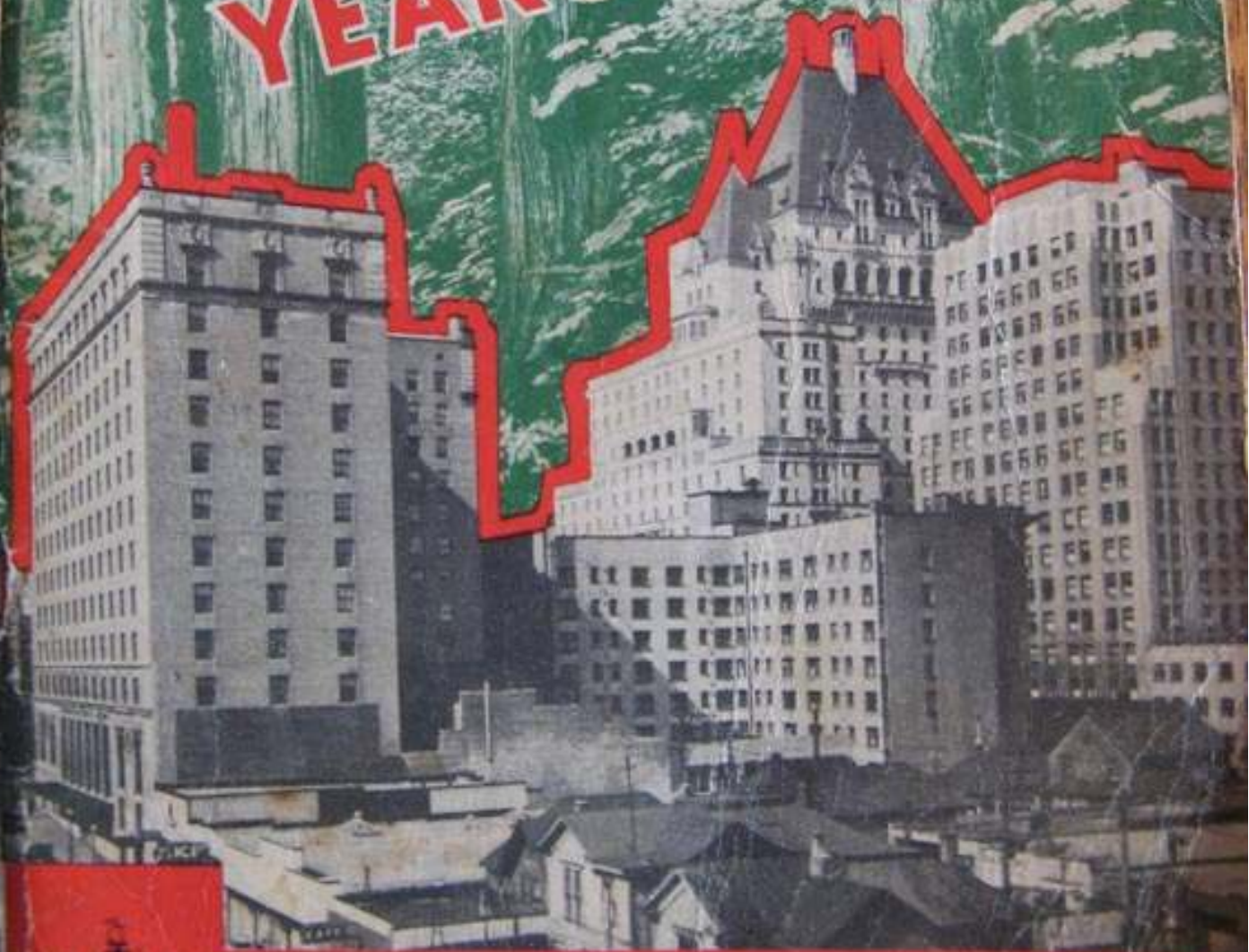


60!

YEARS!



OFFICIAL SOUVENIR

VANCOUVER'S DIAMOND JUBILEE

25c

GOVERNMENT HOUSE,
OTTAWA.

On the occasion of the Diamond Jubilee of Vancouver, it gives me pleasure to send greetings to the citizens.

In sixty years you have accomplished much. I am looking forward to visiting your city this summer, to see with my own eyes the results of the courage and industry of your men and women who have built up this great city and seaport.

I send you my best wishes for the continued growth and prosperity of the City of Vancouver.

Alexander of Tunis.

8th May, 1946.



THE 10th OF May 1946

AT GOVERNMENT HOUSE.

VICTORIA, B.C.

My association with the City of Vancouver covers a period of fifty-four years, dating back to 1892, six years after its Incorporation.

The succeeding years record marked development in Industry and Commerce resulting from progressive private and public enterprise and a keen appreciation of the values of natural location and facilities.

Courage, foresight and determination were the factors which, welded into a co-operative whole, converted the tiny mill town of 1886 into a great World Port and the third largest City in the Dominion.

Today, Vancouver is an unparalleled example of, and indeed a monument to the merits of those who pioneered its expansion, an appreciation with which, I am sure, all its citizens will agree.

W. C. Woodward
Lieutenant Governor.



VICTORIA
1946
June 1.

TO THE CITIZENS OF VANCOUVER

I would like to take this opportunity of expressing to the officers and members of the organization that has been set up to arrange the programme for the observance of Vancouver's Diamond Jubilee my sincere good wishes for their success. The various festivities that already have been arranged promise a fine period of entertainment for the people of Vancouver and the visitors to their City during the tourist season.

The industrial growth and the progressive spirit that permeates the endeavours of the community are too well-known throughout this Province and the rest of Canada to require emphasis.

I can only express the hope that the next sixty years will see even far greater development than Vancouver has experienced during the past.

Once again wishing you every success, I am,

Yours faithfully,

A large, stylized handwritten signature in dark ink, which appears to be "John A. Stewart".

Premier.

J.W. CORNETT
MAYOR



3rd May 1946

FROM THE MAYOR OF VANCOUVER

Vancouver, 60 years young, a mere stripling as cities go, and yet Canada's third city, gratefully accepts your congratulations on the 60th anniversary of her incorporation.

With unbounded faith in the destiny of Canada, Vancouver confidently expects to play an important role in postwar expansion on the Pacific.

The City beckons those who would take part in the industrial and commercial development of this great Canadian port on the Pacific rim. She also extends an enthusiastic welcome to those seeking a delightful community in which to reside or enjoy a vacation.

The Diamond Jubilee Celebration marks the entrance into a new and glorious era of this city which we love so well. May you enjoy it with us.

J. W. CORNETT

Mayor



OFFICE OF THE MAYOR

CITY HALL VANCOUVER

BY HIS WORSHIP THE MAYOR

A Proclamation

TO ALL OUR CITIZENS, GREETINGS . . . We are on the eve of the greatest event in Vancouver's history, an event that cannot be postponed—the celebration of our first sixty years as a City, our Diamond Jubilee . . . During these years the City has established a record of development and progress that compares with any city in the world . . . We are all intensely proud of our City's achievements, we must spread the news of this great occasion far and wide—from end to end of Canada, across the continent, into the far corners of the world . . . I urge you every one to take a personal pride—a personal part—in these glorious celebrations to be held from June 30 to July 14, the full program of which will be shortly announced. There will be colorful parades, dramatic historical pageantry, music and dancing, gaiety and song, sport and entertainment for everyone . . . So let us all, with proud hearts and willing hands, unite to bring to successful culmination, in a manner worthy of our great heritage, this commemoration of our City's sixtieth anniversary.



J. W. Bennett
MAYOR OF VANCOUVER

FOREWORD



The purpose of this little booklet is to record in picture and prose a glimpse of the panorama of the sixty years that witnessed the transition of a tiny forest settlement into a thriving metropolis in the space of only two generations . . . to pay tribute to the hardy pioneers through whose indomitable faith were laid the sure foundations upon which we build today . . . to inculcate and to stimulate in our rising generation a firm and growing belief in the potential future of our city . . . to tell our neighbors to the east and south, and our many friends elsewhere, why and in what manner and spirit we celebrated the sixtieth year of our young city's history . . . to pay homage to all those valiant hearts whose service and sacrifice made possible the freedom to celebrate our Diamond Jubilee.



A Toast . . . by PAULINE JOHNSON

There's wine in the cup, Vancouver,
And there's warmth in my heart for you,
While I drink to your health,
Your youth and your wealth
And the things that you yet will do.
In a vintage rare and olden,
With a flavor fine and keen,
Fill the glass to the edge
While I stand up and pledge
My faith to my Western Queen.

And here's to the days that are coming,
And here's to the days that are gone,
And here's to your gold and your spirit bold,
And the luck that has held its own.
And here's to your hands so sturdy
And here's to your hearts so true
And here's to the speed
Of the day decreed
That brings me again to you.

CHORUS

So here's a Ho! Vancouver
In wine of the bonniest hue,
With a hand on my hip and the cup to my lip
And a love in my life for you.
For you are a jolly good fellow,
With a great big heart I know,
So I drink this toast
To the "Queen of the Coast"
Vancouver, here's a Ho!

March 7, 1946, marked the 33rd year since the passing of Canada's famed Indian poetess, Pauline Johnson—"Tekahionwake." The lines are from her volume of verse, *Flint and Feather*. The simple inscription, "Pauline," marks the rock-hewn shrine erected to her memory amid the cedars of the Stanley Park she loved so well. Beside her memorial the sea murmurs its everlasting rhythm; overhead wildwood branches cloister the sleeping place of the singer of songs—whose words of long ago pay so fitting and ringing a tribute to our Vancouver of today.

1886



1946

Vancouver's Diamond Jubilee

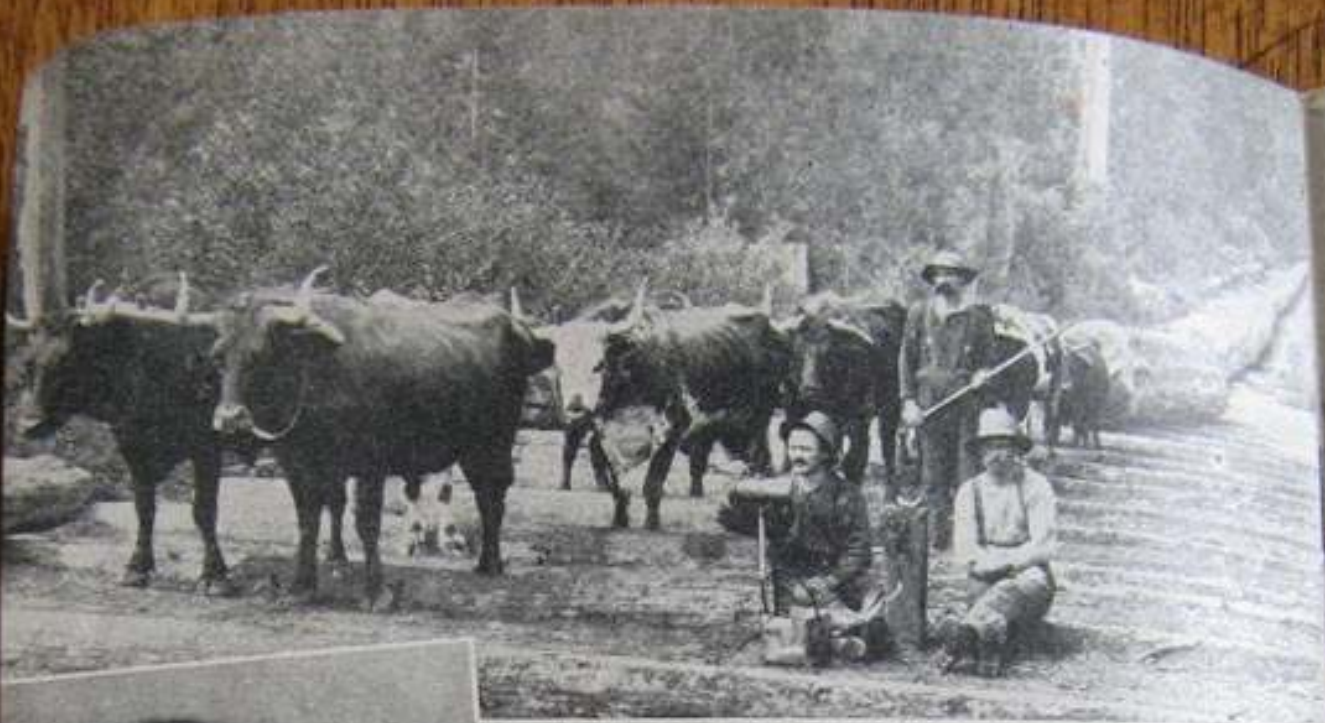
June 30 - July 14, 1946



OFFICIAL SOUVENIR BOOKLET

Issued by the

VANCOUVER CITIZENS'
DIAMOND JUBILEE COMMITTEE



(Top) Logging in city townsite, 1889. (Left) Miss Margaret Florence McNeil, first white child born in Vancouver, April 27, 1886, on her 50th birthday. (Right) Vancouver's first post office, 1886, north side of Hastings between Hamilton and Homer. (Bottom) Vancouver in March, 1887, from N.E. corner of Homer and Pender.

—Photos, City Archives.
Top, etsy. Dem. Photo Co.





—Photo, Provincial Archives, Victoria.

FAMOUS LOG. This tree was cut down on or about February 12, 1886, by Alex Russell. Diameter, 14 feet, 4 inches. Log is shown lying at the north-east corner of Georgia and Granville streets (present location of Hudson's Bay Company). Sam Brighthouse, one of the pre-emptors of Vancouver's "West End", is shown in centre of group. Capt. Powers, of Moodyville Hotel, next (white hair).

THE STORY OF VANCOUVER

BRITISH COLUMBIA

1886 - - - - - 1946

AN HISTORICAL SKETCH





—Photo, Provincial Archives, Victoria.

GRANVILLE, or "Gastown", on Burrard Inlet, 1884, showing Carrall, Abbott, Cordova and Water streets area. The *Beaver* and *Victoria* and New Westminster boats touched and backed off at high tide. Buildings include: Wesleyan-Methodist Parsonage, "Granville Hotel" where Lord Lansdowne visited in 1882, customs, jail, Chinese laundry, "Hole in the Wall" saloon (built 1870), George Black's cottage (built 1875) which had a piano and where fashionable dances and select parties were held. All destroyed in the Great Fire, June 13, 1886.

The Story of Vancouver

By DAVID LOUGHNAN

THE ONE and only city on the continent of North America which can claim to have multiplied its population more than two hundred times in the course of exactly two generations is the City of Vancouver, British Columbia.

This is Canada's unparalleled achievement—the miracle of a modern metropolis rising from the ashes of a forest fire that engulfed a little saw-mill settlement of 2,000 pioneers just sixty years ago.

By way of contrast to the dim beginnings of cities in "old" countries, there sat down to a dinner in the Stanley Park Pavilion on April 30, 1946, nine of the 16 men and women born in Vancouver in 1886. These "Jubilarian" guests included Miss Margaret Florence McNeil, first white baby born in the year of incorporation, whose birthday was April 27, 1886. Other "1886 babies" present on this unique occasion were: A. C. Reid; C. F. H. Steele; E. G. Sumner; Mrs. Edward Brown, formerly Edna Ludlow; Mrs. W. W. Hatfield, formerly Irma Chase; Mrs. I. B. Abrams, formerly Beatrice Jagger; J. E. McPhalen; Mrs. George Sims, formerly Flora Johnston.

Another striking reminder of the single-lifetime history of Vancouver was recorded on May 7 of this year, when Mrs. Catherine Fitzpatrick, aged 83, of 3216 Turner Street, went to the City Hall to pay her 1946 taxes. Mrs. Fitzpatrick arrived in Vancouver in the year of its incorporation, 1886, about two months after the "great fire," when rebuilding was in

The Great Vancouver FIRE



This map, from a sketch by Major J. S. Matthews, City Archivist, shows the Vancouver of 1886, and the course of the Fire which wiped out the little settlement.

progress, and has been a taxpayer for the entire sixty years of the city's life. Of her family of 14 children, 10 are still alive.

But the story of Vancouver commenced 94 years before taxes were collected, or Miss McNeil made her historic "first" appearance in 1886. Fur trading on the North Pacific Coast brought Captain James Meares on his second trip in 1788 to establish a fur trading post at Nootka. In 1789 the Spaniards sent two warships to Nootka under command of Don Stephen Joseph Martinez, who seized Meares' settlement and his ships, which included the *North-West American*, a boat of 40 tons, and the first ship built on the Pacific coast. It took nearly two years for the news of this action to reach England, when the British Prime Minister Pitt promptly demanded restitution by Spain in an ultimatum. Both countries prepared for war, with Great Britain, Holland and Prussia lined up against Spain and France, but the British demands were finally acceded to in the Articles of Convention, signed October 28, 1790.

The carrying out of this agreement brought Captain George Vancouver to the Northwest in 1790 in command of a new 340-ton vessel, H.M.S. *Discovery*, which, with the armed tender *Chatham*, took possession of every-

thing in sight at Nootka. After exploring Puget Sound with his Lieutenant, Peter Puget, Captain Vancouver passed through the "Lion's Gate" into Burrard Inlet on June 13, 1792, naming the harbor after Sir Harry Burrard.

Seventy years later there arrived the first settlers in Vancouver. On the 24th of April, 1862, Hugh McRoberts, of McRoberts Island, (now Sea Island) pre-empted 160 acres of land on the north side of North Arm, opposite Sea Island. McRoberts was uncle to Fitzgerald and Samuel McCleery. On 26th September, 1862, McRoberts transferred his land to Fitzgerald McCleery, and on the next day Samuel McCleery took up an adjoining 160 acres.

These two brothers from Northern Ireland had come to British Columbia via Panama, for the Cariboo Gold Rush, and, returning down the river, took up land in what they jocularly called the "Garden of Eden", a name still used in the family, who still occupy much of the land. Other portions of the original pre-emption now form the Marine Drive Golf Club.

The McCleerys broke the beaver dams which were flooding their land, and obtained cattle from Oregon, which they brought north and landed near Steveston. The first butter made in what is now Vancouver, came from their cows, and they possessed the first dog—"Fido".

The McCleerys built their cabin on the river bank, and it became the centre of such communal activity as then existed. In this cabin the first divine services were held, the wash-bowl serving as a collection plate. It was known as "St. Patrick's Cathedral," and was later used as the first school.

On the 31st May, 1865, Fitzgerald McCleery wrote in his diary, "the Frenchman got the horse," an entry which suggests that McCleery owned the first horse in Vancouver. Another entry in his diary reads, "Measured trail, May 1st, 1863, upon completion." This trail led from salt water at the mouth of the North Arm of the Fraser River to the capital of B. C. at New Westminster. It was wide enough for a horse to pass, but was without bridges over the ravines. Later named the River Road, it is now Marine Drive, and winds in and out on the same ground on which the McCleerys cut the trail through the primeval forest.

The youngest daughter of Fitzgerald McCleery is now Mrs. Robert Mackie. She still lives on the old farm, and in May of this year brought in to the City Archives a very large bouquet of tulips, forget-me-nots, and lilac from the "Garden of Eden."

In the fall of the same year, 1862, a young Englishman named John Morton spent his first night encamped with an Indian in Stanley Park, and later built a log cabin on the south shore of Burrard Inlet. Between the cabins of these first white settlers and the man-made canyons of business centralization on the Granville and Hastings streets of today lies an epic story of faith, fortune, foresight and fabulous growth.



—Photos, City Archives, Vancouver.

John Morton, 1862, slept in the forest while building a log cabin on the site of "Spratt's Oilery" (seen above in 1884). The arrow points to the white bunk house of the Oilery, on Morton's clearing—and below, the arrow points to this little building, still standing, and occupied, just to right of the 25-storied Marine Building. These two "Vancouver skyline" pictures were taken from Brockton Point, 1884 and 1945.





—Photo, City Archives.

Marine Building, Vancouver, 25 stories, cost \$2,500,000. In white circle; the former bunk house of "Spratt's Oilery" on John Morton's clearing, still standing. Occupied by Frank Holt for 41 years. Picture shows his old garden verandah and home at 1003 Hastings street West.

