

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.





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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
11 Dr. Sun Yat-Sen Public Park 12 Chinese Memorial Square



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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. L. Wadsworth Charles E. Tidall

Vancouver B.C.

Grand Master A 7 & A in 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 1/5 to 1 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.

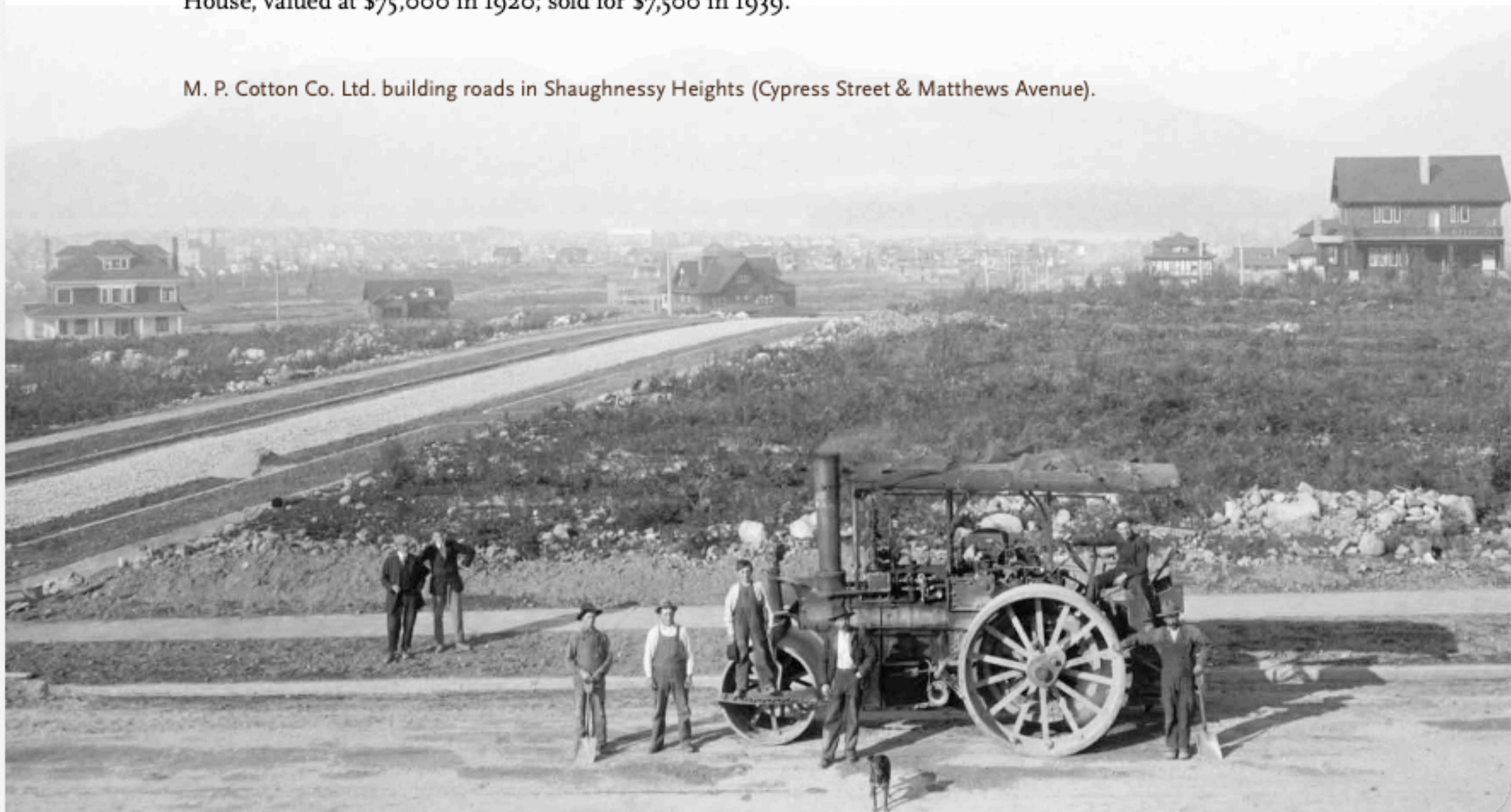
The developers divided Shaughnessy into three parcels and developed it in phases. The first phase centered on "The Crescent" that surrounded Shaughnessy Park. Once that area filled in, the CPR began to develop areas further south that they called "Second Shaughnessy" and "Third Shaughnessy."

