

An aerial photograph of Vancouver, British Columbia, Canada. The image shows the city's skyline, including numerous high-rise buildings in the downtown area. The city is situated along the coast, with the Vancouver Harbour and False Creek visible. The Stanley Park peninsula is in the foreground, featuring green spaces and a large parking lot. In the background, the snow-capped peaks of the Coast Range mountains are visible under a clear blue sky.

Vancouver Exposed

A History in Photographs

DONALD E. WAITE

Foreword by Gregor Robertson, Mayor, City of Vancouver



Early morning sunlight illuminates Coal Harbour as a cruise ship prepares to cast off from the Canada Place Cruise Ship Terminal.

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CONTENTS

Foreword	9
Introduction	10
Acknowledgements	12
EARLY COLONIZATION	
Captain Vancouver	15
August Jack Khatsahlano	22
THE LOGGING INDUSTRY	
Vancouver's Hastings Mill	30
A Town is Born	42
BEFORE VANCOUVER	
New Brighton	54
Early Vancouver Masonic Lodges	58
New Liverpool and the Greenhorns	62
'Gassy' Jack Deighton's Gastown	66
The Great Vancouver Fire of 1886	72
St. James' Anglican Church	76
Mary Isabella Rogers Reminisces	80
The SS Beaver	82
THE RAILROADERS	
Vancouver's First Passenger Train	84
The Empress Line	88
The Railway Hotels of Vancouver	92
The Builders of Vancouver	104
THE BUILDERS	
Vancouver's Land Speculators	106
The Hollow Tree	112
Father of Vancouver	114
Vancouver 2010	124
Vancouver's Courthouses	128
Yaletown	132
Early Transit	136



A late summer 2010 afternoon's shadows and haze are cast on the Stanley Park Causeway, Coal Harbour, the Vancouver Convention Centre, and Canada Place. In the middle distance the orange cranes of the Centrium Container Terminal mark the place where once the Hastings Mill stood; the Rogers BC Sugar factory is just visible above it. The snow-capped mountain on the horizon, "Kulshan" in the Lummi language, was named Mount Baker by Captain Vancouver after his 3rd Lieutenant on HMS *Discovery*, who saw it first on 30 April 1792.

