

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-



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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.

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Mary Isabella Rogers Reminisces



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.

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.

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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.



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. ...

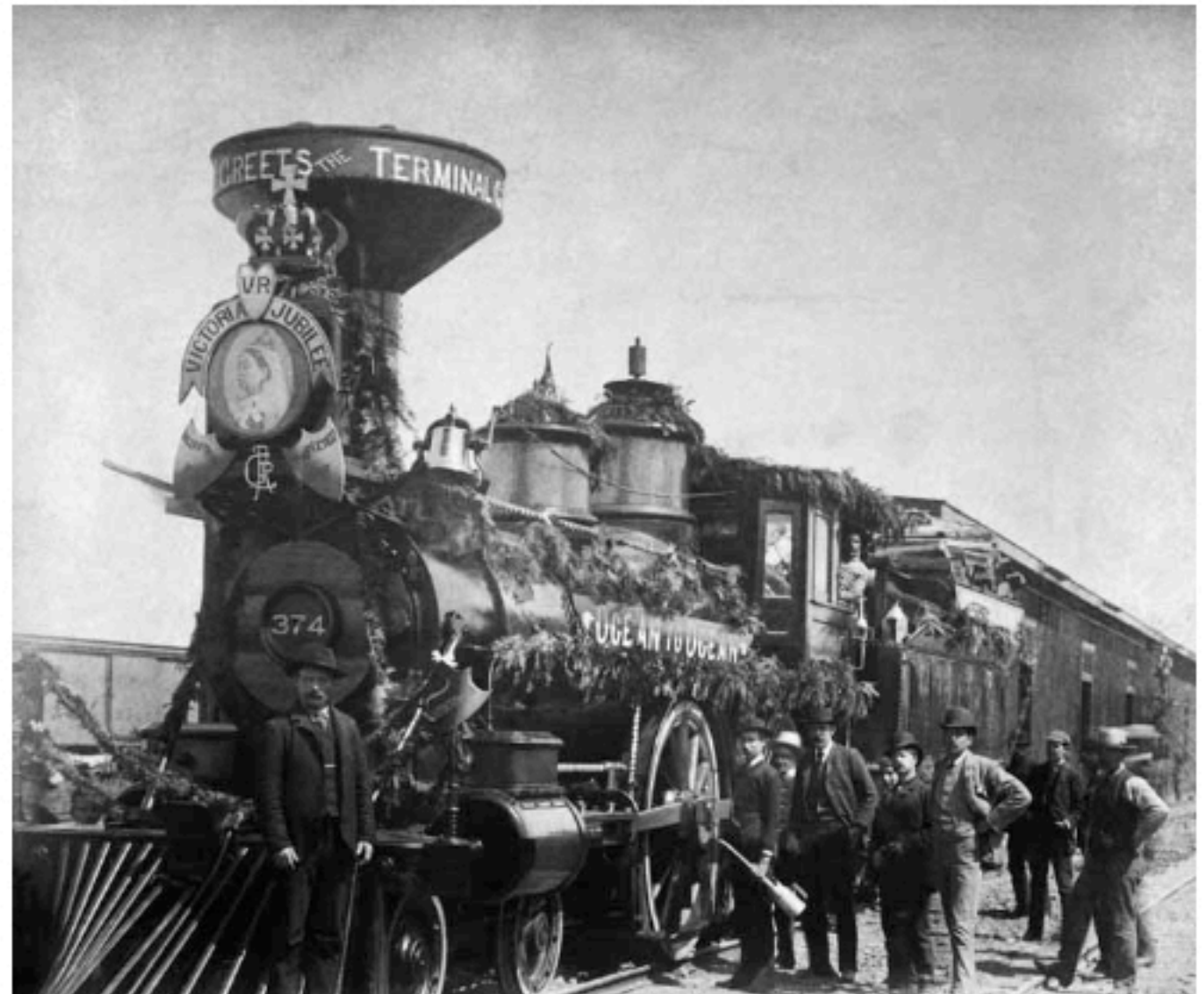
[The paper then gives the address read by Vancouver Mayor MacLean to Henry Abbott, General Superintendent of the Pacific Division of the Canadian Pacific Railway. Abbott, the "popular superintendent of the road"...]

...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.

