

claims from business owners. While in Vancouver he expressed his alarm and surprise at the fact that there were opium factories in the city—the two Vancouver factories in had submitted claims for damage—though the manufacture of opium was legal and widely known. Even the wife of the Governor General, Lady Aberdeen, had visited a Victoria factory in 1895 to see the production herself.

King's subsequent 1908 report, *The Need for the Suppression of the Opium Traffic in Canada*, observed that "In the coast cities of Victoria, Vancouver and New Westminster there are at least seven factories carrying on an extensive business in opium manufacture. It is estimated that the annual gross receipts of these combined concerns amounted for the year 1907, to

between \$600,000 and \$650,000." Concern was raised about women and children smoking opium (echoing a familiar theme about how Caucasian women were always at peril whenever near the Chinese), and while the government acted on King's report and outlawed the production and sale of opium by the Chinese, they did not ban the inclusion of opium in popular patent medicines.

King's report added to the calls to limit immigration and convinced Vancouver officials to step up their harassment of Chinatown. Ultimately this led to the Exclusion Act of 1923, when King was Prime Minister, which cut off further Chinese immigration to Canada. The Act wasn't repealed until 1947.

Haley Twaites, great-great-granddaughter of Yip Sang, poses in traditional Chinese silk in Chinatown's Dr. Sun Yat-Sen Park adjacent to the Dr. Sun Yat-sen Classical Chinese Garden, the first full-size Chinese garden built outside of China.



Father of Modern China

by John Atkin

DR. SUN YAT-SEN was a revolutionary leader, founder of the Nationalist government of China, and considered by many to be the father of modern China.

At an early age Sun had gone to live with his brother in Honolulu, where he attended school until his return to China in 1883 (his brother was concerned Sun would convert to Christianity if he stayed much longer there—he did later convert while in Hong Kong). Further study in Hong Kong and Guangzhou earned him his medical licence, though he gave up his medical practice to concentrate on reforming what he saw as a backward country with a corrupt and conservative government that refused to engage the modern world. In 1894 he founded the Revive China Society in Hawaii with the support of the local expatriate population as a platform for his revolutionary activities.

In 1895 Dr. Sun Yat-Sen led an unsuccessful coup against the ruling Qing Dynasty that saw many of his supporters executed, and Sun was exiled from China for the next sixteen years. He spent the time travelling around the world, spending time in Japan, the United States, Canada and Europe, to raise awareness of his cause.

It was during a visit to London in 1896 that he was kidnapped from the streets of the city and detained by the Chinese Legation for twelve days. It was big news, and local papers reported that an effort was made to send him as captive by steamer from London, but he was released by the British authorities. He afterwards came to Canada and endeavoured to enlist the Chinese in Victoria as sympathizers in the rebel movement. Victoria's Chinatown was one of the oldest and largest on the Pacific Coast, but Sun found on this visit that they were "relatively uninterested in revolutionary discussion."

On his second visit in 1910 he arrived in Vancouver by train from San Francisco at the new Great Northern station on Pender between Columbia and Carrall Streets. After a short stay in town he travelled east across the country, returning to the city in 1911. This time the crowds were large and thronged to greet him. He was welcomed by the executives of the Chee Kung Tong, a mutual aid society organized in Vancouver in 1892 (better known as the Chinese Freemasons, a name they adopted in 1920).



The Sun Yat-Sen statue outside the Dr. Sun Yat-Sen Classical Chinese Garden in Chinatown.

On the way to the Chee Kung Tong building at Pender and Carrall, the procession passed prominent merchant Yip Sang's newly expanded building and a number of recently erected clan and village association buildings. The population of the city's Chinatown was about to surpass Victoria's, and the new construction reflected this growth. The Chee Kung Tong hosted a dinner for their guest at the Peking Restaurant located on the second floor of their building, and after dinner Dr. Sun spent the night at the Woods Hotel (now the renewed Pennsylvania Hotel) across the street.

The next day he was back at the Chee Kung Tong building to have his photograph taken by Yucho Chow, whose portrait studio was on the second floor. After the photographs were taken, he may have paused to look at the Chinese Empire Reform Association building at 531 Carrall Street, since this group was founded to try to reform the Chinese monarchy rather than depose it. In its day it was one of the most influential societies in Chinatown with people such as Yip Sang as members. On his walk east Sun passed by the Chinese hospital on the second floor of the newly opened Chinese Benevolent Society building at 104–108 East Pender Street and noted the impressive Lee building at 127–131 Pender Street. His walk concluded at the Gou Sing Theatre at 124 East Pender, where an enthusiastic crowd of supporters greeted his arrival.

During his time in Vancouver at his numerous appearances he received overwhelming support and generous donations from his audience. It is estimated he raised over 35,000 dollars on his Vancouver trips. His hosts, the Chee Kung Tong society, even mortgaged their building to assist the revolution.

After a two-week stay in Vancouver, Sun headed to Victoria, where again he found the Victoria Chinese less than enthusiastic. He spent time in Nanaimo and Cumberland before travelling to Kamloops in the interior.

On 10 October 1911 the revolution Sun had started managed to succeed in toppling the Qing Dynasty, and when he learned of the successful rebellion from press reports, Sun immediately made arrangements to return to China from the United States. On 29 December 1911 a meeting of representatives from provinces in Nanking elected Sun as the provisional President of the Republic of China and set 1 January 1912 as the first day of the First Year of the Republic. This republic calendar system is still used in Taiwan today.

Opposite

Referred to as the "Father of Modern China," Dr. Sun Yat-sen visited Vancouver in February 1911, looking for support for the overthrow of the Qing Dynasty.

While in Chinatown, he visited the portrait studio of Yucho Chow on the second floor of the Chinese Freemason building for a sitting.





Chinatown

- 1 Hastings Mill Office (now the Mission to Seafarers Flying Angel Club)
- 2 St. James' Anglican Church
- 3 Chinese Freemason Building
- 4 West Hotel
- 5 Chinese Times Building
- 6 Wing Sang Co. Building
- 7 The Mah Society of North America
- 8 Carnegie Library
- 9 Empire Reform Association
- 10 Chinese Cultural Centre
- 11 Chinese Cultural Centre Museum
- 12 Dr. Sun Yat-Sen Classical Chinese Garden
- 13 Dr. Sun Yat-Sen Public Park
- 14 Chinese Memorial Square

Tisdall's Sporting Goods Store

CHARLES EDWARD TISDALL, called Charlie by his friends, arrived in Vancouver in 1888 and began business as a gunsmith, sleeping under the counter of his own shop. He had left his native Birmingham, England, in 1886 and had opened his own merchant's shop in Fredericton, New Brunswick, before his 21st birthday and was given the right to vote on a tradesman's qualifications. In Vancouver he opened a small store on Cordova Street before moving to the 600 block of West Hastings Street.

He didn't waste any time and was soon involved in the political scene. From 1904 to 1910 Charlie was chairman of the Vancouver Parks Board.

By 1910 Tisdall boasted that his sporting goods store was the largest west of Chicago with as many as 5,000 rifles and shotguns in racks down one side of his store some three tiers high. It was about that time that Henry B. Morley became a junior partner in Tisdall's store, and the partners amassed a small fortune by supplying guns for Sun Yat-sen's revolution in China. Chinese "coolies" would bring gunny sacks filled with silver "shoes" up to the office on the mezzanine floor, drop them with a polite bow that would be returned by Morley, and then leave without a word. The "shoes" were quarter or half-pound ingots of silver from Hong Kong, so called because they looked like Dutch wooden shoes. Morley spent many a night puzzling over bills of lading for shipments of bones of Chinese dead that had been shipped back to their place of birth on the Empress ships. The shipments actually contained rifles, shotguns and ammunition destined for the Chinese revolution. The secrets of the

arms trafficking enterprise came to light when Morley at the age of 90 was on his deathbed in Penticton. He told the story to his son Alan, a newspaper reporter with the *Vancouver Sun* and the author of the title *Vancouver: From Milltown to Metropolis*. The book had been published some three years earlier.

Opposite

Charles E. Tisdall was the Provincial Minister of Finance in 1919, Mayor of Vancouver from 1921 to 1922 and Grand Master of the Masonic Lodge of British Columbia & Yukon from 1923 to 1924.

Below

Carved from a mastodon's tusk discovered in the gold fields of the Alaska, the Grand Master's gavel is now displayed in the Grand Lodge Museum.



Geo. W. [unclear] Charles E. Tisdall Vancouver B.C.
Grand Master A.F. & A.M. B.C.A. 1923-24

Shaughnessy Heights



Richard Marpole, the general superintendent of the CPR, was instrumental in the development of South Vancouver's Shaughnessy Heights and Marpole districts.

IN 1907 RICHARD MARPOLE, the general superintendent and executive assistant of the CPR, decided to begin subdividing a large tract of land lying on a hill south of False Creek into an attractive residential district for the city's more affluent citizens. It was named "Shaughnessy Heights" after Thomas George Shaughnessy, the second president of the CPR and later Baron Shaughnessy. As the city's largest landowner and real estate developer, the CPR took great care to make the neighbourhood reflect the wealth and status of Vancouver's more affluent residents. The exclusive neighbourhood attracted many former residents from the West End's "Blue Blood Alley."

The railway commissioned Frederick Todd, a Montreal architect, to lay out the huge development into generous $1\frac{1}{5}$ to $1\frac{1}{2}$ acre lots. The architect was inspired by the work of Frederick Law Olmsted—the man who designed New York City's Central Park. The CPR land developers spent \$2,000,000 preparing the site before allowing any of the lots to go on sale. Workmen put in sewer lines, paved sidewalks and roads. The developers protected the exclusive character of the district by insisting that homes cost five or more times than homes in other areas of the city. A typical early Shaughnessy home had up to 20 rooms filled with opulent Edwardian furniture, silverware, and other household items to reflect the owner's wealth and status. As a symbolic show of a homeowner's brave domination over Mother Nature, some households had rooms filled with hunting trophies that included moose, elk, deer and grizzly bear from expeditions up the coast and into the interior. These homes had reception rooms, music rooms, ballrooms, and parlours of every description and family members summonsed servants by using in-house call boxes that signalled their location. Often Chinese labourers performed domestic duties in the many mansions. These "Asiatic houseboys" earned \$10 to \$30 a month and lived in basement rooms that were labelled on architectural blueprints as "Chinaman's Quarters."