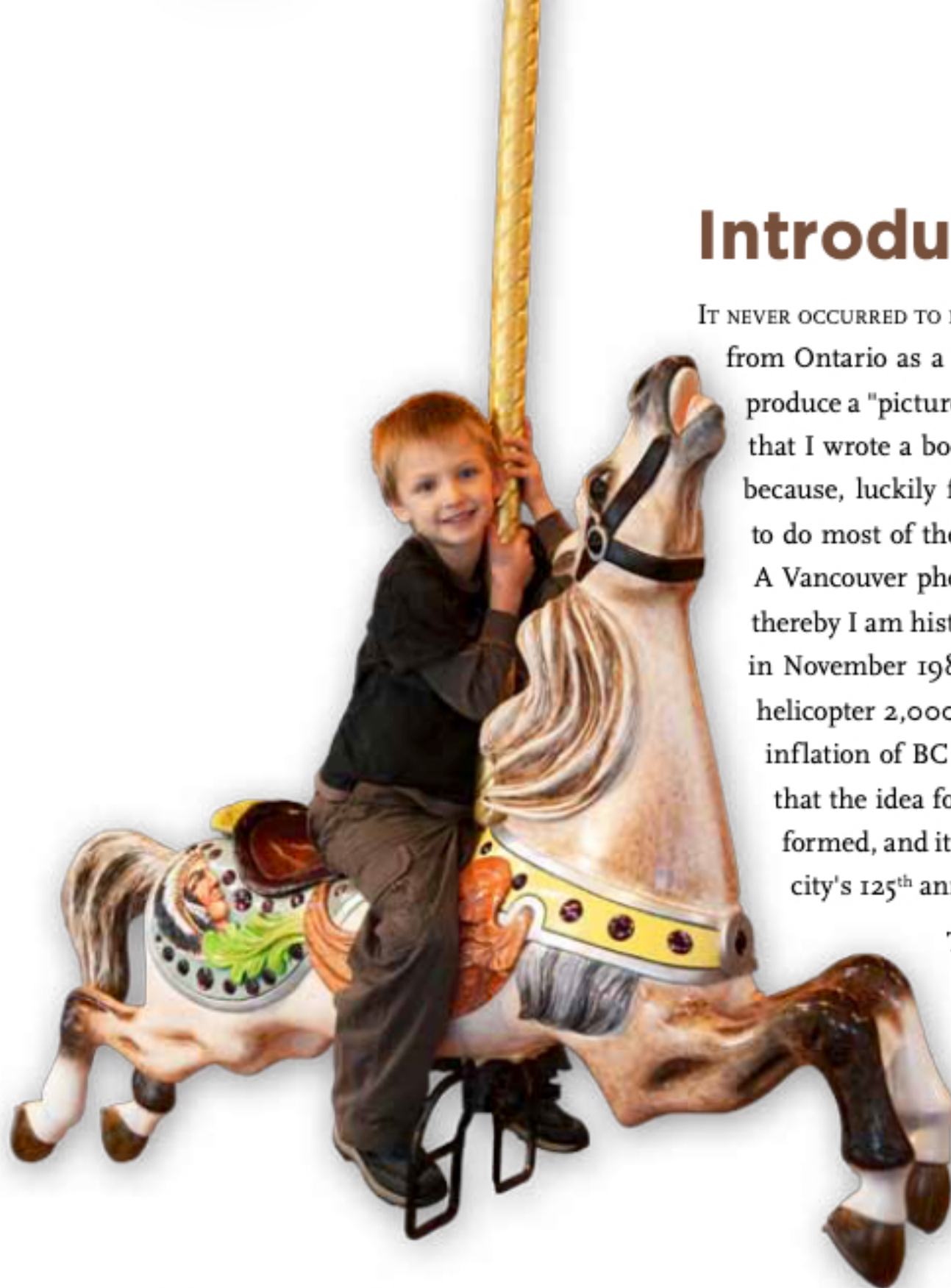
Father of Chinatown	142
Opium Trade and Head Taxes	148
Father of Modern China	151
Tisdall's Sporting Goods Store	156
Shaughnessy Heights	158
The 1898 Klondike Gold Rush	164
Rogers Sugar	166
Carnegie Library	175
Vancouver's World Building	176

MILITARY MATTERS

The Beatty Street Drill Hall	178
The Empire Tour	180
The Duke of Connaught's Visit	182
The Duke of Connaught's Men	186
Training for the Trenches	188
The Worthington Brothers	199
Heritage Warrior	202
A Man For His Time	206

THE SUN NEVER SETS

The Asiatic Exclusion League	210
Kaiser Bill's Realtor	213
The SS <i>Komagata Maru</i> Fiasco	220
The Vancouver Millionaires	227
The World's Fastest Humans	230
The Battle of Ballantyne Pier	232
"AJT" Taylor and the Lions Gate Bridge	238
Nihonmachi (Powell Street)	252
The St. Roch "Workhorse of the North"	262
Index	264
Photographic Credits	271
Bibliography	272
Books by Don Waite	274



Author's Grandson Liam Wocknitz enjoys a ride at the Carousel Pavilion at the Burnaby Museum. The carousel was a featured attraction at the Pacific National Exhibition at Hasting Park between 1925 and 1960. Hardly ever has a single location seen as much enjoyment and sadness over the past 125 years as this site, originally called New Brighton.