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.

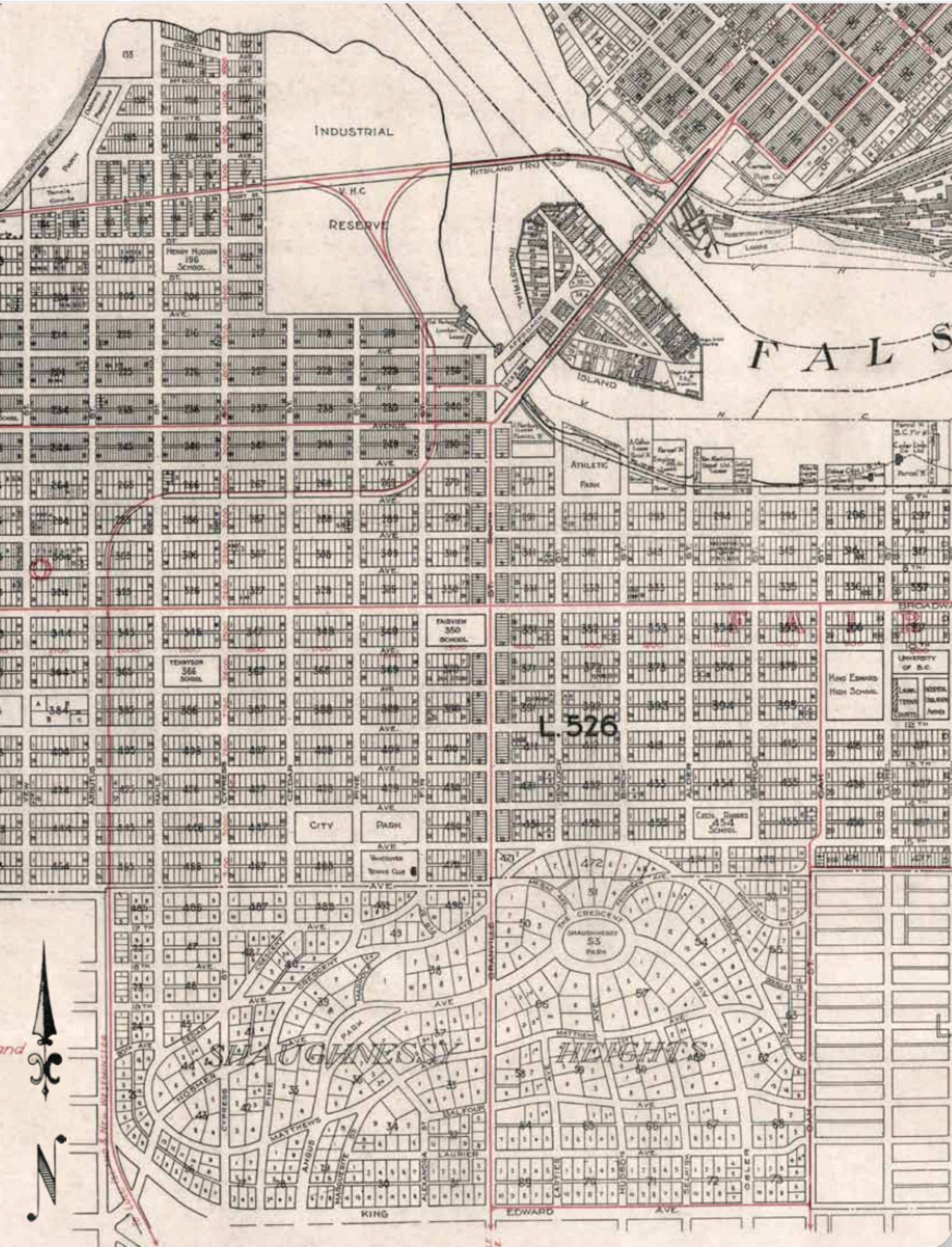
Right

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.









