

Of a population of over 500, just under half lived at Granville/Hastings Mill. But even with Granville being the most settled, with a school, a minister and a middle class of sorts (they had a butcher and a shoemaker), the men still outnumbered the women three to one. And that didn't include men visiting from logging camps or ships. The masculine imbalance was phenomenal. If you included the crews from the camps and the ships, the ratio went up to 6 to 1. It was raining men in Gastown!

With great numbers of unattached men and few European women venturing into the wilderness, many early Burrard Inlet pioneers married or lived with First Nations women. Sewell Moody and Jack Deighton—to name two. The 1881 census revealed that about half the children of Granville were of Native descent. One in six of the lumber village population was BC-born, primarily Native women and children. Those women and children were attached to European men. Only a handful of Native men and Kanakas living in Granville were counted.

Of those included in the census the rest were mostly British. One third were British-born. Eastern Canadians constituted one-sixth and were skilled sawmill workers. One in ten village residents were from the US. Meantime, most of the Inlet loggers (four out of five) were British-born vets of the forests of Ontario, Maine, New Brunswick and Quebec. The largest non-British minority was Chinese, at ten percent; they worked in petty trade, the service sector and as camp cooks.

With British lumberjacks ruling the woods, and First Nations women settling the shores with the “newcomers,” the other demographic that created early Vancouver came from the four corners of the world. It is perhaps this third grouping that more than any imbued Granville and later Vancouver with its unique maritime character and immigrant spirit. Alexander called them a “very motley lot” and “runway sailors” that made up the non-native half of his mill workforce.

These early immigrant adventurers, some jumping ship, others drifting through, included Swedes, Russians, Germans, Portuguese, West Indians, Mexicans, Chileans, Peruvians, various Central and South Americans, Sandwich Islanders (Hawaiians), Filipinos, and Chinese. Some stayed and set up longtime businesses. Others became legendary Vancouver pioneers. Joe Fortes paid his dues at the mill before saving a few lives in the Great Fire and many more from the waters of English Bay.

The 1881 census took place five years before the name of the lumber settlement would become Vancouver, but the winds of change were already blowing. A 25,000-acre land grant had been given to the CPR to extend its line to Granville, some 6000 acres within the townsite itself. Within a few years, the pending arrival of the railway in 1887 would completely transform frontier village life. When lumber was replaced by real estate as “the future,” the original pioneer notions of Hastings Mill and Gastown would be relegated to a romantic memory.

In 1882, Captain Raymur died. The year before his death, he had fulfilled one last dream for his ideal community. He built Vancouver's first Anglican Church, St. James', on mill property. Later consumed in the Great Fire of 1886, a plaque stands today on the wall of a building at the northwest corner of Main and Alexander. It is dedicated to Raymur's little wooden church in the wilderness, a small token of remembrance of this last great man of the early Inlet days.

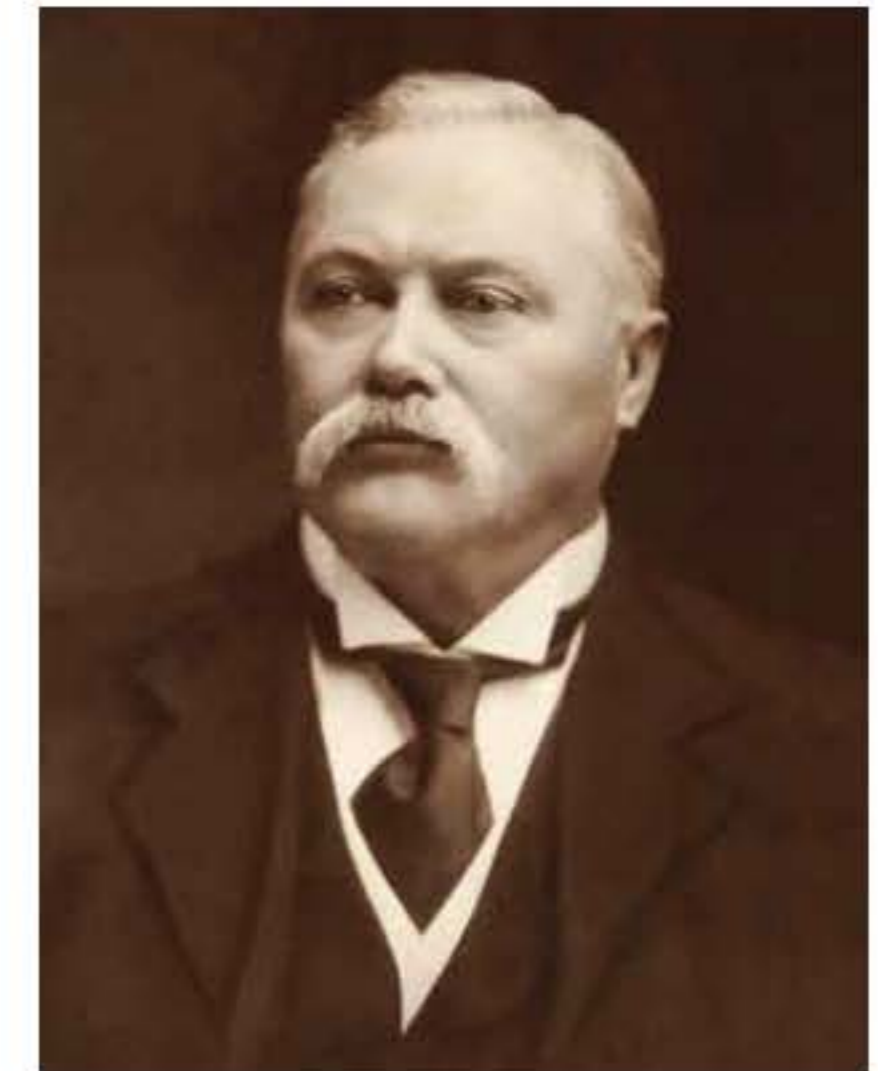
Raymur's protégé, R. H. Alexander, the bookkeeper and former adventuring Scot, took over as Hastings Mill manager. It was a peak year for lumber exporting in the Burrard Inlet. The predominant exporting centre in the province saw over sixty vessels loaded from Hastings Mill and Moody's Mill, bound to markets around the Pacific. Hastings Mill would survive the Great Fire, would be key in the building of the new city and continue to thrive with the coming of the railway. By decade's end, the future of the two original Burrard

Inlet mills would be destined to further greatness under the last pioneer lumber baron of the old century. John Hendry, a veteran of BC lumbering since the early 1870s, would create the first major conglomerate in the BC forest industry.

Before Hendry brought the mill into the modern era, it did lose a bit of ground, literally. In 1884, Alexander advised the absentee mill owners, Edward Heatley of San Francisco and George Campbell of Victoria, to hold on to its real estate and compete with the CPR. The railroad company had already been promised the lion's share of the best “new city” land in a deal with the provincial government, in return for extending its western Canada terminus to Coal Harbour. You may remember, Hastings Mill was sitting on more than 1000 acres of its own prime real estate. Everything from Burrard Inlet south to about modern 16th Avenue, encircling False Creek, and east-west, between modern Carrall and Nanaimo, was potential new city. Instead of marketing it themselves, they sold the entire package to a Victoria Syndicate for \$275,000 US gold coin. That group used its new land as further leverage in the CPR deal. Meantime, Alexander, smarting from the missed opportunity, continued to manage Hastings Mill operations for Campbell and Heatley on leased land.

Operate he did, on a strict budget, which did not curry him any favours with loggers or mill workers. He also caused a rift with the newcomers by a remark he made under the Maple Tree during labour negotiations in the spring of 1886. It may have cost him dearly for his next ambition—a bid for the mayor's chair in Vancouver's first city election. In April 1886, Richard Alexander lost the seat to a newcomer from Winnipeg, Malcolm A. MacLean, owner of city's only newspaper, the *Herald*.

Alexander's most quoted remark, indicative of the times, happened just a few days before the election. The sawmill was facing its first strike in history. Transient navvys from back east had come out with the railway, worked at the mill during the winter months but had walked out in early April. The pay of \$1.25 a day, including room and board, wasn't the issue. They didn't like the long hours: 6am–6pm, with a half hour off for lunch. Alexander met with a “conciliation committee” under the tree at Carrall and Water where all civic meetings used to take place in those early days before the Fire. He said that for many years he'd run the mill successfully with “with



JOHN HENDRY 1843–1916. Last of the great pioneer lumbermen, New Brunswick-born Hendry created B.C. Mills Timber and Trading Company, consolidating Royal City Planing Mills with Hastings Mill in 1889. As president, he would continue to expand, acquiring Moody's mill, railways, and other operations to assemble the first major conglomerate in the BC forest industry. Sidelined by a hip injury, he stepped down in favour of his son-in-law Eric Hamber in 1913. Active in Freemasonry, he was a member of the Knights Templar and of the Consistory, having received the thirty-second degree. A former New Westminster mayor and alderman, he was also part of Vancouver's business and social elite and maintained private club affiliations across Canada and in London, England. John Hendry Park, which encircles Trout Lake, the onetime source of water for Hastings Mill, was named in his honour.



OLD HASTINGS MILL STORE MUSEUM. Built in 1865, this historic store is all that remains of Vancouver's pioneer days. The oldest building in the city, it survived the Great Fire of 1886 and today serves as a beacon for the preservation of our pioneer history. Rescued from demolition in 1930, by a group of forward-thinking women, the old mill store was barged from the foot of Dunlevy to the foot of Alma at Point Grey Road. Owned and operated by the Native Daughters of British Columbia, Post No. 1, the traditional museum is chocker-block full of early Vancouver memorabilia.

Indians and some Chinamen," and that he was quite willing to take back the men who had gone out—his old white employees had stood by him, and the mill was not shut down—but that he would not reduce the hours. When the strikers refused to return, Alexander proclaimed he would just engage a few extra Indians and Chinese and that "Canadians [Easterners] are only North American Chinamen anyway."

In a town whose male population was being swelled by Easterners it was that remark that cost him the election. Alexander's election tactics included bringing in a boatload of voters from Victoria as well as marching some 60 Chinese labourers from the mill. But it was to no avail. The Chinese were "chased away by an angry

crowd of MacLean supporters." And it seems obvious in retrospect, that it was a done deal. With "all residents" (white males only—no Chinese, Indians or women) permitted to vote but not to register, fraud was easy. Allegations of ballot stuffing were rampant.

Alexander never ran for mayor again, although he did serve some years as an alderman.

In the end, Alexander would have his golden moment of redemption. It came two months after the first election, at the height of the Great Fire disaster. When an out-of-control clearing fire, whipped by a freak gale into a firestorm, devoured the newly incorporated city of Vancouver, it was Hastings Mill and R. H. Alexander that came to the rescue. The Hastings Mill Store

became a spontaneous base of operations and triage centre, the cookhouse served food and coffee, while Mrs. Alexander opened up her home and the cottages for shelter. For three days, the store offered up its entire inventory free of charge, while R.H. urged all who were in need to "help themselves" to sawn lumber stacked in the yards. With mill saws fired into production day and night, Vancouver quickly rose from the ashes.

In 1889 it was John Hendry's turn. He was all about making money. And perhaps, a little empire building. Hastings Mill was purchased by the Royal City Planing Mills Company, and Hendry was made president and general manager of the larger plant. The two companies were consolidated by special legislative charter, creating the British Columbia Mills Timber & Trading Company. By 1899 it was the largest lumber company in the province, producing 400 thousand board feet per day, and employing more than 1100 men. The numbers continued to skyrocket. Hendry's new projects included producing manufactured building materials: doors, sashes, mouldings, in addition to lumber. So he upgraded machinery in all his plants: Hastings Mill and Royal City Planing Mills in Vancouver, Royal City in New Westminster, as well as Moodyville, which he acquired in 1902. B.C. Mills began producing patented prefabricated homes with specialty woods and soon began calling itself as "the largest lumber manufacturing establishment on the Pacific Coast and one of the largest in the world."