Introduction

IT NEVER OCCURRED TO ME 45 years ago, when I arrived out in Burnaby from Ontario as a rookie policeman, that I'd one day attempt to produce a "picture" book on Vancouver. It would be wrong to say that I wrote a book on the "Terminal City" or "Saltwater City" because, luckily for me, several friends and associates agreed to do most of the writing to free me up to sleuth for pictures. A Vancouver photographer once said, "I am photography, and thereby I am history," and that's exactly how I felt on a cold day in November 1982 when I sat half-frozen but exhilarated in a helicopter 2,000 feet above ground taking photographs of the inflation of BC Place Stadium. It was at the time of Expo 86 that the idea for a book titled "Vancouver Exposed" was first formed, and it has taken until 2010, just slightly ahead of the city's 125th anniversary, to make the dream a reality.

The City of Vancouver had some incredible landscape and portrait photographers in the early days, and fortunately over a million of these images have survived in the Vancouver City Archives and the Vancouver Public Library. It's been very exciting and rewarding for me to go through their archives and select photos that I subsequently restored for this book.

Many outstanding photographs are still in the possession of pioneer Vancouver families, and I thank them for allowing me into their homes to scan photographs or photograph heirlooms. A "history in photographs" of Vancouver can never be complete. On the one hand, there are too many images to choose from, many depicting the same subjects, and on the other hand, there are gaps. So rather than trying to produce a photographic record that couldn't be complete, I have selected images according to the following criteria: first, I feel the photos should be visually rewarding; second, I chose images that have previously not been widely distributed; and third, my priority lay with pictures that are interesting in the sense that they have a story to tell. The result is doubtless a very personal selection, but one I hope the public will appreciate.

Although the photographs on one level speak for themselves, I felt that some readers would like to know the related stories in words as well. And here I chose the same approach that I used for the pictures: I am not trying to present a new complete history of Vancouver, but rather I selected stories that go with the photographs I found interesting. Wherever possible I included personal accounts, as they, like the pictures, create the liveliest images in the reader's mind.

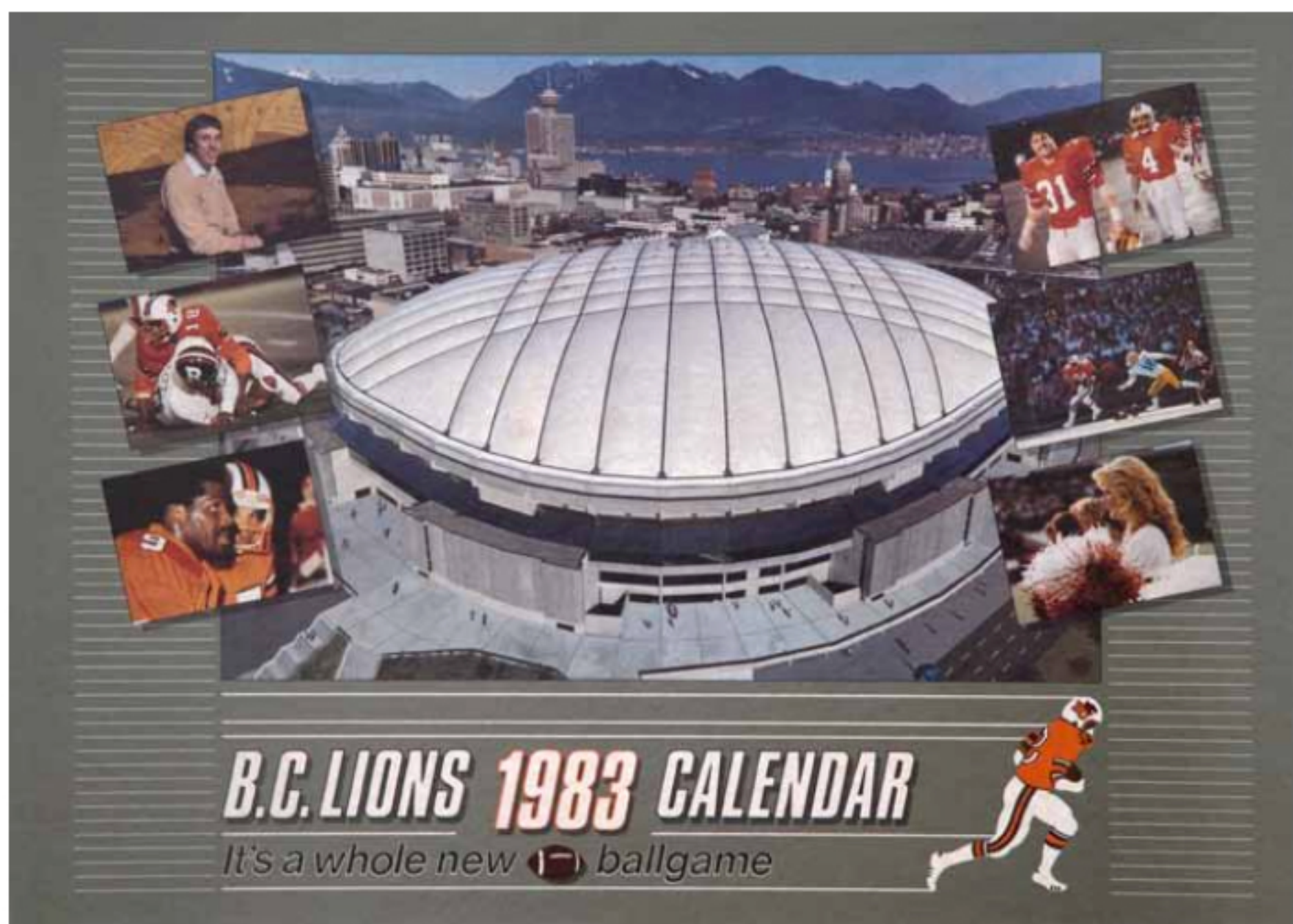
Although the seed for this book was planted more than 25 years ago, it began in earnest only two years ago, and since then I've collected almost enough material for two books.

