for the current civic year for borrowing the sum of \$3,000.00 from the Bank of British Columbia for current expenses was carried through its different stages and finally passed. But in order to negotiate a note signed by the Reeve, the Finance Committee members and the CMC, it had to be individually endorsed by John T. Carroll, Alan E. McCartney and W.H. May and each were indemnified from any loss and damage caused by endorsing these notes and a bond of indemnity was accordingly raised by the CMC for that purpose. | |

| PART 1 ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895 | Source Reference |
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| <ul style="list-style-type: none"> On 5 February, Alan McCartney again served as Clerk protem. At that meeting, lengthy discussion took place as to whether or not the H.H. Spicer spar and shingle bolt company should be allowed to use civic roads as had been requested. A decision was not reached. | <p>H.H. Spicer moving shingle bolts to loading points on his 9 miles of flume had no roads and had need to use what few civic roads existed. But since he employed stone boats to transport the bolts, he invariably seriously damaged the unpaved surface of these roads, and had to be constantly reminded by letter to repair them.</p> |
| <ul style="list-style-type: none"> Alan E. McCartney was absent from the Council meeting held in Vancouver on 12 February 1895 and a letter from him tendering his resignation was read without explanation and accepted at the same meeting by motion of Councillor Woodrow, Seconded by Councillor May. It was also moved that the nomination for election of a councillor for Ward One (Capilano) to fill the vacancy caused by McCartney's resignation be held at the residence of Mr. C. Larson on 22 February 1895. Mr. I. Buntzen was elected in place of Alan McCartney. | |
| <ul style="list-style-type: none"> Later, at the meeting of 2 April 1895 the CMC was instructed to request Alan McCartney to immediately make a return to him of any road tax receipts in his possession or of any issued by him and whatever amount may have been collected by him. Charlie A. Mee was appointed road tax collector to collect taxes from teamsters using roads for logging and to a much lesser extent, for construction site access. | <p>Charlie Mee did all manner of odd jobs for the District Council to supplement his hotel keeping income. At this time the CMC had also served as road tax collector.</p> |
| <ul style="list-style-type: none"> On April 16 the CMC was requested to have Alan E. McCartney give to Charlie Mee all goods and chattels belonging to the Municipality presently held in his possession and to hand over road tax receipts held by him. | |
| <ul style="list-style-type: none"> There appears to be no records of whether Alan McCartney suddenly resigned for health reasons or by dissent or both. | |
| <ul style="list-style-type: none"> In May 1901, A.E. McCartney died. He was a link with the early days of the municipality and had served well as a council, engineer, surveyor and community developer. It is apparent from reading the Municipal Minutes that his work | |

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| <p>PART 1 ALAN E. McCARTNEY, C.E. - Alderman, Engineer, Surveyor 1892, 1893, 1894, 1895</p> <p>in the affairs of the municipality has never been acknowledged properly, and only the dwindling McCartney Creek bears his name.</p> | <p>Source Reference</p> |
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DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 14

PART 13

**JOHN EADES WARD -
Alderman 1911**

**PERCY WARD -
Alderman 1912-1915 and 1920-1921**

CHAPTER 14
DISTRICT OF NORTH VANCOUVER

DNV Socio-Historical
Service Infrastructure
REEVES, MAYORS AND COUNCILLORS
OF THE DISTRICT OF NORTH VANCOUVER
Researcher: Roy J.V. Pallant