As the 20th century unfolded, Hendry showed an even larger industrial vision, controlling all aspects of production, distribution and marketing. The company introduced the steam donkey and led the way in mechanized logging. B.C. Mills controlled over 100,000 acres of timberland by 1911. They owned locomotives and steamers, wharves and railroad facilities. Hendry had embraced Vancouver's rapid urbanization and newly developed capitalist economy and expanded on it to the capacity of his imagination.

While Hendry's lumber empire flourished, he speculated in other industries including coal, power, gold, sugar, and railways. Especially railways. And in spite of the strength of Hendry's backbone industry, by 1909 the writing was on the wall for the Hastings Mill. It always had been; it was just a matter of time. With B.C. Mills operating four plants each in a strategic waterfront location, Hendry began to value their sites rather than their capacity.

By Hendry's death in 1916, he had already begun to sell off pieces, while retaining the core properties of Hastings Mill and Moodyville. Hendry had stepped down in favour of his son-in-law as president, in 1913, after a fall and hip injury. Eric Werge Hamber was married to his daughter and only child Aldyen Irene.

With the death of John Hendry, and the ever stalwart Hastings Mill secretary and manager R. H. Alexander the previous year, the last of the great lumber barons was gone.

By the time the Hastings Mill was sold and its operations dismantled in 1928, its identity had become associated more with labour and capital than with a pioneer community. The settlement life was long gone, save an old store. The iconic "old Hastings Mill Store" was donated by Eric Hamber to the Native Daughters of B.C. in perpetuity. With much community fanfare it was put on a barge and floated through the Narrows to the foot of Alma Street at Point Grey Road.

The women's lodge, dedicated to the memory of the pioneers, refurbished the old relic, resurrecting it in 1930 as a museum. The city's oldest building is still there today, a reminder of a time long ago when Vancouver was a young mill town at the edge of the primeval forest on Burrard Inlet.

New Brighton

IN 1862 COLONEL RICHARD CLEMENT MOODY and George Turner, his surveyor, both of the Royal Engineers, cruised along the south shoreline of Burrard Inlet and getting ashore blazed a tree to mark the end of a proposed trail from New Westminster that would be called the Douglas Road. When the road was completed three years later, Oliver Hocking and Frederick Alfred Houston built a hotel and called the place New Brighton.

Hocking was also there on official business. He had been assigned the job of establishing a customs house, after Captain Edward Stamp had complained to the Governor of B.C. that ships visiting his mill on Burrard Inlet wasted time and money clearing customs in New Westminster. He got his wish and Hocking arrived to help expedite mill business on the inlet and make a little business of his own.

The *Columbian* newspaper of the day wrote, "Brighton will soon be a favourite place for pleasure seekers. Pleasure boats are being provided, additions to the hotel are going up, beautiful grounds and picturesque walks are being laid out and it's rapidly assuming the appearance of a fashionable watering place. Governor Frederick Seymour rode over this week [from New Westminster] and honoured the Brighton House with a call." In 1866 a stage started running between New Westminster and Burrard Inlet on the newly completed Douglas Road.

In 1869 Maximilian Michaud, a bartender and cook at the Grelly Brothers' Colonial Hotel in New Westminster, purchased the Brighton Hotel for \$1500 from Hocking and Houston, and the place came to be known as "End of the Road." Michaud, a young man of 29, had crossed the Rockies during or after 1861 by travelling on foot much of the way. The Michaud clan had come to Canada from Poitou, France, in 1667 and had settled on the south bank of the St. Lawrence River near St. Philippe de Kamouraska, Quebec. Apparently the government surveyed the little place, named it Hastings to honour Admiral George Fowler Hastings, the recently appointed Royal Navy commander at Esquimalt and began to sell lots. Apparently Captain Raymur of the

Hastings sawmill had something to do with inducing the government into naming the place Hastings. That same year the government appointed Michaud the first postmaster on Burrard Inlet at Hastings, so he renamed his place the Hastings Hotel.

The Hastings Hotel was well situated at the north end of the Douglas Road, linking the wharf at Hastings with the busy City of New Westminster. It was an important transshipment point for stagecoach passengers and freight going from the Royal City to Moodyville and to Victoria.

Hastings was a popular summer beach resort for the wealthy citizens of New Westminster. "Maxi" bought lots 2, 3 and 4 for \$150. Maxi's Hastings Hotel had a fine reputation for its good food and service largely due to the hospitality of his lovely Kanaka companion and housekeeper Frisadie.

By 1877 he owned acreages in Abbotsford, Hope and Langley Prairie, a home in New Westminster as well as the hotel at Hastings. He was a very wealthy man. In 1878 Maxi returned to Quebec and married Marie Euphrosine Célénie Dandurand at St-Roch de Québec. His brother Joseph came out with his wife and family in 1878 to run the Langley Prairie farm, growing beef cattle to sell in Vancouver and to provide meat for his hotel clientele. Maxi returned to Hastings with his new wife but shortly afterwards took an early retirement due to heart problems and moved to New Westminster. He died in 1882.

The Hastings Hotel was sold to Benjamin Wilson in 1882 and subsequently became the CPR offices when the railroad was being extended from Port Moody to Vancouver. Wilson sold to Scotsman George Black, dubbed "The Laird of Hastings." Black had bought the first lot in Gastown for \$25. Black also bought the first lot in Gastown, where he had a home and a butcher shop.

The *Sudden Jerk* was one of the earliest ferries used to transport passengers to Moodyville. The boat's boiler blew up at the Hastings wharf while the engineer was up at George Black's Hastings Hotel bar having a drink in the bar. When the CPR was built the line circled around his hotel.



Above

Maximilian Michaud arrived on the west coast having walked through the Rocky Mountains to reach New Westminster. He purchased the Hastings Hotel in 1869 and ran it until his death in 1882.

Below

An 1890 bird's eye view of Hastings or East Park (today known as New Brighton Park) showing a steamer on Burrard Inlet, the Brighton or George Black's Hotel, the race track, and to the south Hastings Street.



Admiral George Fowler Hastings oversaw Pacific Coast operations for the British Royal Navy. His service has been commemorated by the naming of several geographic locations in his honour.



The Springer-Van Bramer Building with the masonic square and compasses logo over the third-floor window in the gable was owned by Mount Hermon lodge members James Van Bramer and Benjamin Springer. It was the fourth meeting place of lodge members and was located on the northwest corner of Cambie and Cordova Streets in Gastown.

Early Vancouver Masonic Lodges

by James R. Harrison, *Masonic Historian*

THE VARIOUS HOMES of Mount Hermon Lodge parallel the history and development of Burrard Inlet and the City of Vancouver. The first home for Mount Hermon Lodge was the Masonic hall at Moodyville, now North Vancouver. During the early years at Moodyville the lodge had a very small membership, between fifteen and twenty.

Eighteen hundred and eighty-six was a big year for the lodge. Vancouver was commencing to grow and promised to become a large city, while there was at that time no immediate growth expected on the North Shore. Vancouver, on the other hand, did not have a Masonic lodge at that time. On February 20th the lodge voted unanimously to move to the south side of Burrard Inlet.

A suitable lodge room was obtained at Keefer's Hall, also known as United Workman's Hall. No sooner had the lodge moved to Vancouver, when fire destroyed the new city, including the new home of Mount Hermon Lodge.

Mount Hermon returned to their former location at Moodyville for a brief period until a suitable lodge room was prepared in Vancouver above the Cordova Street store of Mount Hermon member Henry Arkell. This became known as Arkell's Hall.

Mount Hermon met at Arkell's Hall for less than a year. With the rapid growth of lodge membership these facilities soon became inadequate. In the meantime, the Worshipful Master and the Treasurer of Mount Hermon Lodge were actively engaged in constructing a large building at the corner of Cambie and Cordova Streets. Ben Springer, the Worshipful Master, and his partner, Captain James Van Bramer, Mount Hermon's Treasurer, offered to lease the third floor to Mount Hermon Lodge as a lodge room. The offer was accepted and on September 4, 1888, Mount Hermon moved to its fourth home, the Springer-Van Bramer Building, more commonly known as the Masonic hall. The building remains today and forms part of Vancouver's historic Gastown area.

Mount Hermon Lodge remained at the Springer-Van Bramer building for ten years. In 1898 the lodge moved to the McKinnon Block, the fifth home for Mount Hermon Lodge, which was located on the southwest corner of Hastings and Granville Streets. It remained here for twelve years. During this period the three lodges that met at the McKinnon Block, Mount Hermon, Cascade, and Acacia Lodges, were active in the promotion of having their own hall and not leasing buildings as they had been doing. Subscribers for the building were arranged throughout the membership of the three lodges and on March 15, 1910, the Masonic hall at Seymour and Georgia Streets was opened. This was the first lodge hall in Vancouver that was wholly owned by the Freemasons and became the sixth home for Mount Hermon Lodge.

The seventh home for Mount Hermon Lodge was a temporary location at the Dunbar Masonic Hall located in the Point Grey district of Vancouver. Mount Hermon moved to this location in 1968 after the Masonic hall at Seymour and Georgia was sold. On August 24, 1974, the new and present home of Mount Hermon Lodge, was officially opened at the Masonic hall 1495 West Eighth Avenue, Vancouver. Mount Hermon was the first lodge to meet in the new Masonic hall that September.



Israel Wood Powell, a medical doctor by profession, set up a practice in Victoria in 1862 to cater to the needs of Cariboo gold miners. He was British Columbia's first Superintendent of Indian Affairs, the first Grand Master of the Masonic Lodge of British Columbia and the Yukon, and a major land speculator in Vancouver. Although more sympathetic to First Nations people than most of his contemporaries, Powell amended the Indian Act to outlaw potlatching. Vancouver's Nihonmachi or Japantown, was originally called "Powell Street".

The more enthusiastic Freemasons not only received their Master Mason, or third degree, which gained them entry into the fraternity, but some went on to become 33rd-degree Freemasons and Shriners. This ring belonged to a 33rd-degree Scottish Rite Mason.






Past master jewels from Vancouver's Mount Hermon Lodge presented to Josias C. Hughes in 1878, William John Bowser in 1900, and Andrew Wallace in 1907, respectively. Wallace started Wallace Shipyards in False Creek and then moved to the foot of Lonsdale in North Vancouver, where it changed into Burrard Dry Dock.

Prominent British Columbian Masons included: Sewell Prescott Moody, Benjamin Springer, Richard H. Alexander, and John Hendry—pioneer lumbermen; David Oppenheimer, Frederick Cope, Henry Collins, James F. Garden, Thomas O. Townley, Thomas F. Neelands, Alexander Bethune, Charles S. Douglas, Malcolm P. McBeath, Charles E. Tisdall, Gerald G. McGeer, Jonathan Cornett, Charles E. Thompson, and Frederick Hume—all Mayors of Vancouver; Amor de Cosmos [William Smith], William J. Bowser, Alexander Davie, Byron Johnson, John D. McLean, Sir Richard McBride, W. A. C. Bennett—all Premiers; Henry J. Cambie, William Downie, W. F. Salisbury—CPR executives; Henry T. Ceperley, James W. Horne, J. J. Miller, and Henry H. Stevens—all pioneer realtors; Samuel G. Churchill—Reeve of Point Grey; Nat Bailey—original owner of the White Spot Restaurant; Henry O. Bell-Irving—pioneer in the west coast fishing industry; Francis

J. Burd, Victor W. Odium, T. F. Paterson, and Robert Crombie—newspaper publishers; Reverend H. G. Fiennes-Clinton; Samuel Hughes and Arthur Currie—military leaders; Frederick W. Howay, Robie L. Reid and E. O. S. Scholefield—British Columbian historians. Other Masons were Henry Larsen, RCMP explorer; Major James S. Matthews, founder of the Vancouver City Archives; Frederick "Cyclone" Taylor, hockey legend; J. Edward Bird, lawyer for the *Komagata Maru*; Austin C. Taylor, Chairman of the BC Security Commission; Charles E. Hope, Honorary Secretary of the White Canada Research Committee; William C. Ditmars, President of the Canadian Club (1927). The number of Freemasons in British Columbia peaked in 1963 at 27,128.