I am happy to say that the production of this volume has been one of the most enjoyable projects of my life—and the people with whom I came into contact as a result, some of the most interesting in all of Canada.

Donald E. Waite

Maple Ridge, July 2010

BC Place Stadium when inflated on 14 November 1982 was the largest air-supported dome stadium in the world. On that crisp and cold winter day the author was seated in a helicopter hovering over False Creek and snapped photographs. The top half of this image from the BC Lions 1983 calendar is an air photo, while the bottom half is artwork.



Acknowledgements

This book is the work of many people, with my input being mostly the selection of the final photographs and the chronology of the stories, plus the writing of the stories not otherwise marked. The first person in Vancouver to help me with history was the late Major James S. Matthews, then City Archivist. I was an RCMP constable in Maple Ridge in 1968, trying to write a story on the oldest church on the mainland of BC for the *RCMP Quarterly*. I contacted Major Matthews by phone, and he sent me the requested material. I learned only recently that he must have been over 90 years of age when he talked to me.

Seven or eight years later, I was writing the *The Langley Story Illustrated* and interviewed a lady in New Westminster who introduced me to her friend Percy Williams, the fastest runner in the world in 1928. It pleases me that he is included in this book.

Due to the nature of this book I spent many hours in archives and had the pleasure of encountering many helpful people: at the Vancouver City Archives—Leslie Mobbs, Heather Gordon, Carol Haber, Megan Schlase, Nancy Mulligan, Jeannie Hounslow, Melanie Hardbattle, Glen Dingwall and Chak Yung; Vancouver Public Library—Kate Russell, Andrew Martin, Melina Bowden, Kim McCarthy, Michelle Greig and Alison Rintoul; British Columbia Provincial Archives—Gary Mitchell, Don Bourdon and Derek Swallow; Beatty Street Drill Hall—Keith Maxwell, Bruce Kadonoff, Archie Steacy, Ron LeBlanc, Dwayne H. Snow and Diana Morency; Bessborough Armoury—Peter N. Moogk and Victor Stevenson; Seaforth Armouries—Colin Stevens; Grand Masonic Lodge of BC & Yukon—Trevor McKeown; Vancouver Maritime Museum—Lisa Glandt; Canadian Pacific Railway Archives in Montreal—Jo-Anne Colby; the Vancouver Jewish Museum—Jennifer Yuhasz, and at the Old Hastings Mill Store Museum—the Native Daughters of B.C. Post #1. I must also thank Debbie Sparrow of the Musqueam First Nations, Larry A. Hope and Arthur R. 'Bud' Ryckman.