| PART 13 Alderman John Eades Ward – 1911 only and His Brother Alderman Percy Ward – 1912 to 1915, and 1920 to 1921 (Total 6 Years) | Source Reference |
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| <ul style="list-style-type: none"> It is rare in any electoral region to have two brothers who serve as councillors. Such was the case with the Municipal District of North Vancouver. | |
| <ul style="list-style-type: none"> Both John Eades Ward and his brother Percy were born in Birmingham, England, sons of Thomas and Ellen Maria Ward. They arrived in Canada separately after military service in British Militia groups and were introduced into the District of North Vancouver community by way of Woodlands on the Indian Arm of Burrard Inlet. | Percy was born November 29, 1882. |
| <ul style="list-style-type: none"> John Eades Ward married Louise Wood of what became Woodlands. The Reverend Hugh Myddleton Woods was an Anglican priest who moved into the area just north of Deep Cove with his wife and four children, Alexander, Louise, Mary and Katie. The property was first deeded to Alex in 1902 as a land grant or scrip for his services in the South African Boer War. On his return to British Columbia, the government issued a bill that gave Alex a choice of \$160 or 160 acres of land. He chose the land. | "Echoes Across the Inlet", 1989, pp. 43 and 44. |
| <ul style="list-style-type: none"> Alex and his father canoed from Coal Harbour in Vancouver to select the property. After inspecting the land around Deep Cove and up the North Arm*, Alex chose for his scrip the parcel of land known as Woodlands. | *As it was then known before the Wigwam Inn was built and advertised. |
| <ul style="list-style-type: none"> About the same time Rev. Hugh M. Woods bought an adjoining 160 acres to the north of the land selected by Alex and which would be later named "Point Beautiful at the northern end of Woodlands". | |
| <ul style="list-style-type: none"> The father and son then started building a home with lumber brought in from the sawmill across the inlet at Barnett*. | * The ruins of which remain in the Marine Park on the Barnett Highway. |
| <ul style="list-style-type: none"> At that time they had the area just about to themselves since the only other occupants were two hermits. The Woods installed a Pelton wheel to generate power. The wharf at their property even | |

| PART 13 Alderman John Eades Ward – 1911 only and His Brother Alderman Percy Ward – 1912 to 1915, and 1920 to 1921 (Total 6 Years) | Source Reference |
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| <p>had lights along it powered by their hydroelectric generator. The Woods also brought in Japanese gardeners to build homes in the area which show Japanese influence. Hugh Woods also brought in sand for the beach.</p> | |
| <ul style="list-style-type: none"> • Around 1905 or 1906, a steamer was being rented out for church school picnics up the North Arm. It would drop picnickers off at the dock, then referred to as Woods Landing by the steamer's captain. That was how the area was known until it was shortened to "Woodlands" which was then in Ward 4 of the Municipal District's electoral division. | |
| <ul style="list-style-type: none"> • Alex Wood liked the peaceful privacy that Woodlands had to offer. Unfortunately, he died like many other war veterans, of tuberculosis while still a young man in his twenties. He never married and upon his death the Rev. Hugh Woods inherited all his son's land. • The six foot four inches tall Hugh was priest in Vancouver of a church which was a breakaway from the Anglican Church. He preferred to commute by boat at weekends, to attend to his church obligations rather than live in Vancouver. | |
| <ul style="list-style-type: none"> • Of Hugh's three daughters, Louise was the organist at her father's church and that was where she met John Eades Ward who lived in Vancouver. Louise and John started courting and he bought a skiff so that he could row up to Woodlands every weekend to see Louise. | |
| <ul style="list-style-type: none"> • They were married in 1907 and her father gave the newlyweds a lot just to the north of his own as a wedding gift. Hugh had a home built for them with a tennis court located close to the water. | |
| <ul style="list-style-type: none"> • This was to be John and Louise's summer home. They had a son Alex and a daughter Lulu. | |
| <ul style="list-style-type: none"> • J. Eades, as he was known, was in the real estate business and owned many parcels of land in Vancouver and North Vancouver. Some evidence of this is that according to Walter Mackay Draycott*, Eades Road was named for Eades Ward. He too was in the partnership of Inkster and Ward after the transfer of brother Percy to Ward Burmester and von Graevenitz. | <p>* Draycott, Walter Mackay, <u>Early Days in Lynn Valley</u>, p. 95.</p> |