The original name by which the first settlement on Burrard Inlet became known was "Gastown." Some time prior to the devastating fire of 1886, John Deighton, an ex-mariner who originally hailed from Yorkshire, arrived in the unnamed settlement from New Westminster, bringing with him a barrel of whiskey among his varied belongings. Being an extraordinarily loquacious character, he soon was nicknamed "Gassy Jack." By liberally sharing the contents of the keg, "Gassy Jack" secured voluntary help in building "Deighton House," and the settlement was christened "Gastown." The transformation of transportation was directly responsible for the change to the present name of Vancouver.

In 1884, Hon. Wm. Smithe, premier and commissioner of lands and works for British Columbia, opened negotiations with Mr. Wm. C. Van Horne, vice-president and general manager of the Canadian Pacific Railway syndicate, from which the company evolved, and brought Mr. Van Horne to the coast late in the fall of that year for a conference on the acquisition of lands for railway terminal purposes at Coal Harbor. Mr. Van Horne inspected the little town of Granville, or "Gastown," as it was better known, and was delighted with the Coal Harbor possibilities as compared with Port Moody, and stated he would change the name of the railway terminal from Granville to Vancouver, a proposal which received endorsement in Montreal, Toronto, Ottawa and London, England.

But, to go back for a moment to the days prior to the great fire and the coming of the railway. Twenty children were among the population that had grown up around the Hastings Mill settlement, and a school was demanded on their behalf. This was provided by the mill company, and the first single-roomed school opened on February 12, 1873. Miss Sweeney, whose father was mechanical foreman in the mill, was appointed teacher, and to her belongs the credit of initiating the city's school system. This school was obliterated in the fire of 1886, after which a new school was opened on Cordova street in January, 1887, with J. W. Robinson as principal, and Miss A. Christie as assistant. In 1890 the Central School on Pender street was occupied.

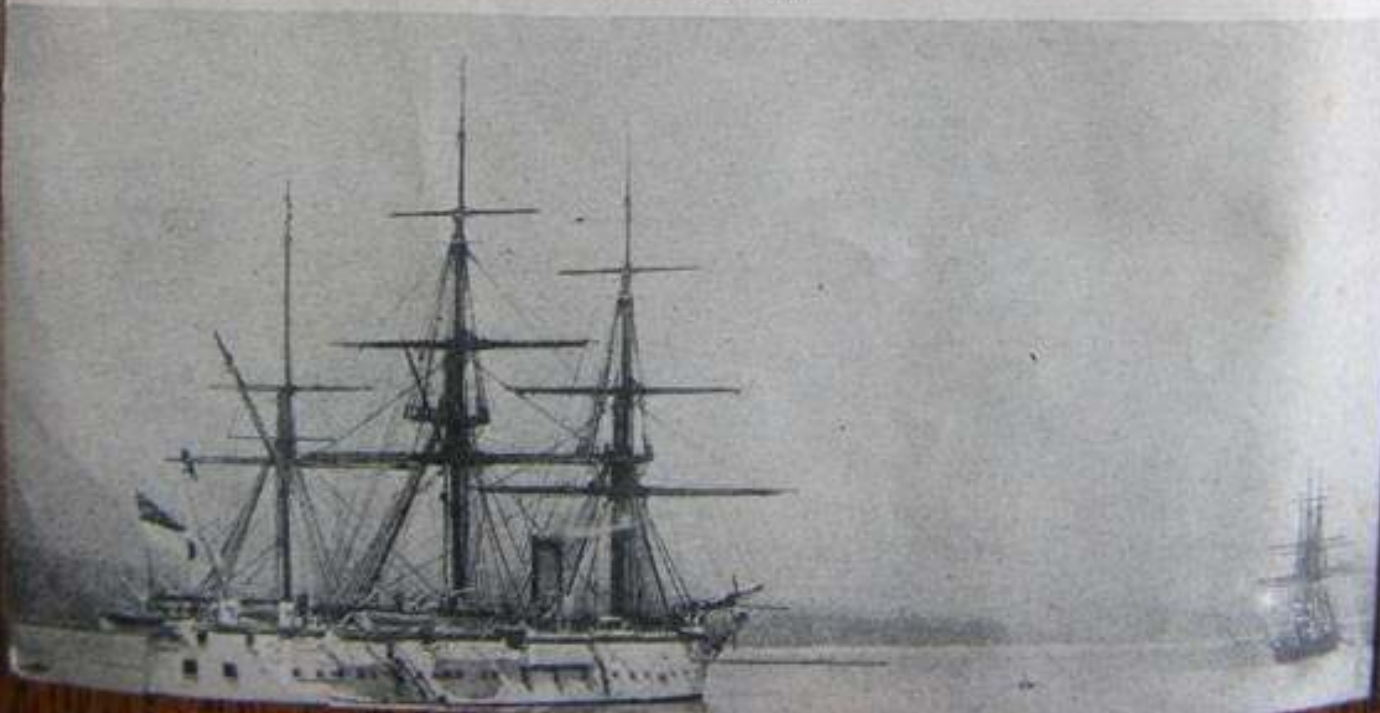
According to *The Daily News* of Vancouver, June 17, 1886, "the whole city was in flames forty minutes after the first house was afire" in the holocaust that wiped out the community on Sunday afternoon, June 13—the 94th anniversary of the day that Captain Vancouver and his party, in two small boats, entered Burrard Inlet. The number of lives lost was never ascertained. The fire, which commenced in land clearing operations near the present location of Main and Cambie streets, swept everything before it except a stone building in the West End, the Hastings Mill and a few structures on the banks of False Creek. A gale fanned the fire, driving the inhabitants to the waterfront and boats for safety. The value of



—Photos, City Archives.

(Above) The first troops to tread the streets of Vancouver came to celebrate our first Dominion Day, July 1st, 1887. Procession is moving westwards on Cordova street (planked roadway and coal oil street lamps). Band of H.M.S. *Triumph* leading, followed by British Columbia Brigade of Artillery and New Westminster Rifles. Following is only cab in town, with Mayors of Vancouver, Victoria and Nanaimo. Aldermen and other dignitaries in decorated lumber wagons.

(Below) The British Fleet was stationed at Esquimalt. Admiral Sir Michael Culme-Seymour, Bart., brought H.M.S. *Triumph* and (right) H.M.S. *Caroline* to take part in the 1887 Dominion Day parade in Vancouver.



property destroyed was estimated at \$1,300,000, but within four days new buildings were going up.

On April 6, only two months prior to the fire, the City of Vancouver became incorporated. A reconstructed city, housing some 2,500 persons, and costing half a million dollars had been built by the end of the year. The city's charter of incorporation was drawn up in the Sunnyside Hotel on Water street, a wagon trail strewn with stumps. According to Major J. S. Matthews, City Archivist, dense fir forest covered the area around Cambie and Hastings—now Victory Square, and "most luscious blackberries" grew along what is now Cordova street. Among the pioneers who drafted the charter were A. G. Ferguson; George Black; L. A. Hamilton; A. W. Ross, M.P. for Lisgar, Man.; C. A. Coldwell, foreman at the Hastings Mill and one of the city's first aldermen; Jonathan Miller, constable and later city postmaster for 35 years; Joseph Mannion, pseudo-mayor of Granville; J. J. Blake, city solicitor; Charles G. Johnson; and R. H. Alexander, manager of the Hastings Mill. The charter was signed by many of the citizens, but only one remains alive today—85-year-old Henry Blair, recently traced by Major Matthews and found living in the Old People's Home on Boundary Road. Mr. Blair, now crippled, in 1880, walked 380 miles from New Westminster to Barkerville in the Cariboo in 13 days!

In the first civic election held in the newly-incorporated City of Vancouver, in 1886, 499 electors cast ballots. Malcolm Alexander MacLean was elected with a majority of 17 votes over his opponent, Richard H. Alexander, and ten aldermen were chosen. Today there are approximately 117,000 names on the voters' list.

The first loan raised by the first city council was for \$6,900 for fire-fighting equipment. In November, 20-year debentures for the sum of \$14,000 were issued. With this loan a fire hall, water tanks and a city hall were constructed, and an additional \$70,000 was borrowed for street improvements. This ambitious programme was not regarded in a friendly way by the older City of Victoria, whose citizens visioned serious competition in the commercial and shipping field if Vancouver were allowed to become the terminus of the C.P.R. The people of Port Moody felt the same way, and sought to prevent the railway being continued to Coal Harbor.

Under Mayor MacLean, the Dominion Government was petitioned requesting that Stanley Park, then a Federal reserve, be set aside for park purposes, and in 1888 the park was opened and dedicated by Lord Stanley, Governor-General. Mayor MacLean's first city council consisted of: Aldermen Robert Balfour, C. A. Coldwell, Peter Cordiner, Joseph Griffith, Thomas Dunn, J. Humphries, Henry Hemlow, E. P. Hamilton, L. A. Hamilton and Joseph Norcott. Thomas F. McGuigan was city clerk; George Baldwin, city treasurer; J. P. Lawson, city engineer; Blake & Muir, solici-

tors; John Boulton, magistrate; J. M. Stewart, chief of police; J. H. Carlisle, fire chief—who served the city in that capacity from 1886 to 1929—43 years!

On the 4th of July, 1886, the first through train from the east pulled into Port Moody, thus bringing to fruition one of the chief conditions upon which British Columbia entered Confederation on July 20, 1871. Vancouver had been decided on as the C.P.R. terminal city, and preparations for the construction of the Hotel Vancouver were under way. That year also marked the opening, on September 1, of the Bank of British Columbia, located on Cordova street west. There was no local bank at the time of the city's incorporation, and the civic delegation that went to Victoria to raise a loan was unable to get the required money, which was subsequently provided by the Bank of British Columbia.

In 1886 the preliminary meeting of the Vancouver Board of Trade was held under the chairmanship of Mayor MacLean. Then less than fifty members, the Board now numbers 2,370, and is the largest per capita Board of Trade in Canada. A waterworks system came in for consideration, and towards the close of the year the Asiatic question became acute by reason of the number of Chinese employed in Vancouver. Hostility developed to such a pitch that the citizens decided to run the Chinamen out of town, and in 1887 the authorities at Victoria had to take control with a special police force.

The first passenger train from Montreal arrived in Vancouver on May 23, 1887, and was cause for great rejoicing. The "ocean to ocean" train consisted of a baggage, colonist sleeper, a first-class Pullman and a drawing-room car. This being the golden jubilee year of Queen Victoria's reign, the engine headlight bore her portrait among profuse decorations. "Old 374," the same engine, presented by the Canadian Pacific Railway to the citizens of Vancouver, pulled into Vancouver on August 22, 1945, in a dramatic re-enactment of the scene of fifty-eight years ago.

Vancouver's water supply at that date was from wells, and the city was without electric light, but in 1887 Vancouver was selected as a customs port, the Capilano was surveyed in preparation for waterworks, the C.P.R. commenced construction of docks for ocean-going steamers, new industries were established following the formation of the Board of Trade; the federal government granted the lease of Stanley Park, and the city expended \$20,000 on its beautification. The population had increased to 5,000 and a second school had been built.

David Oppenheimer was mayor from 1881 to 1891, and his progressive and far-sighted administrative ability did much for the advancement of the ambitious young city. The first water main was laid across the First Narrows; electric light was introduced; a street railway charter was granted; the telephone service was extended; driveways in Stanley Park were completed;

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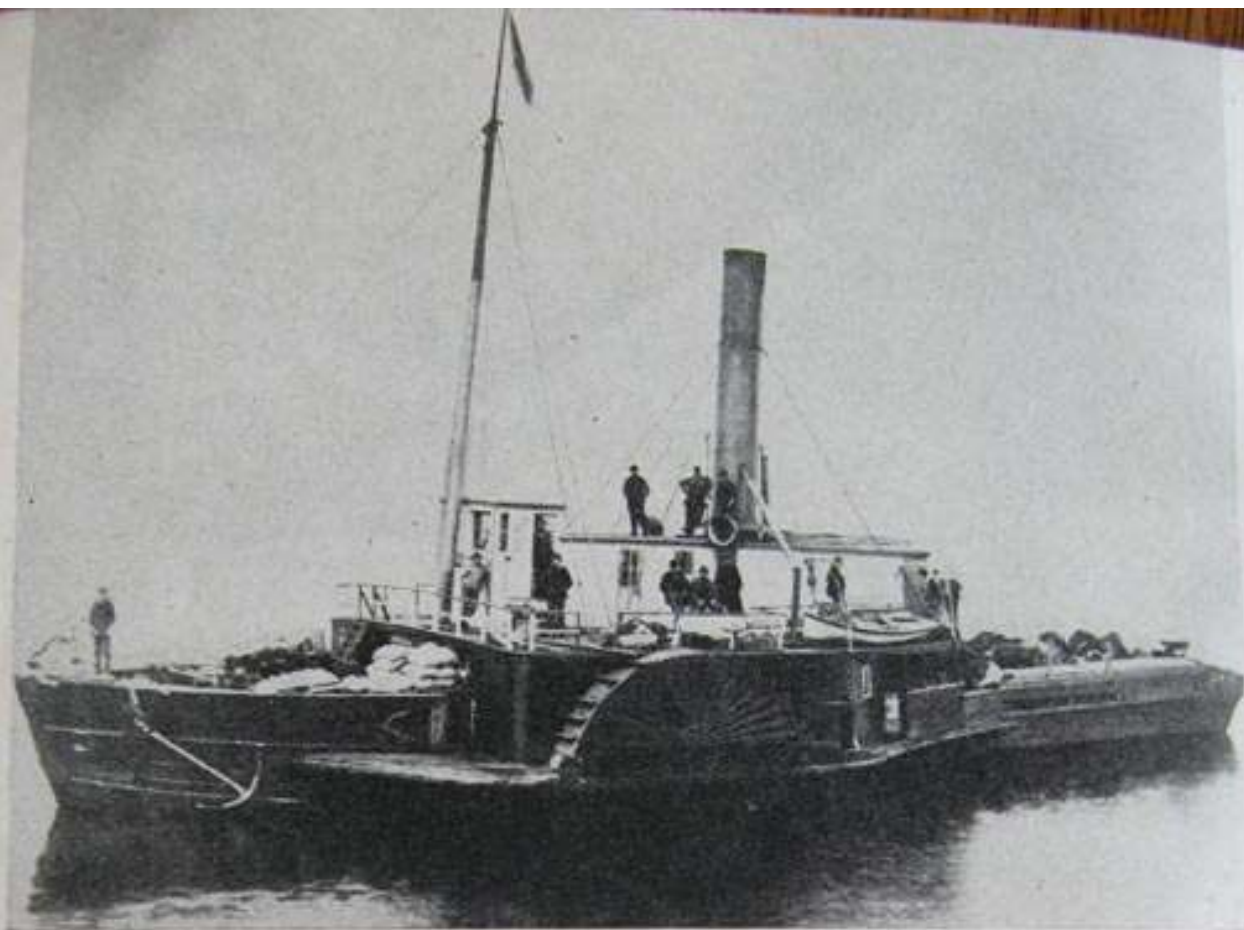


—Photos, City Archives.

Dominion Day Celebration Parade along Cordova street, 1st July, 1900. In foreground, first street railway car on Pacific Coast.

Granville street, between Georgia and Dunsmuir, on Dominion Day, 1900, from balcony of Hotel Vancouver. Tents in foreground of Canadian Regt., camped on "C.P.R. Park", northwest corner of Georgia and Granville streets. Parade of Royal Canadian Regt., C.G.A., Victoria, 6th Regt., D.C.O.R., and bands, marching to C.P.R. Pier to embark for Brockton Point to participate in patriotic review and sports.





—Photo, City Archives.

S.S. *Beaver*, Hudson's Bay Company, first steamer to ply the waters of the Pacific Coast, and finally wrecked off Brockton Point on July 26, 1888.

thirty-six miles of streets were graded; the Seymour firehall, a hospital and a market at the corner of Main and Hastings were constructed, and the beginnings of a sewerage system were worked out.

On July 26, 1888, the *Beaver*, operating for the Hudson's Bay Company when British Columbia was a Crown Colony, went ashore off Prospect Point and became a total loss. The *Beaver* was the first steamship to ply the waters of the Pacific Coast. During the next two years the population of Vancouver more than doubled itself over that of 1888, and by the end of 1891 the city comprised 2,700 buildings, including 11 churches, five schools, Provincial Government buildings and a court house, three chartered banks, a city hall, two fire stations, two iron foundries, 55 hotels, four lumber mills and a sugar refinery. The Brockton Point athletic grounds, at which the "Vancouver Diamond Jubilee Show" is being staged in July, and Hastings Park, were provided at a cost of \$10,000 each, and in April the first water system was in operation. A 30-year franchise was granted to the street railway company, and the first ship reached Vancouver direct from London, carrying a general cargo. Mayor Oppenheimer advocated purchase of the waterworks and the street railway system in 1890, the year in which the first provincial election was held. Civic assessments had by this time reached \$9,404,445.

Capilano water was used by the citizens for the first time on March 26, 1889. A rival waterworks company attempted to secure a franchise to bring water to the city from Coquitlam Lake, but the ratepayers turned down the proposal by a vote of 86 to 58. The first submerged main from the Capilano was successfully laid under the First Narrows in 1888. In 1890 the Vancouver Water Works Company sold the waterworks system to the city at an arbitrated price of \$440,000, following ratification of the purchase proposal by a ratepayers' vote of 189 for and 11 against.

Vancouver's recognition as a great seaport came in 1891, when the famous "Empress" ships of the C.P.R. arrived in port and inaugurated trans-Pacific shipping — the *Empress of India*, *Empress of China*, and *Empress of Japan*, followed later by the *Empress of Russia*.

In the year following the population of Vancouver had reached 15,000. The paving of Cordova, Hastings and Granville streets began; local improvements included \$150,000 on a high school and other buildings; an outlay of \$175,000 on the waterworks system, and \$570,000 for general and specific purposes.

The Vancouver Illuminating Company provided the city's first electric light system. Service was commenced August 8, 1887, with 300 lamps. The power plant was between Hastings and Pender streets, on Abbott, and generated current at 50 volts. Current transmission was then unknown, with the result that lamps as far away as Granville street scarcely received enough current to make them visible. The old Vancouver *News-Advertiser* was the first paper to be printed in Canada by electric power.

The Vancouver Street Railway Company franchise allowed the use of horses, cable, gas or electricity for power purposes. Early in April, 1889, preliminary horse-car lines were in operation, stables were built near False Creek, and a buyer was sent east to buy horses. With all in readiness to start operation, the directors suddenly decided to electrify the system, and electric cars were ordered from New York, track changes were made, the horses sold, and on June 28, 1890, six miles of electric railway were opened to the public. A year later, due to financial difficulties and loss on operating expenses, the company offered to sell out to the city for the sum of \$162,000, but the offer was refused, and the street railway system met tough times until, in April, 1897, it was purchased by a London syndicate headed by Mr. R. M. Horne-Payne. Thus commenced the \$155,000,000 investment now held by the British Columbia Electric Railway Company.