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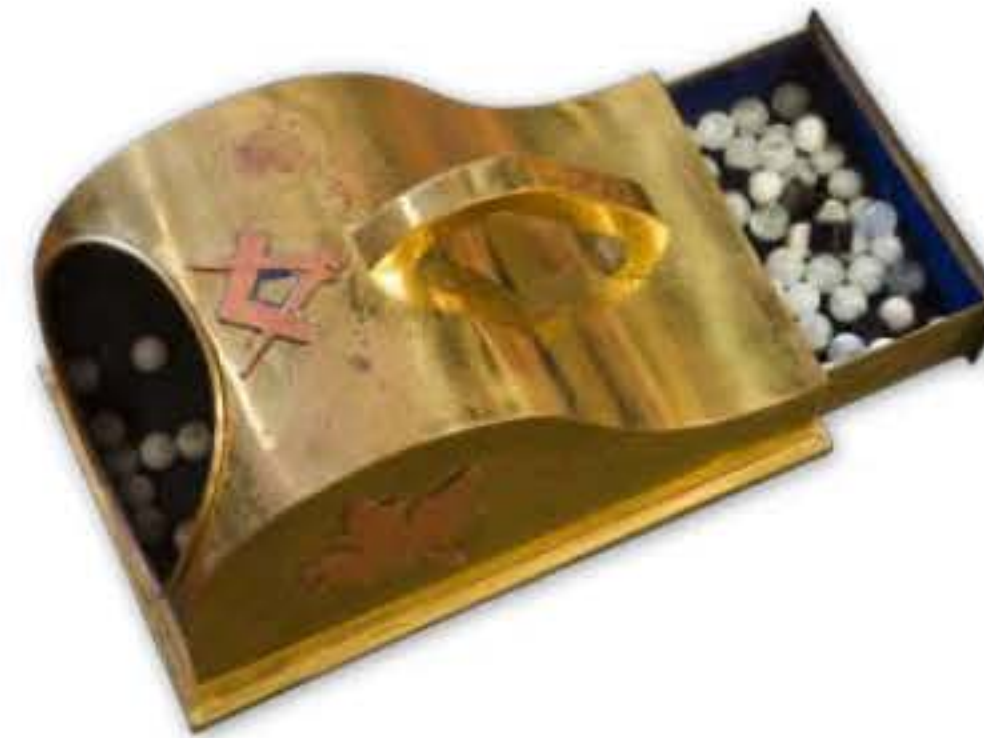
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Freemason Henry Josiah DeForest studied drawing and painting in London, Paris and Edinburgh. He travelled and sketched in England, France, Italy, Egypt, Palestine, Germany and Switzerland before first coming to British Columbia in 1891. His sense of humour is apparent in his painting of the Mount Hermon Freemasons' Hall in Moodyville, which shows a goat at the rear of the building. Popular belief suggests that Masonic initiates are required to ride a goat prior to acceptance into the fraternity.



An early Vancouver Masonic lodge ballot box. Traditionally black and white balls were placed on one side of the box. Members voting on whether or not a candidate was worthy of entry into the order would deposit a white ball through a hand opening if they were in favour of the candidate, and a black ball, if they were opposed. One black ball was enough to prevent a candidate's entry into the fraternity, which is how the term being "blackballed" originated. As members aged and their eyesight deteriorated, black cubes replaced the black balls to aid in their recognition.

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New Liverpool and the Greenhorns

JOHN MORTON AND SAM BRIGHOUSE were first cousins who left Yorkshire, England, in 1862 to try their luck in the Cariboo gold rush. On the voyage across the ocean the pair befriended William Hailstone. Before ever heading for the goldfields Morton happened to see a piece of coal in a cobbler's shop window in New Westminster. As the son of a potter, Morton realized that certain kinds of fine clay are found near coal. He talked to the storeowner and learned that a First Nations man had brought the sample into his shop. The storekeeper introduced Morton to the coal discoverer. That meeting over a lump of coal would make Morton and his friends the first white settlers in the future downtown Vancouver. Within a few days, Morton had struck a deal with the native and he was off with his guide first by foot to False Creek, then by canoe to Coal Harbour, the location of the deposit.

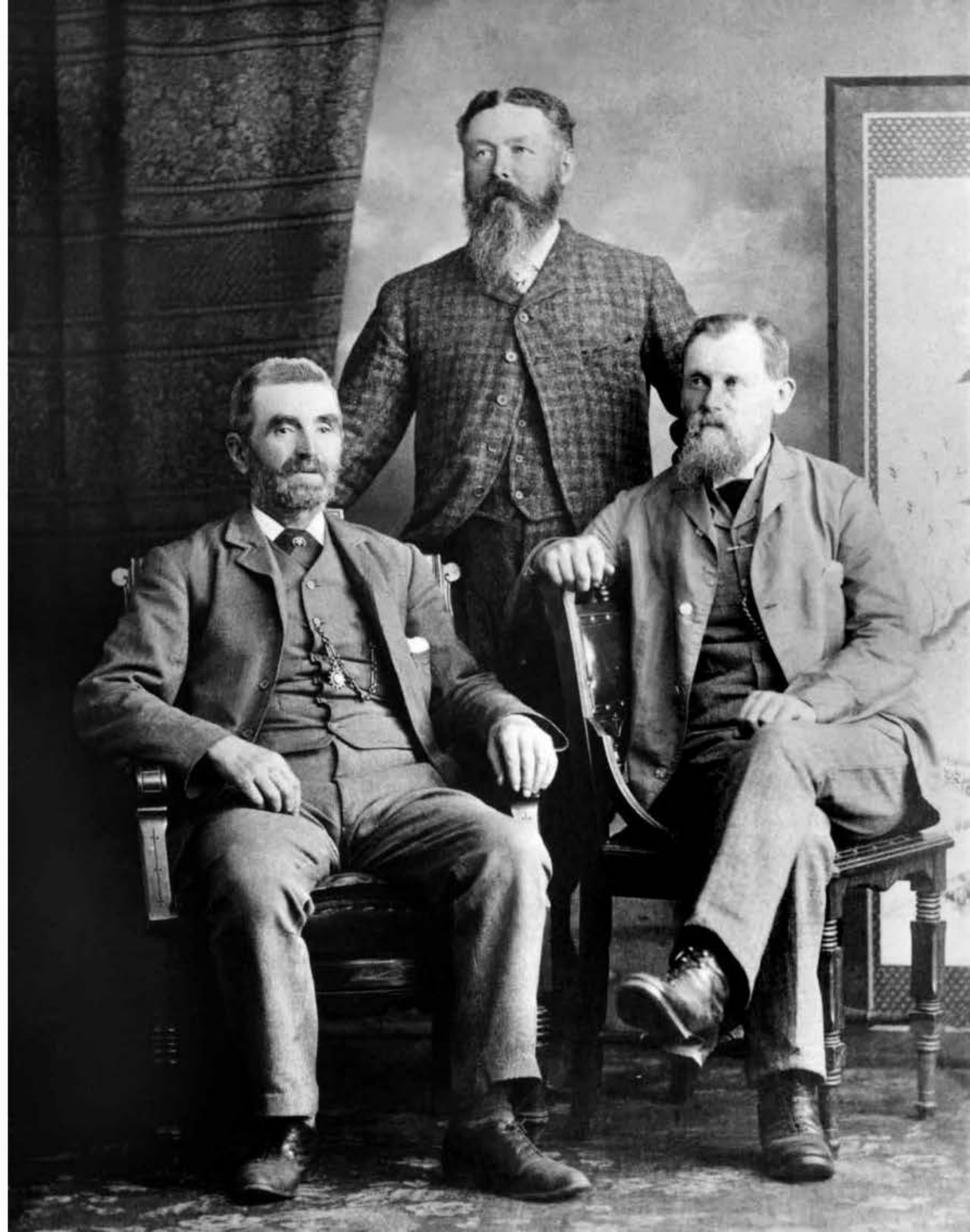
Morton returned with Brighthouse and Hailstone and showed them the beautiful site that stood on a bluff overlooking Burrard Inlet. They returned to the Royal City and each took a pre-emption of 180 acres for a total of 540 acres for \$1 an acre. They built a cabin on the bluff that overlooked the ocean and began to raise cattle with aspirations of becoming brick makers. They would take turns living in the remote cabin for a month while the other two worked in town. Brighthouse and Hailstone wanted the pre-emption for their cows and to be away from other settlers. Morton hoped to farm, mine and make bricks. But the site was too far from New Westminster. First there was the difficulty of getting the bricks to the customers and then there was the loneliness of the inlet frontier. In one alarming event he was aroused from his sleep by a tremendous commotion.

He dressed quickly and crept out into the dark to investigate. He saw a large crowd of Indians yelling in Chinook and upon creeping closer saw the body of an Indian woman hanging by a rope from a tree limb. He decided to go to New Westminster and report the incident to the authorities. The police did an investigation and learned that the Indian woman had killed another woman's baby and that the tribe had exercised King George's law and hanged her for murder. The whole occurrence shook him.

Word spread about the inexperienced settlers on the edge of the inlet. One newspaper reporter concluded that the men had paid far too much for their preemption and mockingly dubbed them the

Opposite

Older and wiser, pioneer settlers William Hailstone, Samuel Brighthouse, and John Morton, dubbed "The Three Greenhorn Englishmen" pose in James D. Hall's Vancouver portrait studio around 1887–1888. Hailstone sold his share of their 540-acre Liverpool Estate and moved back to England. Brighthouse in 1864 purchased almost 700 acres of Lulu Island in Richmond. Morton started a brick-making operation at Clayburn, a suburb of Abbotsford, and a farm at Mission.





Fobs gave a man status, whether you were Chinese McDougall, a Greenhorn or Bill Miner, the train robber. This fob belonged to the latter. A pocket watch with a chain, to secure the watch to a waistcoat, lapel or belt loop, they were often decorated with a pendant that might show a coat of arms or emblem of a club or fraternity.

"Three Greenhorn Englishmen." A government surveyor, in laying out the boundaries, offered Brighthouse Deadman's Island for \$5, but he declined believing that he had enough land already. Their holdings were originally called the "Brickmaker's Claim," but later investors renamed it "New Liverpool."

Not everyone thought their claim was foolish. Robert Burnaby (after whom Burnaby was named), the personal secretary of Colonel Richard Clement Moody of the Royal Engineers (after whom Port Moody was named), claimed to have original preemption of their property but it was thrown out of court. He decided not to contest the judge's decision. The Bricklayers' Claim would encompass the future West End and some of the highest property values in the city.

Unfortunately for him, original "Greenhorn" William Hailstone parted with his interest early and sold out to Brighthouse for a \$20 gold piece, several sacks of flour worth \$5 and an Indian pony with a string halter worth \$25. By this time Hailstone had also sold logs off his property. He returned to England, married, and the couple had two daughters. He then returned to Greater Vancouver and sent his earnings to his family. But when his wife died she willed everything to the daughters. He eventually sold out and returned to Yorkshire and rumour has it that he met his demise by falling down a flight of steps and breaking his neck.

Morton married Jane Ann Bailey of Blackpool, England, but she died in childbirth. At the time of his first wife's death in 1881 Morton was a man of limited financial circumstances and did odd jobs such as digging ditches and peddling milk door to door. It was money from his first wife's estate that allowed him to hold onto his pre-emption in Vancouver.

He then married for the second time to Ruth Mount and purchased a 360-acre farm in Mission, and it was from here that the family witnessed in the sky the reflection of the burning of Vancouver in 1886. Morton also became involved with deposits east of Abbotsford and in time the area came to be known as Clayburn. That year pro-CPR realtors persuaded Morton and Brighthouse to donate one-third of their property along Burrard Inlet as an incentive to build the railway through to Coal Harbour, hoping that this would bring people to the area to buy lots.