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| PART 13 Alderman John Eades Ward – 1911 only and His Brother Alderman Percy Ward – 1912 to 1915, and 1920 to 1921 (Total 6 Years) | Source Reference |
| <ul style="list-style-type: none"> Hugh had also sold his Point Beautiful to John e. Ward who then subdivided the land into fourteen waterfront lots and two homes were built. | |
| <ul style="list-style-type: none"> Due to an unfortunate bush fire which was common everywhere in the lower mainland at that time, the homes were burned down and Point Beautiful has not been occupied since. | Spooks and Border, "Echoes Across the Inlet", 1989, p. 31. |
| <ul style="list-style-type: none"> John's brother Percy Ward, who had just arrived from military service in South Africa, also bought land in Woodlands around 1909, and built a summer home for his family. Percy also worked in Real Estate apart from his council duties. | |
| <ul style="list-style-type: none"> On his arrival in 1909 from military service with the 2nd Gloucester Regiment in South Africa, he first formed a real estate partnership called Inkster and Ward at 219 Lonsdale Avenue. He then founded the company Ward, Burmester and von Graevenitz, Financial Agents, located at 411 Pender Street, Vancouver. | Percy received both the Kings and Queens medals for his South African service. |
| <ul style="list-style-type: none"> His partner was also a military man. Hans von Graevenitz was president of British Columbia Homes Trust Co. Ltd.; Director, Canadian European Wine Co.; Director, Warburniz Piano House Ltd. He was born in Frehne, Triegnitz, Germany, May 3, 1870, son of Huge and Baroness Oleson von Graevenitz and was educated at military schools in Germany. He was in the German Diplomatic Service as personal adjutant to Grand Duke Mecklenburg 1899-1904; Captain of Dragoons, German Army 1904-1909 and had an international reputation as a German rider having won over five hundred horse races. He married Baroness Helene von Tuempling in 1906 and had three daughters. Von Graevenitz belonged to the Vancouver Motor Club; Vancouver Hunt Club and for recreation he enjoyed boat racing. He belonged to the Prussian Protestant Church in Vancouver. | Who's Who and Why, Vol. 3, 1913. Pub: International Press Dominion Building, Vancouver, B.C. p. 826. |
| <ul style="list-style-type: none"> Percy Ward, while in South Africa, married Zellah Celestine Fitzmaurice, of Bloemfontein, South Africa, in 1905. They had two daughters and in 1905 lived at 248 Fifth Street, North Vancouver. | Who's Who and Why, op. cit., p. 839. |

| PART 13 Alderman John Eades Ward – 1911 only and His Brother Alderman Percy Ward – 1912 to 1915, and 1920 to 1921 (Total 6 Years) | Source Reference |
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| <ul style="list-style-type: none"> Minute Book No. 5, first mentions J.E. Ward on page 59, Meeting of 24 August 1911 with Reeve John Y. McNaught, Councillors Allan, Bridgman, Lawson, Loutet, Thompson and Ward. The first comment at that meeting was from Councillor Bridgman who “expressed on behalf of Council its pleasure at the return of Councillor Ward from Europe” to which Councillor Ward briefly replied. | |
| <ul style="list-style-type: none"> John Eades Ward was elected to Council at the first election where six councillors instead of the previous four were elected. This arrangement was the result of a motion by Councillor Bridgman, Seconded by Councillor Lawson, That the District of North Vancouver be divided into six rather than the previous four wards for election purposes. <u>Ward I</u> All that area lying west of a line drawn along the east boundaries of District Lots 554, 1058, 1089, 1090, 1105, 1106, 1120, 1133 and 1145 and then produced to the north Boundary, said ward to return one councillor. <u>Ward II</u> All that area lying East of Ward I and bounded on the East by the east boundaries of DL’s 266, west half of 552, 763, 602, 604, 606 and thence produced to the north Boundary, said ward to return one councillor. <u>Ward III</u> All that area lying north of the City of North Vancouver and East of Ward II and bounded on the East by the East boundaries of District Lots 787, 802, 869, 869, 1522 and 1523 and then produced to the north Boundary, said ward to return one councillor. <u>Ward IV</u> All that area lying East of Ward III and District Lot 616, City of North Vancouver, North of District Lots 553, 612, 620, 2044, 2024 and 2075 and bounded on the east by the East boundaries of District Lots 867, 826, 827, 282, 900, 1026, 1361, 1418, 896, 897, 1567, 1470 and 1601 and then produced to the north Boundary, said ward to return one councillor. <u>Ward V</u> All that area south of Ward IV East of the City of North Vancouver and District Lot 272 and bounded on the East by the East boundaries of District Lots 469, 676 and 2044, said ward to return one councillor. <u>Ward VI</u> All that area lying East of Wards IV and V, said ward to return one councillor. | <p>Minute Book No. 4., p. 273, 274, Meeting 13 December 1910 at which Reeve John Y. McNaught and Councillors Lawson, Allan, Bridgman and Thompson were present. Text hand written.</p> <p>District Minute Book No. 4, Ledger Page 274, hand written text. Signed by Reeve John Y. McNaught, 13 December 1910.</p> |