When British Columbia entered Confederation in 1871, the two mill sites at Hastings and Moodyville were practically the only settled portions on the shores of Burrard Inlet, and it was not until 1891 that development on the North Shore brought about incorporation of the District of North Vancouver. This district originally included the entire area, but was later

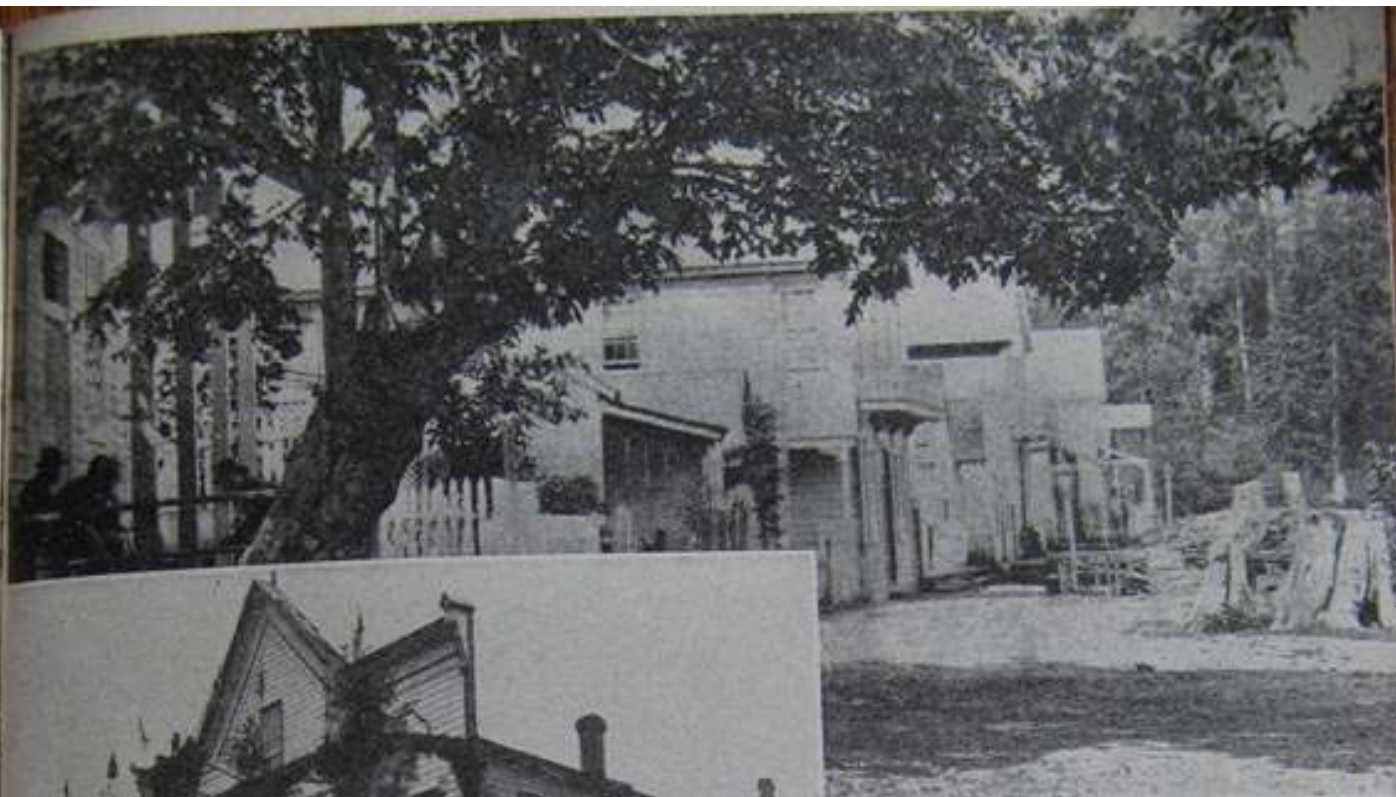
divided into the City of North Vancouver, and the Districts of North and West Vancouver.

The Canada-wide depression of 1893-94 was felt keenly in the young city of Vancouver, with reductions in civic salaries and other set-backs, but much improvement work was carried on. In 1894 the Governor-General, Lord Aberdeen, and Hon. Wilfred Laurier visited the city. Lady Aberdeen founded the Local Council of Women during her visit. Mining development in the interior of British Columbia brought much business to the city, and the Mount Pleasant and Fairview districts built up rapidly as residential sections. 309 ocean-going vessels entered the port; street lighting rates were reduced from 44 cents per light per night to 27 cents; against the city's debt of just over \$2,000,000 there were many local improvements, and since the fire, 76 miles of streets had been graded.

The frenzied rush to the goldfields of the Klondike in 1897 and 1898 brought gold-seekers from all over the globe on their way to the unknown north; hotels were crowded, and the experience brought an awakening to the citizens of Vancouver—a realization of the possibilities of distant trading and the opportunities of the city as an export centre. Merchants reaped considerable trade in those hectic days as men thronged through the port of Vancouver on their way to the Yukon. Scarlet-coated troopers of the Royal North West Mounted Police kept law and order, and the Bank of British Columbia, which for 38 years served the business community until amalgamated in 1900 with the Canadian Bank of Commerce, reaped financial returns from the Klondike and Cariboo gold stampedes. In 1886, when the C.P.R. put on the first sale of town lots in Vancouver, the Bank of British Columbia purchased 52 feet at the corner of Hastings and Richards streets for the sum of \$2,250.

War in South Africa broke out in 1899, and men from Vancouver answered the call to arms, which was to be repeated in 1914, and again in 1939. At the time of Queen Victoria's death in 1901 the population of Canada was 5,371,315, and Vancouver was emerging from its pioneer days toward taking the proud place it holds today as the third largest city in the Dominion. In that year the Duke and Duchess of Cornwall and York (later Their Majesties King George V and Queen Mary) visited the city, and Vancouver, for the first time in its history was attracting world attention. The year was also marked by completion of cable connection with Australia. The notable session of the Chamber of Commerce of the British Empire, held in Vancouver in 1903, as a result of enterprise by the local Board of Trade, greatly furthered the fame and interests of Vancouver.

At this time Vancouver was being supplied with electrical energy from a steam plant of only 2,000 horse-power, and it was not until 1904 that

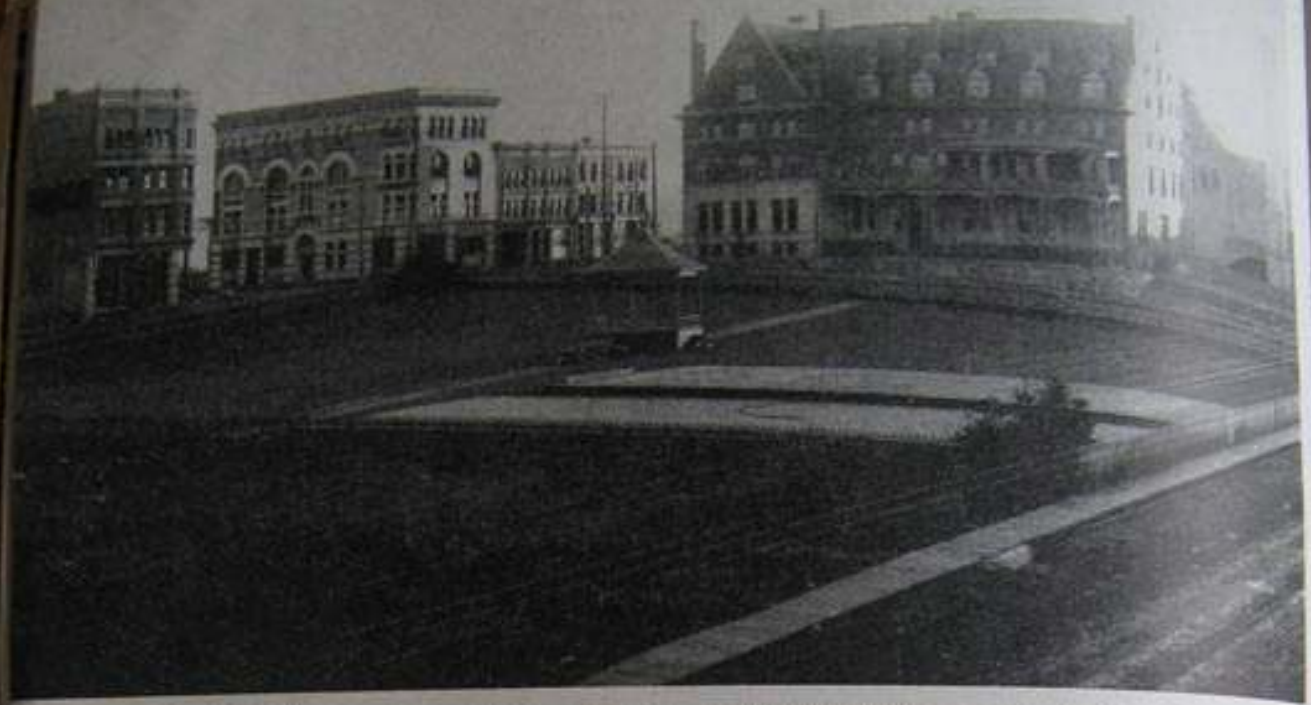


"Gassy Jack's" tree on Water street in "Gas Town", 1870. And the "Sunny Side Hotel", in 1888.

—Photos, courtesy Dominion Photo Co.

telephonic communication was established between Vancouver Island and the mainland.

The city's spectacular growth commenced with the prosperous times of 1905, which lasted until one of the biggest real estate "booms" in Canadian history came to a deflated close in the summer of 1913. The city expanded in all directions during 1906-7 with newcomers arriving in thousands from all over the continent; new streets were opened up; hotels, apartment houses, business buildings and homes were springing up everywhere; street railway extensions opened up new residential localities such as Kitsilano, or Greer's Beach, as it was then known; manufacturing enterprises followed each other in amazing rapidity and civic improvements were the order of the day. By 1900 the population of Vancouver had reached 100,000. By 1911 the speculative period had reached its zenith, and when the world-wide depression of 1913 set in, Vancouver had quadrupled its population over the previous eight years and found itself equipped for the big business of a metropolitan centre. This factor proved a redeeming feature in the



The first Hotel Vancouver, situated on present site of "Old Hotel Vancouver", cor. Granville and facing on Georgia.

(Below) Cordova street in July, 1886, five weeks after the "Great Fire".

—Photos, courtesy Dominion Photo Co.



aftermath of inflation, and with the opening of the Panama Canal, the city, with its new facilities in commercial, industrial and shipping improvements was able to meet the slump head-on.

Next, with a sudden crash, came the First World War, with its fateful four years of service, sacrifice and struggle, loyally faced and shared in by the women-folk and the entire community. In support of the war effort a great army of workers filled the shipyards and machine shops in new industries competently undertaken—a call that was repeated on a vastly larger scale throughout the 1939-1945 period of World War II.

Twenty-four years after John Morton established himself in what is now the west end of the city, 2,000 people comprised the population of Vancouver's pre-fire settlement. In the intervening years Greater Vancouver has reached a population of over 400,000. Today three large departmental stores and thousands of smaller places of business serve the public; a general post office with a score of sub-offices have replaced the little single wicket accommodation that once did duty. From Miss Sweeney's one-room school and her twenty scholars of 1873, a great educational system has been evolved with 1,194 teachers and a public school enrolment of 40,000 pupils taking tuition from kindergarten to the post-graduate courses of the University of British Columbia at Point Grey, which today has 8,000 scholars, of whom 3,000 are veterans who served in World War II—one of the largest University enrolments in Canada.

In 1886 the municipal assets at the end of the year were computed at \$2,639,077; the assessment roll for Greater Vancouver in 1946 is \$345,089,714. Huge elevators have been constructed along the once-wooded shore-line. In 1927 the Second Narrows Bridge provided rail and passenger access to the North Shore of Burrard Inlet, and in 1938 the \$5,000,000 Lions Gate Bridge, longest single span suspension bridge in the British Empire, brought West Vancouver's lovely residential district within a few minutes distance by car and bus from the heart of the city. Where once the old *Beaver* threaded her passage through the First Narrows, ocean-going ships are again plying their post-war voyages to the seven seas and the four corners of the earth, berthing within the 96 miles of shore-line that comprise Vancouver's ice-free harbor.

From Vancouver's early days, which now seem almost prehistoric, when the telephone collector came to the door with the account and a screwdriver, and orders to collect either the money or the telephone, to the present system which connects Vancouver with all parts of the world, is a long step in progress. Measured in time, it is only 66 years since the first telephone exchange in British Columbia was opened at Victoria in 1880. The first line on Burrard Inlet was run by a butcher, Benjamin van Volkenburgh by name, to whom, in 1883, the C.P.R. construction contractors engaged on the coast section of the railway let a meat contract. A condition of this



—Photo, Delmar Portrait Studio.

Pioneer belles of old Granville, now Vancouver, attired in the gowns of the great Victorian era, welcomed the return of Locomotive No. 374, which pulled the first train into Vancouver 23rd May, 1887. The re-enactment of the "arrival", in colourful detail, took place 23rd August, 1945. "Old 374" has been presented to the City by the Canadian Pacific Railway.

contract provided that Volkenburgh must have his abattoir connected by telephone with New Westminster and Port Moody.

Space limits prevent a recital of the building growth of the city of Vancouver within the past twenty years, but mention must be made of the Hotel Vancouver, jointly owned by the Canadian Pacific and Canadian National railway systems—finest hotel in the Dominion of Canada; the Marine Building on the waterfront; and the hundreds of industrial and residential buildings that have contributed to the making of this metropolis. Construction figures for the first four months of 1946 tell of new records for Greater Vancouver—a total of \$17,254,289 in finished, uncompleted and contemplated construction for Greater Vancouver. Another portent of vast new business was the eight million dollar shipping promotion comprised in Vancouver this year. Added to this, among many new enterprises, is the \$50,000,000 ten-year plan of power and transit development now under way by the British Columbia Electric Railway Company; new pier accommodation planned to replace the \$2,500,000 Canadian Pacific

"Pier D" demolished in a spectacular fire in 1938; the vast new Civic Centre now being planned by Harold Bartholomew and the Town Planning Commission and other important developments that will most assuredly bring fruition to the apt slogan of the British Columbia Electric Railway Company—"Business is Moving to B.C."

If those stalwart pioneers of a past generation could view the Vancouver of today their eyes would witness a thousand unbelievable changes and inspiring miracles of development.

They would see an artificial island created in the mouth of False Creek; a beautiful park laid out before a railway station where oozy mud-flats of their own day lay desolate and unoccupied; paved streets and fireproof business buildings bordering the scenes of their gala horse races and sportive events of the early 80's; buses and street cars and autos, in place of their old Gurney cabs, passing beyond the forest edge of their day into the fine residential districts of Shaughnessy Heights—long since reclaimed from virgin forest—and on, beyond, along the boulevards of Point Grey to the great University of British Columbia. Where logging operations of their day resounded through the woods along the shores of English Bay, those pioneers would find an area of prosperous homes and great apartment houses fronting on the wide stretches of the city's bathing beaches; and as they moved from point to point and passed the cars of today, and the stream of tourist travel that makes Vancouver the Mecca of pleasure and beauty-seekers from the Mexican border to the seaboard of the Atlantic, their minds would fill with wonder at the progress of sixty years.

Perhaps they were justified in being oblivious to the pioneering difficulties they so courageously faced sixty years ago. Through their fortitude, pioneering, vision, daring, optimism and labors we have attained a world-prominent community.

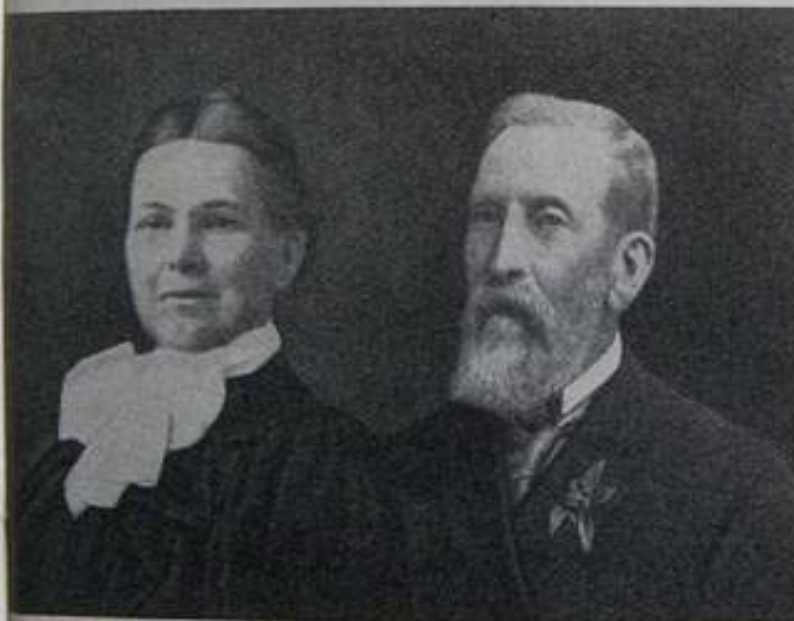
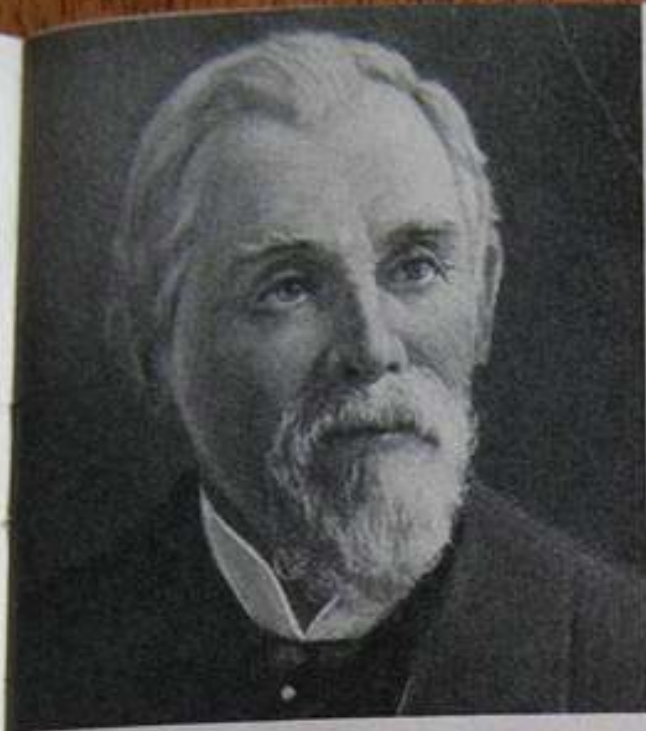
Back of all our pride and prosperity lies the brain and brawn of the makers of Vancouver. In great part must tribute be paid to the leadership of the 25 mayors who have served in the office of Chief Magistrate during the sixty years since the city became incorporated. Their names and terms follow:

M. A. MacLean, 1886-1887; David Oppenheimer, 1888 to 1891; F. Cope, 1892-1893; R. A. Anderson, 1894; H. Collins, 1895-1896; W. Templeton, 1897; J. F. Garden, 1898 to 1900; T. O. Townley, 1901; T. F. Neelands, 1902-1903; W. J. McGuigan, 1904; F. Buscombe, 1905-1906; A. Bethune, 1907-1908; C. S. Douglas, 1909; L. D. Taylor, 1910-1911-1915-1925-1926-1927-1928-1931-1932-1933-1934; Jas. Findlay, 1912; T. S. Baxter, 1913-1914; M. McBeath, 1916-1917; R. H. Gale, 1918-1921; C. E. Tisdale, 1922-1923; W. R. Owen, 1924; W. H. Malkin, 1929-1930; G. G. McGeer, K.C., M.P., 1935-1936; Geo. C. Miller, 1937-1938; J. Lyle Telford, M.D., M.L.A., 1939-1940; J. W. Cornett, 1941-1946.

Forty years ago the Canadian Club of Vancouver held its organization meeting and elected F. C. Wade as president, J. J. Banfield and Dr. A. S. Munro as first and second vice-presidents, George H. Cowan, K.C., literary correspondent; F. L. Murdorf, secretary and J. N. Ellis, treasurer. The club started with a membership of 44. Today it numbers 2,000. During the four decades of the club's activity nearly 800 addresses have been delivered by leaders in the forefront of Canada's educational, political, economic, scientific, executive, judicial, social, military, financial and industrial life, and by many famous men of other lands.