With the incorporation of the City of Vancouver, followed by the arrival of the first train into the terminal city, Morton and Brighthouse found

themselves with a new predicament: taxes. They managed to get through this problem with help from Yorkshire associates but in the end gave up roughly one-third of their land that bordered on Burrard Inlet to the CPR for extending the line from Port Moody through to the Coal Harbour. These lots, which had fine views across Burrard Inlet, attracted investment from wealthy and elite buyers, and the area became known as the city's "Blue Blood Alley."

Morton died a rich man with his estate worth over \$750,000 at the time of his death at age 70 in 1912. He left a great deal of money to the church but little to his two children. According to his only son, much of the estate was misappropriated.

Brighthouse in 1864 bought close to 700 acres of land in what became the downtown core of Richmond and became a wealthy man. He returned to England in 1911 and passed away there in 1913.

Another man to make a fortune from the New Liverpool Estates was entrepreneur John McDougall. He took huge contracts to clear the land for both the CPR's holdings and the Brighthouse /Morton holdings and at one time had as many as 400 men living in a tented camp, clearing stumps for the CPR right-of-way. He lost money on the job because 100 carpenters commenced to build homes and businesses along the line, and that prevented him from blowing the large stumps left over from the logging operations with powder and his labourers had to burn and grub the stumps out with axes. He had another problem. His white workers refused to work with Chinese labourers and ran them out of town.

He afterwards took a contract to build the road connecting Vancouver to New Westminster. The new road was called Westminster Road but in 1913 was renamed Kingsway in honour of King George V.

Entrepreneur John McDougall took the contract to clear much of the Three Greenhorns "Liverpool Estate." He was referred to as "Chinese McDougall" because of his use of Chinese labourers to clear the West End. Because of his actions, in February 1887, an angry mob of white men viciously attacked the Chinese workers, reportedly burned their homes and drove them out of town.



Before Vancouver 65



MEETING UNDER THE MAPLE TREE. Under its shade or shelter, in sun or shower, pioneers held public meetings, while on its trunk proclamations were posted: the white square patch shown in this photo indicates the first civic election on May 3, 1886. The view south along Carrall Street at Water Street features James Hartney Dry Goods and Groceries on the east side. The gentleman in the centre foreground is Arthur W. Ross, pioneer realtor who represented the CPR. Lots bought for \$66 in Gastown sold for \$2000 after the news broke that new "Vancouver" had been named as the terminus for the transcontinental railway.

'Gassy' Jack Deighton's Gastown

IN 1867 CAPTAIN JOHN DEIGHTON travelled from New Westminster to "Lucklucky" in a dugout canoe with his First Nations wife, her mother, and her cousin to investigate the potential for a saloon to cater to the thirsty needs of the workers of Stamp's sawmill. Luck-Lucky was a Squamish name that meant "beautiful grove of trees."

Deighton, born in 1830 in Hull, England, was a Yorkshire man who first became a sailor, serving on British ships. Then, after arriving in New York, he worked his way to San Francisco on an American ship. For the next several years he alternated between working on boats and searching for gold. He spent time in the California gold diggings without success and afterwards followed the gold rush

hysteria to the Fraser River in 1858. After prospecting again without success, Deighton became a riverboat captain. Upon hearing of the gold discoveries in the Cariboo, he jumped ship to prospect for gold, but a big strike continued to elude him. He returned to New Westminster and with his meagre savings acquired the Globe Hotel. He did well in the whiskey business until ill health forced him to entrust his saloon to an American associate so he could visit the hot springs on Harrison Lake.

After a brief rest, Lady Luck would finally come his way. It was in Luck-Lucky by the maple tree. With a case of whiskey and with the help of eager workers from the sawmill, Jack erected a 12' x 24' makeshift shack that he

christened the Globe after his saloon in New Westminster. Upon its completion, he climbed up onto the roof and raised the Union Jack.

One large maple tree grew close to the saloon, and the spot came to be known as Maple Tree Square while the area, because Jack talked a lot and was known as "Gassy Jack," came to be known as Gastown. At night his saloon was a dark and gloomy place as noted in a letter that Jack wrote, "A lonesome place when I first came here, surrounded by Indians. I care not to look outdoors after dark. There was a friend of mine about a mile distant found with his head cut in two. The Indian was caught and hanged."

By 1870 the small six-acre settlement around his saloon became known as Granville, named after Earl Granville, the British colonial secretary. Unfortunately, the townsite plans for the new establishment left squatter Jack's saloon in the middle of the street. Jack purchased a larger-than-average lot and built a two-storey hotel with a bar, a billiard table and several upstairs bedrooms. He named his new establishment the Deighton Hotel.

Soon after moving into the Deighton Hotel, 40-year old Jack's First Nations wife became terminally ill, but before she died she arranged for her husband to marry her 12-year-old niece Madeline. The following year the child bride gave birth to a boy that Jack named after his dead brother. Richard Mason Deighton, Jack's only son, was nicknamed the "Earl of Granville."

The early settlement attracted thugs, thieves and crooks of every kind. Fights, stabbings and robberies occurred daily, and Jack was one of many who petitioned the governor for police protection. In the fall of 1871 Jonathan Miller became the first police constable. He lived in a government-owned cottage called the courthouse adjacent to Jack's new hotel. There was also a jail consisting of two cells made of logs with doors that had no locks. Miller did not want prisoners. He wasn't lazy, but getting breakfast for a drunk was too much trouble for the only policeman.

In 1873 Jack's brother Thomas and his wife Emma arrived in Gastown to take over the day-to-day operation of the hotel, while Jack and his family returned to New Westminster. An ad in the *Mainland Guardian* described the hotel as having "large and comfortable parlors, single and double bedrooms, extensive dining rooms under the experienced management of Mrs. Tom Deighton."

Today the Maple Tree has been replaced by a statue of Gastown's most famous resident and namesake, John "Gassy Jack" Deighton. Vern Simpson's statue stands at the intersection of Carrall and Water Streets near where Deighton established his first saloon in the heart of the old city.





Gastown 1884

1 Sunny Side Hotel Addition 2 George Black's Cottage 3 George Black's Butcher Shop
4 Ebenezer Brown's Granville Hotel 5 Edward McKendry's Boot & Shoe Store 6 George
Brew's Restaurant 7 Gin Tai Hing's Wash House & General Merchandise 8 Wah Chong

Laundry 9 Arthur W. Sullivan's General Store 10 Louis Gold's Drygoods 11 Customs House 12 John A. Robertson's Wine & Spirit
13 Dr. Master's Office 14 John A. Robertson's Home 15 William Blair's House 16 Tom Fisher's Cottage 17 Ben Wilson's Store (previously
Gregoris Fernandez' "Portuguese Joe's" Store) 18 "The Parsonage" of the Wesleyan Methodist Church 19 "The Parsonage" Boathouse

Jack had decided to return to the less stressful career of being a riverboat captain on the steamer *Onward*. The new job didn't last, and soon Jack and his family were back in Gastown only to have his brother and sister-in-law leave them and go to Victoria. Jack's health suddenly took a turn for the worse and he began having trouble breathing and could barely walk. On 29 May 1875 Jack was on his sick bed listening to a howling dog and dying. His last words before passing were, "Could someone go and shut that damn dog up?"

Deighton left his estate to his son, but sadly the boy died six months after his father. Madeline died at age 90 on the reserve of the Tsileil-Waututh First Nation, also known as the Burrard Indian Band, in North Vancouver in 1948.

The Old Granville Townsite, or "O.G.T." as surveyors called it, eventually became a 20-acre oblong clearing cut out of the forest parallel to the beach. It consisted of a dozen white-washed buildings that ranged crescent-shaped along the shoreline of Burrard Inlet facing north to the mountains. To the south, towering trees, 200 feet tall, shaded the town for much of each day. The whole of the clearing was largely swampy, making it an excellent habitat for frogs that on a warm summer's night croaked to a dull roar. The pioneers called the frogs "British Columbia nightingales." Sweet blackberries grew in a tangle of brambles, while the foul smelling but beautiful skunk cabbage grew in profusion.

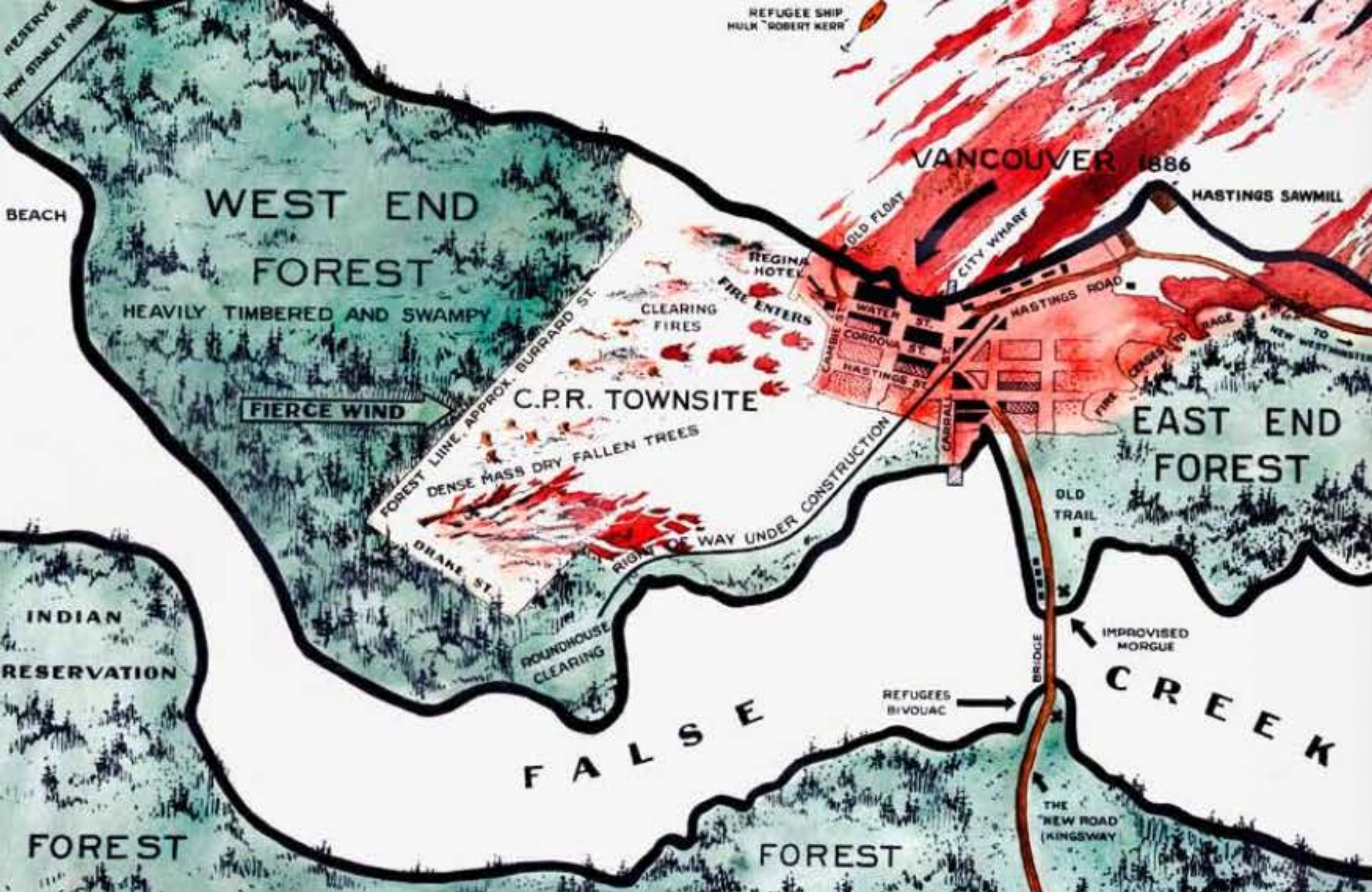
Gastown of the 1870 and 1880s didn't change much over the years—just a few hotels, a saloon or two, Portuguese Joe's, a general store, a couple of shops and cottages, a Chinese washhouse and a small dance hall. It had benches, was heated by a great cordwood stove and lit by hanging oil lamps. When residents of the tiny settlement weren't carousing, there was service for the soul at the first church, established by Methodist missionaries in 1876, at Water and Abbott. Attended mostly by native mill workers, Anglican services were held at the Masonic Hall on the North Shore until Hastings Mill manager Captain Raymur built St. James Anglican, in 1881, on mill property.