| PART 13 Alderman John Eades Ward – 1911 only and His Brother Alderman Percy Ward – 1912 to 1915, and 1920 to 1921 (Total 6 Years) | Source Reference |
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| <ul style="list-style-type: none"> • So it was that at the meeting of Council held 9 January 1911, Reeve John Y. McNaught presided with Councillors Bridgman, Allan, Lawson, with Councillor Thompson absent. On Monday, January 16, 1911, Reeve McNaught presided with Councillor Thompson Ward I, Councillor Lawson Ward II, Councillor Jack Loutet Ward III, Councillor Allan Ward IV, Councillor Bridgman Ward V, Councillor J.E. Ward (not to be confused with John Eades Ward, Percy's brother, also a founder member of the Co and Field Company Canadian Engineers) Ward VI. | <p>DNV Minute Book No. 4, pp. 298 and 300.</p> |
| <ul style="list-style-type: none"> • The following year at a Statutory Meeting of Council held at the new Municipal Hall Lynn Valley*, Monday 15 January 1912: Reeve William Henry May presiding, Councillor Charles Nelson for Ward I, Councillor John Lawson for Ward II, Councillor Jack Loutet for Ward III, Councillor Peter Westover for Ward IV, Councillor E.H. Bridgman for Ward V, and Councillor Percy Ward for Ward VI. | <p>DNV Minute Book No. 5, p.188.</p> <p>*The Lynn Valley Municipal Hall was completed in 1911.</p> |
| <ul style="list-style-type: none"> • Percy Ward at that same meeting was appointed with Jack Loutet to the Board of Works. They were both also appointed to the plans committee. | |
| <ul style="list-style-type: none"> • At that meeting J.C. Keith, J.P. and B.J. Cornish, J.P. were appointed to the Board of License Commissioners | |
| <ul style="list-style-type: none"> • Councillors Bridgman, Loutet and Ward were appointed the Council's representatives on the Joint City and District Committee on B.C. Electric co. matters. | <p>Minutes Book No. 5</p> |
| <ul style="list-style-type: none"> • Reeve William Henry May is appointed Police Magistrate of the District and that the Council hereby expressed its confidence in the capacity of the Reeve to serve as ex-officio director of the Burrard Inlet Tunnel and Bridge Company. • Council meetings were set for every Thursday at 7:30 p.m. and in a general committee on the same days at 4:00 p.m. and that the Plans committee meets at 3:00 p.m. on these days. | |