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Arbutus Street

Granville Street

West 16th Avenue

Shaughnessy

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



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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

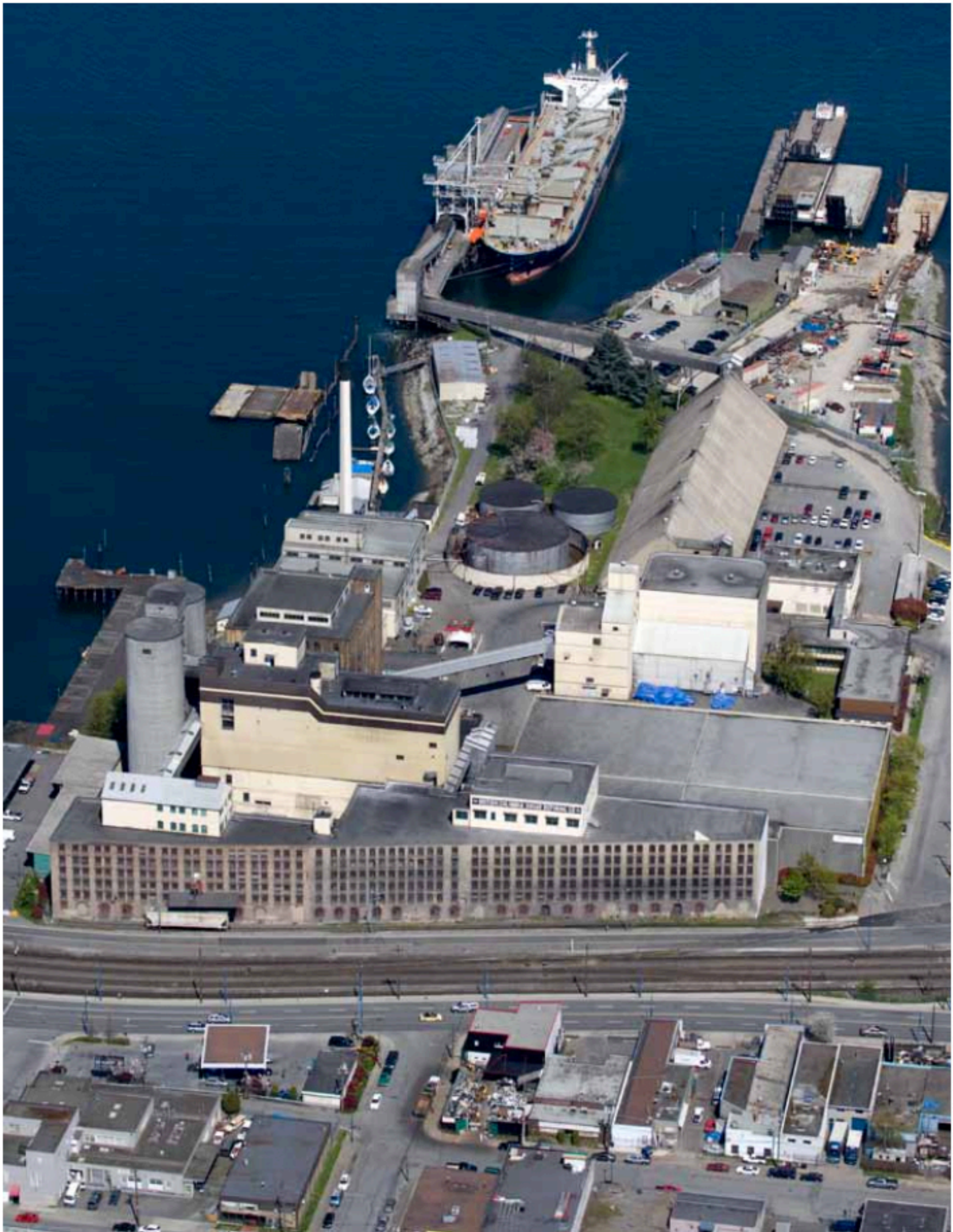
BETWEEN THE FALL OF 1897 and the spring of 1898, tens of thousands of people caught gold fever and began preparations to head to the Klondike goldfields on steamers leaving from San Francisco, Seattle and Vancouver. Many Vancouver stores made fortunes selling goods to Klondike gold dreamers who bought 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.



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.