Sleepy little Gastown was shaken at its roots in August, 1884. CPR President William C. Van Horne announced on a visit to the township, specifically Coal Harbour, "this is destined to be a great port, and it must have a name commensurate with its greatness. And Vancouver it shall be, if I have a say in the matter." He asked railway directors to choose Granville as the terminus of the new railway and recommended the new name in honour of the Captain's Pacific explorations. A word in the right ears in Ottawa and and bit more insisting in Victoria, and the name of "Granville" was replaced with Vancouver. It was a good decade or more before the locals accepted it. Some never did.



Gastown 2010

- 1 Malkin's Grocery Store (Old Spaghetti Factory)
- 2 Maple Tree Square
- 3 Europe Hotel
- 4 Dominion- Building
- 5 Woodward's Building
- 6 Victory Square
- 7 The World Building (The Sun Tower)



VANCOUVER BURNS, 13 JUNE 1886. A map of how the fire spread based on fifty survivor accounts. Drawn by A. E. White of the Art Engraving Company, from the original sketch of Major James S. Matthews, compiled with assistance from eyewitnesses Thomas Mathews and H. George L. Schetky, 1932.

The Great Vancouver Fire of 1886

By Jacqui Underwood

Our city is in ashes... three thousand homeless... can you send us any government aid?

THE TELEGRAM WAS A SIMPLE PLEA to Sir John A. Macdonald, Prime Minister of Canada from Vancouver's fledgling Mayor Malcolm Alexander MacLean, in the aftermath of Black Sunday, June 13, 1886. It was an infamous day in Vancouver's history. Vancouver did not burn, it was said, "It was consumed by flame." The number of dead that could be counted: twenty-one parcels of charred fragments. But for some there were no remains, they just dissolved instantly in the inferno. And since there was no accurate accounting for the population, the true number of dead could never be really determined.

Maclean had been mayor one month. Vancouver had been incorporated as a city for just over two months. The crazed clearing of the land and frantic building had begun about six months earlier. The old residents of Granville and Hastings Mill were a little bewildered. The newcomers, mostly men of British and Eastern Canadian origin had been arriving in droves since the fall of 1885 in anticipation of fortunes to be made with the coming of the railway and the expansion of the new Vancouver. Once sleepy Granville, which lay in a hollow set against the forest below today's Victory Square, bustled with surveyors and speculators, and the construction of new buildings, the lumber green, unpainted, and fresh with sap. There were plenty of new homes with new wells and new hotels, where a tall beer called a schooner could be had for five cents for thirsty dealmakers and woodsmen alike. Maple Tree Square was a hub of activity, as lots were sold and cleared. The smoke of dynamited and burning stumps permeated the air. The big question uppermost on minds: which way would the town grow, east or west of Carrall Street?

By February 1886, they got the answer. The Canadian Pacific Railway began to clear land on an old government reserve it had been granted as the "CPR townsite." It stretched from Burrard Inlet to False Creek, today's Burrard Street on the west, to the old townsite on the east. It was at this new townsite, equivalent to today's downtown, up on the hill above Victory Square where clearing began in earnest and took on mammoth proportions. It was reportedly typical 19th century clearing practice and apparently effective, but horrific by today's standards. It would prove fatal for the new city of Vancouver and its citizens. In the "bowling pin" method of clearing, smaller trees were cut halfway through, then, a huge tree dropped upon them, the larger sweeping down the smaller, like dominoes, five acres at a time, in "one great grand resounding crash." They tumbled one upon the other in a vast matted mass of pitch, moss, leaves and timber, twenty feet thick carpeting the ground. A travesty of wasted timber, it was left in wild disarray, the worst of it just above the

Roundhouse clearing on False Creek, drying for weeks in the hot early summer sun. It had all the ingredients of a gigantic fire waiting to ignite.

By that Sunday morning in June, there were pyramids of logs, stumps and roots piled high for controlled burning on the edge of the old townsite. Many were already alight and their smoke hung heavy in the streets. But the smoke of clearing fires was not unusual; it had been smoky for weeks, so people went about their business, even if the smoke was heavier that day. Meantime, out of their view, a CPR crew at the Roundhouse site was fighting a desperate battle with a clearing fire, while just to its west, that tinder-dry mass of fallen trees was getting dangerously hot. In town, people attended church and enjoyed other Sunday pastimes, not knowing hell's cauldron was brewing on the other side of the hill and the devil was about to be unleashed.

When it struck, it was with tragic swiftness and from all directions. Some say it entered from the west, some say via Carrall and the future rail yards, some say from above. Pioneer woodsman George Cary remembers the morning fighting "the fire" just above the corner of Cambie and Cordova, when a breeze from the southwest suddenly stiffened:

The wind increased to a summer's gale. Chunks of flaming wood as big as my leg were flying clear over us, and dropping in town... We did our best but at last it crossed at the corner of Cambie and Cordova. There was no time to lose. I gathered up a mother; Mrs. Irwin and her two children, from a shack on the lane behind the Sterling Hotel and started east but all Water Street was ablaze, so we turned back and scurried west down to an old float at the foot of Cambie. The tide drifted a raft near me and I grabbed it. The frantic mother said something about throwing the children into the sea; that she would rather see them drown than burn; the flames were coming right over us.

At that point, the family on the raft was rescued by a tug. Alderman W. H. Gallagher saw the fire as early as ten that morning heading down Drake near Homer (CPR roundhouse site), west of False Creek, but it took a



THE MORNING AFTER. Fire refugees found safety across False Creek at the foot of Mount Pleasant on the New Road. Word came by galloper that food and blankets were on the way from New Westminster, so Mayor Mclean asked the blackened, sweaty mass of homeless to assemble and wait. It was midnight when two wagon loads arrived, brought by the Knights of Labour, a pioneer trade union. Parcels were distributed in total darkness save a few candles. By morning, a refugees' bivouac was set up. The man in the centre, with his foot on the keg is Robert Robertson, while the man lying on a blanket, reading a book is Walter E. Graveley.

couple of hours before it reached Vancouver. His road company crews augmented CPR crews and townsite men who fought the good fight right through until after lunch time. Gallagher decided to head into town and secure company books and men's wages at the office on Hastings Road (Alexander Street). Percival and Gallagher had been hired to build the roadbed for the railway from Carrall to the proposed CPR roundhouse.

Through the office window, I saw a rabble of people running down Hastings Road from the direction of Deighton House (Water and Carrall); Gassy Jack's place... I went out on the road and walked towards Gassy Jack's but by the time I got there the Sunnyside Hotel across the street, built partly over the inlet, was a mass of flame, and, before I got back to the office I had just left—a mere block away—that was on fire too... One

huge flame, one hundred feet long burst from the Deighton Hotel leapt high over the famous Maple Tree and swallowed up the building at Alexander and Powell, where now stands the Europe Hotel.

Before I left the camp on False Creek near the foot of Smythe and Cambie, I could see that the fire was out of control. It had gained such momentum as to completely obscure the sky; the air was just one mass of fiery flame driven before a strong northwest gale. The remainder of our men were forced out of the camp and driven into False Creek. Three men who gallantly volunteered to help fight the fire were never heard from again... nor did we find their bodies.

Eye witness accounts suggest the fiery attack on Vancouver was coming from front and flank. That the combined force of windstorm and a terrific upward suction of heated air, created a firestorm common to

forest fires. The buildings simply melted as if in a furnace. Indeed one story of the heat has a man driving a horse and wagon, caught on Carrall Street between Water and Cordova; man and horse were cremated alive in the centre of the street; two iron tires and some ashes were all that was left of the man, horse and wagon.

Another cites the burning wooden sidewalk on Hastings Road: as people fled toward the safety of Hastings Mill, they had to leave the wooden walkway and take to the road because the fire travelled faster than a man could run.

As for Gallagher he and others waded deep into the safety of the filthy harbor:

The heat was so intense that we gasped; we had to stoop down to the surface of the water to get our breath. There was a current of cool air... between the heat and the smoke and the surface of the water; we breathed it and it saved us.

It was all over in 45 minutes. By two o'clock that fateful Sunday afternoon historic Granville had vanished, save a few perimeter buildings. Miraculously, the town's main economic force of twenty years, the Hastings Mill had been saved when the wind suddenly died and the fire stopped. The mill became the town's first lifeline, opening its store to serve as an emergency centre to supply food and treat the burn victims. Mill manager R. H. Alexander later offered all the lumber in the yard, free of charge, for rebuilding.

Help also came from across the inlet, by steamer, tug and canoe from the Mission Reserve and Moodyville, whose citizens acted as soon as they saw Vancouver in flames. Bedraggled survivors who had jumped in the harbor also found refuge on boats and anything afloat, including the hulk of the *Robert Kerr*. And as the day wore on, at the urging of Mayor Maclean, fire victims on the False Creek side made their way to the refugee camp in the forest on the new road (Kingsway) at the foot of Mount Pleasant hill, to await aid from New Westminster.

The morning after, midst the black desolation and sifting through the rubble for the pitiful remains of the dead, the pioneer spirit was not lost. The newest hotel on Carrall, the Tremont Hotel, which had burned to the ground, gained the distinction of being the first business to re-open. They offered liquid encouragement, beer from an open-air bar. Vancouver was back! In five weeks, the city would rise from the ashes.



REMAINS OF THE DAY. A 1920 letter from Mrs. Jessie Ross addressed to Hiram Perry McCraney Esquire, 3350 Cypress Street, Vancouver, accompanied the remains of a melted dessert knife, spoon and forks, as a donation to the Vancouver Pioneers Association. The "trifling relics", as she called them, became one of the earliest exhibits of the Old Hastings Mill Store Museum. Survivor of the Great Fire, Jessie and her young son were pulled from the flaming Sunny Side Hotel and saved from certain death. One of the men who rescued them would later become legend as lifeguard Joe Forte. After the holocaust was over, Jessie and, fellow survivor, husband, Arthur Wellington Ross, sifted through the ash of his Water Street real estate office. Of all their worldly belongings, Jessie could only find these charred household remnants. The pioneer couple was among the first to rebuild and later moved into the first Hotel Vancouver.

St. James' Anglican Church

by Allan Duncan

Warden of St. James' Anglican Church 1997-2002



Father Henry Glynne Fiennes-Clinton, first rector of St. James' Anglican, the little wooden church by the sea, built in 1881.

ST. JAMES' ANGLICAN CHURCH occupies the northeast corner of Gore and Cordova Streets with a fortress-like presence. Although the youngest structure in the quarter-block church complex—the adjacent Parish Hall on Gore and Clergy House on Cordova date from 1925 and 1927—the church itself is an architectural gem with an imposing hexagonal tower that rises 120 feet above the sidewalk and contains one of the city's largest array of eight huge bells that have been rung three times every day since the church was consecrated in 1938.