His Excellency Earl Grey, Governor-General of Canada, was the first Vancouver Canadian Club speaker, in 1906. The long and impressive sequence of speakers includes the following: Sir Mackenzie Bowell; Walter Moberly, B.C.'s pioneer engineer; Rudyard Kipling, in 1907; Sir Frederick Bridge, organist of Westminster Cathedral; Mrs. Humphrey Ward; Lord Milner; Lord Strathcona; Lord Northcliffe; Baron Kikuchi, of Japan; Sir Ernest Shackleton; Sir Robert Baden-Powell; T. P. O'Connor, M.P.; Forbes Robertson, the actor; H.R.H. the Duke of Connaught; Vilhjalmar Stefansson, the explorer; Maitre Labori, of France; the Marquis of Aberdeen; Capt. Ashmead Bartlett, famous war correspondent; the Duke of Devonshire; Gen. Sir Arthur Currie; Gen. Bramwell Booth, of the Salvation Army; Wickham Stead, editor of the *Times*, London; Capt. Raould Amundsen; Sir Auckland Geddes; Lord Byng; Prime Minister Mackenzie King; Lord Allenbury; H.R.H. the Prince of Wales and H.R.H. Prince George, our present King; Governor-General the Earl of Bessborough; Lord Tweedsmuir and hundreds of others in all ranks and walks of life. Thus has Vancouver's Canadian Club contributed to the educational and cultural life of the city through the passing years; thus has it earned its unofficial title of "the busy man's university."

On March 4, 1896, Vancouver Board of Trade members at their annual meeting cheered the announcement of H. O. Bell-Irving that the membership stood at 72, with five new members added at the meeting. That was 50 years ago. Today the Board, with its valuable British Columbia Products and Industrial Bureau, Advertising and Sales Bureau and twenty-one bureaux, associations and committee divisions, has a very lusty and energetic young son in the Junior Board of Trade, made up of younger members of the city's business men. Another very important and far-reaching factor in Vancouver's "betterment" has been the ambitious and successful programme of humanitarian work carried out by Rotary, Kiwanis, Gyro, Kinsmen and other service clubs. To these names might be added, if space permitted, the names of many organizations of men and women whose unselfish service to Vancouver, to the province, the Dominion, and foreign countries, has kept this city in the forefront of worth-while endeavor.



(Left) John Morton (from a painting by G. H. Southwell) who settled in the West End of Vancouver in the fall of 1862. (Right) His Worship, Malcolm Alexander MacLean, first Mayor of Vancouver, 1886-7. (Below) Fitzgerald McCleery, first settler in Vancouver, 24th April, 1862, and his wife, Mary.

—Photos, courtesy City Archives.

Obviously, the story of Vancouver cannot be adequately compressed into the few brief pages available in this little booklet. The colorful historical romance of 60 by-gone years contains a thousand-and-one epic stories and names that deserve a place in the fascinating and factual tale of the young city at the rainbow's end.

Fortunately—for Vancouver and posterity—the invaluable records of the past and present are being accumulated and preserved in thorough and orderly fashion. Commencing in 1898 "on his own", Major J. S. Matthews, V.D., began his great voluntary work of collecting Vancouver's historical records. Into his vocation he threw all his untiring energy and an admirably

stubborn determination to secure and preserve every last item of historical value. To these necessary characteristics he added an uncanny memory and a remarkable ability to track down and ferret out almost-forgotten names and their connection with current events. One such faint trail led him, ultimately, to the Portland, Oregon, home of Vancouver's "forgotten" first white child, Miss Margaret Florence McNeil, and her subsequent visit as guest of honour at the Diamond Jubilee Celebrations. In 1933 Major Matthews was officially appointed City Archivist. Occupying the ninth floor of the City Hall and backed by an active Board of Governors, the Archives are now recognized as one of the city's most priceless assets, for which the lion's share of credit must be accorded to the long, ceaseless, and able activities of Major Matthews.

The description of the harbor, as penned by Capt. Vancouver in 1792, completes the contrast of the vanished years: "The shores of this channel," he wrote, "which, after Sir Harry Burrard, of the Navy, I have distinguished



by the name of Burrard's Channel, may be considered, on the southern side, of a moderate height, and though rocky, well covered with trees of a large growth, principally of the pine tribe. On the northern side, the rugged snowy barrier, whose base we had now nearly approached, rose abruptly, and was only protected from the wash of the sea by a very narrow border of low land."

Today, the "trees of a large growth" are replaced by a sky-line of towering buildings, and the lion-guarded gateway to the Orient has become one of the great sea-ports of the Pacific Coast, and third largest city in the Dominion of Canada.

Many men and women have given a lifetime of courageous effort to the building of this their city. Of these pioneers it can be truly said that a more enduring record than any spoken praise or printed word has been incorporated into the work of their own hands—the handiwork that is Greater Vancouver. No greater recognition can be accorded to those who plotted the serial story that had its beginnings in "Gastown", 60 years ago.

No more amazing facts can be recorded of this giant young city of the Pacific north-west than that, in the space of two generations, she has grown from a settlement of 2,000 to a Greater Vancouver population of 411,300—needing 20,000 new homes today—and that the first white child born here, one of the citizens who signed the petition for incorporation in 1886, and one of the original taxpayers, have lived to see the celebration of Vancouver's Diamond Jubilee.

Captain George Vancouver was born June 22, 1757, in "Vancouver House", No. 10, New Conduit street, King's Lynn, Norfolk, and was buried in the cemetery of St. Peter's Church, Petersham, Surrey. A tablet was placed in the church in March, 1841, by the Hudson's Bay Company, bearing the following inscription: "In the cemetery adjoining this church were interred, in the year 1798, the mortal remains of Captain George Vancouver, R.N., whose valuable and enterprising voyage of discovery to the North Pacific Ocean, and round the world during five years of laborious survey, added greatly to the geographical knowledge of his countrymen."





—Photo taken May 26, 1946, by Aero Surveys Limited.
Air view of Vancouver, showing the "heart of the city", section of piers, Brockton Point jutting out from Stanley Park, and the north shoreline.

VANCOUVER

Canada's
Third Largest City

By DAVID LOUGHNAN



—Photo, Aero Surveys, Limited.

Vancouver, looking north from beyond the North Arm of the Fraser River, and corner of Sea Island. The McCleerys, first settlers, were in district close to the bridge crossing from point of Sea Island. Delta farm lands in foreground. White line pointing north in centre of photo is Granville street.

Vancouver — Canada's Third Largest City

While the Vancouver of today bears scarcely a visible trace of its primitive beginnings, every one of its three score years are inextricably interwoven into the pattern of the present. Because of this fascinating fact, it is virtually impossible to portray the city as it is today without comparative reference.

Thus, it is more a matter of history repeating itself, rather than accident or coincidence, that the proposed Civic Centre plans, now in process of formulation by Harold Bartholomew and Associates and the Vancouver Town Planning Commission, recommend a central area immediately adjacent to Victory Square—for Victory Square was the original "heart of Vancouver" sixty years ago!

Here, in 1870, the forest was cleared away to provide a site for the village of Granville, or "Gastown". "Here," says Major J. S. Matthews, City



—Photo, Aero Surveys Limited.

Through the First Narrows, now spanned by the Lions Gate Bridge, Captain George Vancouver entered Burrard Inlet on June 13, 1792. At left, Stanley Park. Beyond the Bridge lies West Vancouver on the sunny slopes of Hollyburn Ridge.

Archivist, "on the forest edge of one corner of that clearing, the tall dead bole of an immense tree, grey and decaying with age, stood as a natural monument upon the precise spot where now stands our own man-made monument of stone, the Cenotaph."

Here, Mr. L. A. Hamilton, Canadian Pacific Railway Land Commissioner, whose name is perpetuated in Hamilton street, "drove a survey stake, with a nail in the top, at the southwest corner of Hamilton and Hastings streets, and, with his surveyors, commenced to lay down in the dense undergrowth, the street system of Vancouver. The C.P.R. Townsite of 480 acres, now the heart of downtown Vancouver, was conveyed by the Provincial Government of British Columbia to the railway company on February 13, 1886, but nine-tenths of one acre was reserved, and marked 'Government Square'." That one-tenth of an acre is now Victory Square!

It was in Victory Square, in February, 1886, that the felling of the virgin forest began; the contractors, Boyd & Clendenning, being paid \$26 per acre for cutting down the trees, and an extra \$2 per acre for lopping off the large branches. This tangled mass, twenty feet thick, lay in the sun until, on June 13, 1886, fire, fanned by a strong wind, raged through the slashing and swept the little settlement of Granville out of existence. In the days that followed, undaunted pioneers commenced building the city that was to become Vancouver.

Today, Canada's great Pacific seaport is reached by air, rail, road and sea. But to understand something of the city's isolation in those far-off "pre-everything" days, when men spoke of "going to Canada" from these parts, the visitor should "come in" over "The Great Divide" by rail; through the five-mile Connaught Tunnel where it pierces the summit of the majestic Selkirks; down through the Hell's Gate Canyons, and out into the verdant valley-

lands of the mighty Fraser River, travel route of the early adventurers. To gain some concept of the tremendous obstacles, difficulties and problems that confronted the daring pioneers of the '80's, who pitted their courage and skill against nature's most stupendous natural barriers, the visitor should ride the six hundred and forty-one miles of twin steel tracks that link the Vancouver of today with her nearest "eastern" neighbour, sprawling, up-and-coming foothills-city of Calgary. That experience, as nothing else, will bring home something of the distance and isolation that faced the founders of Vancouver in 1886, before the coming of the railway.



—Dominion Photo Co.
Totem poles in Stanley Park, near Lumberman's Arch.



—Photo by D. Loughnan.
An 11th of November Remembrance Day being celebrated at
the Vancouver Cenotaph, in Victory Square.

opened in 1927, providing rail and road access to the communities of the North Shore; in the distance, the pencil-slim outline of the Lions Gate Bridge, completed in 1938 at a cost of \$5,000,000, longest single span suspension bridge in the British Empire, crossing the First Narrows from Stanley Park to form a link with West Vancouver, destined to become Vancouver's sunniest best bedroom.

On the journey down from Stephen, little mountain settlement nestling in a gap under the giant Selkirks, you have dropped 5,323 feet to 14 feet above the sea-green waters of the Pacific Ocean which ripple and rage

As you round the bend and skirt the south shore of the second largest land-locked, ice-free harbour in the world — Burrard Inlet —and creep through Vancouver's untidy back-yard behind the engine's clanging bell, Canada's unparalleled achievement unfolds before your eyes . . . the miracle of a modern metropolis of 411,300 population standing on the ground where, only eighty-four years ago, the first white settlers took up pre-emptions in 1862. There you have Vancouver's outline of history!

From your train window-seat you see the two toll bridges that span Vancouver's great harbour; the Second Narrows Bridge,



—Photo, Aero Surveys Limited.

An air view of the West End of Vancouver, with Second Beach in foreground at the edge of Stanley Park. In centre is the Lost Lagoon, with causeway to Stanley Park, Coal Harbor, and Prospect Point.

around the curve of the world to lap lazily against the piling of "Pier B-C", a stone's throw from the end of a trans-continental railway line.

As you step from the train you are 2,815 miles west of Montreal, Canada's largest city; 2,670 miles from Toronto, second city in the Dominion; 2,704 miles from Ottawa, capital city; 1,463 miles from Winnipeg, "gateway to the West", and fourth city in Canada.

But, despite the great distances that separate her from her sister cities of "the East", Vancouver enjoys two nearby and friendly neighbours; century-old city of Victoria, to the West, 25 minutes by air and five hours by steamer, where the "bobbies" still wear helmets, and life flows on with dignified "capital city" equanimity, amid beautiful surroundings, and tolerant disregard of metropolitan Vancouver, and, 150 miles south by the highway route, Seattle, in the State of Washington, hustling, effervescent, beckoning—a modern pied piper luring a countless flow of shoppers, visitors, holiday and spree-bound Vancouverites to its welcoming arms.

Vancouver's pattern is of her own somewhat careless carving; a pattern



—Photo, Aero Surveys Limited.
University of British Columbia with outskirts of Vancouver in top background. The location is at the tip of Point Grey, eight miles from centre of the city.

that the city fathers are now seeking to re-orientate through the service of town-planning experts. When John Morton, with his cousin, Sam Brighthouse, and William Hailstone, purchased 550 acres of the present West End of Vancouver, Morton's little log cabin and barn were the first buildings erected on this side of the peninsula, and the trail that he and his companions cut through the forest near the present location of Carrall street, was the first development. Today's plans visualize an ambitious downtown civic centre fanning out from Victory Square and the city-owned Central School site fronting on Cambie street.

The city's downtown business section hems the waterfront docks and railway tracks. Shaped like a carpenter's try-square, Hastings and Granville streets form a right angle, with the Post Office in the "corner".

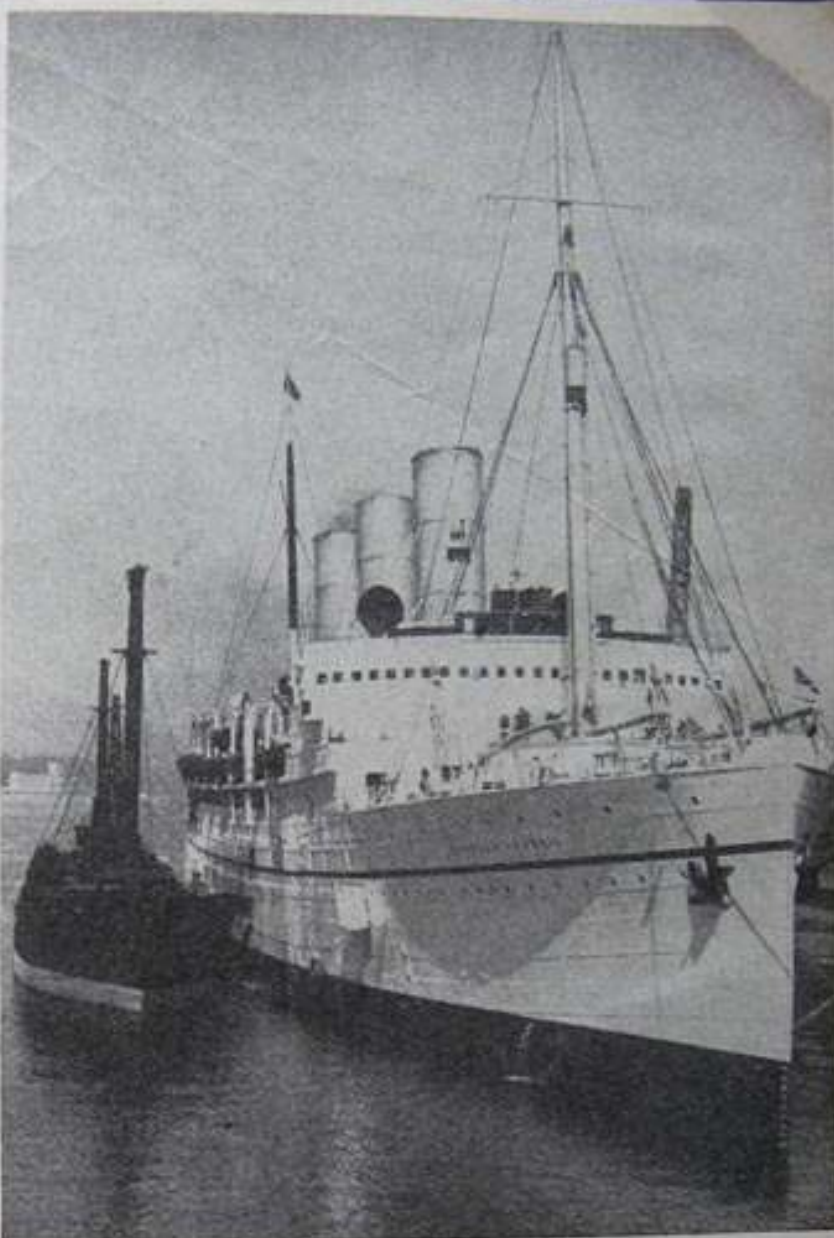
Heading "up" Granville street leads past the spot where, in 1886, a giant of the forest lay felled (see page 9) on the present site of a large department store. Diagonally across Granville stands the "old Hotel Vancouver", used during World War II as Pacific Command Headquarters—for a year

the subject of delegations, editorials, public meetings and appeals directed at Ottawa and the railway owners for its use by returned service men for temporary housing—which suddenly became an accomplished fact early in 1946, when a couple of hundred service veterans quietly marched into the building and took possession. About one thousand veterans and dependents are now housed in the old hotel under control of the Vancouver Rehabilitation Committee.

Opposite the "old hotel" is Birk's Corner, trysting-place for the "meet-me's" of the evening hours. Beyond lies Vancouver's theatre district, brilliant at night in technicolour neon lights, probably

the gayest illumination in all Canada, a spectacle best seen by plane after dark. Blocks further south one crosses False Creek to climb to the city's swank residential district, Shaughnessy Heights. This is the road to the airport, eight miles from the post office, over a bottle-neck bridge at Marpole, and on through table-flat farm lands to the edge of Sea Island, once home of an uncle of the McCleerys, Vancouver's first settlers.

"Down" Hastings street, from the post office, lie a flock of the city's banking institutions, two of the three large department stores, and the



—Photo by D. Loughnan.

The C.P.R. *Empress of Russia*, berthed in Vancouver before the Second World War. The 16,800-ton liner caught fire at Barrow-in-Furness, England, while re-fitting after war service under Admiralty orders, and is now being broken up by salvage experts. Alongside her is the old *Melanope*, once the pride of the Pacific, which ended her days as a coal barge.



—Photo, courtesy *Vancouver Daily Province*.
 The entrance to Stanley Park as it was in 1889. The notice on the right pillar reads: "All persons driving along this bridge are requested not to exceed a walking pace."

Cenotaph in Victory Square. In this section of the city are the two evening and one morning daily papers; the *Vancouver Province*, staid, dignified, one of a chain of Southam newspapers, tops in circulation, conservative in its editorial policy, wide in news coverage, and deluged with classified and other advertising; the *Vancouver Sun*, proud of its "home" ownership, keen fighter for Vancouver's "rights" and progress, champion of local causes, forthright—sometimes flaming—in castigating Ottawa's multiple sins of omission and commission, liberal in its outlook; and the *News-Herald*, morning paper that provided a welcome a.m. substitute for the Seattle Hearst paper

that formerly flooded Vancouver, younger of the three news-sheets, and growing like a thirteen-year-old.

Of the city's many fine buildings, three call for special mention. Some ten years ago, G. G. McGeer, K.C., then Mayor of Vancouver, now a Senator, always a go-getter Irishman, performed a miracle by building the finest city hall in Canada at a cost of one million dollars—financed by "baby bonds"! The hall is now completely paid for, a monument to aggressive leadership, and a credit to the city. Hotel Vancouver, occupied by Their Majesties The King and Queen during their visit in 1939, is considered tops in the Dominion, and is jointly owned by the Canadian Pacific and Canadian National Railways. The Marine Building, tallest commercial column in Vancouver, home of the Vancouver Board of Trade and centre of business activity, with its green copper roof and penthouse, is an outstanding water-



—Photo, Aero Surveys Limited.

The North Shore and Burrard Inlet, showing City of North Vancouver, Burrard Dry Dock and glimpse of the Coast Range.

front landmark. Almost beside it, still standing on its original location on the bank above the railway yards, is the one-time bunkhouse of Spratt's Oilery, dating back to 1884. (See illustration on page 13).

Before the war many of the city's little corner grocery and fruit stores were owned by Japanese, who also had a monopoly of the cleaning and pressing places. "Jap Town", a thriving section along Powell street, carried on until the British Columbia Security Commission moved the entire colony to points in the interior of B. C. and beyond the Rockies as a war measure. Many of the former Japanese-owned business places are now run by Chinese, whose "Chinatown", busy and picturesque as ever, packs Pender street from Beatty to Main street, off which has grown a sizable Negro colony. Turbanned East Indians congregate along the mill and lumber yards facing False Creek, and people of the Scandinavian countries, of whom there are over 14,000 in Vancouver, are mainly centred in the east end of the city. According to official 1946 estimates, the population of the City of Vancouver is 316,000, and that of Greater Vancouver, including Richmond, 411,300.



—Photo, Leonard Frank.

His Majesty The King and Queen Elizabeth driving down Granville street on the occasion of their visit to Vancouver, May 29, 1939.

One block of Cordova street—Vancouver's main thoroughfare in the early days—between Abbott and Carrall, is still the haunt of loggers and men of the woods who come in by boat from up-the-coast and Island logging camps during seasonal lay-offs and holiday periods.