Before the automobile, drivers in horse-drawn carriages drew up under porte-cocheres and dropped guests off at the main entrance to be ushered into huge furnished halls. Ironically, the back doors of these homes were usually much busier than the front entrances with deliveries by tradesmen.

In order to bring potential homebuyers to the posh part of the city, the railway's real estate promoters extended the BC Electric's Interurban to the new elite subdivision that included a tennis club, lawn bowling club and later the Shaughnessy Heights Golf Club.

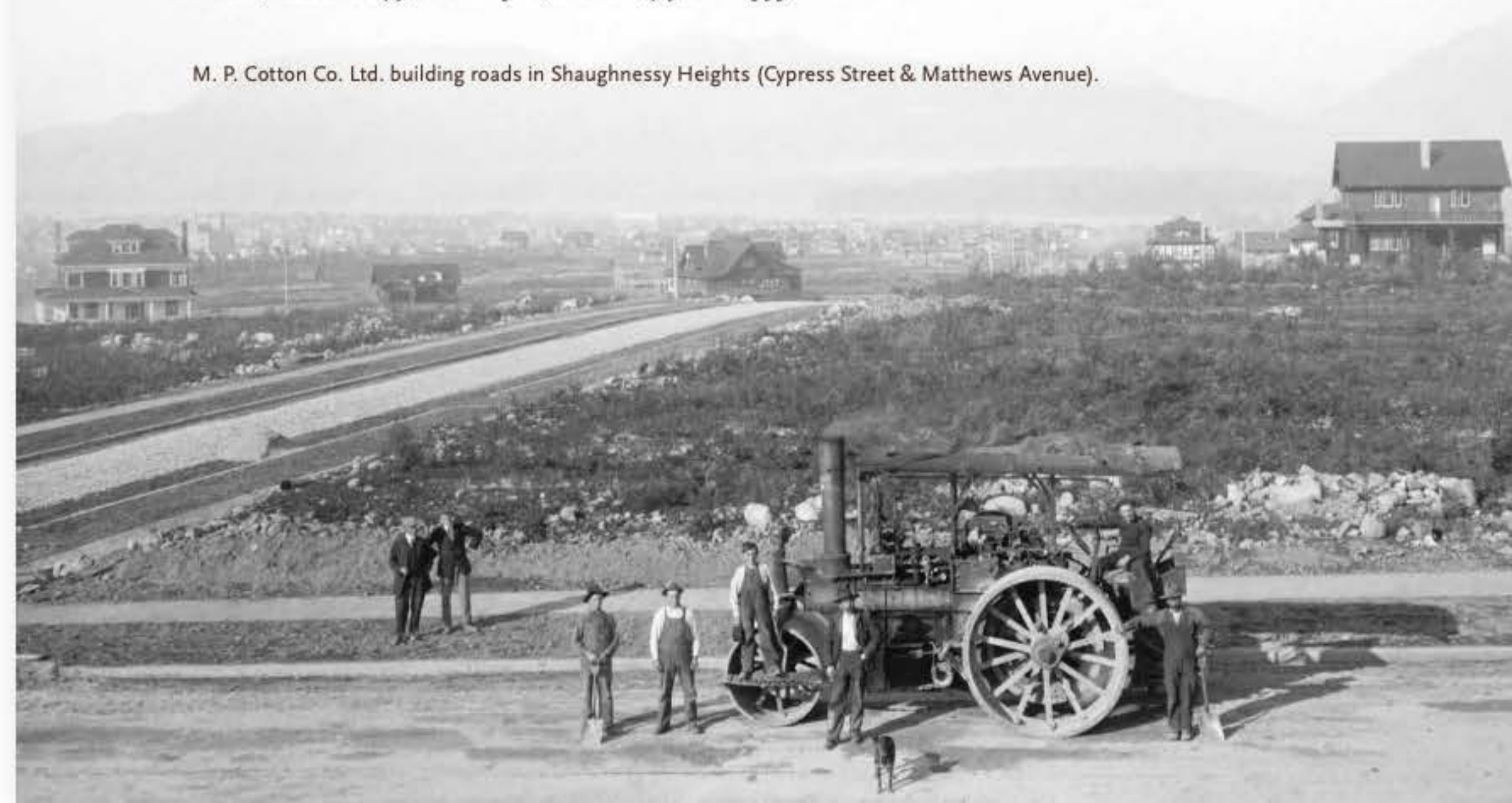
The developers divided Shaughnessy into three parcels and developed it in phases. The first phase centered on "The Crescent" that surrounded Shaughnessy Park. Once that area filled in, the CPR began to develop areas further south that they called "Second Shaughnessy" and "Third Shaughnessy."

Major Matthews wrote:

The throwing open for settlement of the first section of Shaughnessy Heights, reputed at the time to be the most wonderful residential section of Vancouver's future, unsettled all previous ideas of where a fine home should be built. The buggy was disappearing, the motorcar was coming; distances were less formidable an obstacle than formerly. The broad verandah was still a necessity but rapidly nearing its end; the scene so long of evening parties, of Sunday afternoon parties, of sunshine and fresh air in the summer days, was about to disappear—it would soon shrink into a mere porch.

From 1911 through the twenties, Shaughnessy Heights was Vancouver's most exclusive residential district. Unfortunately World War I temporarily halted growth in Vancouver. The depression of the 1930s resulted in the CPR repossessing home after home, and for a time the area came to be known as "Mortgage Heights." The Tait House, valued at \$75,000 in 1920; sold for \$7,500 in 1939.

M. P. Cotton Co. Ltd. building roads in Shaughnessy Heights (Cypress Street & Matthews Avenue).



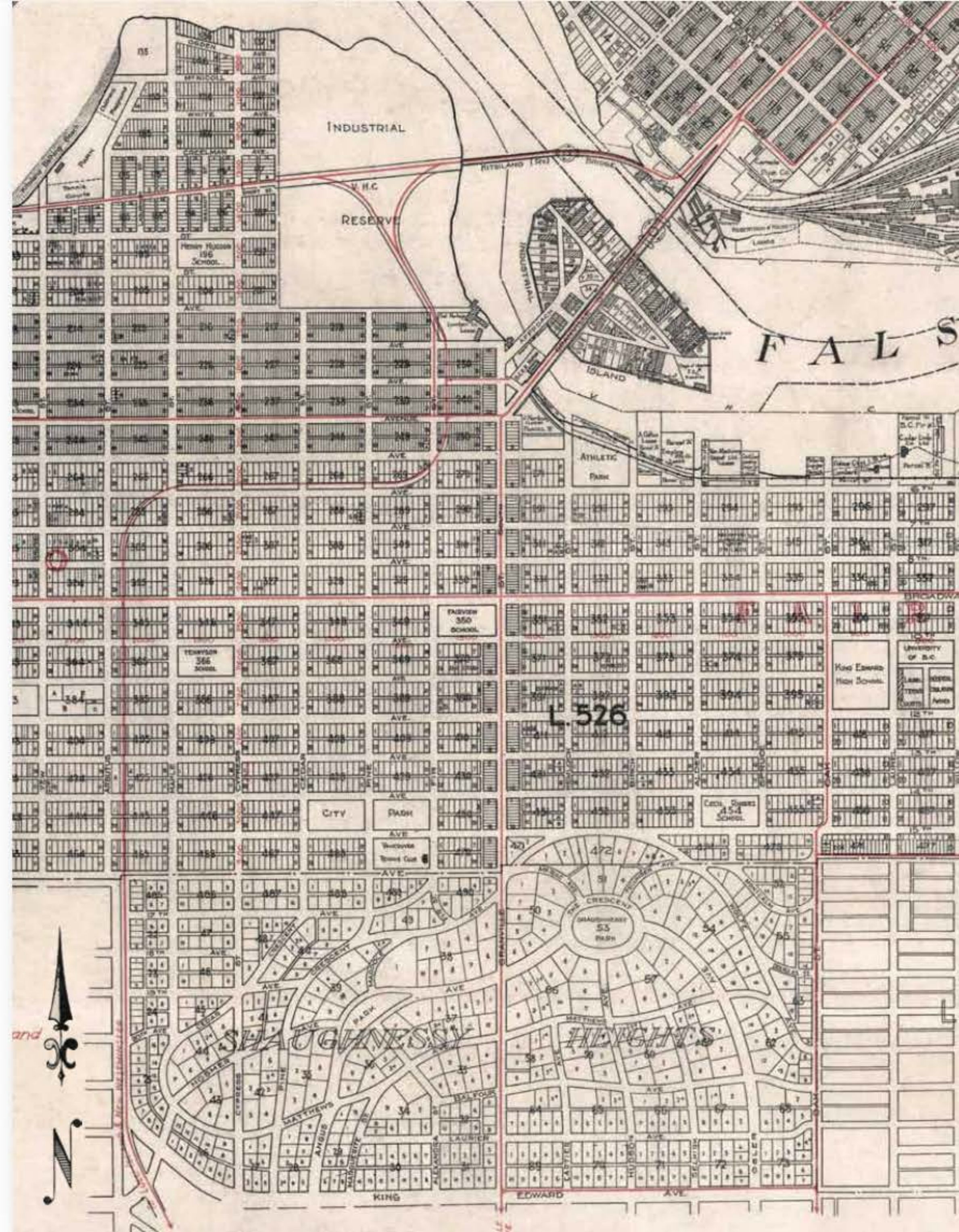


Above
M. P. Cotton Co. Ltd. gravel bunkers at Shaughnessy Heights (Matthews Avenue & Granville Street). The men in the foreground left to right: John Neave (with dog), unidentified, Mr. Mulhern, William Johnson and Charles Cockering.



Right
In 1929 the municipalities of Point Grey and South Vancouver amalgamated with the City of Vancouver. This map, produced a few years after amalgamation, shows the approximate boundaries between the three municipalities.