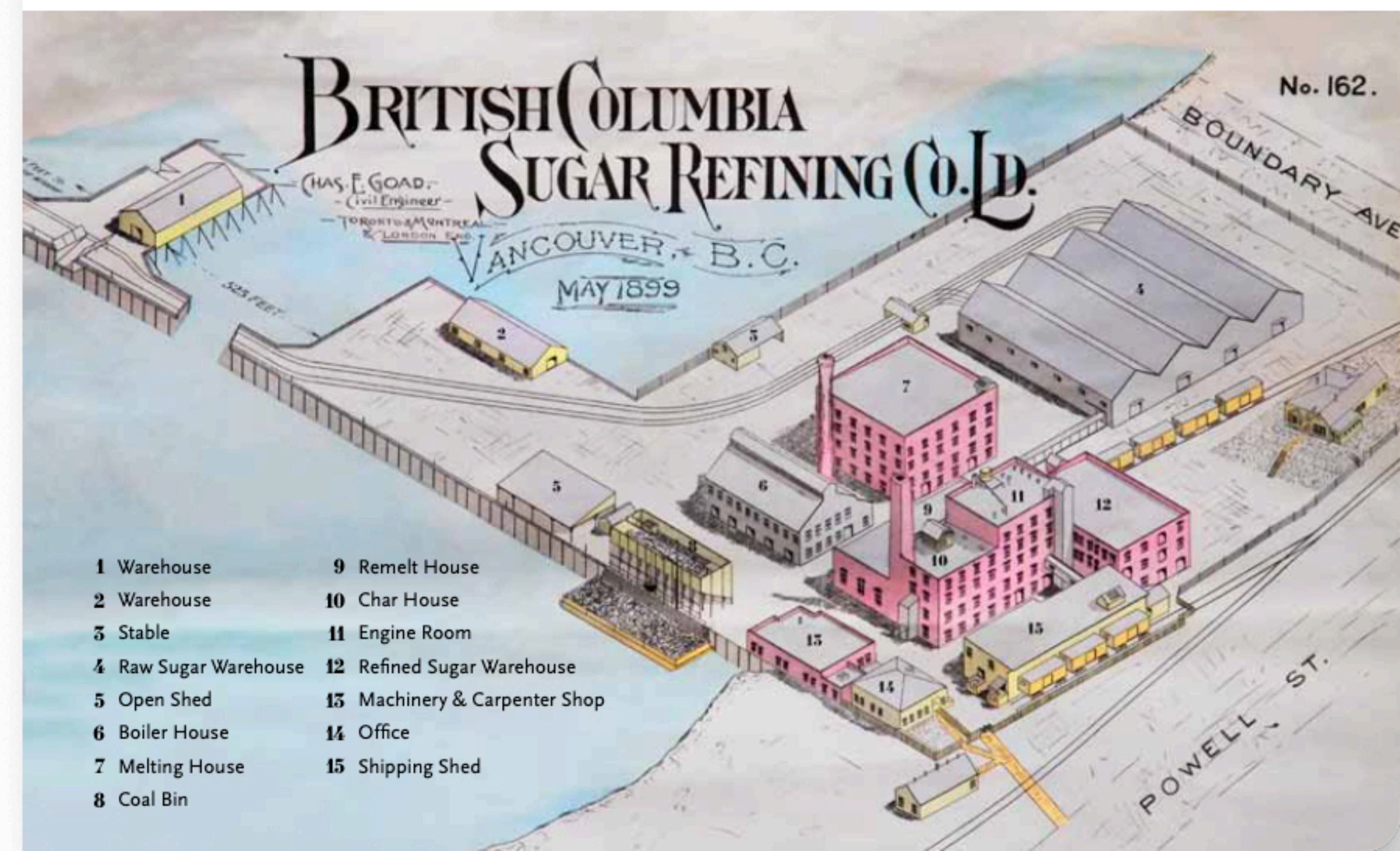
3rd That in the event of the water works systems being acquired by the city, water in any quantity desired by the company shall be furnished them free of charge for a period of ten years, at the expiration of which period the city shall bid themselves to furnish water for a second period of ten years 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.



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|-----------------------|-------------------------------|
| 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 | |

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

Opposite

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

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



Carl H. H. H.



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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 architrcutre 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.



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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 pestle to crush the lumps into fine grains for use in the kitchen. Sugar cutters are considered very collectible.

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.



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.