The city covers an area of 43 square miles, with 980.15 miles of streets, of which 210.44 are paved. 120 miles of street car, and 157 miles of interurban lines are operated by the B. C. Electric Railway Company, in addition to rapidly increasing bus services. In 1945 Vancouver transit lines carried 109,781,216 passengers.

168,455 telephone subscribers are on the books of the B. C. Telephone Company. An interesting link with Vancouver's beginnings was recorded on May 18, 1946, when George Pittendrigh, a pioneer who helped install Vancouver's first telephone switchboard in 1885 was presented, at the B. C. Telephone banquet in Hotel Vancouver, with the diamond life membership pin of the B. C. Chapter of the Telephone Pioneers of America. Mr. Pittendrigh was introduced as the only employee who had worked for the present telephone company and its two predecessors.



—Photo, Stuart Thomson.

The Rt. Hon. The Lord Mayor of London, Sir Percy Vincent, visited Vancouver for the special purpose of presenting a Mace to the City of Vancouver, August 20, 1936. The Mace is an exact replica of the Mace of the Corporation of the City of London, except for the raised letters, "E.R. VIII", who reigned for only a year. The maple leaf and arms of Vancouver were made in London of Canadian silver. Mayor G. G. McGeer is shown with the Lord Mayor.

74,893 radio receiving sets were licensed in Vancouver in 1946, and five radio broadcasting stations serve the community: CBR, CKWX, CKMO, CJOR, CKNW.

Vancouver has 121,000 residential homes, but the influx of some 50,000 newcomers since 1941 has placed a tremendous strain on the city's housing accommodation, notwithstanding the erection of many apartment blocks on south Cambie and in other parts of the city, and a home building program that is a long way behind pressing housing needs.

The original "Vancouver Townsite" comprised 480 acres. That was in 1886. Today, the city has nearly five times as many acres set aside as public parks in one hundred park areas—a total of 2,211 acres. Largest of these is incomparable Stanley Park—1,000 acres of primitive beauty, an encircling



—Photo, courtesy City Archives.
Warren G. Harding, 29th President of the United States, and only President to visit the city. Picture shows him in Stanley Park at the end of July, 1923. His tragic death was announced on August 2, less than two weeks after his visit to Vancouver.

driveway, bridle paths and trails, beaches, picnic grounds, swimming pools, gardens, rockeries, fountains, and scenic settings unequalled anywhere. Here, too, is the Malkin Bowl, stage for summer Sunday afternoon concerts and the "Theatre Under the Stars", which last year played to 96,292 persons. In addition, 4,500 passes were given to underprivileged groups. Giant firs and cedars form nature's backdrop to the greensward and gardens that flank this beauty spot. Receipts last year for the Theatre season performances were \$73,365, against expenses of \$65,534. Hastings Park, second largest in Vancouver, includes an 18-hole golf course, the buildings of Canada's Pacific Exhibition, and a race track in its 160 acres. 224 churches, covering the entire gamut of religious creeds, from the Holy Rosary and Christ Church Cathedrals to the Sikh Temple and Four Square Gospel, provide an interesting variety of architecture wherein to

house worshippers and minister to the spiritual needs of the citizens. In addition to the churches there are 89 missions.

Fifty-three public schools, 12 high schools, 90 private schools, Normal school, and the University of British Columbia cater to the educational requirements of the community which opened its first single-roomed school-house in charge of one solitary teacher, Miss Sweeney, in 1873. Against her 20 pupils, Vancouver's public schools enrolment now exceeds 40,000. The University of British Columbia, situated on a 548-acre tract at the western extremity of Point Grey, eight miles from the centre of the city, has four permanent, and nine semi-permanent buildings, and a new \$800,000 building is now under construction. Over 100 army huts have been requisitioned to supply housing for the largest enrolment in the history of the University.

Under the proposed Civic Centre plans, a new library and museum will be built in 1947 to replace the present ancient and inadequate quarters of Vancouver's public library and museum in the old "Carnegie Free Library" at the corner of Hastings and Main. Plans are also under way to extend the Vancouver Art Gallery on Georgia street.

In her sixtieth year Vancouver is suffering chronic growing pains. She is grieved to find that she has not nearly enough homes and hotels to accommodate her thousands of returned service men and women, war brides, to play host to thousands of would-be tourists and visitors, the big conventions that seek her delightful attractions and such ambitious events as her Diamond Jubilee Celebrations. Wartime restrictions on lumber and building materials, overseas export requirements and the many shortages brought about by the war, have, as elsewhere, greatly curtailed the huge building program required to keep pace with the extraordinary growth of Vancouver. But many new apartment houses and homes have been completed since 1941, and once supply conditions ease up, tremendous expansion may be looked for. For not only is business moving to British Columbia, but thousands of Canadians have awakened to the desirability of living under the enjoyable climatic, scenic and all-the-year-round outdoor attractions to be found in Vancouver. As reported on January 8, 1886, by Vancouver's first newspaper, the *Herald*, "Sam Brighthouse brought an armful of primroses into the editorial room," in proof of the mildness of the month! There you have one of the many reasons why Vancouver has grown—in sixty years—from 2,000 to 411,300!

50,000 motor vehicles now operate in the City of Vancouver. The British Columbia Power Corporation, which serves a territory of over 1,500 square miles, provides the cheapest light and power on the Pacific Coast. The Corporation has eleven hydro-electric plants and three steam plants; three gas plants with a daily capacity of 12,500,000 cubic feet. It supplies 157,000 light and power customers, and 60,000 gas customers.

World-wide recognition of the growing importance of Vancouver and its

BURRARD DRYDOCK SHIPS

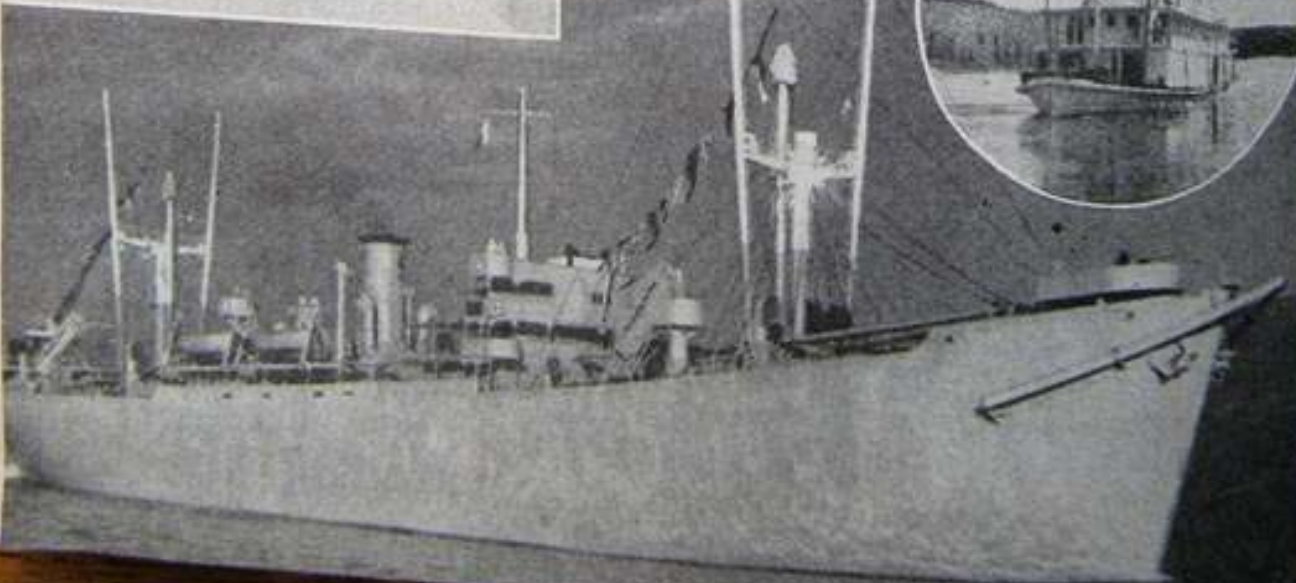
(Top inset) North Vancouver Ferry, No. 3. First all-steel vessel of any size constructed on B. C. coast. Launched in 1911.

The Mabel Brown, five-masted schooner, one of five sister ships. Launched in 1917.

—Photo, Dominion Photo Co. (Circle inset) The S.S. James Denville, a stern-wheeler built in 1898 for service on Thirty-Mile River, in the Yukon.

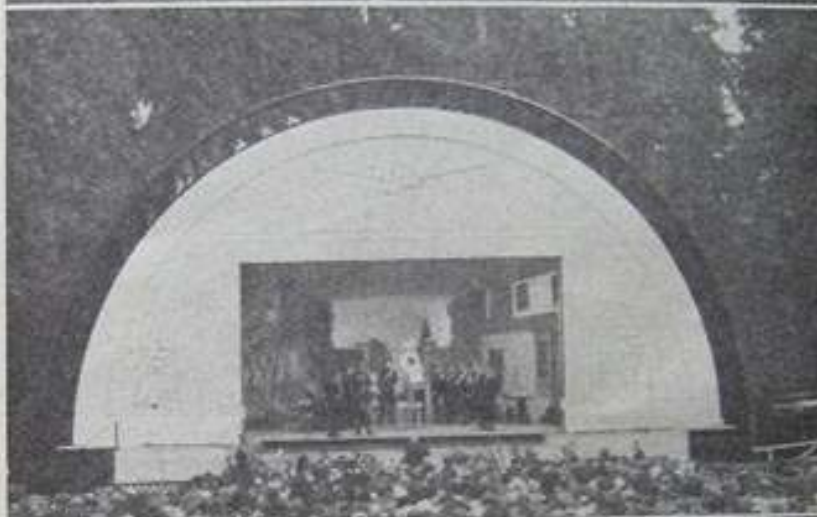
R.C.M.P. Service Ship, St. Roch (shown in Arctic ice), built in 1928. This historic ship, under Staff Sergeant Larsen, and crew, completed the Northwest Passage from East to West in 86 days, and previously made the West-East voyage in 28 months. The Northwest Passage, from Halifax to Vancouver, is a 7,500-mile voyage.

(Bottoms) Victory ship Fort Wallace, one of the 109 ten-thousand-tonners built by Burrard Dry Dock during World War II.—Photo, Jack Cash.



geographical situation is indicated by trade enquiries received and published in a single recent listing by the British Columbia Products and Industrial Bureau. Business concerns addressing enquiries as to imports, exports and trade possibilities, came from British West Indies, Dominican Republic, South America, Britain, China, Italy, Belgium, Greece, Cyprus, Indo-China, Switzerland, India, Africa, New Zealand and the United States. A Consular Corps, representing 24 foreign nations, serves cosmopolitan Vancouver.

Although Vancouver's city motto reads: "By Land and Sea We Prosper", her future growth and prosperity will be greatly augmented by "Air". Vancouver's airport, with an area of 480 acres and one mile of river frontage for seaplanes, is located near the



Looking up the 18th fairway at the Capilano Golf Course. At left is clubhouse. Theatre Under the Stars, in Stanley Park, at the Malkin Bowl.

Vancouver's Chinatown celebrated V-Day with a mammoth parade in which more than 700 Chinese took part.

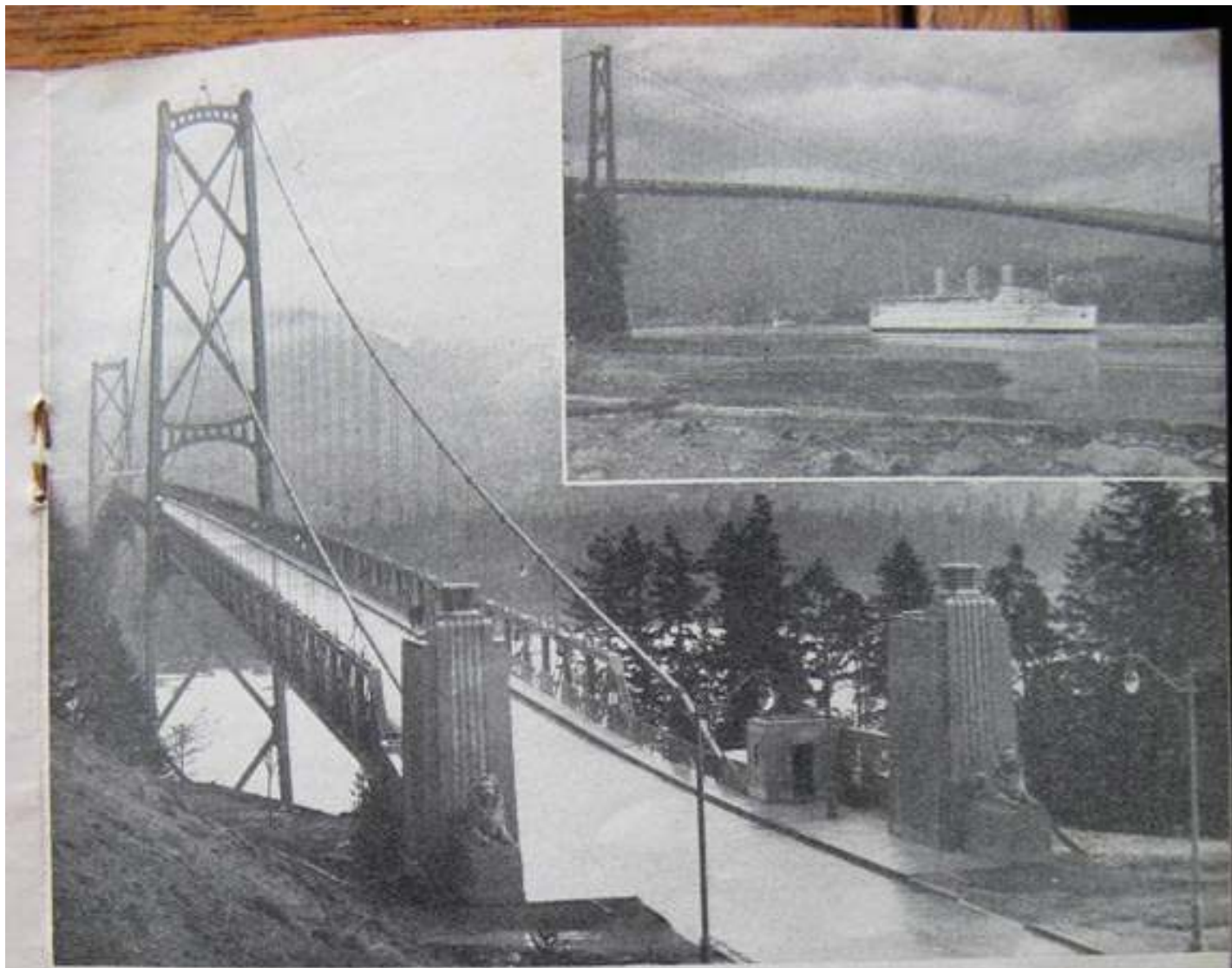
—Photos, courtesy Vancouver Daily Province.



mouth of the Fraser River on the south side of Sea Island, eight miles from the centre of the city. Costing approximately \$3,000,000, it is rated as the finest in Canada, and has the record of being the safest on the North American Continent. There is an E.-W. paved runway 5,000 feet long, and a N.W.-S.E. paved runway 5,100 feet long, both 200 feet wide. A third runway is 3,800 feet long and 150 feet wide. Runways are lighted for night operations, and the Airport is used by Trans-Canada Air Lines' Western Operations Base, United Air Lines Northern Terminus, and Canadian Pacific Airlines. 104,052 passengers were carried in 1945; 920,533 pounds of air mail; 272,477 pounds of air express. Permanent buildings include administration, housing of customs and immigration, airline traffic offices, control tower, restaurant building, radio and meteorological building, two commercial landplane hangars, four military

(Reading down) The Pauline Johnson monument in Stanley Park. Lost Lagoon, at the entrance to Stanley Park. The Stanley Park Pavilion and Tea House with lily pond. Katsilano Swimming Pool, where Dominion swimming and diving championships have been held.

—Photos by
Dominion Photo Co.



—Photos, Leonard Frank.
 Two views of the Lions Gate Bridge from Stanley Park, looking north. Inset shows a "white Empress" passing under the bridge soon after its completion in 1938 at a cost of \$5,000,000.

landplane hangars, one commercial seaplane hangar and repair shops. During the war years, a large area near the airport housed the huge Boeing plant, which, at its peak, employed ten thousand men and women in plane construction. Great activity is developing in private flying. More scheduled airline departures leave from Vancouver than from any other Canadian city.

The growth and development of Vancouver Harbour, with its 96 miles of waterfrontage, 48.78 square miles of deepsea anchorage, 4 oil berths, 7 grain elevators, 2 drydocks, 16 ship ways, and 56 berths for ocean-going vessels, is dealt with elsewhere in these pages.

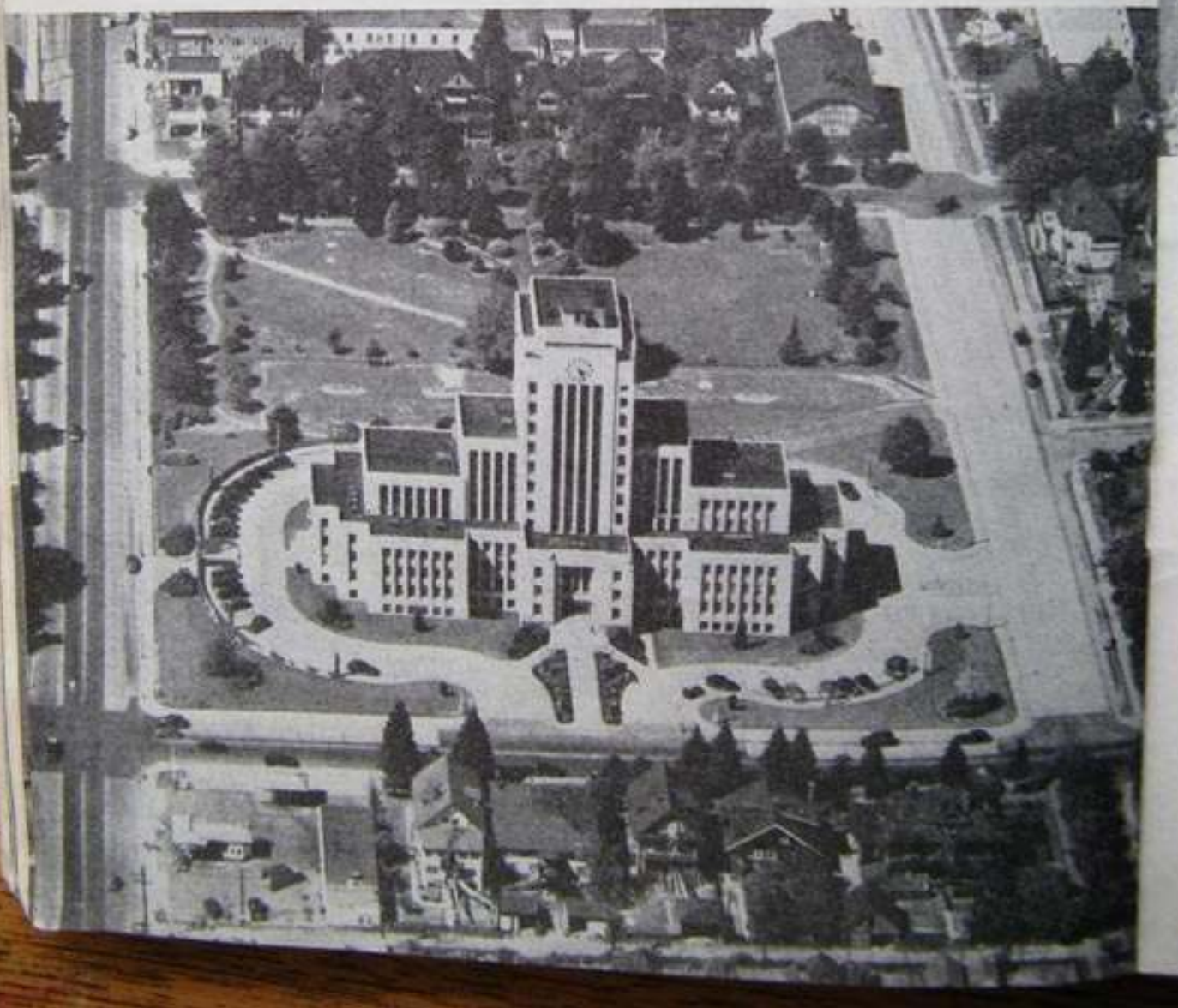
In addition to one local and three coastal passenger and freight steamship services, 54 deepsea lines maintain frequent peacetime service from Vancouver to Europe, California, South Africa, Central and South America, the Orient, Atlantic Coast, Australia, New Zealand, Hawaii and Fiji. 1,866,481 passengers travelled through the Port of Vancouver in 1945. All of which adds up to the progress of the port since the little coastal steamer Beaver was wrecked off Brockton Point fifty-eight years ago.