| PART 13 Alderman John Eades Ward – 1911 only and His Brother Alderman Percy Ward – 1912 to 1915, and 1920 to 1921 (Total 6 Years) | Source Reference |
|--|--|
| <ul style="list-style-type: none"> With Reeve W.H. may and Councillor Peter Westover of Lynn Valley*, Percy Ward served on the West Vancouver Adjustment Committee in place of ex-Reeve McNaught and ex-councillors Allan and Percy's brother E. Ward**. | <ul style="list-style-type: none"> Road named for him. <p>** Percy's brother, Book No. 5, p. 190, Meeting January 15, 1912.</p> |
| <ul style="list-style-type: none"> At the Council meeting January 18, 1912 Councillor Loutet reported on the meeting between the Board of Works, the Engineer John Robert Cosgrove* the superintendent and the workmen to establish a schedule of pay as agreed. 8 hour working day 4 hours work on Saturday Rate per hour 35 cents minimum wage Sunday work paid at the rate of time and a half Overtime up 'til 8:00 p.m. paid for a rate of time and a quarter Overtime after 8:00 p.m. time and a half Expert machine men (such as those working on the stone crusher and steam drive equipment at the Dempsey stone quarry) \$3.50 per 8 hour day Powder men \$3.00 per 8 hour day ie. 37 ½ cents/hr. Rockmen (drillers) \$3.00/8 hr day ie. 37 ½ cents/hr. Expert Axemen as above Quarry men same as line above Pipe Fitters – leading hands same as line above | <p>* See separate report in this work on John Robert Cosgrove under his house specification and history (Chapter 4, Part 2)</p> |
| <ul style="list-style-type: none"> Special class of men deserving higher pay to be left to the discretion of the Superintendent and Foreman to make recommendations to the Engineer. Pay for walking to the job to be allowed one way only and only when the distance is over one mile*. | <p>* 1 mile is 1.609 km</p> |
| <ul style="list-style-type: none"> Rubber boots to be supplied to gangs as absolutely necessary. The report tabled also embraced a conference with the foremen at which the following schedule of pay was agreed to: \$85, \$80 and \$75 per calendar month according to the general capability of the men. These rates are upstanding and Foremen are expected to be always in touch with their work and do not receive extra remuneration for Sunday work or overtime except under very special conditions. It was resolved that the report be received and the schedules adopted. | <p>Minutes January 18, 1912, hand written, page 194.</p> <p>Moved by Jack Loutet, Seconded by Percy Ward.</p> |
| <ul style="list-style-type: none"> The Board of Works further recommended that the | |

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| PART 13 Alderman John Eades Ward – 1911 only and His Brother Alderman Percy Ward – 1912 to 1915, and 1920 to 1921 (Total 6 Years) | Source Reference |
| <p>salaries of the permanent Engineering staff be fixed as follows:</p> <p><i>District Engineer John Robert Cosgrove \$200/month</i></p> <p>Assistant Engineer James c. Johnstone \$140/month to commence Superintendent John McLean \$115/month Contract Engineer and Inspector John McHugh \$105 /month protem Draftsman (expert) F.J. Calkins \$3.75/day with bonus of \$10.00 per sheet on a large map Timekeeper (unfilled position) \$75/day to begin</p> <p>Temporary staff as received: Temporary Instrument men \$3.50/day Chainmen, Rodmen, Axemen \$3.00/day Temporary expert Transitmen \$4.00/day</p> <p>The purchase of one transit, one level, one drafting machine, two filing cabinets and other sundries.*</p> <p>Resolved that the recommendations be accepted.**</p> | <p>* Note these items were acquired to furnish in part the new District Hall opened in 1911 at Fromme Road and Lynn Valley Road (Pipeline Road)</p> <p>** Motion by Councillor E.H. Bridgman, Seconded by Councillor Charles Nelson.</p> |
| <ul style="list-style-type: none"> Also in this first meeting of Council with Councillor Percy Ward present was the recommendation that existing office staff should have an increase in salaries: <p><i>John G. Farmer, Clerk Collector \$150.00/month*</i></p> <p>Robert Chance, Assessor \$115.00/month Phylip N. Baylis, Treasurer \$115.00/month Mrs. Bartlett, Stenographer \$65.00/month Miss Humphreys, Asst. Stenographer \$50/month</p> | <p>* See Chapter 4, Part 7 on John G. Farmer.</p> |
| <ul style="list-style-type: none"> It was at the meeting of January 25, 1912 that since but this time Lonsdale Avenue had been extended beyond Windsor Road*, well known resident George Wagg of “Wagga Wagga” located on Lonsdale Avenue between 29th street East and Queens Road East had written offering to erect a drinking fountain, plant trees and grass on the boulevard in DL 801, opposite his home. | <p>* Formerly Nye Street.</p> |

DISTRICT OF NORTH VANCOUVER
SOCIO-HISTORICAL SERVICE INFRASTRUCTURE

CHAPTER 14

PART 14

CHARLES T. WEEKS
Alderman 1931-1932

CHAPTER 14
DISTRICT OF NORTH VANCOUVER


DNV Socio-Historical
Service Infrastructure
REEVES, MAYORS AND COUNCILLORS
OF THE DISTRICT OF NORTH VANCOUVER
Researcher: Roy J.V. Pallant