Opposite
A 1923 map showing the development of Shaughnessy Heights, the Industrial (the former Kitsilano First Nations) Reserve, and the new man-made Granville Island.





Shaughnessy

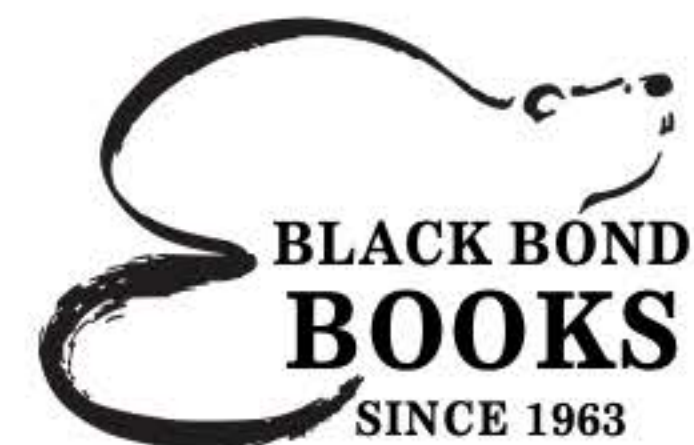
1 Vancouver International Airport 2 Shaughnessy Golf Course 3 Kerrisdale
4 Glen Brae House 5 Rosemary 6 Shaughnessy Park 7 Highcroft



GOLD FEVER. A fully-loaded pack train of mules stands in front of the George E. Trorey jewellery store and the Johnston & Kerfoot Klondike outfitters store in the 100 block of Cordova Street, 1898.

The 1898 Klondike Gold Rush

BETWEEN THE FALL OF 1897 and the spring of 1898, tens of thousands of people caught gold fever and began preparations to head to the Klondike goldfields on steamers leaving from San Francisco, Seattle and Vancouver. Many Vancouver stores made fortunes selling goods to Klondike gold dreamers who bought the required year's supply of food and equipment before departing on their adventurous trip on a steamer for the far north. Pericles Pantages borrowed money from mistress Kate Rockwell, afterwards known as "Klondike Kate," and started a music theatre in Dawson. Upon leaving the north, Pantages opened two theatres in Vancouver that mushroomed into a chain of 70 vaudeville theatres across North America. He abandoned Kate, and according to her, never repaid the loan.



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Maple Ridge
Haney Place Mall
224 Street & Lougheed Highway
604-463-8624

Mission
The Junction Shopping Centre
32555 London Avenue
604-814-2650

New Westminster
Royal City Centre
6 Street & 6 Avenue
604-528-6226

North Vancouver
Lynn Valley Centre
Lynn Valley Rd & Mountain Hwy
604-981-9611

Surrey
South Surrey Warehouse
15562 - 24th Avenue
604-536-4444

Semiahmoo Mall
152 Street & 16 Avenue
604-536-3336

Central City Mall
#234 - 101 King George Highway
604-583-1282

Guildford Town Centre
152 Street & 104 Avenue
604-589-3680

Richmond
Lansdowne Centre
No. 3 Road & Alderbridge Way
604-233-0004



The BC Sugar refinery, whose architect was probably B. T. Rogers, was called the worst building in Vancouver by the *Vancouver Sun* newspaper in 1975 because of the "sheer force of its industrial revolution ugliness," even though it was a welcome landmark to travellers on the CPR as it signified journey's end.

Rogers Sugar

FOR WESTBOUND PASSENGERS on the trans-continental train it may have been a welcome sight as a signal that the journey's end was near, but the BC Sugar Refinery, located between the rail tracks and the waterfront, by some was considered the ugliest building in Vancouver. Construction of the brick complex began on July 8, 1892, and on November 12 that year the first shipment of raw sugar, 250 tons, arrived from the Philippines.

The sugar refinery was the brain child of Benjamin Tingley Rogers, a 24-year-old American who grew up in the business. His father owned a sugar refinery in New Orleans, and the young Rogers worked there until his father was killed by a brick thrown by a striking worker in 1883 and the factory was sold. Rogers then worked for a New York refinery, where over the course of four years he learned every technical aspect of refining sugar. In 1889 he went to Montreal on a technical mission, and it was here that he heard about Vancouver and the newly completed railway across the continent. Through his New York connections he managed to be introduced to William C. Van Horne, the president of the Canadian Pacific Railway.

Van Horne must have been impressed with Rogers's ideas, because over the next two weeks there were several meetings that included Richard B. Angus, General Manager of the Bank of Montreal and one of the founders of the Canadian Pacific Railway, that resulted in concrete plans and \$80,000 in seed money for the enterprise. Rogers travelled on to Vancouver (presumably as a guest of the CPR) and on 24 January 1890 checked into the Hotel Vancouver. Three days later he produced a letter on the hotel's stationery, which read as follows:

To His Worship the Mayor and Aldermen of the City of
Vancouver

Gentlemen:

On behalf of myself and associates I beg to lay before you a proposition to establish a sugar refinery in the City of Vancouver on the following conditions.

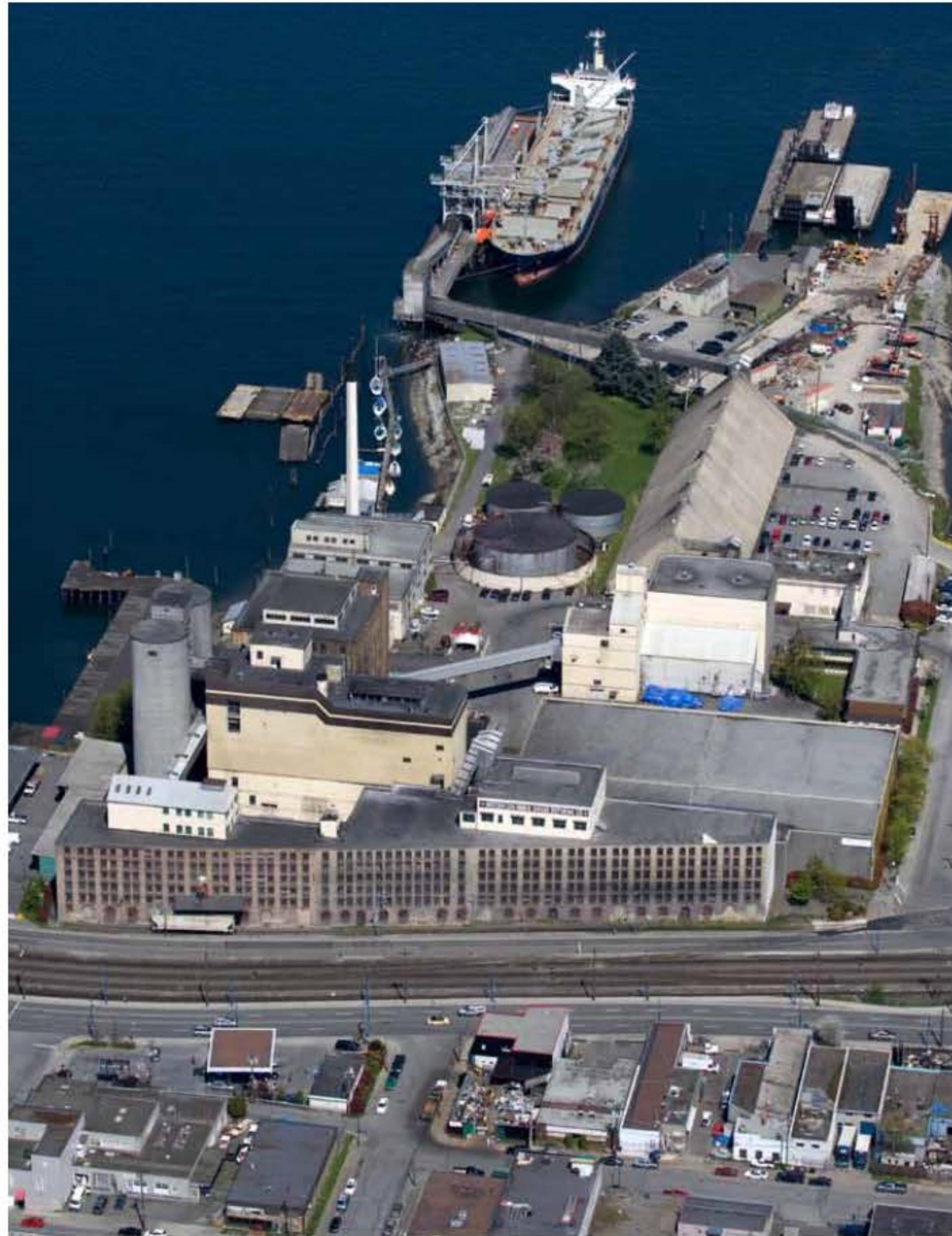
1st The refinery is to be known as the Columbia Sugar Refining Company Limited of Vancouver, B.C. and shall be erected and in operation within eight months of the signing of this agreement.

2nd The said refinery shall be constructed of brick in the most substantial manner and be provided with all the necessary improved machinery for supplying the market with the grades of refined sugar and shall have a capacity of not less than 100 pounds of sugar per day.

3rd As a guarantee of good faith that the above conditions will be carried out, the company agrees to give a bond in the sum of \$10,000.

The establishment of the aforesaid refinery shall however be subject to the following provisions.

1st Provided that the City of Vancouver shall vote a bonus [gift] to the company of \$40,000.



2nd That all the property of the proposed Columbia Sugar Refining Co. shall be exempt from taxation for a period of fifteen years.

3rd That in the event of the water works systems being acquired by the city, water in any quantity desired by the company shall be furnished them free of charge for a period of ten years, at the expiration of which period the city shall bid themselves to furnish water for a second period of ten years at a charge of not more than ten cents per thousand gallons.