I am grateful to all the people who have contributed text to this book: Daphne Sleigh, Jacqui Underwood, John Atkin, Keith Maxwell, Dan Lemieux, Jim Harrison, Henry Wing Yip, Linda Reid neé Kawamoto, Bernie Kilroe, Kinley Engdahl-Johnson, Allan Duncan, Janet Nicol, Norma L. Young, Lerae (Mrs. Hugh) Brigden née Parrott, Diana Morency and Dwayne Snow.

I also would like to acknowledge the many individuals who provided stories, photographs or other help: Pat Wilson, John Symons and Peter Cherniavsky for the Rogers Sugar story; David Lomas, Steve Nasby, Frank Kennedy and Gordon Westrand, with the International Longshore & Warehouse Union; Pat "Trish" McGeer for the Ballantyne Pier story; members of the Austin George Edward Taylor family regarding Austin Cottrell Taylor; Grace and Hoy Yip for the Yip Sang story; Sohan Singh, Sohan Singh Pooni and Kesar Bhatti for the *Komagata Maru* story; Betty Guinness and Glenn Madsen, Cultural Program Coordinator with the District of West Vancouver, for the Lions Gate Bridge story; Vern Bethel, owner of the 1939 Royal McLaughlin Buick; David Ritchie and Crystal Shostak, RCMP Squamish, for the Railway Hotels & Lions Gate Bridge stories; and Jacqui Underwood needs to be mentioned again for much valued assistance in bringing the book to fruition.

Many of the descendants of the pioneers allowed me to make high-resolution files with my laptop and scanner at their kitchen tables of images that until now have never been published.

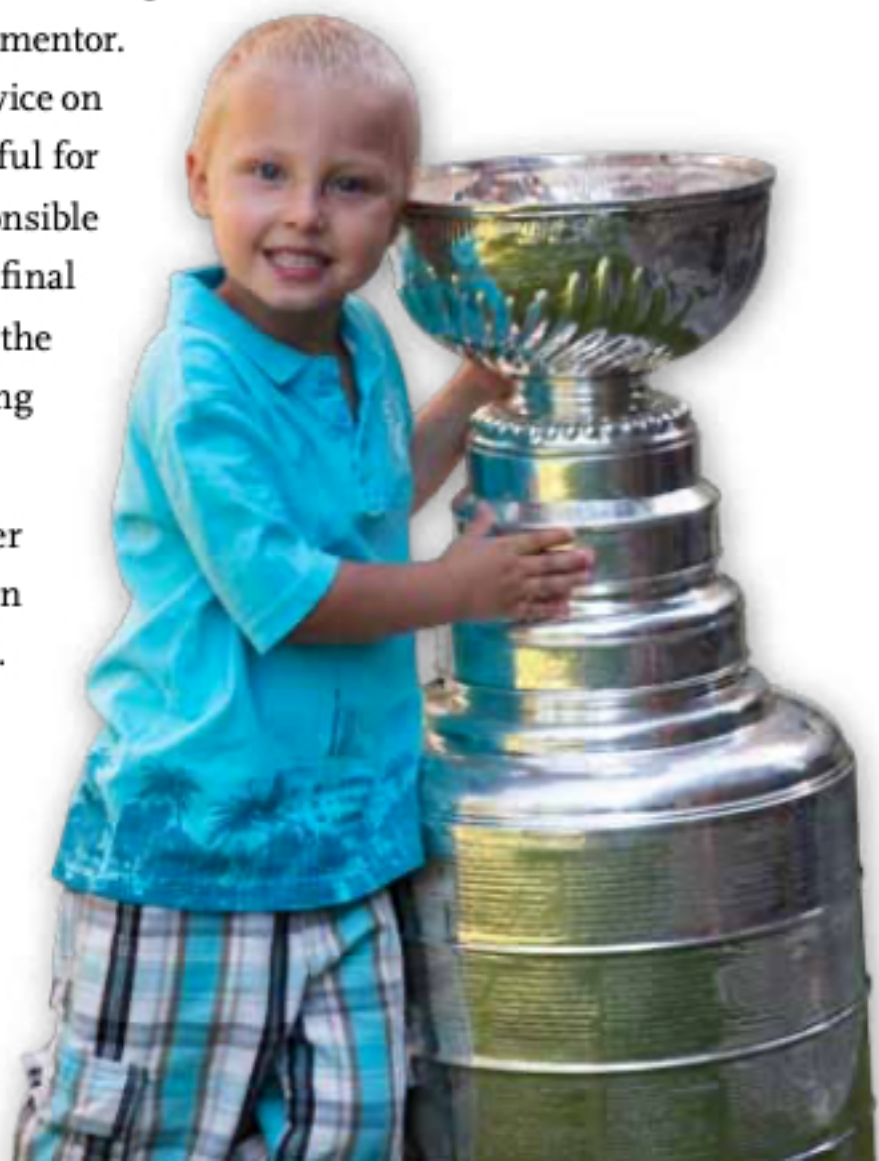
I want to especially thank Vancouver Mayor Gregor Robertson for writing the foreword and Premier Gordon M. Campbell for writing a testimonial.