The current St. James' is the third church of the parish, which was established in 1881, five years before the city itself was chartered. Parish founder and Manager of Hastings Mill, Captain James A. Raymur, convinced hesitant church officials in the colonial capital of New Westminster that worshipers in Gastown, who had been meeting in halls and bars, needed their own church, and a small wooden structure was built on the waterfront. A plaque marking the original location of the building can still be seen just west of the Main Street overpass on Alexander Street. Raymur named the church after himself and, thanks to his friendship with William C. Van Horne, a second church was built in 1886 at the present site on land donated by the CPR. But not, of course, before the parish's first Rector, Father Henry Fiennes-Clinton, had rung the church bell, warning everyone of the imminent danger posed by the Great Fire that took out the whole of Gastown and the first St. James' Church.

The second church, a larger English country-style, post-and-beam structure, stood on this site until the mid thirties, when it was torn down to make way for the current, permanent church, as the present building had always been referred to in the years leading up to its construction. English architect Adrian Gilbert Scott managed to fit the new church between the Parish Hall and Clergy House without ever visiting the site. The building was a trend-setter in both design and fixtures. Completed in 1936, in a modern interpretation of 14th-century Gothic style, it was one of the first buildings in Vancouver to feature cast exposed concrete and piping imbedded in the concrete floor, which heats the building to this day.

Opposite

DETAIL OF HAND-EMBROIDERED COPE. This garment is a liturgical vestment that may be described as a very long mantle or cloak, open in front and fastened at the breast with a band or clasp.



The original St. James' Anglican Church perishes in the Vancouver Fire of 1886 while survivors cling to logs in the Burrard Inlet.

The rich liturgical traditions of St. James' are evident in the interior fittings and appointments of the building and impressive collections of vestments, mass hardware, lace and other craftwork. Every architectural detail has a story—a stone altar taken from the same quarries as was the stone for Liverpool Cathedral, a “player bell carillon” that plays changes, hymns etc. from rolls, an ancient Ethiopian processional cross as well as an elaborately detailed altar and credence table hand carved and crafted by a parishioner in remembrance of his son who died in the First World War. Many items still in use today, such as statues from Oberammergau and the elaborate hand-embroidered cope pictured here, date back to the early 1900s.

The original St. James' Church, built in 1881, was on Alexander Street facing the water. By 1886, with the arrival of the CPR, plans were underway to move the small building, when it was destroyed in the city fire. A larger English country-style church was built on the present site—donated by the railway—to serve the Anglo-



Catholic congregation. This was followed by Father Clinton Memorial Parish Hall (1925), replacing an earlier hall, and the Clergy House on Cordova (1927), by Sharp & Thompson Architects. As early as 1904 Father Clinton expressed hope for a long-lasting church, stating "wooden buildings are not permanent." Under

later leadership of Father Wilberforce Cooper, English architect Adrian Gilbert Scott met the challenge of setting a new church between the Parish Hall and the Clergy House. Completed in 1936, its 14th century Gothic style was expressed in modern materials as one the first buildings in Vancouver to feature cast exposed concrete.

St. James' Anglican Church located on the northeast corner of Gore Avenue and Cordova Street was completed in 1936.



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Mary Isabella Rogers Reminisces

A first-hand account of Vancouver in 1886

READING ABOUT THE EARLY DISCOVERIES made me think of my first visit to Burrard Inlet in February 1886. We came from Victoria to the site of the proposed Pacific terminus for the Canadian Pacific Railway. There was no Vancouver then on the inlet, only a little settlement around the Hastings Saw Mill, a few shacks, considerable clearing, and on the north shore of the inlet, the Moodyville Saw Mill.

My father, mother and I had reached Victoria only a few weeks earlier. We had left England in July 1885, crossed the Atlantic in the Allen liner *Peruvian*, stayed in Montreal with Uncle Richard's family while my father visited several places before deciding where to settle. He finally crossed the continent, part of the trip being on horseback, riding in company with Arthur W. Ross, the Member of Parliament for Winnipeg, through the Kicking Horse Pass, over the uncompleted railway through the Rockies. He decided on Victoria for our future home and returned to Montreal for my mother and me. Then we set out by CPR as far as Winnipeg, from where we went to the States to spend Christmas with the Rennys on their Minnesota farm and to visit Uncle Sandy and family in Fergus Falls. We then went on to Chicago and by the Union Pacific to San Francisco where we boarded the steamer *Umatilla* for Victoria. We stayed first at the Driard Hotel and then took a small house off Menzies Street on Simcoe Street.

We lost no time in making the journey to the mainland to see the proposed townsite. It was an overnight trip to Burrard Inlet so we slept comfortably on the *SS Princess Louise* before spending the day exploring the site that was covered with huge felled trees. There was no means of transportation and all this fine timber was burned where it lay on the ground and the air was thick with its smoke. We clambered over fallen logs in company with W. Thomas Sorby, the architect, to see where the CPR was planning to build their hotel. After a tiring smoky day, we returned to Victoria again sleeping all night on the boat.

I remember well the fight in the legislature over the change of name when Sir William van Horne insisted on Granville becoming Vancouver against the strenuous objections of Vancouver Island. That was in April 1886 and on 13 June 1886 came the fire.

On 4 July 1886 we again visited the inlet this time landing at Port Moody to meet the first transcontinental train. It was Sunday and a great crowd had come over on the steamer *Yosemite* that was dangerously overcrowded. Before leaving Victoria at midnight on Saturday, a spectacular fire destroyed a warehouse and store at the NE corner of Fort and Government Streets. Many of the *Yosemite* passengers, who with Captain John Irving had been celebrating the Fourth of July on Beacon Hill, rushed ashore to the fire and it was a very excited crowd—incidentally Captain Irving was in a kilt—that boarded the boat. The conditions on the boat were chaotic with no place to sleep and no food to be had for the majority of the passengers. However, we arrived safely at Port Moody and when the train rolled in it was welcomed in turn to the terminus by the Reeve of Port Moody and then to the real terminus by Mayor McLean of Vancouver to the fresh water terminus by the Mayor of New Westminster and finally by stout Mayor Fell to the Pacific terminus of Victoria. The premier Alec Davie had come over on the *Yosemite*, [as well as] Colonel Wolfenden, the Queen's printer, to welcome his brother arriving direct from England.

In Vancouver everywhere there was excitement and real estate speculation. My father bought some lots on Richards Street opposite where the Holy Rosary Cathedral now stands and some on Powell Street. On Richards Street, he built two houses that were still in existence until very recently. He stayed at the Sunny Side Hotel, most of which was built on piles over water. Sanitation was simple and in the bedroom you opened the window and dumped the slops into the harbour.

Altogether, the twelve months from July 1885 to July 1886 were an adventurous year for a 16/17-year-old schoolgirl. Crossing the Atlantic and seeing a huge iceberg in the Gulf of St. Lawrence, a smallpox epidemic in Montreal with the militia called out to quell anti-vaccination riots in the French quarter, part of our train wrecked by a spread rail north of Lake Superior in mid-winter, and forty below for Christmas on the prairies, the sudden change to blossoming spring in California, an attack of rheumatic fever in the Palace Hotel in San Francisco, arriving in Victoria limping with a couple of sticks. Then seeing a new city emerging from the forest, sewing and knitting for the refugees from the fire, and finally the arrival of the first through train. It was truly a wonderful year for me.



Mary Isabella Rogers née Angus, married to Benjamin Tingley Rogers of Rogers Sugar fame in 1892, frequently travelled abroad with her husband to engage in functions of high society. Her uncle, Richard Bladworth Angus, was the president of the Hudson's Bay Company's Bank of Montreal while also serving as a director for the Canadian Pacific Railway.



A SILVER SUGAR BOWL. Complete with a squirrel eating an acorn, this piece was a part of Mrs. Rogers's cutlery. In the early 1890s, as a young married woman, she wrote her memories of one teenage year.

The SS Beaver

THE FINAL RESTING PLACE of the famous steamship *Beaver*, one of the Hudson's Bay Company's most significant ships, is deep in the Narrows at the northern tip of Prospect Point in Stanley Park near the entrance of the Lions Gate Bridge.

The 101-foot-long *Beaver*, built in London, England, in 1835 of English and African oak, was sailed around Cape Horn and arrived on the west coast the following year. Her paddlewheel and boilers were installed at Fort Vancouver on the Columbia River.

In 1858, in response to the sudden influx of miners to participate in the Fraser River gold rush, the *Beaver* carried a party of dignitaries from Fort Victoria to Fort Langley on the 19th of November, where Judge Sir Matthew Baillie Begbie swore in James Douglas as the first governor of the new colony of British Columbia.

The HBC leased the *Beaver* to the Royal Navy under the command of Lieutenant Daniel Pender from 1863 to 1870 to survey and chart 1,000 miles of coastline of the colony. The fur-trading company in 1874 decided to sell the small vessel to a private consortium called the British Columbia Towing and Transportation Company, who used it to tow barges and log booms.

On 25 July 1888 the company's crew ran the *Beaver* aground on rocks at Prospect Point. W. H. Evans, the assistant engineer, recalled that "the tide was pretty near high water, but still running in, because the

captain hugged the shore pretty tight to get past the eddy off Observation Point and the first thing I knew she hit, and that settled it. We all got off. We were in too much of a hurry to pack up...We all got off into the water and waded ashore..." Strong currents and Captain George Marchant's human error caused the shipwreck.

For the next four years souvenir hunters managed to scavenge many of the "fittings and turn them into keepsakes. The paddlewheeler finally sank on 26 June 1892 from the wake of the passing steamer *Yosemite*. The wreck remained visible from the shoreline until finally breaking up 90 years later in 1982.



James Menzies, an early Vancouver house mover, was one of three official salvagers of the wrecked *Beaver*, and for years he stored the side lever from the old ship in his garage on Cordova Street. The relic was later placed on display at Prospect Point in Stanley Park and became a very popular tourist attraction. Menzies lathed these two wooden goblets from one of the hardwood boards of the wreck. They, along with other *Beaver* memorabilia, are on display at the Old Hastings Mill Store Museum.

Picnickers scavenge the wreckage of the SS *Beaver* at low tide at Prospect Point, 1889.



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Vancouver's First Passenger Train

From: *The British Colonist, Victoria, 24 May 1887*

The First Train Reaches Vancouver City on time yesterday.

VANCOUVER, MAY 23—The Queen's weather ushered in the day long looked for by Vancouverites, the blending of the Occident with the Orient, the final accomplishment of the great transcontinental line of railway from the Atlantic to the Pacific. ...

The engine [Number 374] was a mass of verdure and mottoes and flags and was perhaps the prettiest sight ever seen on the coast. "From Ocean to Ocean" was conspicuous on the engine, and on the tender; "Our National Highway" on the buffer beam; "Montreal and Vancouver" was the name on a shield joined by an evergreen wreath; on the smokestack, "Montreal Greets the Terminal City", was displayed in white letters on the dark ground. In honor of the jubilee the headlight was ornamented with a painting of the Queen, surmounted with a crown. On the headlamp brackets were two flags, one on either side, labeled respectively "Atlantic" and "Pacific". The rail guard was prettily decorated with red and white streamers bound round. Inscribed on the number plate were the talismanic words "Arcadia" and "Eldorado". As the train reached Vancouver carrying the officers of the road, representative Vancouver citizens and your special correspondent, it was greeted with cheers at every point. Streamers floated to the breeze across the track at different points, while the ships and boats in the harbor were resplendent in their variegated colors. At the railway wharf, which was reached sharp on time, it seemed as if all Vancouver had congregated, and a mighty shout went up as the train thundered into the station between the handsome double arches of fir. As the engine rolled on it was greeted with the following mottoes: "Occident Greets the Orient", and "Confederation Accomplished", while facing the city "Labor Omnia Vincet", and "Vancouver" surrounded the arch. The train comprised a baggage, colonist sleeper, first-class and sleeper, and drawing room car. There were many eastern passengers who proudly boasted they were the first to come through from Montreal, the centre of Canadian commerce, to this ambitious young city, destined for a large part in the future of British Columbia. The trip from Port Moody to Vancouver is delightful in the extreme, and a pleasant ending to the finest scenic route on the continent. ... At Moodyville and the Mission, as well as at



NUMBER 374. This fully restored locomotive was the first passenger train to arrive in Vancouver upon the completion of the construction of the Canadian Pacific Railroad. The engine is now permanently displayed in a portion of the roundhouse in Yaletown.

this city, flags were seen and amid all the grand in nature and resources the best civilization of the Atlantic shook hands with the Pacific. ...