No story of Vancouver would be complete without a brief summary of Canada's largest and one of its oldest shipbuilding firms—Burrard Dry Dock of North Vancouver, which, in fifty years, progressed from a one-man, back-yard boat works, building fishing boats, to a 12,000-man, three-yard organization turning out 10,000-ton cargo ships, and doing marine conversions and repairs of all types and tonnage.

When Alfred Wallace settled in Vancouver the city was little more than a frontier town. In 1894 he began building life boats in his own back yard on contract for the Canadian Pacific Steamships. Later he erected his first shop, known as the Wallace Shipyard, on False Creek, and branched out into the fishing boat business. Constructing a small marine railway with a capacity of 400 tons, Mr. Wallace bid on repair jobs, and also secured a contract to convert a coastwise passenger ship. During the next four years

Vancouver's City Hall, finest such building in the Dominion. Financed through an issue of "baby bonds". Now completely paid for. Cost \$1,000,000. Opened December 4, 1936, by Mayor G. G. McGeer, K.C. (now Senator) who fathered the project.

—Photo taken May 26, 1946, by Aero Surveys Limited.



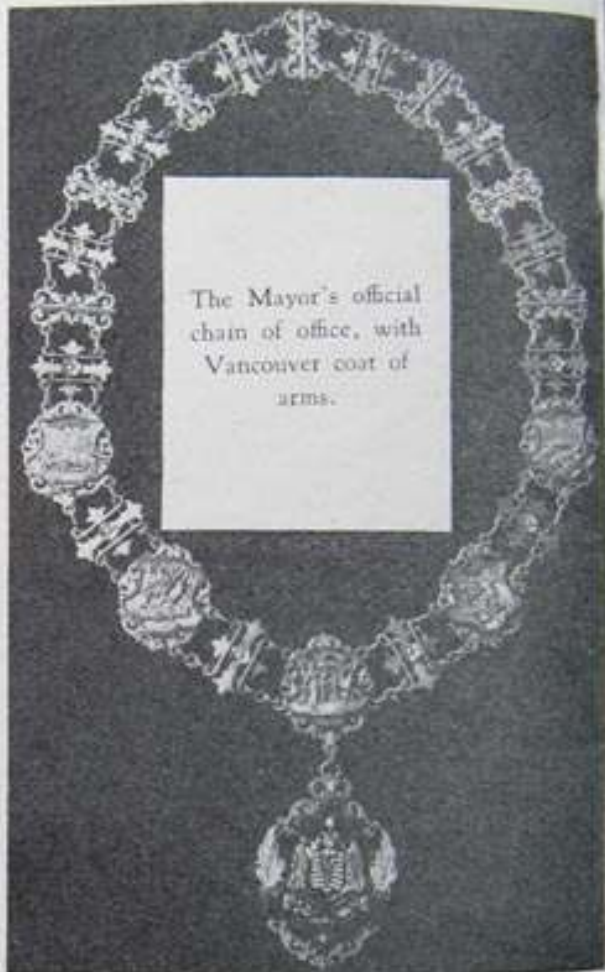


—Photo, courtesy Vancouver Daily Province.
Prospect Point, Stanley Park, overlooking the Lions Gate Bridge, and First Narrows, West Vancouver,
the Capilano, and North Shore mountains.

he received contracts to build fourteen good-sized ships, among them a stern-wheeler for the Yukon, and a passenger and auto ferry for North Vancouver. In 1900 he moved to the present site of the Burrard Dry Dock. In 1916 an order was received for six auxiliary-powered wooden schooners known as the "Mabel Brown" type. These were followed by steel freighters up to 8,390 tons. (See illustrations on page 46.)

During World War II Burrard Dry Dock built and outfitted 109 war-time cargo vessels—more than one-third of Canada's total of 312 ten-thousand-tonners. Alfred Wallace's two sons, Clarence and Hubert, carry on the high shipbuilding tradition set by their father in an enterprise which has added much to the name and fame of Vancouver.

The largest and best water supply on the Pacific Coast, entirely free of impurities, is obtained from Capilano River, Lynn and Seymour Creeks, with their watersheds in the mountains of the North Shore, and distributed throughout Vancouver by the Vancouver Water Board, a civic body. A potential water supply for a city the size of New York is available from these sources, all within ten miles of the post office.



The Mayor's official chain of office, with Vancouver coat of arms.

(Top) The City of Vancouver Mace, presented by the City of London.
 (Left) Vancouver "extras" published Sept. 3, 1939.

So the story of Vancouver might be continued almost indefinitely if space permitted the recording of all that has gone into the making of this great community. But, perhaps, all the facts and figures and comparisons can be very simply condensed into Vancouver's dog story—the story of "Fido", first and only dog in a canine world that was all his own in and around the bailiwick of the McCleerys in 1862—and the 16,091 dogs carrying Vancouver licence tags today!

Vancouver, sixty years young, carries on, confident that the trend of world commerce and development will shape her course and destiny toward becoming one of the greatest seaports on the continent of North America.
 "Here's a Ho! Vancouver!"



—Photo, Aero Surveys Limited, Vancouver.

University of British Columbia, the City of Vancouver, English Bay, Burrard Inlet and the mountains on the North Shore are shown in this air view. Stanley Park cuts across the inlet. Beyond, in distance, is North Vancouver.

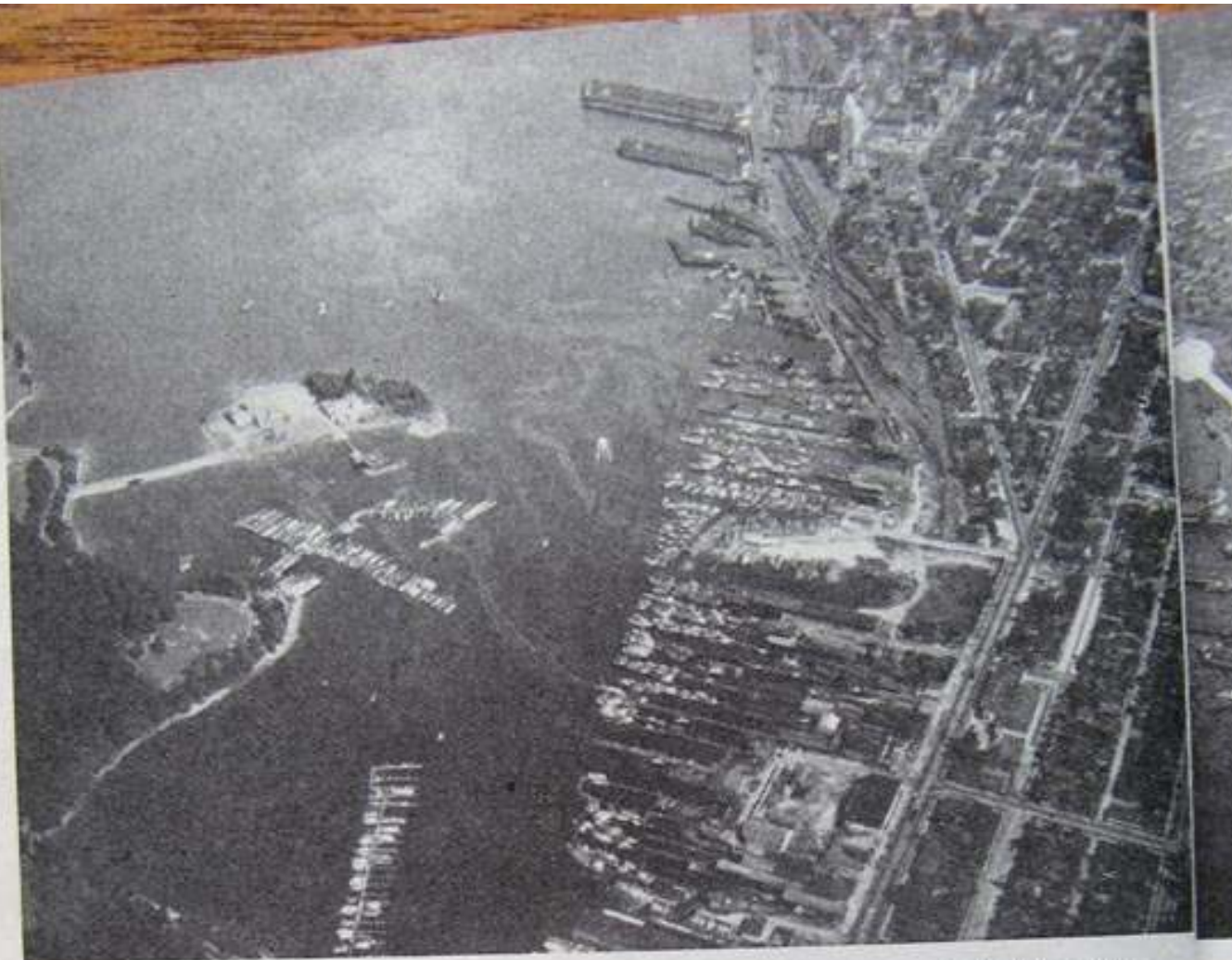
THE PORT OF VANCOUVER

By CHRISTY McDEVITT

1886

1946





—Photo, Aero Surveys Limited, Vancouver.

Vancouver Harbor waterfront view, showing (left) part of Stanley Park. The "island" connected by causeway is the former "Deadman's Island", on which was built during the war H.M.S. *Discovery*, (named after Capt. Vancouver's ship) and used as Royal Canadian Navy training headquarters in Vancouver.

THE PORT OF VANCOUVER

When the skipper of the British barque *Jeddo*, which churned into Burrard Inlet in 1866, looked over the inlet and the 96 miles of waterfront, he turned to a companion and said:

"This is without exception one of the finest harbours I have ever seen."

Many, many times since, similar sentiments have been expressed by world travellers, and it is small wonder that today Vancouver tends to put on airs when any discussion regarding her waterfront properties is aired.

But even before the trusty *Jeddo* entered this lovely inlet, this wild and then remote section of the world had already established a reputation for its beauty and its hospitality.

When Captain George Vancouver arrived here on June 13, 1792, he recorded for posterity that his little group was met by about fifty Indians, and the native sons proved even then to have a little civic pride, for they



—Photo, Aero Surveys Limited, Vancouver.

This picture shows the downtown section of Vancouver, waterfront, False Creek and residential area beyond. Arrows point to the Canadian Pacific Railway (left) and Canadian National and Great Northern depots (centre).

presented Captain Vancouver with fish and fruit, invited the crew to stay and make themselves at home, and when given their choice of taking token payment in either iron or copper, the Indians, perhaps with commendable foresight, chose the iron.

Vancouver has since then maintained that reputation for hospitality, and her waterfront through the years has most certainly developed into one of the finest in the world.

But any story of the inception and development of the Port of Vancouver cannot be recorded merely in cold figures. There is a definite element of romance, a current of hopes and fears and triumphs, twining like a thread of silver through the huge mounds of statistics.

It must at all times be borne in mind that the existence of the busy port here provides the bread and butter for many thousands of families in all parts of the world.

When a loaded vessel berths here the merchandise carried in her holds represents the labor and the sweat of men employed in many and varied fields of endeavor. She brings tea from Ceylon, and that calls to mind the thousands of workers toiling under the hot sun gathering the tea leaf.

She may bring wine from France, rope and linen from Ireland, fine lace from Belgium, keen steel from England, copra from Pacific islands, sugar from Brazil, wool from Australia—from all corners of the world into Port of Vancouver are shipped materials which keep the channels of commerce open, which maintain thousands of families, from the worker in the field to the clerk in the office, and including the longshoremen, the ships' crews, the supply house personnel, the logger in the woods, the miner in the man-made cavities, the rancher on the lonely stretches, the lathe-tender in the mill, the packer in the factory, every last one contributing his share to this vast empire which is known simply as the shipping trade.

Of what benefit to mankind in British Columbia would be our great natural resources if we had no harbour from which to transport our materials?

Give a moment's serious consideration to the fruit belt of the Okanagan, the fishing banks which provide food for the world, the logging camps of the Island and the interior, the farms, ranches, factories, stores, traders' establishments, and try to visualize their impotence if we lacked a port from which to ship this much-needed merchandise.

But this vast waterfront didn't gain its prominence overnight. It grew hand in hand with the City of Vancouver. When the pioneers cleared back the timber growth in what is now the City of Vancouver they seemed even then to sense the power of destiny that was one day to make this port an important gateway to the Orient.

So the change came slowly. It developed from a tiny scattering of weather-beaten shacks which perched on the waterfront to its present status of a port which in the last full year before the Second World War saw 870 deepsea vessels berthed here.

For the sake of posterity, and in order to fully understand the proper sequence of events we should go back to record, as accurately as musty files will permit, the beginnings of the shipping industry in Port of Vancouver, its subsequent development, and a possible outline of its future.

In 1865 exactly four vessels visited the harbour here, and all were lumber carriers. They took their shipments from what then was known as Moody's Mill, and in 1867, as population showed signs of increasing, Stamp's Mill commenced operations, with seven vessels visiting this port. This commerce jumped ahead swiftly in the few intervening years until the proud record of 45 ships marked the transportation of lumber here in 1869.



—Photo, Dominion Photo Co.

Graphic view of the fire which totally destroyed the C.P.R. Pier "D" in the summer of 1938.

Those vessels berthing at Moody's Mill in 1869 all bore glamorous names, and one of them, the *Vigil*, a barque, even boasted a skipper with a name that many a present-day movie star would envy—Prince Gilpin.

Then there were the famed old *Golden Age*, the *Regent*, the barquentine *Adele*, the *Amoor*, quite possibly named by some honest soul who believed he was adding a little French charm with his misspelling of the Gallic term of endearment; the *Golden Horn*, the *Captain Horn*, the *Aua*, the sloop *Alarm*, and the noble old brig, *Coquette*.

Believed to be the first vessel to enter Burrard Inlet from England was the British barque *Mercara*, an iron vessel of 300 tons which took a load of lumber to Valparaiso. In this regard it might be mentioned that one of the crew of the *Mercara* returned one night to the ship looking as if he had tangled with a buzz saw and told his amazed shipmates of an encounter

with a huge brown bear which attacked him in the wilds through which he had ventured. His mates, a sceptical group, laughed at the unfortunate ruffian, and intimated that the lad had ventured into an Indian tepee at a moment when his presence proved most embarrassing to the occupants.

Tragedy shocked the growing settlement on July 26, 1888, when the famed old *Beaver* was wrecked at Prospect Point; and a year later the sailing ship *Titania* took a full load of cargo direct from Vancouver to London, England, establishing a link with the Motherland which has endured stoutly through the years.

Slowly, and with assurance of her place in the sun, the port marched bravely ahead. The ships, large and small, came and went, and the sight of a loaded freighter taking her lumber to the outside world became an everyday occurrence. The settlement was spreading out, the inlet was showing then the potentialities which later reached full bloom, and on April 28, 1891, the little port village took on a gala appearance as the first Canadian Pacific empress, the proud *Empress of India*, steamed in here on her maiden voyage.

That was a day that will long be remembered. On every rooftop on the settlement in the bush, men, women and dogs and cats gathered to watch the big *Empress* plough her stately way up the Inlet. Flags were flying from almost every window, citizens were decked in their Sunday best, a huge Indian canoe manned by a score of sinewy copperskins went out to meet the liner, and that night none of the residents slept, but they gathered at the waterfront to look over this tangible indication of what the civilized world of the outside was doing to help build up the rapidly-growing city in this new and rugged land.

Then on June 9, 1893, the Canadian-Australasian service was inaugurated with the arrival here of the steamer *Miowera*. Thus another link in the expanding chain was welded, and now Vancouver was settling down for the future.

It was about this time in the port's history that the entire civilized world heard the magic cry emanating from the fabulous north country, the cry that has lured men since the dawn of time, the wild and blood-stirring cry of GOLD.

This new excitement struck the waterfront with all the magic of a sudden sunbeam splitting apart the clouds of gloom and darkness. Men flocked to Vancouver on the first leg of their flight to the enticing Klondike. The little stores which were established on Cordova Street, the principal thoroughfare of this Pacific settlement, those stores which mushroomed into being after the dreadful fire of 1886, now were thronged with shoppers.

Roughly-garbed men from all parts of the Dominion and from every state in the Union to the south, gathered in Vancouver. It is true that

similar crowds were jamming into Victoria and Seattle, but this new rush of trade certainly accelerated Vancouver's growth as a city and her importance as a port of departure.

All day and all night vessels of varied sizes and construction sailed from Vancouver harbour carrying their loads of merchandise and their motley groups of fortune seekers. There was a demand for almost every conceivable type of material, and money was tossed back and forth as if it had forfeited its value. Men, and women, too, jammed into the vessels which nosed out of the harbour for that snow-girt wilderness which almost overnight had become the Mecca for thousands attempting to accumulate sufficient gold in a short time to carry them for the balance of their lives.

And then the 19th century faded down the corridors of time and the blustering, brawling, exciting 20th century stepped into the spotlight. This was to be the century of Vancouver's destiny. This was to be the century which in the first brief forty years of her being saw two devastating world wars crash into a somewhat bewildered civilization. In those forty years the port on the Pacific developed and appeared to be settling down to continued growth when her development was disrupted by the clash of arms.

A 1930 picture, showing C.P.R. Piers "B-C" and "D". The latter went up in flames in the summer of 1938.

—Photo, Dominion Photo Co.