Thank you also to the individuals and businesses who, by placing an advertisement, have made it possible to keep the selling price of the book at a reasonable level.

There are four people whose support and guidance ensured that this book project would become a reality. Of course, I am referring to Helmi Braches, my editor, and Fred Braches, my mentor. Through the entire two years Fred's generous giving of advice on a number of topics and issues was invaluable. I am grateful for Helmi's careful edits; nonetheless I am ultimately responsible for any errors. I must thank Johannes Schut for the final design. He and I spent many hours working together on the book, moving the photographs and text about and making decisions on the book's layout.

And lastly I thank my wife and soul mate Tina for her unwavering and loving support while this project was on my mind for almost two years. I dedicate this book to her.

The author's grandson Brett Wocknitz poses with the most-sought-after and most-prestigious hockey prize in North America — Lord Stanley's Cup.





Captain Vancouver

FOR 10,000 YEARS the land belonged to the First Nations people.

In 1791 Don José María Narváez, commander of the small Spanish sailing vessel *Santa Saturnina*, was the first European to ever sail a vessel on Burrard Inlet waters. The Squamish First Nation at Elyamu (Jericho) were astounded to see a strange apparition with “three dead trees” on it, and elderly sages concluded that it was an island that had broken free from its fastenings beneath the sea. The younger braves from the village watched and saw men on board with pallid, almost white, faces. The village elders believed that the dead were coming back. Narváez was an explorer, and his rough maps were perfectly intelligible to a seaman.

A year later Captain Vancouver, after whom the city was named, arrived on the west coast in His Majesty’s Ship *Discovery* and began exploring Burrard Inlet. Here’s what the British Navy Captain Vancouver wrote in his journal:

On a nearer approach it was discovered that they were a brig and a schooner, wearing the colours of Spanish vessels of war ... these vessels proved to be the brig *Sutil*, under command of Señor Don D. Galiano, with the schooner *Mexicana*, commanded by Señor Don C. Valdés. Señor Galiano, who spoke a little English, informed me that they had sailed from Nootka on the 5th of June to complete an examination of the Gulf of Georgia, which had, in the preceding year 1791, been surveyed by some Spanish naval officers whose chart they produced.

On 13 June 1791 Captain Vancouver and some sailors took two boats and paddled them through the First Narrows to the eastern end of Burrard Inlet. As the boats passed through the narrows, First Nations braves from the village of Whoi-Whoi greeted them in dugout canoes and showered the strangers with great handfuls of soft white down feathers. These floated on the surface of the water and gave the first white visitors a hearty welcome. The sailors slept on the beach at the easternmost end of Burrard Inlet and left early the next morning for the mother ship.