| PART 14 Alderman CHARLES T. WEEKS | Source Reference |
|---|--|
| <ul style="list-style-type: none"> Once Councillor for Ward I (Capilano) from January 22, 1931 to Wednesday, December 14, 1932, Charles Weeks announced that he would be a candidate for District Council in the elections, which were to be held in the Municipality on Saturday, February 10, 1951. | North Shore Press, January 18, 1951. |
| <ul style="list-style-type: none"> A former steel foreman for Dominion Bridge Company at Winnipeg, Mr. Weeks came to North Vancouver in 1918 and during World War I, worked in Wallace Shipyards on construction of such ships as the War Storm and War Dog. | |
| <ul style="list-style-type: none"> In 1920 Charles Weeks went to Vancouver Creosoting Company's plant in North Vancouver in the capacity of treating engineer. | |
| <ul style="list-style-type: none"> At the meeting of January 22, 1931 Reeve Julius Martin Fromme officially resigned along with Councillor Miller. | |
| <ul style="list-style-type: none"> The council under Reeve J.M. Fromme of Lynn Valley was comprised of Councillors W.H. Woods, D.J. Millar, G.W. Marshall, J. Nicholson and E.P. Cummins. | |
| <ul style="list-style-type: none"> As a result of the Municipal election of January 17, the Reeve and council sworn in was comprised of Reeve W.H. Woods, Councillors E.P. Cummins, J. Nicholson, G.W. Marshall, J.N. Dezell, F.M. Williamson and C.T. Weeks. | Municipal Minute Book, No. 11, page 328. |
| <ul style="list-style-type: none"> In the distribution of responsibilities, Charles T. Weeks became the first chairman of the Parks and Plans Committee and later the Waterworks Committee. Charlie Weeks with J.N. Dezell and F.M. Williamson were responsible for liaising on development with B.C. Electric Railway. C.T. Weeks with E.P. Cummins and J.N. Dezell formed the committee for Industries and publicity. Later Charles took over the newly formed Roads Department. | Municipal Minute Book, No. 11, p. 328. |
| <ul style="list-style-type: none"> Charlie Weeks also served on the Board of Management of North Vancouver General Hospital and the directorate of the North Shore Health Unit with Councillor J. Nicholson. | North Shore Press, January 18, 1951. |
| <ul style="list-style-type: none"> At this time, 1931 to '32, it should be noted that Mr. | |

| PART 14 Alderman CHARLES T. WEEKS | Source Reference |
|--|---|
| A.B.B. Hill was Municipal Treasurer for the District. | |
| <ul style="list-style-type: none"> On Wednesday, December 14, 1932, the last meeting of the council before Charles E. Tisdall took over as Commissioner the next day; the council was comprised of J.M. Bryan, Reeve with Councillors W.R. Millar, J. Goldsworth, C.T. Weeks, R. Logan, E.P. Cummins and C.R. Hitchcock. | <p>The District Council accepted receivership under protest.</p> <p>Municipal Minute Book No. 12, Page 137.</p> |
| <ul style="list-style-type: none"> In 1933 when Commissioner Charles E. Tisdall was in office, Mr. Weeks, along with E.H. Bridgman, G.H. Marsden and Roy Hunter, was called for a consultation regarding the building of the proposed Lions Gate Bridge. | |
| <ul style="list-style-type: none"> The upshot of that conference was that all officials and municipal heads of the City and District had a second meeting at which the Commissioner was granted official permission to proceed with the negotiations that eventually resulted in the building of the present handsome structure. | |
| <ul style="list-style-type: none"> Mr. Weeks had the distinction of being the only former member of the District Council to be called in for such consultations. | |
| <ul style="list-style-type: none"> In 1935 Charles Weeks was appointed by order-in-council of the Provincial Government as a member of the District Tow Planning Appeal Board. | |
| <ul style="list-style-type: none"> For six or seven years Charles Weeks, while with the Vancouver Creosoting Company, lived at a company house located at the foot of Pemberton Avenue in Lower Capilano. | <p>Tom Meglaughlin, long term neighbour of the Charles Weeks Family. See Chapter 7, Part 4.</p> |
| <ul style="list-style-type: none"> He later moved to 1095 West 22 Street in Pemberton heights. The house was named "Rose Vista" and was well known in the area for the varieties of roses cultivated by Mr. Weeks Senior. The house was demolished around 1977. | |
| <ul style="list-style-type: none"> In June 1919 Charlie Weeks Senior was a member of the Capilano Volunteer Fire Brigade with the Fire Hall on Capilano Road at School Street. | <p>See photograph of School Street.</p> |
| <ul style="list-style-type: none"> Charlie was known to walk everywhere including walking to and from work by way of Mackay Avenue or the Pemberton Zig Zag. He shunned owning a car. He was tall and appeared to be tanned although this colouration could have resulted from long exposure to the creosote-laden environment of his work. | <p>Tom Meglaughlin, op. cit. See family photograph.</p> |
| <ul style="list-style-type: none"> The Weeks, Charles and his wife Florence, had three children: Charles Junior, Arthur and Charlotte, who was known as Lottie. | <p>Cliff Weeks, Grandson now a resident of Surrey, B.C. Cliff is the son of Arthur Weeks and</p> |