Respectfully yours,

B. T. Rogers

The letter may have been drafted beforehand by Rogers's associates in Montreal since it contained several demands that were probably the result of those meetings held at Van Horne's office. Rogers himself was well versed in the sugar industry, knew the practical side of the refinery, and knew the importance of water for the production. In any event, the City of Vancouver was eager for new

The initial plans for Rogers's facility were believed to have been designed by Rogers himself. The land for the site, donated by the city, was strategically situated on Burrard Inlet just east of the Hastings Sawmill with access to both shipping and rail. The water required for the plant was flumed from nearby Trout Lake.



- | | |
|-----------------------|-------------------------------|
| 1 Warehouse | 9 Remelt House |
| 2 Warehouse | 10 Char House |
| 3 Stable | 11 Engine Room |
| 4 Raw Sugar Warehouse | 12 Refined Sugar Warehouse |
| 5 Open Shed | 13 Machinery & Carpenter Shop |
| 6 Boiler House | 14 Office |
| 7 Melting House | 15 Shipping Shed |
| 8 Coal Bin | |



Rogers's first home, built on the southeast corner of Denman and Davie Streets in 1900 and 1901, was called "Gabiola" because the rock for its construction was quarried from Garbiola Island.

business, and the venture was hugely attractive to a lot of people, including Vancouver Mayor David Oppenheimer. Oppenheimer's company sold the land on which Rogers would locate his refinery to the city for \$30,000, and the city granted it to Rogers's company. This was the first industry in Metropolitan Vancouver not related to the region's own natural resources like timber, fish and furs.

The construction of the refinery began in July 1891, and the plant was ready to operate in less than six months. As there were no experienced sugar workers in Vancouver, a workforce had to be trained to produce the sugar. The technical set-up of the refinery was largely directed by Rogers himself, with some support from the New York company he had worked for earlier. By early 1892 the first sugar was ready, and on January 20th the *Vancouver News-Advertiser* wrote:

The Sugar Refinery of this City turned out its first sample of refined sugar yesterday and the Company may well be satisfied with the result. The sample that is a high-grade yellow is clean, with well-marked grain, bright and full flavored, and very much superior to specimens of the same grade from refineries in Eastern Canada. The manager, Mr. Rogers, and all connected

Opposite

Benjamin Tingley Rogers neatly attired in his Commodore of the Vancouver Yacht Club uniform in 1912.





SHANNON IN ALL ITS SPLENDOR, 1930. Named after dairy farmer William Shannon, the most prestigious estate in Vancouver was built on a ten-acre parcel of land just to the south of the CPR's Shaughnessy development for Benjamin T. Rogers. The 'Sugar King' contracted the the architrcture firm of Somerville and Putnam to build the large Beaux Arts style house, coach house, and garage. Rogers died in 1918 before the project was completed and his wife was overwhelmed by the scale of the home. Mrs. Rogers and her children lived in the home for several years but in 1935 sold it to Austin C. Taylor, the pwner of the Bralorne Gold Mine and later the chairman of the British Columbia Security Commission during the Second World War.

with the refinery are highly delighted with the first fruits of their labor. Today they will begin manufacturing regularly at the rate of 150 barrels per day of all grades. The first sample of granulated sugar will be manufactured today. About 75 men are employed at present on the works.

The BC sugar wholesale price that week was 7 cents a pound for granulated and 6 3/8 cents for yellow. A barrel contained about 300 pounds of sugar.

In order to ensure their investment, Van Horne installed John M. Browning, the CPR's Vancouver land commissioner who also served as Vancouver City Council's finance chairman, as the company's first president. It deserves to be mentioned that Vancouver's councillors did not consider Browning's dual role as both a grantor and a recipient of the city's resources a conflict of interest. Forrest Angus, a brother to Richard B. Angus who lived in the posh part of Victoria, became the vice president. Angus held this position from 1890 to 1892 and subsequently was president until 1897, when Rogers was elected president. Within a year he was also the largest shareholder of BC Sugar.

The two things that brought Rogers to Vancouver were his ambition to run his own show and his realization that Vancouver—at the

western end of the new trans-continental railway—was just across the Pacific from the Philippines and the source of most of North America's sugar at the time. For the most part Rogers's calculation proved right, with the exception of the loss of two full shiploads of raw sugar in 1893—the ships just vanished during passage from the Philippines and never reached their destination. But apart from this one bad year the company flourished.

On 12 April 1916 Rogers wrote to Sir Edmund Osler, an Ontario politician, director of the Canadian Pacific Railway and shareholder of BC Sugar:

On March 31st the refinery completed the 25th year of operations.... During the period there has been disbursed in dividends a total of \$3,099,375.... At the same time assets have increased from \$250,000 to nearly \$7,500,000.

Capacity of the plant [has been increased] from 30,000 pounds to 900,000 pounds per day—or thirty times. Our plant is today the best equipped in Canada and is not excelled by any other refinery in the world.

These results have been accomplished without my asking shareholders for one cent beyond the original subscription. I think therefore I am entitled to be proud of what I have been able to do....

Rogers married Mary Isabella Angus, whose father James Angus was the brother to R. B. Angus. The wedding took place at the bride's home in Victoria before a small group of friends on 1 June 1892, and the marriage produced seven children between 1893 and 1915.

By 1900 Rogers was prosperous enough to contract the building of the city's grandest home with rock quarried from Gabriola Island. The Rogers family moved into their "Gabriola" on 23 July 1901. Not content with his grand West End mansion, the "Sugar King" began planning to build an even more elegant home in South Vancouver called Shannon between 1912 and 1915. The name came from William Shannon and family, who arrived in 1887 and whose farmland was gradually surrounded by the city.

B. T. Rogers originally considered selling BC Sugar once the company became a going concern but later changed his mind after falling in love with the province's beauty. In 1904 he ordered a custom-built steam-powered 50-foot yacht, named the *Mow Ping*, from Hong Kong and joined the Royal Vancouver Yacht Club. In 1912 he purchased the more conspicuous 168-foot yacht *Aquilo*; the same year he became the commodore of the yacht club. With the outbreak of the First World War, the *Aquilo* patrolled the west coast looking for German submarines.

Early in 1905 B. T. Rogers decided to become a producer as well as a refiner of sugar by purchasing an ailing sugar cane plantation and mill in Fiji and founding the Vancouver-Fiji Sugar Company. Rogers's main objective of going into the sugar growing business was an attempt to beat out Hong Kong "coolie-refined" sugar. One of Rogers's ads read: "If you would rather buy sugar refined in Hong Kong by cheap coolie labor than sugar refined in British Columbia by well-paid white labor, then there is no further argument, but if you wish to build up your city and its prosperity, you will surely act differently and you will not allow any dealer to sell you sugar other than that which is refined right here in Vancouver." The sugar businessman was appealing to the city's loyalties to hometown workers, who, according to a stipulation contained in the original deal with the city, did not include Asians.

However, to say that workers in the BC Sugar Refinery were "well paid" may have been an overstatement. Rogers, who was able and energetic, ran his company autocratically and was fiercely anti-union. In 1917 the refinery's 206 male and 36 female works went on strike, demanding a pay increase and better working conditions, especially for the women, who had to do their job—sewing up the sugar bags—standing on their feet for 10 hours every day. Probably mindful of his father's death, Rogers never went near the factory himself during the strike but sent his agents and spies, with whom he was in contact via radio from his yacht *Aquilo*. The bitter confrontation, during which management tried to keep the factory going with scab labour, lasted 92 days, and in the end Rogers agreed only to minimal concessions.

Rogers died suddenly on 17 June 1918 at the age of 52 from a cerebral haemorrhage before the family fully moved into their new home, Shannon. His widow and seven children lived there through the 1920s, but in 1936 she sold out to Austin C. Taylor.



A very well preserved cast iron and wood 19th century sugar cutter.

In Victorian times sugar used to come in cones that were two feet tall tapering from 9 inches at the bottom to 4 inches at the top. Sugar cutters were used for breaking it up in "lumps" or pieces. A person then used a mortar and pestel to crush the lumps into fine grains for use in the kitchen. Sugar cutters are considered very collectible.



Carnegie Library

INDUSTRIALIST AND PHILANTHROPIST Andrew Carnegie funded the construction of over 2,500 public libraries around the world. In 1901 the City of Vancouver approached Carnegie, at the time the second richest man in history after John D. Rockefeller, about donating money for a spacious library. He agreed to donate \$50,000 with the understanding that the city would offer support at the rate of \$5,000 a year. The new library was located immediately north of the original Vancouver City Hall and on the southwest corner of Westminster (Main) and Hastings Streets. Its site had earlier been the home of the City Auction Mart.

According to legend, school friends Carnegie and James Houston ran away together from their homes in Dunfermline (the ancient capital of Scotland) in the early 1850s. Andrew had been born poor, while Houston's parents were wealthy ship manufacturers, owning the White Star Shipping Line. Carnegie, upon his arrival in America, apprenticed to a Pennsylvania blacksmith and eventually built up a steel-works that brought him wealth and fortune. Houston, credited with making the first gold discoveries

on the Fraser River that resulted in the sudden influx of miners into the vast area later to become the Province of British Columbia, had married a First Nations woman and died relatively poor. His son learned in 1935 that the British Government was seeking out relatives of Lady Houston. Bruce A. McKelvie, a noted BC historian and reporter with the *Vancouver Sun*, wrote letters on the son's behalf, and word came back that his grandmother had left an estate of \$30,000,000 and that the hypocritical old gal, shortly before her death, had offered to outfit the British Royal Navy with a "Houston" fleet of ships that was to carry the Houston name. The government turned her offer down. Lady Houston's will did not include any inheritance for illegitimate children, and the son never received so much as a dime from the estate.

By a strange twist of fate Carnegie's life went from "rags to riches," while his rich school chum Houston lived out the remaining years of his life on his Fort Langley farm that included the Derby townsite, the proposed colonial capital of the mainland of the province.

Vancouver's World Building

LOUIS DENISON TAYLOR commissioned the construction of the World Building a few blocks north of the Beatty Street Drill Hall for his newspaper business. The American entrepreneur had arrived on the west coast in 1896 after fleeing an investigation into wrongdoing in Chicago. He tried his luck in the Klondike but eventually settled in Vancouver, where he first established himself in newspaper distribution. In 1905 Taylor and some associates purchased the *Vancouver Daily World* from the widow of John McLagan and the small daily grew to challenge the larger *Vancouver Province*.