Captain Vancouver’s ship *Discovery* was a British warship adequately equipped with the finest surveying instruments.

Opposite Top

Before photography, there was painting. British Navy Captain George Vancouver is depicted on the deck of the Spanish Brig *Sutil* in conversation with Don. D. Galiano, off Point Grey. Distinguished Canadian historical artist John Innes was commissioned in the mid-twentieth century to recreate this 1792 moment.

Opposite Bottom

Another John Innes oil painting shows Captain Vancouver and some sailors in two small skiffs, accompanied by friendly local First Nations men in dugout canoes exploring Burrard Inlet. The Lions can be seen in the background.

Following Pages

Today’s celebrated marine artist John Horton of Richmond depicts the same scene as Captain Vancouver and his crew entered the First Narrows to explore Burrard Inlet and are greeted by the locals.









Kwahulcha •

Whawhlwry •

Uthkyme •

Sahik •
(Moodyville)

Ustlawn •
(Mission Reserve)

Estahlohk •
(Lonsdale)

Tlathmahulk •

Homulcheson
(Capilano)

Burrard Inlet

• Paapeek
(Brockton Point)

Whoi-Whoi

• Chay-thoos

• Ahka-chu
(Beaver Lake)

• Sahunz
(Prospect Point)

Lost Lagoon

Chants •

(Stanley Park)

Staitwouk •
(Second Beach)

• Slah-Kay-Ulsh
(Siwash Rock)

BEFORE THE WHITE MAN CAME. Burrard Inlet and English Bay were strewn with First Nation villages and landmarks at the arrival of Captain Vancouver in 1792. The familiar places were first recorded by City Archivist James Skitt Matthews in the mid-1930s and were overlaid in 2010 on artist Jim McKenzie's oil interpretation of the ancient landscape, showing the continued use of the region's major sites.



• Huphahpai

• Chetchailmun
(Rogers Sugar)

• KumKumlay
(Hastings Mill)

Kiwahusks •
(Main Street)

• Lucklucky
(Gastown)

• Puckahls
(Burrard Street)

(Vancouver)

Smam-chuze •
(Howe Street)

• Aun-mayt-sut
(Cambie Street)

Ay-tul-shun •

Ay-ay-aul-shun •
(Broughton Street)

Snauq •
(Burrard Street)

English Bay

• Skwa-yoos
(Kitsilano Beach)

Simsahmuls •
(Bayswater Street)





Homulcheson
(Capilano)

Burrard Inlet

False Creek

English Bay

(Stanley Park)

(Vancouver)

Kwahulcha • Whawhlwry •
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• Sahunz
(Prospect Point)

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• Ahka-chu
(Beaver Lake)

Lost Lagoon

Ay-tul-shun •

Ay-ay-aul-shun •
(Broughton Street)

Snauq •
(Burrard Street)

Chants •

• Slah-Kay-Ulsh
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Staitwouk •
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Simsahmuls •
(Bayswater Street)

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LOOKING EAST FROM 10,000 FEET. The aerial photographer and author attempted to recreate Jim McKenzie's oil painting of 1792 to show the dramatic changes to Greater Vancouver in just over two hundred years. This photograph, taken from 10,000 feet, shows the damage from storms. On 19 December 2006 a series of storms battered Vancouver with near-hurricane force winds that uprooted or simply snapped 1,000 of Stanley Park's first growth Western Red Cedar and Douglas Fir trees in the vicinity of Prospect Point and Siwash Rock.