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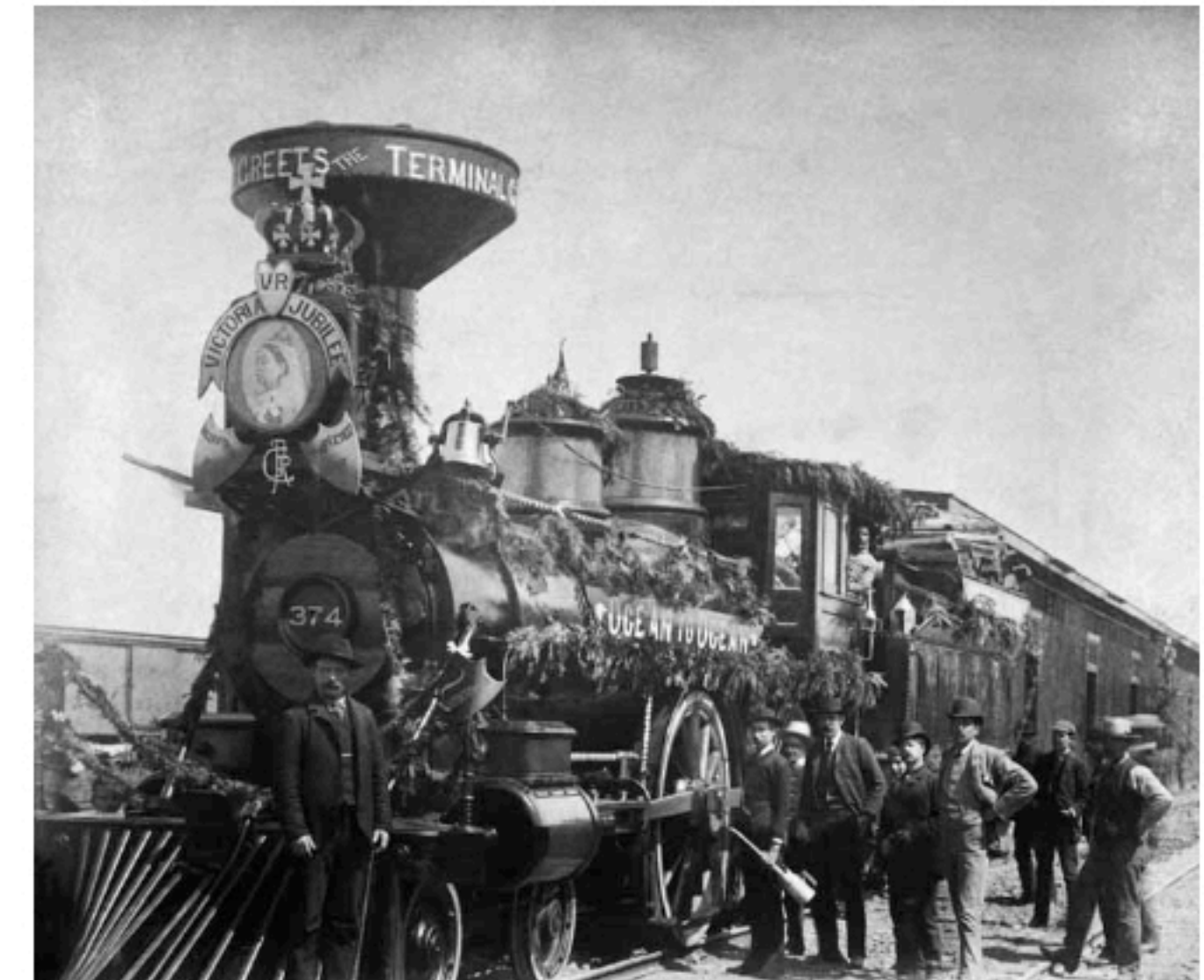
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company acted upon what it believed to be right, and here we are and here we intend to remain (deafening cheers). As the mayor remarked, the progress made since the fire was unprecedented and one could not believe such a change possible. More passengers 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.

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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.