The 17-storey building, completed in 1912, was best known for its green dome and for the nine semi-draped "muses" or maidens that supported a cornice halfway up the building. The bare breasts and the sensuous poses scandalized the city's prudish elite. Upon completion, the World Building became

the tallest building in the British Empire. A previous record holder had been the Dominion Building located a few blocks away.

The newspaper man's editorials paved the way for his entry into politics, and he was elected Mayor of Vancouver 1910–11, 1915, 1925–28 and from 1931 to 1934. Taylor fought for women's rights, an eight-hour working day and Vancouver's first airport.

In 1924 Taylor got into financial difficulties and sold the building to Bekins, a Seattle moving company, and their huge neon sign went up on the roof of Vancouver's tallest building. The *Vancouver Sun* newspaper purchased the building in 1937, and it was renamed the Sun Tower.

Taylor had a "live and let live attitude" that, when he became older, didn't sit well with many of the self-righteous anti-everything factions in the city. This caused him to lose his last attempt at retaining the mayor's spot to lawyer Gerald Grattan McGeer. The lawyer-politician accused "LD" at age 77 of being both outdated and corrupt.

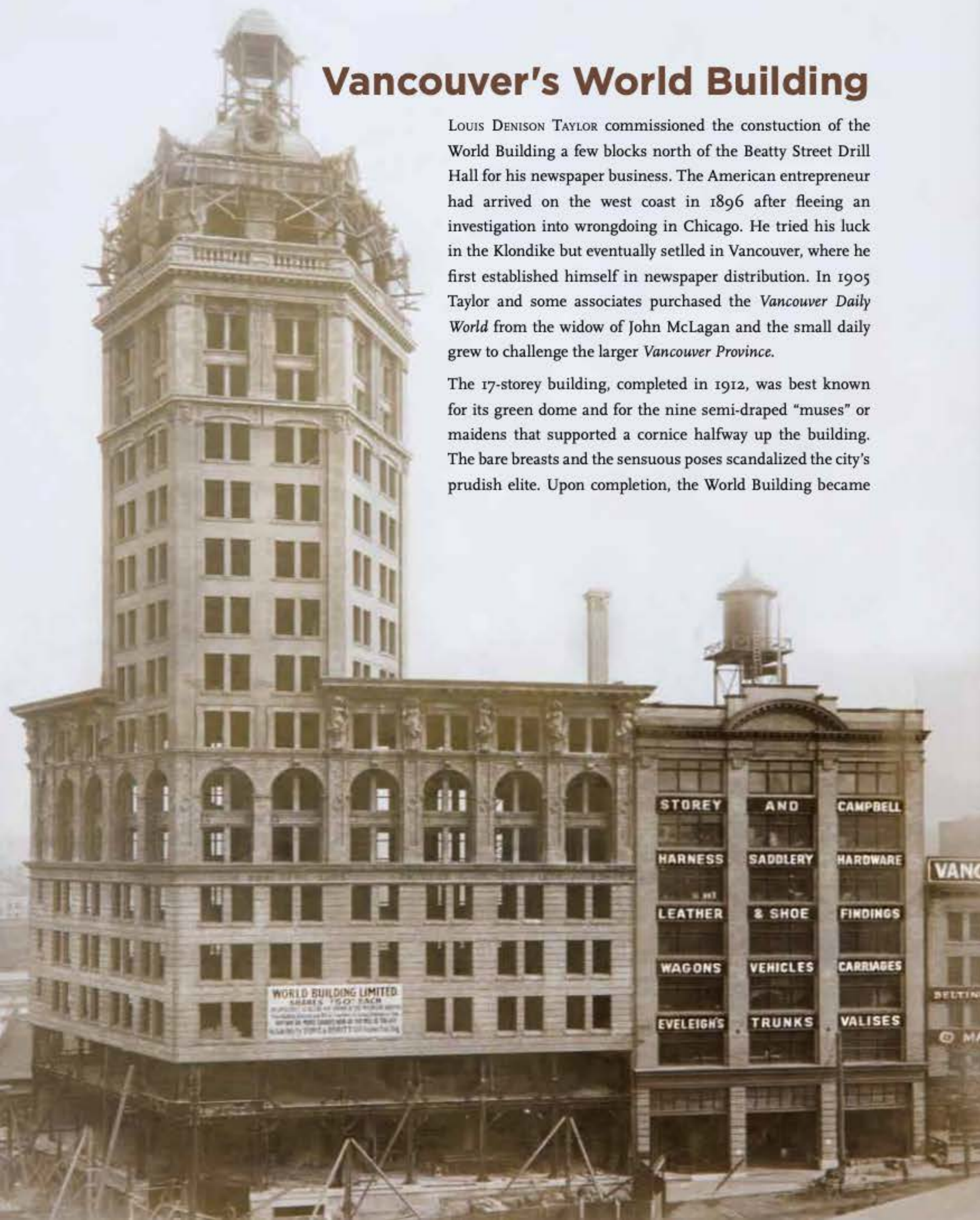
Taylor contested subsequent elections but without any success. A few days after the eighty-year old politician lost his last election, a group of well-wishers led by prominent lawyer Angelo Branca, later a BC Supreme Court judge, created a trust account in Taylor's name. The "pension" lasted the rest of L.D.'s life.



Above
A 1923 photograph from the World Building looking west although labelled north.

- 1 Vancouver Block
- 2 Second Hotel Vancouver
- 3 Hudson's Bay Company
- 4 Holy Rosary Cathedral
- 5 Vancouver Central School

Opposite
Commissioned by Taylor, the owner of the *Vancouver World* newspaper and later the longest serving Mayor of Vancouver, the Sun Tower was the tallest building in the British Empire when completed in 1912. Originally called the World Building, it surpassed the Dominion Building in height.





The Beatty Street Drill Hall

The 6th Regiment, of the Duke of Connaught's Own Rifles, parade for their annual inspection in 1909. The parade was held on the Cambie Street Grounds immediately west of the Beatty Street Drill Hall in downtown Vancouver. The view is east across Cambie Street.

From the Plaque at Beatty Street Drill Hall

VANCOUVER'S FIRST SOLDIERS occupied the former Imperial Opera House located near the corner of Beatty and Pender Streets to train and use as their headquarters. As the regiment numbers increased, they soon outgrew the old wooden building. After much resistance the Federal Government finally approved the purchase of land and the construction of Vancouver's first drill hall. Construction started late in 1899 and was completed in 1901. Lieutenant-Colonel Thomas Owen Townley was the Vancouver Battalion's first commanding officer in 1896 and was also registrar of land titles in Vancouver. His influence had much to do with the approval of the drill hall construction and its prominent location. Townley became Vancouver's eighth mayor in 1901.

The drill hall was designed by David Ewart and was opened on 30 September 1901 by the Duke and Duchess of Cornwall and York (later King George V and Queen Elizabeth). The building has two prominent castle-like turrets complete with battlements; World War II era tanks and two original 64-pounder guns used by the

regiment now adorn the exterior. The Beatty Street Drill Hall has long been a Vancouver landmark and is listed as a class-A heritage building. The walls are three and a half feet thick; the building rests on huge granite blocks. Limestone from Gabriola Island was used for the parapet, and it features a rusticated stone trim. The drill hall includes a large parade square, offices, a museum and classrooms. It formerly contained a firing range and bowling alley. Originally the Cambie Street Grounds, now a parking lot, across the street was also used as part of the regiment's training facilities.

Boer War veterans march north down Granville Street on 30 September 1901. The soldiers are in Vancouver for the official opening by the Duke and Duchess of Cornwall and York (later King George V and Queen Elizabeth) of the Beatty Street Drill Hall and for the presentation of medals for their South African service to the British Empire. Their tents have been set up in CPR Park, part of the second Hotel Vancouver complex. The view is taken to the northeast from one of the balconies near the top of the hotel.



Route to be taken by the Royal party

ON ARRIVAL

From CPR depot to corner Granville and Hastings

Hastings to Main

Along Main to Pender

Along Granville to Georgia to Courthouse

AFTER CEREMONY AT COURTHOUSE

Proceeds to Aberdeen School from Court House, along Howe via Georgia; and Howe to Smithe, and along Smithe to Burrard

DRIVE AROUND PARK

Aberdeen School, Burrard to Nelson, Nelson to Bidwell, Bidwell to Beach Avenue to park, leaving by Georgia Street entrance and thence via Georgia back to hotel.

VICTORIA COLONIST, 30 SEPTEMBER 1901

The Empire Tour

From The Vancouver Sun, 30 September 1901

VANCOUVER TODAY gives the Duke and Duchess of Cornwall and York a western welcome. Having circumnavigated the globe and reached the Terminal City, the royal party may be said to have virtually concluded its remarkable programme. After the visit to Victoria tomorrow it will be on what may be called the "home run."

The Heir Apparent has now visited most of the colonies over which he will reign as George V. No other prince in the direct line, no matter what the empire, has ever made so vast a tour without leaving the borders of the lands over which the flag of his country is entitled to wave. One may go further and say that never before in the history of the world has a ruler, actual or potential, received the homage of a territory so great in its extent.

It must not be forgotten that His Royal Highness has not been to every part of the Empire. There are portions that will have to be left unvisited such as Hong Kong in the Far East and huge portions of the continent of Africa.

The trip that has been made from the Atlantic, the water route of the nineteenth century to the Pacific, the ocean of the twentieth century was an impossibility a few decades back. Today it is a far easier and much pleasanter journey than the ride from London to Bath was in the days of the last George.

When it is remembered that 16 years ago there was no such place as the City of Vancouver the people of the west may feel proud of the reception that is today accorded to the Duke and Duchess. The city is decorated in the colours of empire—red white and blue—and the Duke of Cornwall is given ample proof that this young city of the west is not among the least in proving that it delights to show its loyalty to the reigning family. Far removed though Vancouver is from the seat of the empire yet its citizens feel that they are as true sons of Britain as they among whom royalty dwells. The metropolis of the Canadian coast of one of the Seven Seas shouts with all its might, "God save the Duke and Duchess of York."