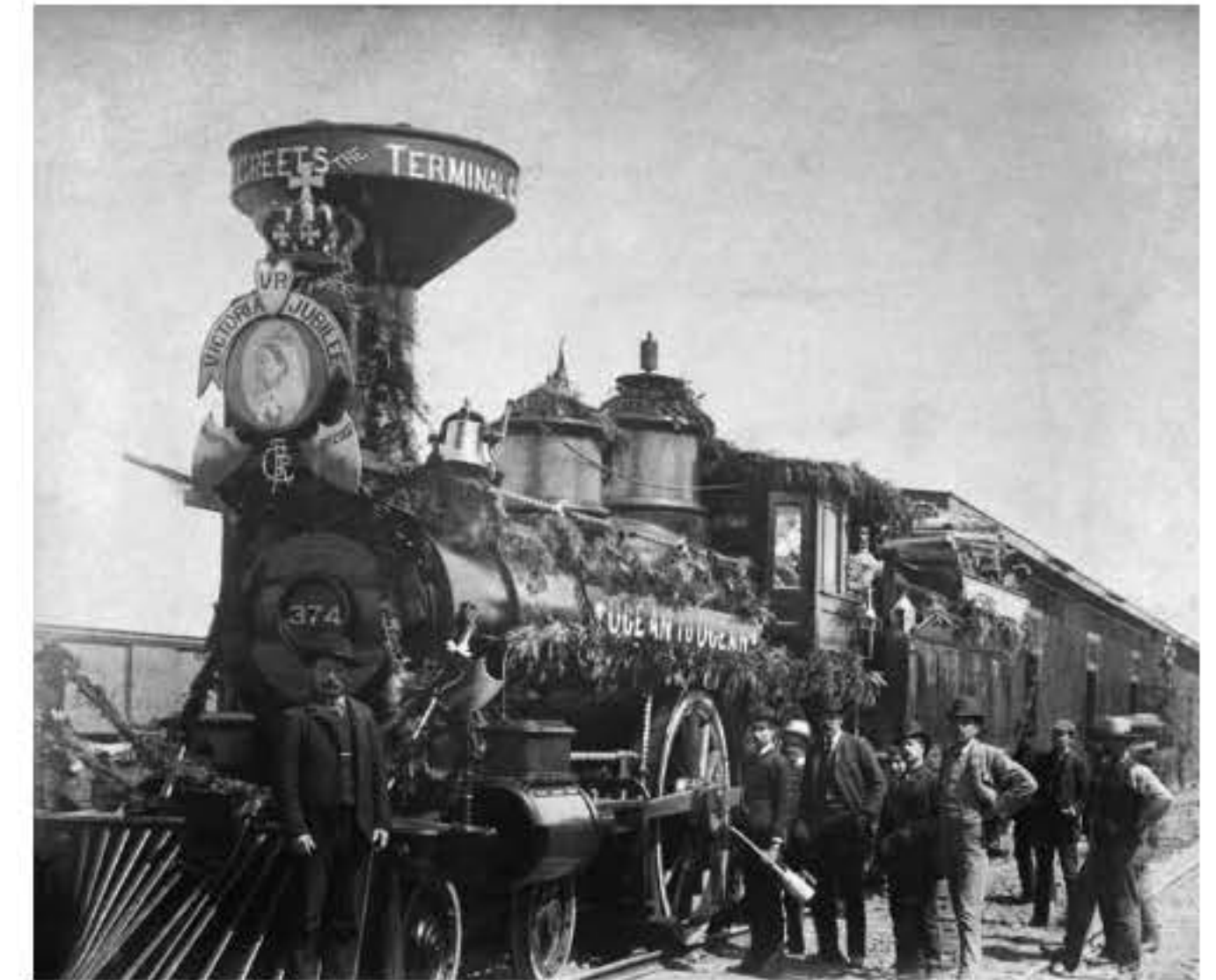
[The paper then gives the address read by Vancouver Mayor MacLean to Henry Abbott, General Superintendent of the Pacific Division of the Canadian Pacific Railway. Abbott, the "popular superintendent of the road" ...]

...was obliged to acknowledge the rousing cheers that greeted him. As he looked down upon the sea of upturned faces, he said he had the greatest pleasure in accepting the congratulations on securing the railway. Connection with this point had been bitterly opposed, but he didn't care to comment upon it. The

company acted upon what it believed to be right, and here we are and here we intend to remain (deafening cheers). As the mayor remarked, the progress made since the fire was unprecedented and one could not believe such a change possible. More passengers were coming now than ever before, and he only hoped they would remain in the country. It had mountains, but valleys too, and agricultural resources perhaps not sufficiently realized. As to the future of Vancouver the company believes in it and looks forward to grand possibilities. The steamer left Hong Kong for this port and every cabin was taken up before she left. The energy displayed was a sufficient guarantee that the people of Vancouver were up to the spirit of the times and ready to march forward in the van of progress. Personally he had to thank them for the kind remarks in the address. ...

Three hearty cheers for the Queen brought the interesting proceedings to a close. ...

Vancouver is naturally jubilant, and tonight is joyous. The city band and torchlight procession is serenading Mr. Abbott and other officials of the road. ... Vancouver greets the capital, realizing that the success of one is bound up in the other, and with a long pull and a strong pull, and a pull altogether, they naturally hope to raise the Pacific province to the proud heights she must in time attain.



Wood-burning engine number 374 brought the first train of passengers into Vancouver. This photograph was taken beside the freight sheds at the north foot of Richards Street by early Vancouver photographer John Allan Brock, who had formed a partnership with Harry T. Devine, another early photographer, the previous year. Dignitaries enjoyed the exhilarating experience of riding the cowcatcher at the very front of the locomotive, an activity pioneered by Sir John A. Macdonald, Canada's first prime minister. He built a platform upon which a chair was mounted so that his wife Agnes was able to take part in the spectacle of the first transcontinental voyage across Canada, the most spectacular part of which were the Canadian Rockies.

Following pages

At 12:45 p.m. 23 May 1887 the first CPR passenger train reaches the Vancouver Depot at the foot of Howe Street, hauled by Locomotive number 374.



The Empress Line

STRANGELY, THE ORIGINS of the CPR's Empress fleet came about as a result of gold miner Henry Beatty's Tinker Claim at Camerontown in the fabulously rich Cariboo country. After making a small fortune digging gold from the claim, Beatty returned home to Ontario and in 1870 became a partner in his uncle's steamship firm. In 1882 William C. Van Horne purchased controlling interests in the Beatty family's steamships and appointed Beatty manager of Great Lake transportation for the newly formed Canadian Pacific Steamship Company.

In 1887 the CPR began an ocean-going steamship service called the Canadian Pacific Steamship Company by buying a small fleet of three ex-Cunard liners to trade in commodities between Vancouver and Hong Kong. These ships were the *Abyssinia*, *Parthia* and *Batavia*. This new enterprise opened up all kinds of opportunities for trade with the newly created railway company. Later, when the railway company had their own line of ships built in Barrow, England, Beatty supervised their construction and soon the brightly painted "White Empresses" inaugurated a new era for the company.

In 1889 the Canadian Pacific Railway directors signed a ten-year trans-Pacific mail contract with the British government to deliver mail from Halifax to Vancouver by rail and then to Japan and China by ship. This Royal Mail agreement included a clause that the British and

Canadian admiralty had the right to hire the ships at any time to transport military troops at cost. This government contract greatly subsidized the fleet and increased the company's profits.

The *Empress of India* was the first "Empress" to arrive in Vancouver having steamed around the world by way of the Suez Canal, Hong Kong, Shanghai, Nagasaki and Kobe. She arrived in Vancouver on 28 April 1891 with 1,810 tons of tea, silk, rice and opium and 486 passengers. By the end of the year the three Empresses—*India*, *China* and *Japan*—commenced regular, clockwork sailings in and out of Vancouver that opened up new opportunities for the city and the port as the CPR's trade expanded.

The trade in products from the Orient was very profitable for the CPR's Empress fleet. Raw silk from China was landed in Vancouver and then quickly loaded into waiting railway boxcars for transportation on special "silk trains" to textile mills in the Eastern United States. These trains had the right-of-way over any other trains as they sped east across the prairies with the valuable and perishable raw silk destined for Eastern United States textile mills. Armed guards accompanied each train to keep the precious cargo out of the hands of would-be hijackers.

In 1897 the CPR purchased the *Athenian* and *Tartar* ships to capitalize on the Yukon Gold Rush.

At the outbreak of the First World War the CPR's Empresses were requisitioned by the Canadian government for war service to transport troops.

At the end of the war the Empresses were called into service to secretly transport thousands of Chinese "coolies" from Hong Kong to Vancouver to Europe's western front to free up soldiers for front line duty. These men, recruited for the Chinese Labour Corps, upon arrival in the "Saltwater City" were quickly loaded into train cars for transportation across Canada to Halifax.

The ornate sea dragon figurehead of the *Empress of Japan*.



The arrival of the *Empress of India* at the CPR Docks at the foot of Granville Street on 1 September 1891.

Malcolm J. R. Reid, the Vancouver-posted Dominion immigration officer, requested newspapers not report their arrival, and as a result the men marched down the ship's gangplanks, through the immigration building, and immediately boarded locked train cars under armed guard. The twelve cars, called "colonists," on each train had berths for 50 men. A special military unit with Ross rifles guarded the cars to prevent anyone from escaping. Local politicians were fearful that the city's resident Chinese might be upset upon learning of a large movement of their countrymen to assist in the war effort. In total 84,000 Chinese labourers passed through Vancouver to work in Belgium and France

unloading trains, building docks, roads, railways and airfields, and when the war wrapped up, they remained behind to clear the battlefields of unexploded artillery shells and barbed wire. About 1,600 died.

At the outbreak of the Second World War in 1939 the CPR placed their ships at the disposal of the navy, and several were used as troop carriers. The fleet broke up in the 1960s with the advent of air travel.

Following Pages

John M. Horton's painting of the *Empress of Japan* berthed at the CPR docks at the foot of Granville Street. The scene to the northeast show tall-masted lumber ships at Hastings Mill.





The first CPR Hotel, located on the southwest corner of Georgia and Granville Streets, opened on 16 May 1888.

The Railway Hotels of Vancouver

THE SETTLEMENT and subsequent development of Western Canada occurred when the railways were built into territory that had previously been remote wilderness. Many of the small communities that had come into existence because of the railway relied on it for transportation, communication, mail service, delivery of merchandise and very often employment. The railway companies provided the people living in those communities with virtually everything needed that they didn't produce for themselves. The only form of transportation other than the railroad was horse and buggy, so the train became their lifeline. Every man, woman and child was familiar with the huffing and chuffing of the huge, powerful, coal-fired steam engines that hauled the trains. The sound that was created went on for 24 hours a day and 7 days of the week. It became an integral part of the way of life in the remote communities. To the young boys, the trains and engines were the ultimate of engineering and power. To the adults, many of whom were employed by the

company, the term "Sleepy R" was the name they gave to the powerful corporation that played such an eminent role in their lives.

The Canadian Pacific Railway Company was the first company willing to make the venture into what they knew would be very difficult and forbidding territory. They faced a huge challenge in building a railroad through terrain that included the Kicking Horse Pass with the steep and dangerous "Big Hill" and the Rogers Pass, which had massive annual snowfalls. Avalanche hazards were a constant problem during construction and in the operation of the railway when it opened. The surveyors were aware of a safer and easier pass through the Rocky Mountains, but it was located many miles to the north and could not be used because the federal government of Canada had insisted that the line be built along the more difficult southern route to assist in maintaining Canadian sovereignty. At the time there was a (real or perceived) threat that the United States might annex some of the territory of British Columbia. The Northwest Mounted Police had established posts adjacent to the 49th parallel and were ordered to provide police protection to the crews working on the construction of the railway. To make the project worthwhile for the CPR, the federal government agreed to make very substantial grants of crown land along the right-of-way as construction proceeded. Superintendent Samuel Benfield Steele of the NWMP was put in charge of security, and construction proceeded.