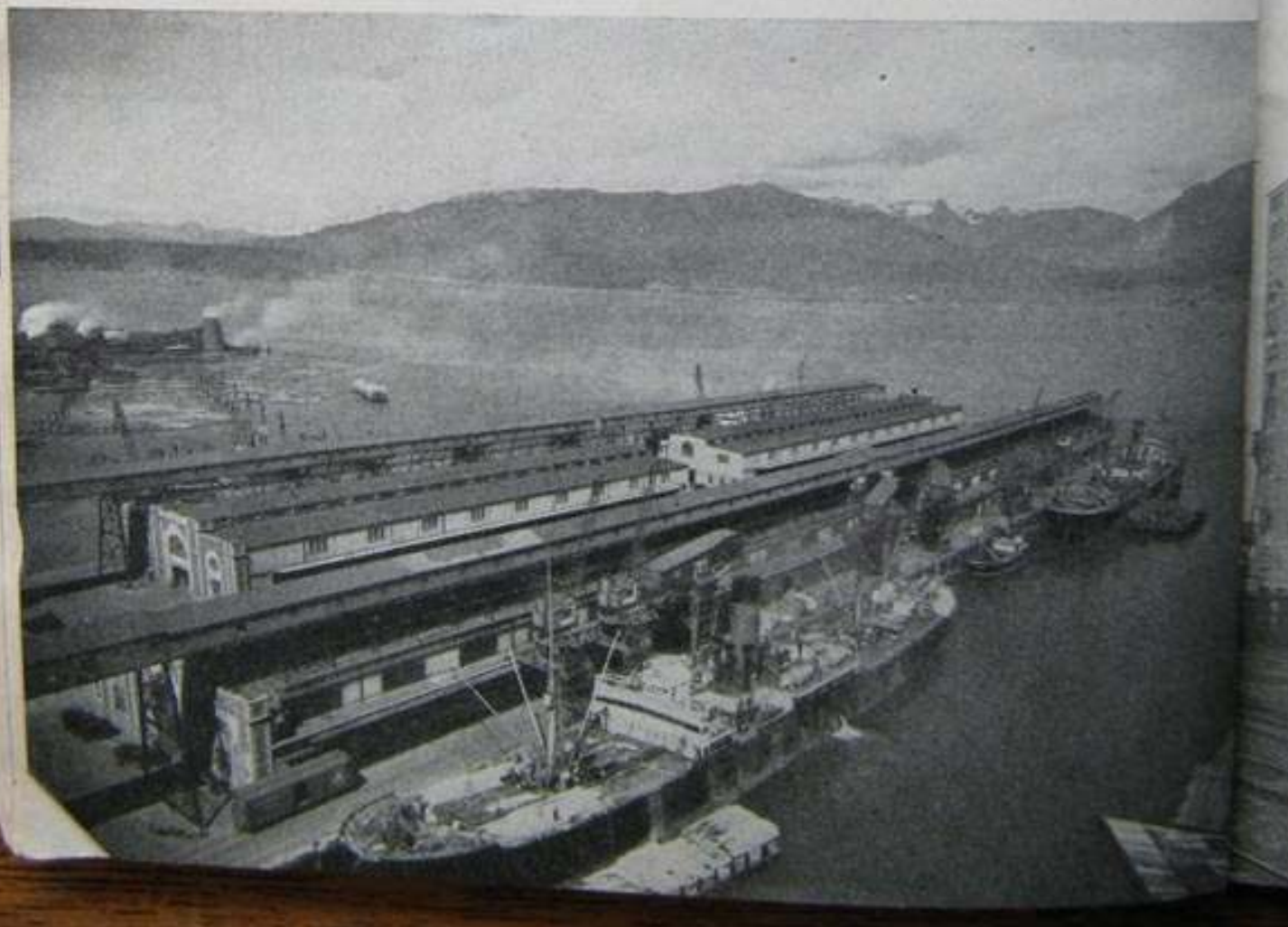
In 1916 the first grain elevator went into operation here, and on May 18, 1918, the first shipment of grain left this port for Europe, sailing via the Panama Canal. In 1938, just one year before the world went mad, 870 deepsea ships tied up along the waterfront, and in that same year this port played host to 21,306 coastwise vessels.

Deepsea commerce represented 3,429,908 registered net tons of merchandise, while the coastwise trade accounted for 7,591,185 registered net tons. The war, of course, cut this trade down, with vessels concentrating principally on the carrying of war materials from 1940 until midsummer of 1945.

In January of 1945 a total of 53 deepsea vessels entered the port, carrying a net tonnage of 215,503 tons, and at the same time 61 ships cleared outward bearing 258,067 tons. The year of 1944 recorded more cargo handled than in any year since 1940, with an inward traffic of crude petroleum totalling 1,152,127 tons. Grain elevators were busy in 1944, also their best year since 1940, when receipts at the Board's terminal elevators totalled 20,156,437 bushels and shipments were 19,504,771 bushels, making a total of 39,661,208 bushels handled.

Ballantyne Pier, at the foot of Heatley Avenue. Picture, taken in 1926, shows the old sawdust burner at the Hastings Mill—before sawdust came into use in home heating.

—Photo, Dominion Photo Co.

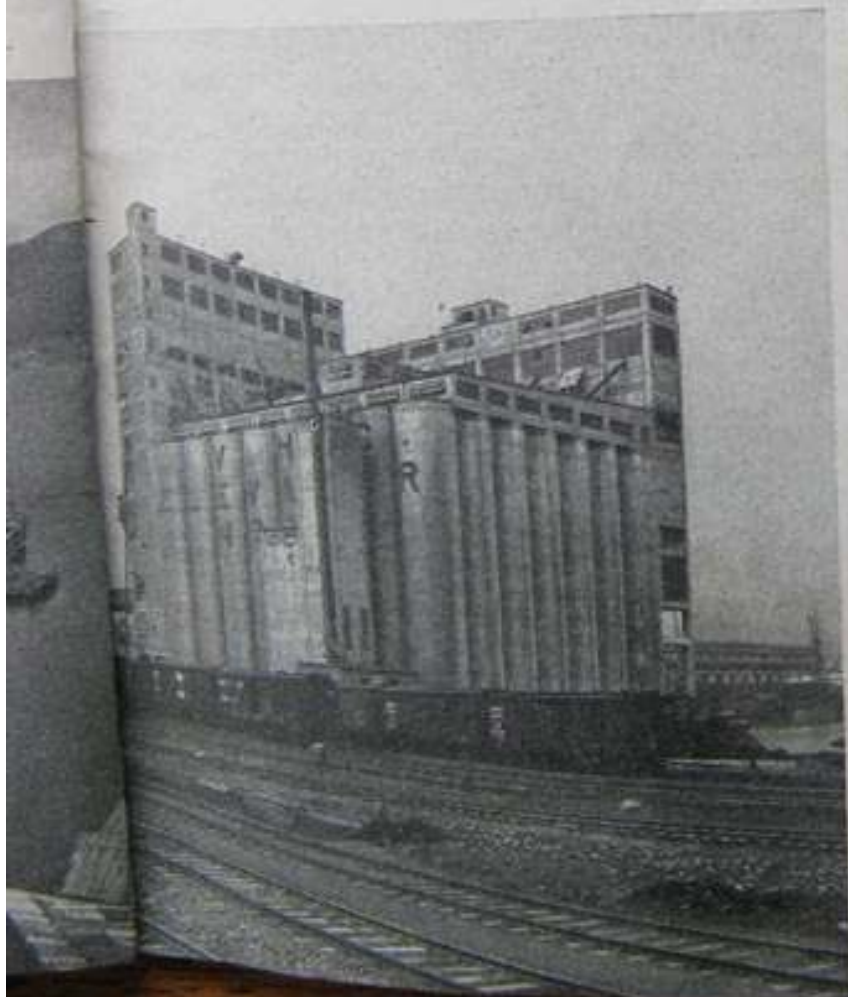


In her 1945 tonnage Port of Vancouver took a clear lead over all ports operated in the Dominion under the National Harbours Board of Canada. Of the 38,467 vessels arriving at the seven National Harbours Board berths, 24,597 were recorded at Vancouver. Other ports operated under National Harbours Board are Halifax, Saint John, Chicoutimi, Quebec, Three Rivers, Montreal and Churchill.

The Blue Funnel Line and the Canadian Pacific Steamships have plans now to resume their service between Vancouver and the Orient, a service disrupted by the war. Of particular interest to this port is the establishment here of the Western Canada Steamships Limited, an organization formed in March and taking in such well-known shipping concerns as Anglo-Canadian Shipping, Canada Shipping, North Pacific and Empire Shipping. This group has already expended \$8,000,000 in the purchase of sixteen freighters and will spend \$5,000,000 annually to operate and maintain this

(Left) One of the seven Vancouver elevators, three of which are owned and operated by the National Harbours Board. (Top right) Part of the fleet of fishing boats at Coal Harbour. (Bottom right) The Second Narrows Bridge.

—Photos, Dominion Photo Co.



fleet. It has chartered five additional ships and it is expected that employment will be provided for more than 1000 mariners and, indirectly, for hundreds of personnel.

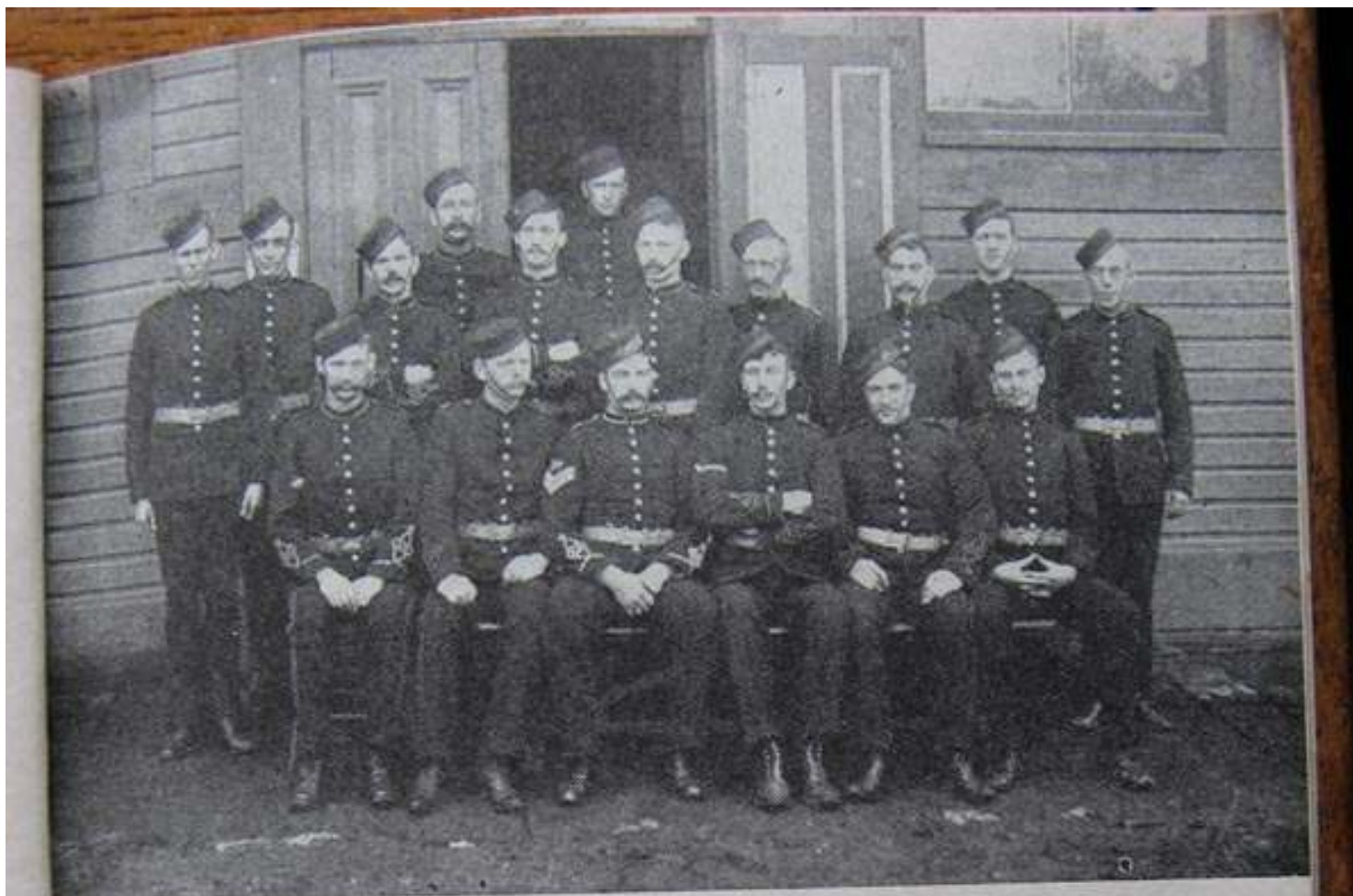
The waterfront is now well equipped to handle the vast trade that is anticipated here for the future. On this 96-mile stretch of deepsea berthage might be listed Ballantyne Pier, situated at the foot of Heatley Avenue; Lapointe Pier, with its capacity for 13,865 tons; the No. 1 jetty at the foot of Salsbury; No. 3 jetty at the foot of Vernon Drive; the fish dock, which is situated at the foot of Raymur; Pier A, Pier B-C and Pier H of the Canadian Pacific; the Canadian National Pier, Evans, Coleman & Evans Dock, the Gore Avenue wharf, the Union Pier, the Great Northern Railway dock at the foot of Campbell, Kingsley Dock, and the Terminal Dock and Warehouse at the foot of Nanaimo Street.

Along the waterfront are seven elevators, of which three are owned and operated by the National Harbours Board. The four privately owned are the Alberta Pool, Vancouver Terminal Company, Midland Pacific Elevator Company, and Columbia Grain Elevator Company. In all, these elevators have a total capacity of 17,843,000 bushels, and can load ships at the rate of 193,000 bushels an hour.

Perhaps the greatest tragedy which hit the waterfront in recent years was the total destruction of the Canadian Pacific Pier D, at the foot of Granville Street. This structure went up in flames in the summer of 1938, a particularly hot day, and before firemen could make any attempt to save the pier it was completely destroyed. It is planned, according to Canadian Pacific authorities, to rebuild this pier when labour and materials are fully available.

During the last war the only scare which struck the harbour was the explosion aboard the freighter *Greenhill Park* in March, 1945. This noon-time explosion smashed windows for many blocks in the vicinity of the waterfront, partially destroyed the vessel, and caused many residents to think that enemy agents had arrived in the harbour.

Port of Vancouver today stands in a most favorable position. She has a bright future ahead. Shipping men of long years' standing here are convinced that nothing can now interfere with the full and complete development of this port to the point where it will be one of the leading centres of trade and commerce in the world. The vast market of the Orient and of Russia, the seasonable winters on the Pacific, the sheltered entrance, the deep water, the expert guidance which has watched over the port to date, and the spirit of courage and enterprise which has always typified the pioneer Pacific, will, it is believed, ensure the materialization of all the hopes held for this port from the day long, long ago when Captain Vancouver sailed in to feast his eyes on this beauty spot of the Pacific.



—Photo—City Archives, Vancouver.

FIRST SOLDIERS OF VANCOUVER TO SERVE OVERSEAS

The Vancouver detachment of sixteen volunteers, part of "A" Co., 2nd (Special Service) Battalion, Royal Canadian Regiment, proceeding to the South African War, 1899-1902. British Columbia was apportioned 50 personnel, 16 each from Vancouver, Victoria and Eastern B. C., and officers, and numbered "A" Company. Photo taken at entrance to old wooden "Drill Shed", formerly Imperial Opera House, foot of Beatty street, on site of present Shelly Bldg., 118 West Pender street. It was taken after divine service, Sunday, 29th October, 1899. They left for South Africa via C.P.R. next day, Capt. C. C. Bennett, commanding.

VANCOUVER'S WAR RECORDS

By GUS SIVERTZ

In Victory Square, a scant few feet from one of the city's busiest arteries, there stands a simple column of grey granite. It is Vancouver's symbol of sacrifice.

On its three weather-stained sides are graven these words:

"Is it nothing to you, all ye that pass by—their name liveth forevermore."

Their names live in the hearts of their fellow citizens, of fathers, mothers, widows and orphaned children, who also made a great sacrifice.

"WAIT FOR ME, DADDY!"

Famous photograph by C. P. Detloff, staff photographer, Vancouver Daily Province, depicting The British Columbia Regiment (Duke of Connaught's Own Rifles) marching down Eighth street, New Westminster, prior to embarkation for overseas. Selected as "Picture of the Week" by Life magazine; used to illustrate "Canada's War Effort, 1941", Encyclopedia Britannica; widely circulated by Associated Press; "Sixth Best Picture of 1940" in Editor and Publisher annual contest for all North America; copies presented to all Vancouver schools, by Vancouver Province. The soldier is No. 37859, Pte. Douglas Bernard, his white-haired son, Warren Douglas, and his wife, Bernice. Pte. Bernard returned safely.



They are members of a glorious company whose beginnings go back to the days of the city's own youth.

Without their story no history of Vancouver would be complete as their lives are the epitome of the evolution of a boisterous shack town to the dignity of a great Canadian metropolis.

Their gallant deeds have been written in blood on far distant battlefields and they have brought imperishable glory to their city and their country. Twice in one generation Vancouver's gallant sons have fought in the war-torn cockpit of Europe . . . they have ridden over the South African veldt and endured blistering heat and torturing thirst in battle against the brave Boers.

From the blue Mediterranean to the valley of the Po they met and utterly defeated the finest of Hitler's legions against incredible physical hardships.

From Normandy to beyond the Rhine people will talk about the insolent courage of the glorious "Dukes", pursuing a stubborn Wermacht to utter

defeat. And the same people of a generation ago will remember the progenitors of these tankmen—the famed 7th Battalion, C.E.F.—who, from 1914 to 1918 left 64 officers and 1335 other ranks in Flanders' mud or in the chalk lands of Artois and Picardy.

The record of the 7th Battalion included three winners of the Victoria Cross—most coveted of all military honors. A fourth Victoria Cross was awarded to a member of the 29th Battalion (Vancouver Regiment).

In World War II a private soldier in the Seaforths won this great distinction and a Vancouver officer duplicated his feat while commanding a prairie regiment.

Neither will they forget the stalwart men of the 29th Battalion (Vancouver Regiment) which made military history from St. Eloi to Mons.

And the story of the men of Vancouver who fought in their country's defence must include the magnificent gunners of the light and heavy field artillery, and the countless men who served on the lines-of-communications—the men of the Service Corps, Medical Corps, Signal Corps and Ordnance Corps.

Great as their part was in winning their country's battles, it would not have been so great without the matchless courage and self-sacrifice of Vancouver's women who dedicated their lives to make the hard lot of their soldiers a little easier.

In much of their labor of love there was little glory and small public acclaim.

More fortunate were those who could wear the proud uniform of the Canadian Women's Army Corps—volunteers for service anywhere—who became soldiers in fact and sent their splendid contingents to England, to Italy and finally to northwest Europe.

Vancouver was only eight years old as a city when its first military organization was formed in 1894 and No. 5 Company of the B. C. Brigade of Garrison Artillery came into being. The roster of names in that company is a cross-section of those far-sighted and fearless men who made the city great; and fortunate was the little group in having Major T. O. Townley as its first officer commanding.

On January 17, 1894 the oath of allegiance was administered and smart uniforms with cocky "pill box" caps were issued in the old opera house where the Shelly Building now stands on Pender Street.

So diligent were these embryo artillery men that in 1898 they won the Governor General's cup for the best garrison artillery in all Canada. But they were not long to remain in their role of "gunners" and in the next year they changed to infantry—the 6th Battalion Rifles—and wore the bottle green of the Rifle Regiment in place of artillery uniforms.

Soon after this came the first call for volunteers for the South African War and 16 men from the 6th Battalion were selected of whom one,

Riflmn. W. Jackson, was killed at Paardeberg—first Vancouver soldier to lay down his life for his country.

Interest in the smartly-turned out regiment captured civic pride and crowds would gather to watch them at drill. In the ranks were men who were later to attain the highest military rank and many who won the esteem of their fellow citizens as men of substance and ability. One was Riflmn. W. W. Foster, later to play a brilliant part in two wars and retire as major general.

As a rifle regiment the 6th underwent another change in name in May 1900 when His Excellency the Duke of Connaught became Honorary Colonel and the regiment were designated the 6th Duke of Connaught's Own Rifles . . . soon universally called "The Dukes".

The proud "Dukes" became an integral part of the life of Vancouver and brought fame to the city by winning a succession of trophies for marksmanship culminating in the victory of Sgt. S. J. Perry who captured the coveted King's Prize at the Empire rifle shoot at Bisley, England.

This feat was duplicated after World War I when Lt.-Col. R. M. Blair, a former officer of the Seaforths, won both the King's Prize and the Grand Aggregate—an accomplishment rare in the realm of military marksmanship.

The city was growing at an amazing rate . . . population had exceeded 100,000 and every train brought more people to become citizens of the Pacific Gateway.

In this atmosphere of optimism and rapid civic expansion a small band of determined Scots met to discuss the formation of a regiment that would perpetuate the glorious traditions of the Highland folk. Obstacles only spurred them on, and there were obstacles enough, such as the matter of raising \$25,000 for the colorful Highland uniforms.

But nothing would deter the men who launched the idea of a Scottish regiment and in November 1910 the 72nd Seaforth Highlanders of Canada, affiliated with the world-famous Seaforth Highlanders of Scotland, came into official being.

Their first commanding officer was Lt. Col. J. Edwards Leckie, who was to become a major general before the First Great War ended.

The crisis of World War I found Vancouver ready with two battalions of highly trained men in magnificent physical condition straining to get "a whack at the Hun".