Above

The British Columbia Regiment, Canadian Artillery, wore the Wolseley helmet in the 1890s.

Opposite

Lieutenant-Colonel Thomas Owen Townley, circa 1898.

He was the Commanding Officer of the 2nd Battalion, British Columbia Regiment, Canadian Artillery, with Wolseley helmet and swagger stick. Lieutenant-Colonel Townley served on the Vancouver City council in the late 1890s and served as Vancouver's 8th mayor in 1901.



The Duke of Connaught's Visit

The Ghost Soldier of the Beatty Street Drill Hall

by Diana Morency

Administrative Assistant,
Beatty Street Drill Hall

When I first began working at the British Columbia Regiment, I had a sense of being watched or observed. Not knowing the history of the place, I had wandered around the building, taking in my surroundings. One day I looked up towards the inside windows and saw a movement near the exit sign. It was as if a hand moved across the sign blurring it.

Another time I was sent down to the Quarter Master section and by mistake took a wrong turn and ended up in the Junior Ranks area. I felt a strong sense that someone was watching me, and that sent shivers throughout my entire body. I know that he is not an evil presence, and I suspect he just wants to make sure that I was okay being in the regiment that he values so much.

Later I was told about his ashes and did my own research on him and came to discover that one of his requests was that he be buried at sea. I feel his wishes should be honoured, so his restless spirit can be at ease, and if he chooses to visit then he can do so with a sense of peace.

From The Vancouver Sun, 18 September 1912

WITH A GUARD OF HONOUR of the Duke of Connaught's Own Rifles standing at the salute and with the regimental band playing the National Anthem, the royal train rolled in at the Canadian Pacific depot at 3 o'clock this afternoon, and His Royal Highness and the Duchess and the Princess Patricia and the members of the vice-regal suite, were accorded a hearty welcome to the Terminal City by Mayor Findlay and the civic reception committee and representative of the Dominion and provincial governments and military forces.

Although work on several of the arches was being actively proceeded with late this morning, the nail had been driven; the last piece of bunting adjusted and everything was in readiness for the people of Vancouver to greet their royal highnesses when the train arrived. For two hours the citizens in tens of thousands had been thronging the streets, admiring the splendid decorations and taking up their places along the line of route.

From early morn Vancouver has been on the tiptoe of expectation over the vice-regal visit. Like all hospitable hosts—anxious that nothing should be left undone—the city has been actively engaged in preparations for the guests and work on the decorations was being rushed to the very moment of their arrival.

There is no desire to make comparisons—for everyone knows that all along the "royal progress" every town has done splendidly—but Vancouver as decked today without a doubt compares favourably with any other city in Canada, as regards decorations.

Taking their places in the carriages waiting near the platform, the royal guests escorted by the detachment of the British Columbia Mounted Horse under the command of Colonel Flick, proceeded on their tour of the city. The winding roadway from the railway station to the corner of Granville and Cordova Streets, was one densely packed mass of surging humanity, each wait of which was eager to catch the first glimpse of the vice-regal visitors. The police cordons were well preserved, though the mounted and foot constables had a busy time keeping clear the path. The crowds were thickest near the corner of Granville and Hastings Streets. Here nearly ten thousand people had gathered to view the royal procession.

Their royal highnesses were greeted with hearty cheers that almost re-echoed across the inlet and were in one long-continued surge of sound

along the liner of route as the party passed on the way.

The thousands of flags waved bravely in the breeze, the air seemed vibrant with tense enthusiasm, and the brightly decorated arches and buildings and resplendent uniforms of the militia regiments blended in one kaleidoscopic mass of colour, contrasting effectively with the sombre garb of the civilians in the orthodox frock coat and silk hat, who occupied the carriages.

The gala attire of the streets and buildings and the harbour shipping, the general air of festivity and civic wellbeing, the magnificent buildings handsomely decorated, all combine to present to the distinguished visitors of this afternoon a scene of progress and prosperity probably unsurpassed on the continent.

The decorations are of the amplest and most attractive description. Myriad flags flutter from every vantage point. Work on the decorations has proceeded day and night without intermission for the last week, and it has been a race against time to complete them. Workmen have labored under extreme difficulties, and have accomplished much under the most trying conditions. It's a question whether the Italian arch on Hastings Street will be completed on time.

Arches Are Feature

An arch erected by the Progress Club on Granville Street from a design by Mr. George Henry Little, a reproduction of Holbein's architectural masterpiece at the gateway at St. James' Palace, London, is among the most striking of the decorative effects. This arch represents the architecture of the Tudor period. It is finished off with a fine coating of stone on paint, with mullioned windows of the old-fashioned bulls' eyeglass, expressly made in small sheets.



Prince Arthur, the Duke of Connaught and Strathern, was the third and favourite son of Queen Victoria. He rose to the rank of Field Marshal in his own right as a professional soldier in the British Army. He also served as the Masonic Grand Master of the United Grand Lodge of England from 1901 until 1939. The Duke of Connaught served as the Colonel of the Regiment and then Colonel-in-Chief of the 6th Duke of Connaught's Own Rifles (now the British Columbia Regiment's Duke of Connaught's Own) from 1900 until 1942. He was Governor General of Canada from 1911 until 1916. The Duke of Connaught Lodge No. 64 in North Vancouver was named to commemorate his 1912 visit to Vancouver.



Vancouver City Mounted Police sit at attention in front of an arch that straddled Hamilton Street at Pender Street. The arch was built and donated by the BC Shingle Association to honor the visit by the Duke and Duchess of Connaught.

A huge Douglas fir, bark left on, was sawn into eight logs—each four feet in diameter and 20 feet long—that were stood on end and topped with a flag-bedecked pediment. According to folklore, there was not a nail in the whole of it.

William J. Edgett took this photograph on 20 September 1912 during the visit of the royals. The arch was later dismantled and relocated in Stanley Park at the Indian Village of Whoi-Whoi. By 1947 that arch had deteriorated and as a result was demolished.

From the turret will fly one of the few Royal Standards in the city. The Royal Coat of Arms and that of the Duke of Connaught are emblazoned, as also the emblem of the Progress Club. The whole will be lit up tonight by a scheme of illumination from within. To the energy of Mr. J. T. Stephens, the erection of the Progress Club's arch is largely due. Vines are being trained on the structure and the whole will form a very complete reproduction.

Italian Arch

Another handsome arch is the one erected by the Italians, designed to represent the arch of the Constantine at Rome. This arch is of Roman Corinthian order and is the tallest in the city, 64 feet high. Over the top is inscribed in English and Italian, "Italian Colony, in Honor to His Royal Highness." The arch is solid wood construction, in columns plastered to imitate marble. The plaster caps of the columns were engraved by a local sculpture and are an exact reproduction of the Corinthian caps at Cori, Italy, the only one of the kind known. The Canadian Northern arch adjoining is after

the French style. Perry and Nicholas are the designers of the Italian arch. Other arches are the Japanese arch after the design of those generally erected at the entrance to the temples of Buddha, and the Chinese arch, on Carrall Street, that is a reproduction of the arches generally constructed in China for similar occasions. The Germans have erected on Granville Street an old German design of a city gate, the outline of which is illuminated. A smaller ancient city gate, from a design by Mr. Ormaton, is erected at the corner of Granville and Hastings Streets. Another handsome erection is the Lumbermens' Association arch at Pender and Hamilton Streets. Massive unhewn logs of Douglas fir form the bases. This arch is to be, it is understood, rebuilt in Stanley Park. The gaily dressed harbor ships fly the British emblem from every masthead.

A view east of the Italian arch across Hastings Street at Homer Street with the Dominion Building blocked by the left hand corner of the arch with the Great Northern Railway arch in the background.



The Duke of Connaught's Men

by Colonel (retired) Keith D. Maxwell, OMM, CD

ON 18 SEPTEMBER 1912 the 62-year-old Prince Arthur, the Duke of Connaught, third son of Queen Victoria, visited Vancouver and met with military officers and personnel at the Beatty Street Drill hall for a photograph opportunity. The Duke was Canada's 10th Governor General and served from 1911 until 1916.

Some of the officers in the portrait went on to serve heroically in the First World War and some made the ultimate sacrifice:

Captain H. C. Buller joined the Princess Patricia's Canadian Light Infantry at the outbreak of the First World War and was killed in action commanding that Regiment at Sanctuary Wood on 2 June 1916. He is buried in the PPCLI's first Regimental burial ground just south of Ypres, Belgium, along with approximately 100 other original members of the Regiment.

Major William Frederick Hart-McHarg served in the South Africa War and later commanded the 7th (1st British Columbia) Battalion of the Canadian Expeditionary Force, which is perpetuated by Vancouver's British Columbia Regiment (Duke of Connaught's Own). He was killed in action commanding his battalion during the Second Battle of Ypres, near Saint Julien, Belgium, on 24 April 1915.

Lieutenant William S. Latta commanded the 29th (Vancouver) Battalion from May 1917 until August 1918, when he was seriously wounded in action at Amiens, France. He was awarded the Distinguished Service Order (DSO) three times. There were only sixteen officers in Canada so honoured. His son, Pilot Officer John Blandford Latta, was an ace fighter pilot during the Battle of Britain, who was credited with six kills. He was awarded the Distinguished Flying Cross. Pilot Officer Latta was killed in action on 12 January 1941.

Major T. V. Scudamore served with the first contingent as a company commander in the 7th (1st British Columbia) Battalion of the Canadian Expeditionary Force. He was taken prisoner during the Second Battle of Ypres near Saint Julien, Belgium, on 24 April 1915. He later wrote the history of the 7th (1st BC) Battalion in the First World War. His son, Lieutenant John Scudamore, was killed in action while serving as an officer of the British Columbia Regiment in Belgium in October 1944.



6th Regiment, The Duke of Connaught's Own Rifles allied with the Rifle Brigade (The Prince Consort's Own).