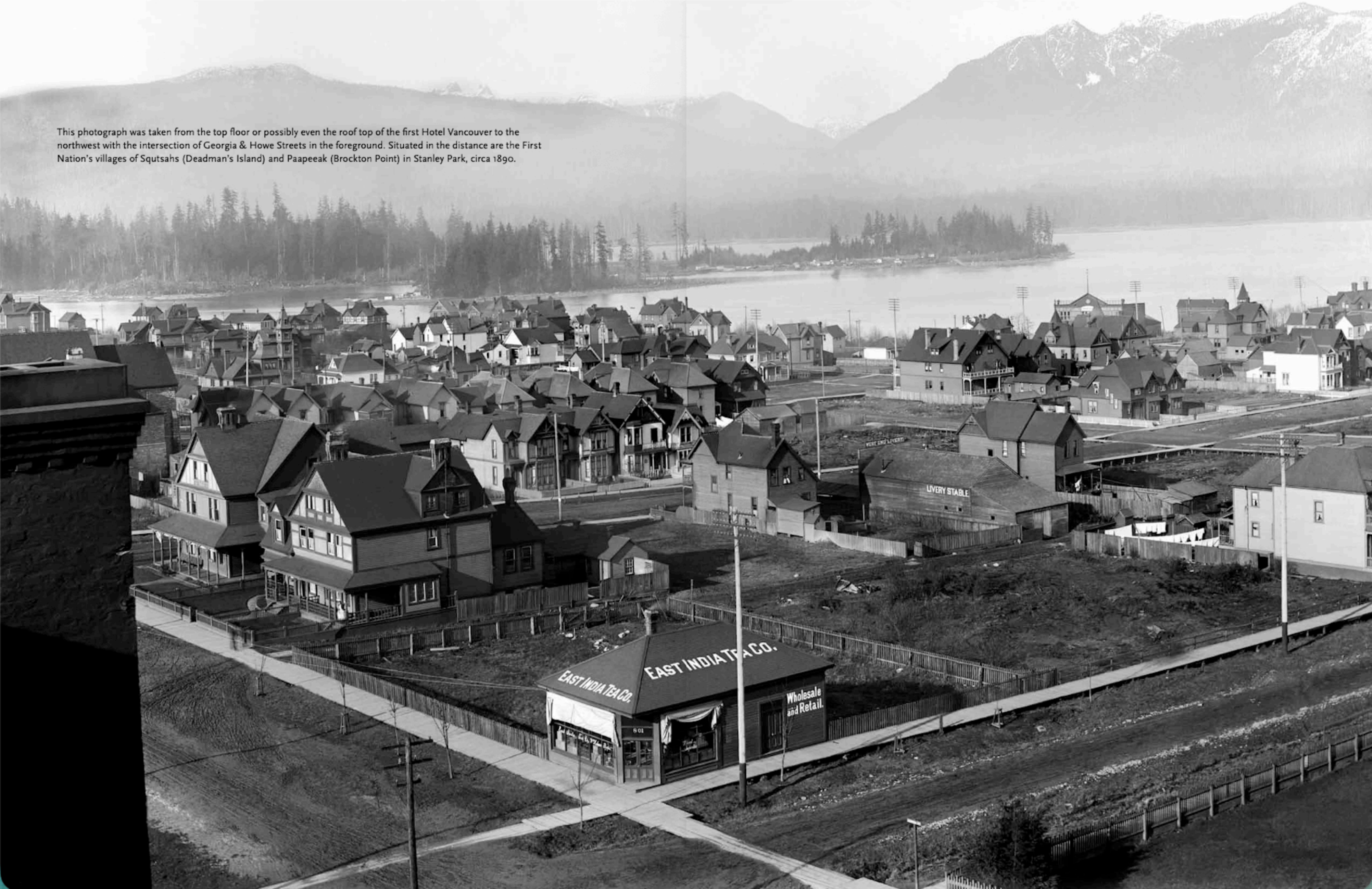
The original hotel had a number of additions over the years (even one by Francis Rattenbury), so that by 1910 it occupied an area of almost 60,000 square feet but

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 Sqaḥs (Deadman's Island) and Paapeak (Brockton Point) in Stanley Park, circa 1890.





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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.

Show the Inspector



Opposite Top

This car bumper ornament, made by Henry Birks Jewellers, was one of hundreds of different 1939 royal visit souvenirs.

Opposite Bottom

RCMP Constable Crystal Shostak poses beside a 1939 Royal Tour McLaughlin-Buick, serial #1, outside the Canadian National Roundhouse facility at the West Coast Railway Heritage Museum at Squamish. The 3-ton royal maroon automobile was one of two built by General Motors of Canada for use by King George VI and Queen Elizabeth (Queen Mother of Queen Elizabeth II and Princess Margaret) during their Dominion tour of Canada in May and June 1939. The Duke of Kent, a younger brother of the king, visited Canada and drove the car in 1941. Prince Charles and Princess Diana rode in the car into BC Place Stadium to open Expo 86. Finally, Queen Elizabeth and Prince Philip rode in the car for the opening of the Commonwealth Games in 1994, and their son Prince Edward rode in the car to close the games. This car has carried more British royalty than any other car outside Britain and has been in service for over 70 years.

and Queen Elizabeth were planning a royal tour of Canada in 1939 with a visit to Vancouver.

Construction was resumed on the hotel, and a joint operating agreement was worked out with the CNR rival, the CPR. Both parties realized Vancouver was too small for two grand hotels. The CPR's Hotel Vancouver was closed when the brand-new hotel opened its doors. When the Second World War broke out later in 1939, the old hotel was donated for the use of the Canadian Armed Forces. It was used by the military until 1949, when the property was sold to the T. Eaton Company and demolished. In the 1970s the site became part of the Pacific Centre development.