Indian Arm

Second Narrows
Moodyville
(Sahik)

Mission Reserve
(Ustlawn)

Lonsdale
(Estahlohk)

Brockton Point
(Paapeek)

Lumberman's Arch
(Whoi-Whoi / Xwayxway)

Beaver Lake
(Ahka-chu)

First Narrows

Prospect Point
(Sahunz)

Stanley Park
(Slahkayulsh)

Siwash Rock
(Slah-Kay-Ulsh)

Siwash Rock
(Slah-Kay-Ulsh)



Fraser River

New Brighton
(Hupahpál)

Rogers Sugar
(Chetcháilmun)

Hastings Mill
(Kumkumly)

Gastown
(Luck-lucky)

Main Street
(Kiwahusks)

Cambie Street
(Aun-mayt-sut)

Deadman's Island
(Squtsahs)

Burrard Street
(Puckahls)

Lost Lagoon

English Bay
(Ay-tul-shun)

Broughton Street
(Ay-ay-aul-shun)

Second Beach
(Staitwouk)



LOOKING EAST FROM 10,000 FEET. The aerial photographer and author attempted to recreate Jim McKenzie's oil painting of 1792 to show the dramatic changes to Greater Vancouver in just over two hundred years. This photograph, taken from 10,000 feet, shows the damage from storms. On 19 December 2006 a series of storms battered Vancouver with near-hurricane force winds that uprooted or simply snapped 1,000 of Stanley Park's first growth Western Red Cedar and Douglas Fir trees in the vicinity of Prospect Point and Siwash Rock.





father, when Vancouver was Port Granville, a lumber- fuelled saloon village, before the coming of the railway.

Supple Jack had chosen to ignore the designation of numerous Squamish villages on the peninsula as part of a government reserve, but he did cut himself a deal with the Royal Engineers (1859-1863) for surveying work and built himself up some livestock. "We had 12 cows running around and 8 pigs, [sold meat] to the logging camp..." They had stables with two horses. "The horses always used to have a big time on Queen's Day; race in Victoria, Westminster; ...my father made lots of money winning race." Other times they just rode. "When we wanted to ride to town there was a trail right round the head of what is now Lost Lagoon, around by Second Beach... a trail through the forest from Chaythoos to Gastown."

The Khatsahlano family was the only family at Chaythoos, but just to the east, 11 families occupied the ancient village of Whoi Whoi, site of today's Lumberman's Arch. "The big house was about 600 feet long and 60 feet wide. That was the real powwow house," recalled Khatsahlano, "six families lived in it." The rest of the families lived in smaller homes strung along the waterfront, according to sketches he later drew for Major Matthews. There were also the houses of the dead, native graves all along the First Narrows, those with glass panes indicating high rank. By 1883, Supple Jack was interred in one of them.

August Jack's hard-playing, hard-working father was kicked while milking a cow and hit his head against the stall. "The grave where my father was buried had a cedar shake roof, and it was on cedar posts. It was about ten feet long and six feet wide. Lots of room for a coffin inside. And there were glass windows all around. The coffin was covered with a red blanket."

Things got hard for the Khatsahlano family. Qwywhat had to milk the cows and deliver five gallons by canoe every morning to the region's largest employer, the Hastings Sawmill. The young August Jack and his brother would rake herring at Coal Harbour, where the harvest was plentiful. But it was not easy for a young boy to manoeuvre a canoe in the currents around Brockton Point to Chaythoos, and the family talked about making a more permanent move to the sheltered waters of False Creek. It took a surveyor's axe to make that happen.



When August Jack was a young man rambling along a traditional trail from Kitsilano Beach to Jericho on what is now the natural foreshore of Point Grey Road, he came across the remains of the old Cariboo Tractor. The tractor had seen its day, paid its dues building the Cariboo Road through the Interior in the 1860s, and then later served in the logging camp at Jericho as Jerry Rogers's steam tractor. Khatsahlano's words to Major Matthews upon donating to the City Archives this lacrosse ball that he hand-carved from its rubber tire, "I took the rubber from the old junk as was lying on the beach at the foot of MacDonald Street. They put the engine on a scow and took it away; they were through logging. After that, oxen were used, mules and skid road—it was cheaper. They took the engine to the Hastings Mill." On display at the Old Hastings Mill Store Museum.

DRESSING UP. Chief August Jack Khatsahlano looking regal in buckskin and feathered headdress of the Prairies. Circa 1930.