Back row: Lieutenant J. D. Inkster; Lieutenant J. S. Matthews, Vancouver City Archivist 1933–1970; Lieutenant W. J. McManus; Lieutenant T. V. Scudamore; Lieutenant J. M. McMillan; Lieutenant W. S. Latta; Lieutenant J. Moscrop; Lieutenant C. E. King; Lieutenant H. B. Scharschmidt

Middle row: Captain R. H. McGill; Captain P. M. Ferris; Captain R. G. Maxwell; Captain A. Graham; Captain A. Rowan; Lieutenant G. W. Melhuish; Captain C. Milne; Lieutenant A. Turner; Lieutenant W. B. Hunter

Front row: Captain H. C. Buller, Aide-de-camp, The Rifle Brigade; Major H. D. Hulme; Lieutenant Colonel J. Duff Stuart; Field Marshall His Royal Highness The Duke of Connaught, Honorary Colonel; A. D. McRae, Esquire, Honorary Lieutenant Colonel; Major W. Hart-McHarg; Captain Reverend C. C. Owen

Training for the Trenches

by *Sergeant Dwayne H. Snow, CD*

SEVENTEEN INFANTRY BATTALIONS were raised in British Columbia to serve overseas in the Great War, of which seven are perpetuated by the British Columbia Regiment (Duke of Connaught's Own), the province's senior regiment. More than 15,000 volunteers passed through the ranks of these seven units. Many of the initial volunteers were drawn from the serving members of the Duke of Connaught's Own Rifles and other local regiments, while most of the later recruits were civilians with no military experience. In each battalion a small number of veteran officers and non-commissioned officers provided a cadre around which the new recruits were formed. Three of the regiment's battalions became part of the order of battle of the Canadian Corps while the remainder were broken up as reinforcements. Those forming part of the Canadian Corps included the 7th, 29th and 102nd Battalions.

The 7th Battalion was raised at Camp Valcartier, Quebec, in September 1914 with an initial strength of 1223 officers and men. Lieutenant-Colonel Hart-McHarg was its first commanding officer. More than 6,000 men served in the 7th Battalion, which suffered 1529 killed and 3669 wounded during their 45 months on the Western Front. The 7th Battalion returned to Vancouver on 25 April 1919 with only 12 of its original members. Soldiers of the Battalion earned more than 270 awards for gallantry, including three Victoria Crosses, the highest award for valour in the Empire. Captain Edward Bellew and Private Michael J. O'Rourke and Private Walter Rayfield earned the three VCs.

The 29th (Vancouver) Battalion, known as "Tobin's Tigers," was raised in Vancouver in March 1915 and had an initial strength of 1227 officers and men. Lieutenant-Colonel Henry Tobin, a veteran of the RCMP and the South African War, was its first commanding officer. Arriving at the front in the fall of 1915, it served with distinction in the trenches of the Kemmel Sector in late 1915 until the final 100

6th Field Company Construction Engineers, Camp 2, bivouacked at Grandview Park (Commercial Drive and Charles Streets) on 2 April 1918 in preparation for deployment overseas to France and Belgium.





Victoria Cross recipients Private Michael James O'Rourke of the 7th (1st British Columbia) Battalion and Company Sergeant Major Robert Hill Hanna of the 29th (Vancouver) Battalion stand united in front of Buckingham Palace after the Victoria Cross awards ceremony conducted by King George V. Both soldiers won their VCs at the Battle of Hill 70 in August 1917. Note that CSM Hanna is wearing the white hat band of an officer cadet as he had been selected for officer training shortly after the battle.

days campaign that ended the war. Of the 4524 soldiers who served in its ranks during the war 606 were killed and 1715 were wounded. The soldiers of the 29th earned more than 355 decorations for gallantry and Sergeant-Major Robert Hanna was awarded a VC.

The 102nd (North British Columbia) Battalion, raised at Comox in December 1915, had an initial strength of 1005 officers and men. Lieutenant-Colonel John Weightman Warden was its first commanding officer and the Battalion became known as "Warden's Warriors." Warden had

served in the Duke of Connaught's Own Rifles (DCOR) and enlisted in the 7th Battalion. The 102nd Battalion arrived in France on 12 August 1916 and received its "baptism of fire" at the Somme. Of the 3863 officers and men who served in the battalion 676 were killed and 1715 wounded. The soldiers of the battalion earned 287 decorations for gallantry. Lieutenant Graham Lyall was awarded a VC.

With the defeat of the German Empire, two of the regiment's battalions, the 7th and 29th, formed part of the occupation force on the Rhine River and returned to base

The Victoria Cross

There were only 70 Victoria Crosses awarded to Canadians during the First World War, and a further sixteen in the Second World War. The decoration is a simple bronze Maltese Cross with the words "For Valour" inscribed on it with the recipient's rank, name and serial number on the reverse of the bar. It is worn on the right of other service medals. Queen Victoria introduced the medal in 1856 to reward acts of bravery during the Crimean War. According to folklore, the gun-metal from which the medals came were struck from Russian cannons captured during the siege of Sevastopol. Victoria Crosses can now sell for up to a million dollars.

Robert Hill Hanna joined C Company of the 29th Battalion, known as Tobin's Tigers, as a private. He received his VC in 1917 after all his company officers were killed. He reorganized the remaining men to attack and capture a German trench and defend the position against counterattack in August 1917 on Hill 70 near Lens, France.

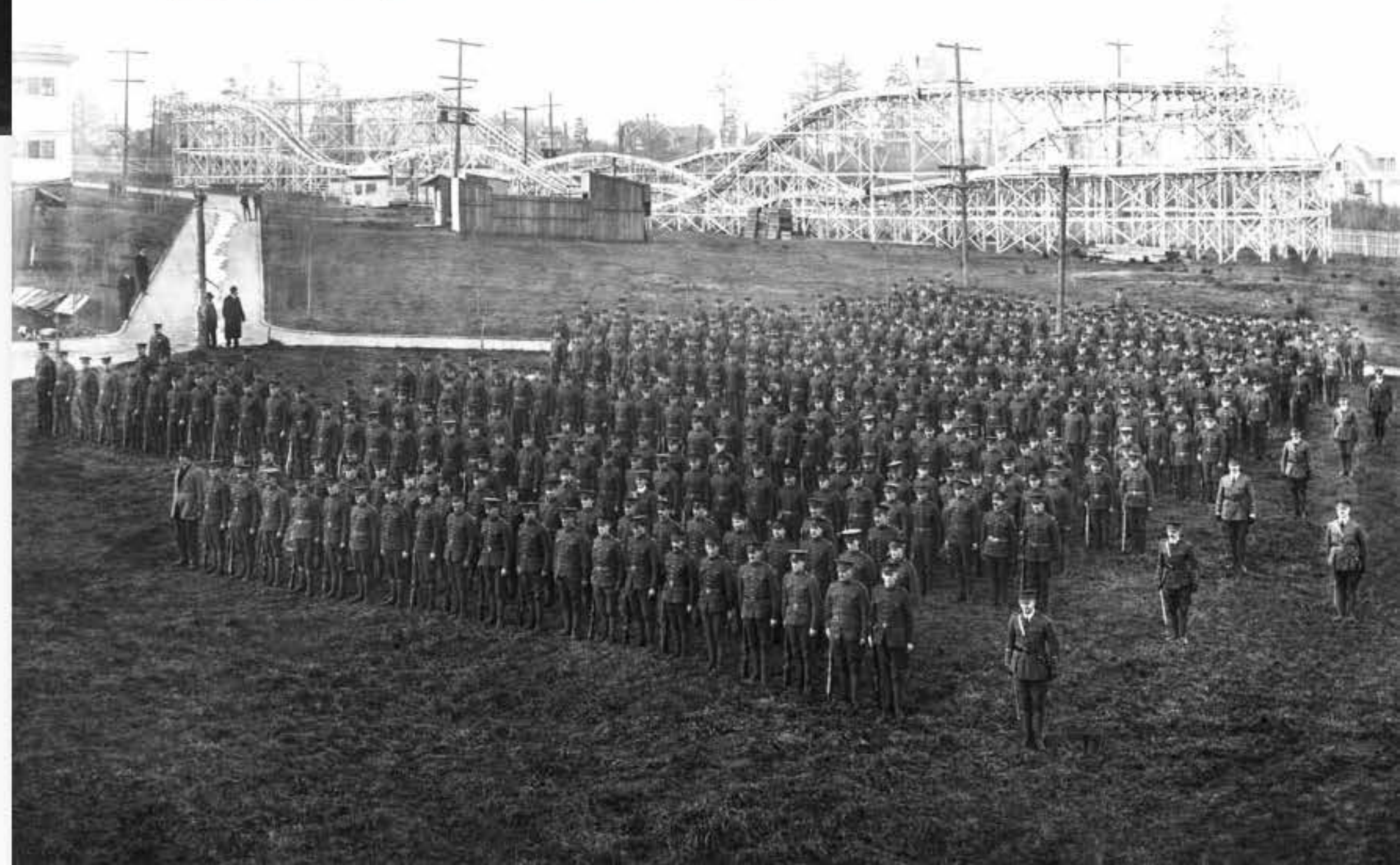
Hastings Park

From the Bessborough Armoury Museum's notes:

The 1920s were a time of improvisation and achievement for the brigade. The first summer camp was held in Hastings Park (present day PNE fairgrounds) in 1921. The government was unwilling to fund a permanent establishment of horses to pull the guns, so the artillerymen rescued some old horses on their way to the slaughterhouse. Fed, encouraged and groomed by the soldiers, the horses pulled the guns to Hastings Park, where, in between rides on the roller-coaster, the artillerymen trained in a manner described as "cheerful and willing, rather than well-informed".



The 29th Battalion of the Canadian Expeditionary Forces stand at attention in 1914 at the parade square at Hastings Park with the roller-coaster ride in the background.



16754 P.O. Bryant



BUCKINGHAM PALACE

7th Canadian

1918.

The Queen joins me in welcoming you on your release from the miseries & hardships, which you have endured with so much patience & courage.

During these many months of trial, the early rescue of our gallant Officers & Men from the cruelties of their captivity has been uppermost in our thoughts.