| PART 14 Alderman CHARLES T. WEEKS | Source Reference |
|--|--|
| was known as Lottie. | Maud (nee Neilson) |
| <ul style="list-style-type: none"> Charles W.B. Weeks Junior, the eldest son became a druggist at McDonald's Pharmacy, located at First Street and Lonsdale Avenue. Later Charles was Druggist at Owl Drugs at 41st and Granville in Vancouver and still later he had his own drugstore at 41st Street and Arbutus, a favourable location having the exchange with the Interurban nearby. | |
| <ul style="list-style-type: none"> Charlotte married Robert Garriock and lived in a house in the block owned by Charles Weeks Senior on West 22nd Street in Pemberton* Heights. She now lives in Mill Bay on Vancouver Island. | * See street plan. |
| <ul style="list-style-type: none"> Arthur, like his uncle Jack (Charles brother), became a Canadian Pacific Railway locomotive engineer*. Arthur was married at age 17 years to "the girl next door" Maud Neilson, aged 28 years, who lived diagonally across the back gardens from Arthur at 1076 West 21st Street. | * Likely held a footplate license for yard work only. |
| <ul style="list-style-type: none"> Arthur and Maud had ___ children: Clifford* Weeks. Arthur and Maud built a house on a 180 ft. by 50 ft. lot which then became 1085 West 22nd alongside Councillor Weeks house which was located on the southeast corner of Lloyd and West 22nd. | <p>See photographs.</p> <p>*Clifford Weeks of Surrey, op. cit.</p> <p>See street plan.</p> |
| <ul style="list-style-type: none"> Arthur chose to leave his family for ten years and was married twice thereafter. He worked during that time, around 1938 for Associated Dairies on milk delivery in North Vancouver. | Son of Charlie Weeks Senior and father of Cliff Weeks of Surrey. |
| <ul style="list-style-type: none"> In 1967 Arthur Weeks took early retirement in Nanaimo and became an artist. It was said that his super realistic style worked well in the British Columbia scenes he painted. He painted essential history in portraying the now demolished Chinatown in Duncan. Arthur studied under Luke Raisbeck in North Vancouver and on Vancouver Island. In 1970 he painted the old Brico boat at Fanny Bay which used to be a workhorse for B.C. Tel. This painting was purchased by B.C. Tel as a retirement gift for a senior staff member. Many of Arthur's paintings are in private collections. | Arthur's grandfather's cousin has his paintings hanging in the Royal Academy in London, England. |
| <ul style="list-style-type: none"> Arthur enjoyed painting roses and was perhaps influenced by the recollection of the Pemberton Heights rose garden of his father. | |
| <ul style="list-style-type: none"> Maud was one of the many women in North Vancouver | |

| PART 14 Alderman CHARLES T. WEEKS | Source Reference |
|--|------------------|
| <p>who worked in Wallaces Shipyard at the foot of Lonsdale Avenue during World War II and walked to and from the Shipyard from Pemberton Heights every day.</p> | |
| <ul style="list-style-type: none"> • Among his many activities, Charlie Weeks Senior became a writer of poetry. Here follows one of his efforts of 1958 entitled "Hope and the Future". | |



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

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






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


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
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