Because they were planning to take passengers into areas where there was no food or hotel services of any kind, the CPR had to provide hotels, restaurants and local ground transportation for their clients. This fact and the desire that they had to be the very best resulted in the development and construction of a line of excellent quality hotels that became known as the "Châteaux." The grand dining rooms of the hotels were equipped with the very best sterling silver cutlery, linen table cloths and cut-glass crystal. A wide choice of food prepared by master chefs and served by

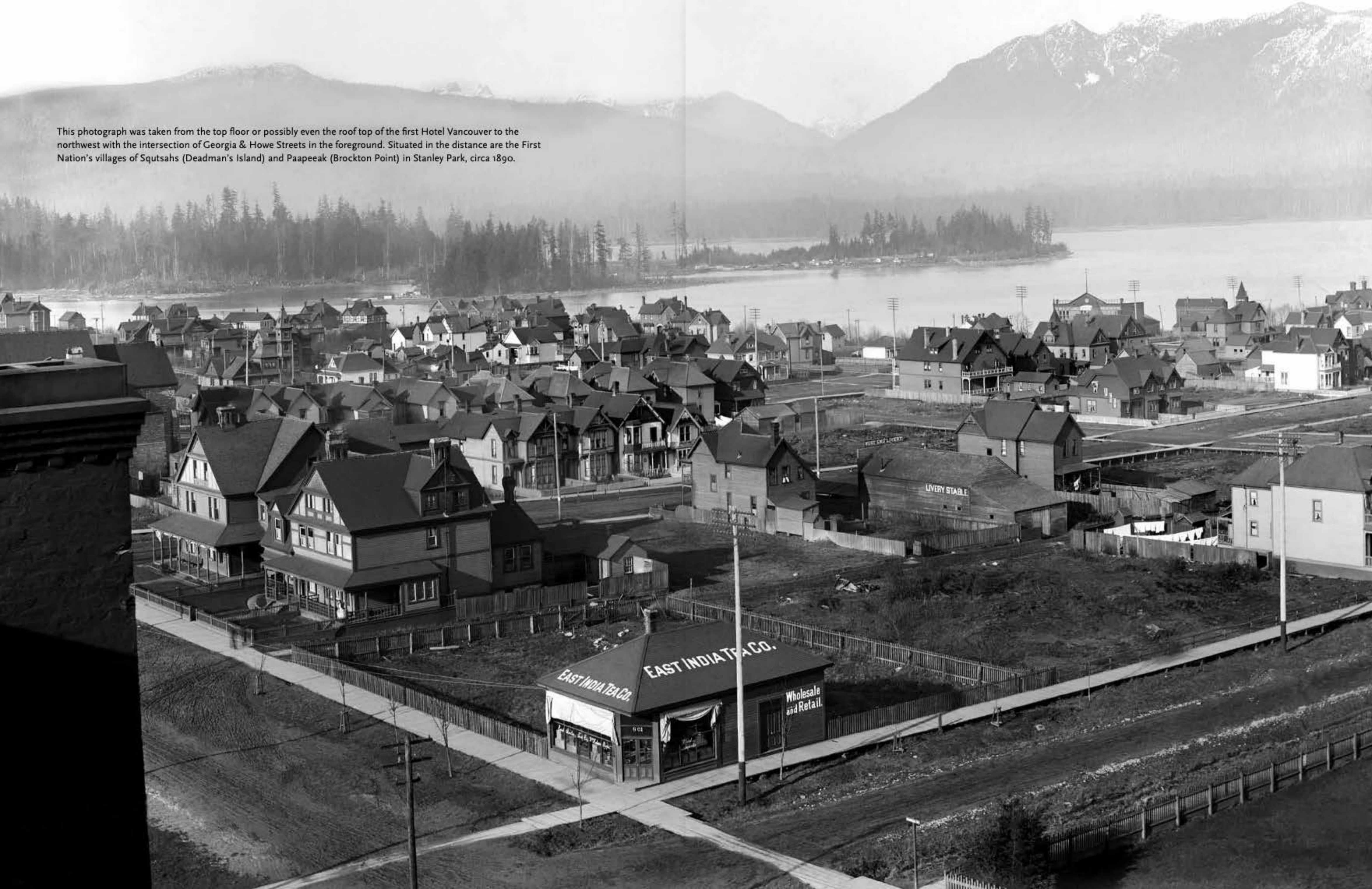
specially trained waiters made dining a truly pleasant experience. All of the hotels had ballrooms, meeting rooms and commercial sample rooms available for businessmen and commercial travellers. A staff of porters looked after the delivery of suitcases to the rooms. Transportation from the train or steamship was always provided—originally by horse-drawn coaches and later by motor bus. In addition, the CPR acquired a fleet of deep-sea passenger liners, which they named their "Empress Fleet." The vessels were designed specifically for trans-Pacific travel to Asia. The CPR then constructed their own berthing docks for their ships, which were located on the Vancouver waterfront stretching east from the north foot of Burrard Street.

The CPR rail line was completed and opened for business in 1885 when they had reached their goal of the Pacific Ocean at Port Moody, BC. The goal had been achieved, but there was considerable difficulty with the sailing ships of the day navigating from English Bay to Port Moody through the long fjord of Burrard Inlet, so management decided to extend the line to Vancouver. The first train travelled over this new line to Vancouver in May of 1887.

The first CPR Hotel Vancouver was built from plans designed by Thomas Sorby on the recommendation of William C. Van Horne, the General Manager of the CPR. The design was a five-storey brick building. Construction began on July 22, 1886, and the hotel opened on May 16, 1888, a year after the arrival of the first train. The location between Granville and Howe on the south side of Georgia had been chosen because it had the highest elevation in the CPR's townsite, so the view from the hotel would be outstanding. Secondly, the location was at the top of the hill in sight of the CPR's train station and piers. And lastly, the new hotel would be located in the heart of the rapidly developing West Coast business section of Vancouver.

The original hotel had a number of additions over the years (even one by Francis Rattenbury), so that by 1910 it occupied an area of almost 60,000 square feet but

This photograph was taken from the top floor or possibly even the roof top of the first Hotel Vancouver to the northwest with the intersection of Georgia & Howe Streets in the foreground. Situated in the distance are the First Nation's villages of Squtsahs (Deadman's Island) and Paapeek (Brockton Point) in Stanley Park, circa 1890.



in a rather haphazard manner. The CPR directors realized that the time had come to replace it with a completely new building. The new hotel was designed by Francis S. Swales of Painter & Swales, architects of New York. Work got underway in 1913, with Skene and Christie as contractors. The building was finished by 1916 and opened to great fanfare.

The hotel was intended to provide first-class accommodation to businessmen and wealthy tourists, some of whom would be continuing their travel on the Empress Liners. The new Hotel Vancouver was absolutely magnificent in every way. It was a deluxe building with beautifully carved mahogany and oak panelling in the many conference rooms and ballrooms. Each year at Christmas the

The second CPR Hotel located at the corner of Georgia & Granville Streets.



Oak Room, with its beautiful crystal chandeliers, vaulted ceilings more than 20 feet high, and artistic wood panelling on the walls, was prepared for family entertainment with a huge Christmas tree fully decorated and Santa in his red suit and beard passing out favours to the children. The hotel remained an elegant centre for Vancouver socialites from the time that it opened for business. Local citizens as well as travellers were delighted to attend functions at the dining rooms and ballrooms of the very desirable Hotel Vancouver.

The second rail line was the brainchild of railroad baron Charles Melville Hays. It was named the Grand Trunk Pacific Railway, and work started in 1905. From Winnipeg the route chosen was northern via Saskatoon, Edmonton, and Jasper and then through the Yellowhead pass to Prince George, with a terminal planned for Prince Rupert. Hays claimed that the route chosen would be greatly beneficial to trade with Asia, because the Port of Prince Rupert was an excellent deep-water port with none of the problems for navigation like the narrows with their rip tides entering the Vancouver harbour. It was miles closer to Asia than Vancouver, where the CPR had their terminal. The grade through the Yellowhead pass was much gentler and thereby more economical and safer in operation and maintenance than the route chosen by the CPR. Hays believed that Prince Rupert would become a larger metropolitan city than Vancouver, Victoria or New Westminster because of the "proximity to Asia" and the vast market potential there for Canadian exports—in particular grain, the best of which was grown in the area served by the Grand Trunk Pacific Railway. Hays assured his shareholders that the company would build, own and operate its own telegraph line, handle the express, freight, passenger and mail business, and provide the very best of hotels and restaurants. Negotiations were begun to purchase a fleet of ocean liners to sail the Pacific Ocean to Asia and the South Pacific.

Hays asked Francis Rattenbury to design a Château-style grand hotel to be linked to the deep-water steamship docks and form the central focal point of a great city. The hotel would be called The Hotel Prince Rupert and would be equipped to provide the very best of dining, entertaining, and hotel services for the passengers of the Grand Trunk Pacific Railway and the citizens of Prince Rupert. As the CPR had done in Vancouver, they built their own wharf and terminals in the port of Prince Rupert. A dry dock was completed in 1913, and Francis Rattenbury completed the drawings for the hotel. Hays wanted the buildings to be impressive enough to shine as the



Risk takers pose for a photograph 150 feet above ground during the construction of the second CPR Hotel.

western terminus of his railway. The BC Government constructed a hospital, fire hall and high school. Prince Rupert was now ready for the last spike to be driven at Fraser Lake, which was expected sometime in 1914.

Then two things happened that shattered the dream. Charles Melville Hays had been in London finalizing the funding required for the completion of the railroad and its chain of hotels. He cabled his attorney Lewis Patmore, advising that all was well and complete and he had booked passage on the safest and most elegant liner in the world, the *Titanic*. When the *Titanic* sank, Hays perished. Shortly after the tragedy of the *Titanic* World War I broke out, and the financiers in London rapidly lost interest in a railroad located in a far distant colony of the British Empire. The railroad was completed and opened for business on April 7, 1914, but by 1919 it was apparent that it was not capable of generating sufficient revenue to stay in business. A number of other Canadian railroads were encountering the same problems caused by the war and other pressures affecting the economy of Canada. The Canadian Government decided to salvage the railways that were suffering from lack of funds and create a national railway system called Canadian National Railways.

The management of the newly created CNR decided that it would be far more sensible to route their main line of trains to Vancouver and use the newly created Grandview Cut and the terminal of their predecessor, the Canadian Northern Railway. When this occurred, progress and development in Prince Rupert ground to a halt. The line west from Red Pass Junction became a secondary spur line, serving the small communities from Prince George to Prince Rupert. The CNR had constructed a new terminal in Vancouver on the mudflats of the eastern end of False Creek in conjunction with the Great Northern Railway. An agreement worked out with the City of Vancouver specified that two hotels, a grand hotel downtown and a smaller hotel near the new station, would have to be constructed. They acquired property at the corner of Burrard and Georgia Streets and retained the services of Montreal-based architects John S. Archibald and John Schofield, who had just designed the Bessborough Hotel in Saskatoon for the railway. Their design for Vancouver differed from their previous work and borrowed heavily from the recently opened Royal York Hotel in Toronto. The hotel was almost finished when the stock market crash of 1929 occurred. All work was halted until 1937, when it was announced that King George VI

THE THIRD HOTEL VANCOUVER. Located at Hornby and Georgia Streets, the hotel nears completion in time for the official opening by King George VI and Queen Elizabeth (the Queen Mother of Queen Elizabeth II and Princess Margaret) on 29 May 1939.