We are thankful that this longed for day has arrived, & that back in the old Country you will be able once more to enjoy the happiness of a home & to see good days among those who anxiously look for your return.

George R. I.

Left

This letter, which appears to be in the handwriting of King George V, is actually a printed form letter sent to many of the prisoners of war released shortly after 11 November 1918 in accordance with the terms of the Armistice.

This letter was sent to 16754 Private H.H. Bryant of 3 Company, 7th (1st British Columbia) Battalion of the Canadian Expeditionary Force. He was taken prisoner on 24 April 1915 during the Second Battle of Ypres near Saint Julien, Belgium. Germany gave notice of his capture on 15 May 1915, and he was kept at a prisoner of war camp near Munster, Germany until his release.

Right

This official portrait of King George V hangs proudly on display at the Bessborough Armoury.



camps in early 1919. The battalions returned home in the ensuing months and were demobilized and dismissed with appropriate ceremony and fanfare.

The greatest problem that faced the army after the war was reorganizing and perpetuating 260 reinforcing and 59 fighting battalions of the Canadian Expedition Forces within the "Old Militia" regiments that remained behind in Canada. In British Columbia, National Defence Headquarters decided to create the 1st British Columbia Regiment with six battalions. The DCOR and the 7th Battalion joined to form the First Battalion (7th Battalion CEF) 1st BC Regiment (DCO). The 29th (Vancouver) Battalion formed the 2nd Battalion, 1st British Columbia Regiment, and the 47th Battalion and the Westminster Regiment formed the 3rd Battalion, 1st British Columbia Regiment.

The Beatty Street Drill Hall was a busy place, with the Vancouver Regiment parading Monday and Wednesdays, the Seaforth Highlanders on Tuesday and Thursdays, and the 1st BC Regiment parading on the other days.

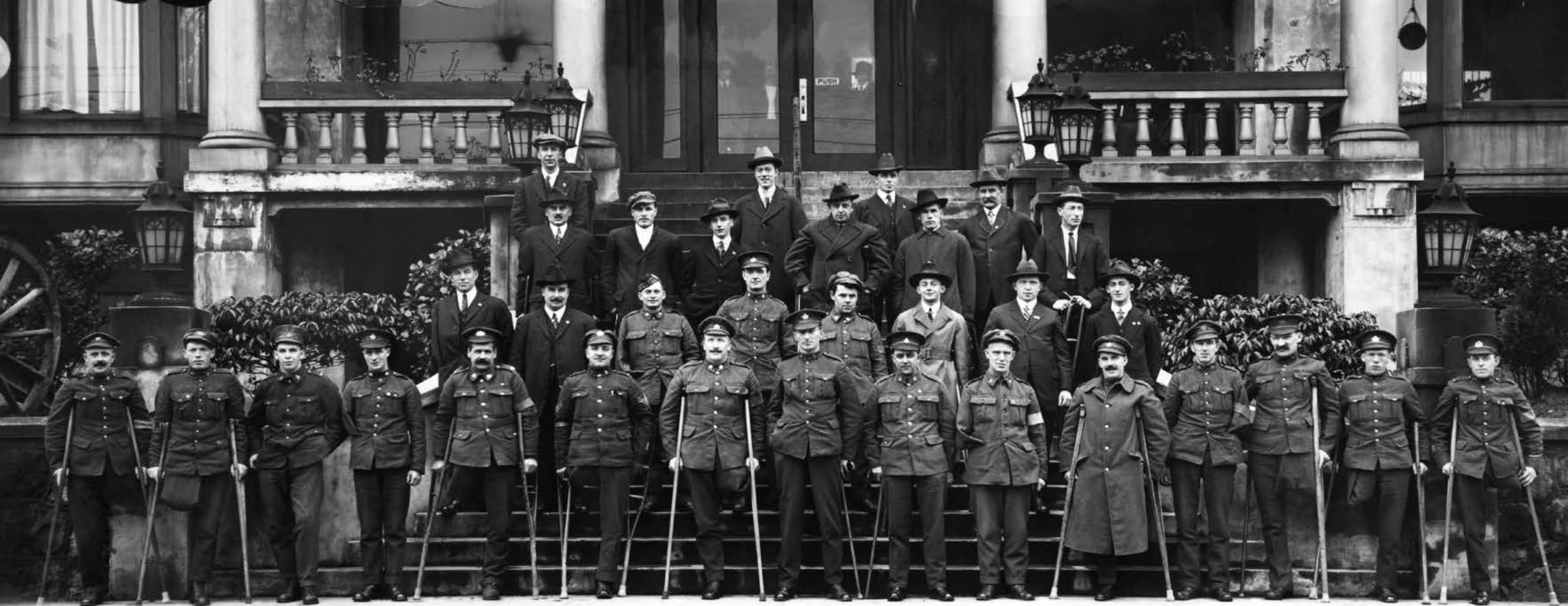
In 1927 Lieutenant-Colonel William Wasborough Foster, CMG, DSO, VD, became the new commanding officer of the regiment.

In the 1920s Vancouver's militia regiments had undergone a series of amalgamations, brought on by cuts

in the defence budget. The 1st Battalion was renamed the British Columbia Regiment (Duke of Connaught's

Own Rifles) and the 2nd Battalion was redesignated the Vancouver Regiment; the latter was amalgamated with the Irish Fusiliers in 1936. In 2002 the Irish Fusiliers were amalgamated with The British Columbia Regiment (Duke of Connaught's Own).

Throughout the inter-war period the militia in Canada was badly equipped and underfunded—still wearing uniforms and using equipment left over from the First World War."



Vancouver's Amputation Club

The club was formed in the early fall of 1918 and included in its membership only men who had lost an arm, a leg, or who had suffered amputation as a result of wounds in the Great War. The headquarters of the organization was at the Returned Soldiers' Club at 1142 West Pender Street, midway between Thurlow and Bute Streets.

But while the wounds of the amputees were visible, many veterans coming back from the war suffered from post-traumatic stress disorder for the rest of their lives from flashbacks and nightmares resulting from

their times in the trenches. They went overseas young and healthy and came back broken and with changed personalities.

The 100-room Elysium Hotel, built by realtors Marriot & Fellows and opened in 1911, competed for business with the CRP's second and third Hotels Vancouver. After the Second World War, the hotel was turned into 46 family suites under the federal government's Home Conversion Plan. It was demolished in the 1970s.

Some members of Vancouver's Amputation Club photographed in front of the Elysium Hotel, 3 November 1918.

Front row: A Stewart, F. Cowan, C. Wilson, M. McGougan, M. Wildman, A. Burnett, W. Armstrong, T. H. Potts, J. R. W. Jones, R. C. Sinclair, S. Ross, J. W. T. Currie, G. S. McArthur, F. McDonald, and F. C. Newcombe.

Second row: J. Logan, J. Alderson, R. C. Verrier, P. J. McCormack, C. McQueen, G. H. Morrill, T. L. Heads, W. Halstead.

Third row: H. Corner, E. R. Morton, C. Etchell, W. B. McConnell, President; D. McKenzie, R. W. Bashford.

Fourth row: H. W. Daw, J. R. Mulford, J. A. Paton and George Humphreys.





The unveiling of the "Angel of Victory" took place in Vancouver on 22 April 1922 before a solemn crowd of military and local dignitaries. A white-haired and goateed Mayor Charles E. Tisdall stands on the extreme left-hand side of the podium.

Angel of Victory

A heritage monument, this bronze sculpture depicts an angel carrying a dead soldier and commemorates those brave men who lost their lives in the Great War of 1914 – 1918. This is one of three identical statues commissioned by the Canadian Pacific Railway in 1921 to honour their workers who answered the call of "King and country" and made the ultimate sacrifice. Montreal sculptor Coeur de Lion McCarthy created the statue. Two other identical sculptures are in Winnipeg and Montreal. The angel at the CPR Waterfront Station originally held a full wreath in her upraised hand. After the Second World War, the dates of that war were also added to the plaque.



The Worthington Brothers

by Colonel (retired) Keith D. Maxwell, OMM, CD

LIEUTENANT COLONEL DONALD G. WORTHINGTON and his brother, Major John R. Worthington, rest side by side in Bretteville-sur-Laize Commonwealth War Graves Cemetery near the village of Cintheaux in Normandy. Their graves are the first two on the right after entering the cemetery through the main entrance. The brothers were killed nine days apart during intense fighting south of Caen and in the Falaise Gap.

Don and Jack Worthington were the only two sons of Dr. and Mrs. George Worthington of Vancouver. Dr. Worthington was a physician and an alderman on the Vancouver City Council and a prominent citizen in the community. Don and Jack were born in 1913 and 1915 respectively, and both went to high school at the University School in Victoria. Both attended UBC, and both were pharmacists looking forward to a bright future in the family's pharmacy business.

Don Worthington was drawn to the military life at a young age, joining the BCR (DCOR) in 1934; he served as the Regiment's adjutant from 1936 to 1938. He then commanded a rifle company and a Vital Point Guard upon mobilization in 1939. When the BCR (DCOR) was not selected to form part of the first Canadian contingent proceeding overseas, Don was assigned as a General Staff Officer with Military District 11 Headquarters in Vancouver to help deal with the flurry of activities underway to mobilize the Canadian army.

Jack Worthington joined the Regiment at the outbreak of the Second World War, and was commissioned as a Second Lieutenant in September 1939 on the strength of his Canadian Officer Training Corps training at school and university. He undertook training with the Regiment in Vancouver as the unit awaited assignment to the fighting order of battle.

In June 1940 the BCR (DCOR) were assigned to the 4th Canadian Infantry Division; Don returned to the Regiment in his former post as adjutant, and Jack continued his position as a platoon commander when the Regiment moved to Nanaimo for individual and sub-unit training. During Christmas leave in 1940, Jack married Lena Jane McBride from Orangeville, Ontario.



Lieutenant Colonel D. G. Worthington was killed by friendly fire during the Battle of Normandy on 9 August 1944. Mount Worthington, located at the western end of Kananaskis River Valley and the beautiful Three Isle Lake Valley in the Canadian Rockies, is named in his honour.