Besides these infantry regiments the 15th B. C. Coast Artillery Regiment was in a position to provide trained gunners for overseas and for home defence. And in North Vancouver the 6th Field Company, Royal Canadian Engineers, were to embark on a war record that started in the First Great

War and saw them win imperishable fame on the blazing beaches of Normandy almost thirty years later.

In the First Contingent went the "Dukes" in command of their beloved officer commanding, Lt. Col. Hart McHarg, who was to die in the desperate defence of the Ypres Salient in April 1915.

In October of 1914 the 29th Battalion (Vancouver Regiment) was organized and swiftly brought to battle strength under Lt. Col. H. S. Tobin, aided, like so many other units by a draft of 13 officers and 315 men from the inexhaustible Seaforths. Not until a year later, however, did the 29th get its chance to go overseas as a part of the "iron Sixth" Brigade of the Second Division.

At this time, out of the Seaforth Regiment was formed the 72nd Battalion, Seaforth Highlanders, under Lt. Col. J. A. Clark who only left them to become Brig. General, commanding the 7th Brigade in France.

June 21, 1913. ORIGINAL OFFICERS OF THE 72nd SEAFORTH HIGHLANDERS OF CANADA, VANCOUVER.

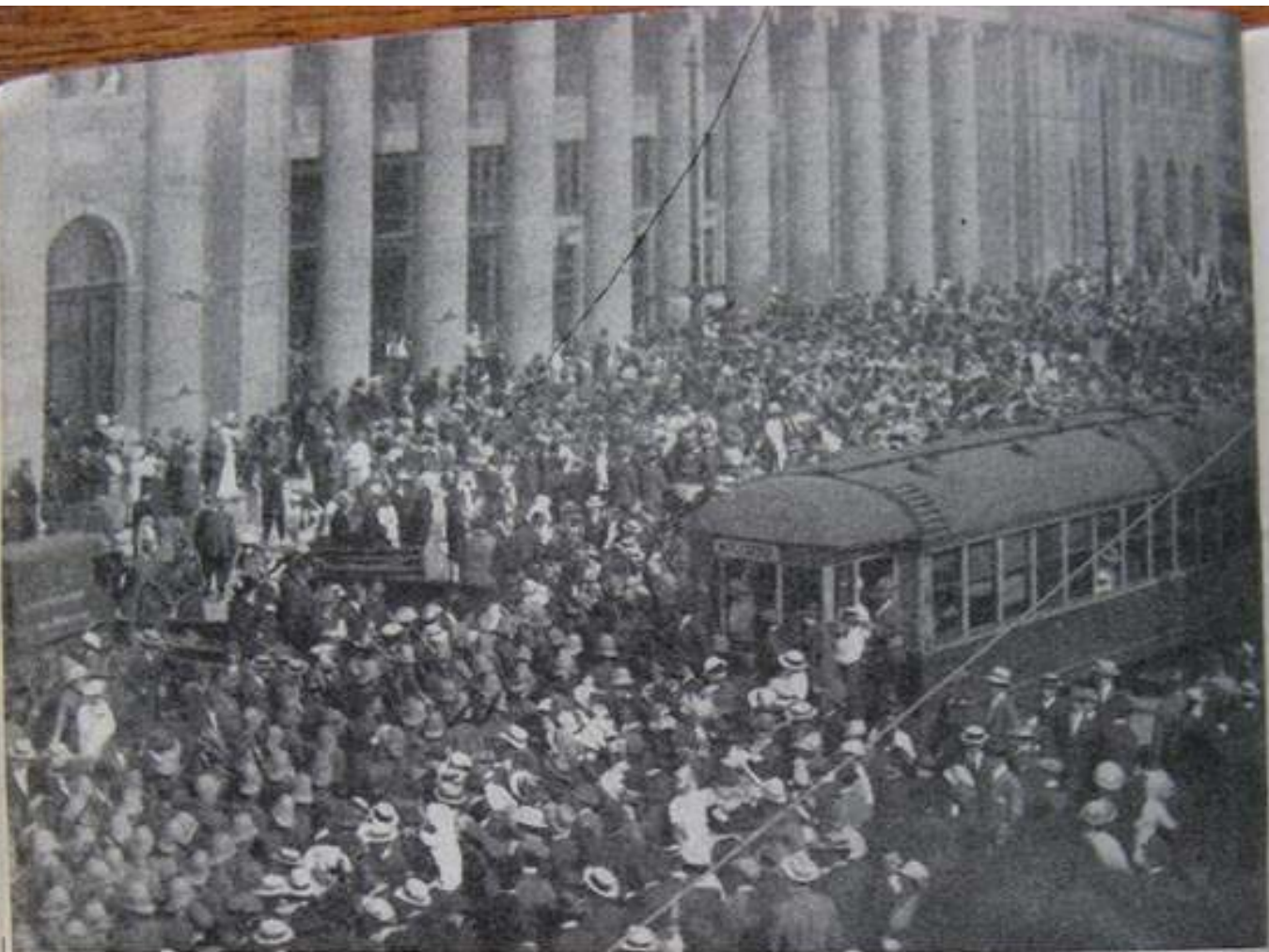
Left to right, back row: Lt. R. O. Bell-Irving (killed in action); Lt. Reg. Tupper; Lt. Mostyn Williams; Lt. Richard Bell-Irving; Lt. J. A. Hope; Lt. W. F. Kemp; Lt. S. H. Goodall (killed in action); Lt. Gavin H. Davis; Lt. C. J. Marshall; Lt. A. D. Wilson; Lt. F. M. Oliphant.

Left to right, second row: Capt. Ralph Markham (killed in action); Capt. C. M. Merritt (killed in action); Capt. E. W. Hamber; Capt. J. A. Clark; Lt. E. M. Picton-Ward (killed in action); Major J. S. Tait; Major H. S. Tobin; Lt. A. L. G. Reid; Capt. J. Edwards Leckie; Capt. G. H. Kirkpatrick; Capt. W. Rae; Capt. H. M. Fleming (killed in action).

Left to right, front row: Lt. C. Tweeddale; Major W. Hart McHarg (6th D.C.O.R., killed in action); Hon. Lt.-Col. Jas. A. (Big Jim) Macdonell; Col. A. Roy (D.C.O.R.); Lt.-Col. R. G. Edwards Leckie; Capt. W. L. Moore; Capt. G. Godson-Godson, Adjt.

—Photo by Stuart Thomson.





—Photo, Stuart Thomson.

Men of the original 72nd Seaforth Highlanders of Canada (Vancouver) leaving for Valcartier on August 22, 1914. This was the first trans-Canada troop train in the First World War. This contingent later formed part of the 16th Battalion, Canadian Scottish.

A fourth Vancouver Regiment, eye-catching in its smart breeches and white lanyards, the 11th Canadian Mounted Rifles, was organized before Christmas of 1914.

And in September 1915 the 62nd Battalion was formed and later sent overseas to swell the huge contingent of Vancouver's fighting men. This was the last infantry unit to depart from the city but the stream of reinforcements so desperately required in that bitter war of position and stalemate, flowed unceasingly.

But it was not only the men who offered their services so freely and cheerfully. From the first day the women organized auxiliaries to the battalions in which their husbands and sons served and dedicated themselves to the task of selfless devotion to helping every soldier and, where necessity arose, every wife or relative of a soldier who needed help.

The Red Cross, the Imperial Order Daughters of the Empire, the Patriotic Fund and numberless other groups of women carried on until victory brought their men home again.

Nor can the citizens of Vancouver be left out of the picture for the Canadian Army—like many other armies of freedom-loving men—was composed, not of professional soldiers, but of good citizens and good neighbors who were ready to lay down their lives—if need be—for those things they held more dear than life itself.

And when peace came at last it was found that a new fraternity had been born—the fraternity born of comradeship and of dangers and hardships shared in a common cause.

Peace brought many changes in the military establishments of Canada and Vancouver saw her great regiments reduced to a reserve status and impoverished in the mistaken belief that disarmament would be a guarantee of enduring peace.

The peace time soldiers were called "Saturday Night Soldiers" and frequently the butts of derision and scorn of those who would not see that only by their devotion to their regiments in the thankless times of peace could these men keep alive even the most minute spark of patriotism and preparedness.

But once again a new generation was to stand on the brink of catastrophe and barely to survive the shock.

And once again Vancouver was ready with trained men and regiments imbued with the traditions created in the crucible of war. But this time there was not the mad haste to get men overseas and into the trenches. This was to be a "different" war—a "phony" war—and few men were to be required.

The psychology of the Maginot Line ruled and Democracies felt safe behind its false security.

Safe until Hitler's hordes smashed through defenceless Holland and Belgium and France lay prostrate—and England stood alone.

But Canada didn't wait and before Christmas of '39 the Seaforth Highlanders were landed in England and wide-eyed youngsters were gazing at the great metropolis of London, of which their fathers had told them so many stories.

And the "Dukes" were mobilized again but before they were to sail the Atlantic their identity was once more to be lost and the proud insignia of "riflemen" gave place to the black beret and uniform of the tank. They had become the 28th Armored Regiment and, in their first bloody battle outside Caen, showed that the courage of the old 7th Battalion was repeated in their successors.

Vancouver's third infantry regiment, the Irish Fusiliers, (Vancouver Regiment) inheritors of the famed 29th Battalion of the First Great War, was ready for action but doomed to endless guard duty in Canada and finally to be garrison troops at Bermuda.



—Photo, courtesy City Archives.

His Excellency Governor General, Field Marshal H.R.H. The Duke of Connaught, K.G., Honorary Colonel of the "6th Regiment, The Duke of Connaught's Own Rifles", Vancouver and New Westminster. Shown above with Officers of the D.C.O.R. after review at Brockton Point in September, 1912. Lt.-Col. Duff Stuart and Hon. Lt.-Col. A. D. McRae on either side of the Duke. His visit to Vancouver marked one of the city's greatest celebrations, with ten street arches (including Lumberman's Arch on Pender St.) erected at a cost of over \$30,000.

The splendid 6th Field Company, R.C.E., however, again went overseas and again won itself new glory.

There was a difference in World War II requirements. While the Seaforths were landing at Sicily with the First Canadian Division and fighting their way up from the toe of Italy, streams of young men went overseas to man the anti-aircraft guns of England.

Army Service Corps, Medical men and ambulance units, men of the Royal Canadian Corps of Signals, Ordnance Corps specialists and R.C.E.M.E. craftsmen were sent over to deal with the metal monsters that fought like land battleships.

And, in 1941, there was formed something new—the Canadian Women's Army Corps—whose beginnings were at Vancouver and Victoria in the B.C. Women's Service Corps—formed before hostilities broke out when these far-sighted women believed that democracy stood in danger of extinction.

No women in Canada contributed more than those indefatigable women who organized the Georgia Dugout and later the United Services Centre, the officers' clubs and regimental canteens.

Nor did women anywhere in the world render service more valuable, nor more freely given than those who wore the proud uniform of the Red Cross Society or the Women's Voluntary Service Corps.

As the war progressed and the likelihood of attack from the sea became a possibility two interesting things transpired. Vancouver for the first time in Canadian history became headquarters for Pacific Command, embracing all army establishments in British Columbia and the Yukon and there was formed the Pacific Coast Militia Rangers.

This unique body of irregulars, under the Militia Act, was comprised of fishermen, farmers, prospectors, loggers and trappers living on or near the coast. It was their duty to act as guides for the regular forces, to assist in intelligence work and to repel attack—if it came. They gave their services freely and without remuneration.

It remains to mention the part played by the Reserve Army—those men, and boys too young to enlist, who perpetuated the overseas units and provided them a source of trained reinforcements.

"The Seaforths" return to Vancouver on October 7, 1945. They were the first regiment to leave Vancouver for the Second World War, in December, 1939.

—Photo, Chas. S. Jones, Vancouver Daily Province.



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Throughout the more anxious years they had the role of providing the first line of defence in the event of coastal attack and all their training was directed toward this end. It is impossible to over-estimate their contribution to the morale and stability of the public and as a pool of men to fill depleted ranks overseas.

No exact record has been kept of Vancouver enlistments in two world wars, but her contribution to the struggle for freedom and democracy has exceeded 60,000 men to the Army alone. Other thousands served with the Navy and the Royal Canadian Air Force as well as many who served in the Imperial forces or under foreign, but allied flags.

Vancouver citizens may take justifiable pride in the achievements of her sons and daughters in the struggle against aggression for it is largely because of them that this is a city of destiny.

Interesting Facts About Vancouver

Metropolitan Vancouver, with a population of over 400,000, is larger than any United States state capital with the exception of Boston.

★ ★ ★

In 1889 the Provincial Government built a Court House in the v-shaped area that is now Victory Square. This building was demolished in 1912. In 1925, Frederick Southam, president of the Southam Newspapers, made a donation of \$11,500 through the Vancouver Daily Province, for the landscaping of Victory Square.

★ ★ ★

On January 17, 1917, the Vancouver City Council applied to the Provincial Government for a lease, and on March 12, 1918, Victory Square was leased to the city for ninety-nine years, at an annual rental of one dollar.

★ ★ ★

Vancouver's location and climate is such that it is possible to swim, golf, play tennis and ski within a two-hour drive.

★ ★ ★

Vancouver's Forum, seating 5,000, has the largest sheet of enclosed artificial ice in the world.

★ ★ ★

Vancouver had its birth and development from a shack town to a thriving metropolis all within the era of photography, and it is possible to trace the growth of the city through the medium of photography.

★ ★ ★

Vancouver has twelve golf courses: Vancouver Golf and Country Club; Marine Drive Golf and Country Club; Shaughnessy Heights Golf Club, 6,392 yards; Point Grey Golf and Country Club, 6,168 yards; Hastings Park Municipal Course, 4,180 yards; Langara Golf Course, 6,400 yards; Quilchena Golf Course, 6,340 yards; University Golf Club, 6,225 yards; Capilano Golf and Country Club; Gleneagles Country Club (9 holes); Fraser View Golf Course (9 holes); Stanley Park Golf Course (practice course, 18 holes), 1,340 yards.



—Photo, Aero Surveys Limited, Vancouver.

View of Vancouver Airport, showing buildings, runways and seaplane landing wharf, on the Fraser River.

VANCOUVER'S AIR HISTORY

By JACK STEPLER

Behind a neat oak desk immediately under the control tower of Vancouver Airport sits a quietly spoken man whose grey-blue eyes seldom miss a take-off or landing on the expanse of runways and infield outside the broad windows of his office.

He is a man whose memory in the history of aviation is long, but whose vision rests firmly on the future of air travel and on Vancouver's role in the development of air routes.

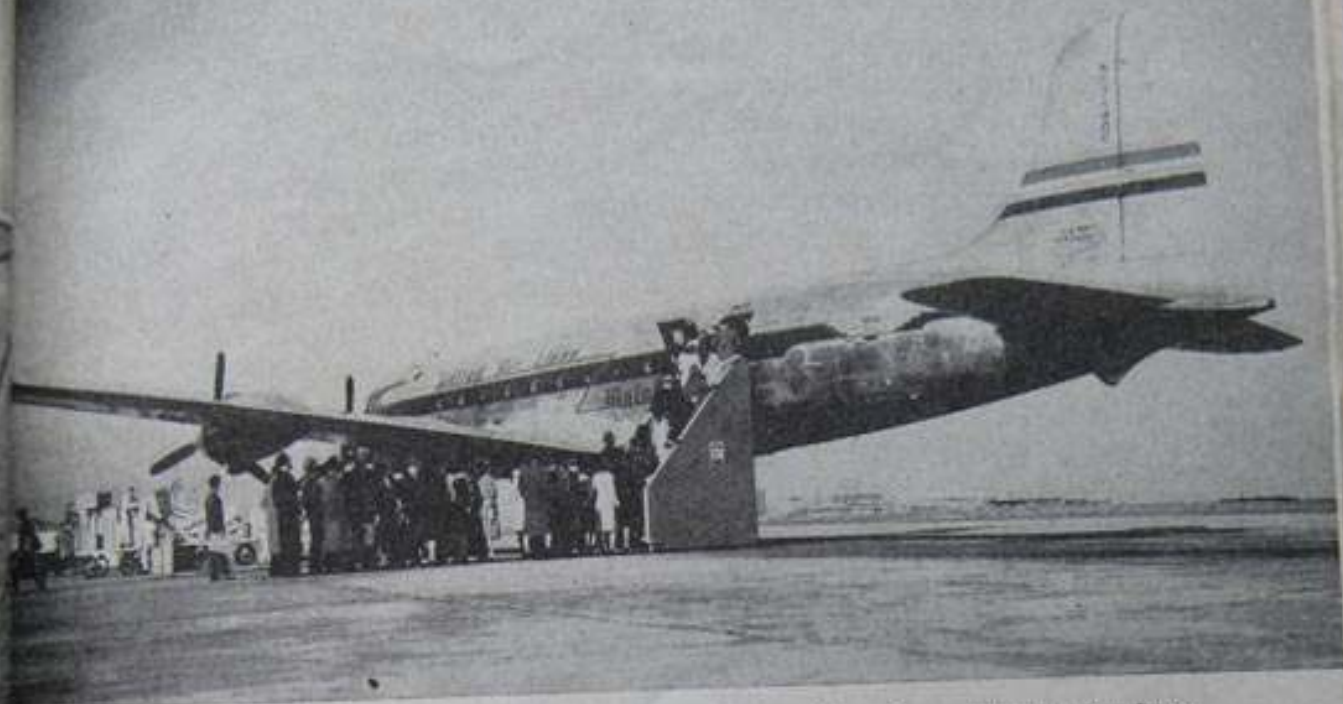


—Photo, courtesy City Archives.
The first plane in Vancouver is said to have flown in 1910. An early bird at Minoru Race Track, Lulu Island, Vancouver, Sept. 8, 1915, shown above. Owned by Wm. Stark. A pupil, Murton A. Seymour (afterwards an officer in the R.F.C.) of Vancouver, at controls.

The slight, iron-grey man is William Templeton, manager of Vancouver Airport. For 38 years, since he left his Irish home for the New World, Bill Templeton's mind has stayed on aviation's main line.

Four-engined DC-4's from Australia and the United States, T.C.A. Lodestars from over the Rockies, and R. C. A. F. Cansos, waddling like awkward ducks along the perimeter track, never cease to provide Bill Templeton with a thrill. For, unlike the younger generation, they are not common-place to him.

Bill Templeton knew aircraft when they were flying machines, and built one when baling wire and old bicycle parts seemed to be the essential materials. And when Vancouver, in this Jubilee year, looks back on her record in aviation, he is her link with the beginning and her learned counsel for future development.



—Photo, News Bureau UNITED AIR LINES.

The scene above will be typical as United Airlines four-engined Douglas DC-4's begin landing at Vancouver Airport. These planes, capable of carrying 44 passengers plus 5,500 pounds of cargo, are the first four-engined airlines to operate at the city's airport. Similar ships are scheduled for use of Australian National Airlines and T.C.A.

Mr. Templeton looks with great personal pride on the \$3,000,000 airport stretched before his office windows. He gleans justified satisfaction from figures showing new records for the airport each year. And the airdrome's remarkable record of not one accident causing serious injury is his pride and joy.

But he also looks back over the years to the day when, an inquisitive spectator, he saw Charles K. Hamilton fly the first craft to take to the air in the city's history. That was on March 25, 1910, and Hamilton's pusher-type biplane was air-borne for ten minutes at old Minoru race-track (now Brighthouse).

The pilot was knocked unconscious when a tire was blown off in landing, but flying had started in British Columbia.

He saw the first air show, that disappointing Easter week-end display the same year, when Jack De Pries and the Manning brothers, Jack and Brownie, failed to perform the promised "spiral glide and zig-zag whirl."

The Minoru Park audience saw De Pries attempt a "cross country"—and end up against a fence 300 yards from the start; attempt again, and

suffer a scalp wound and concussion in a second crash two miles from the race track. They saw Brownie Manning attempt an altitude record—and rise four feet before a fence got him.

It was on April 28, 1911, that Bill Templeton and William McMullen flew the first successful airplane built on the Pacific Coast. It was constructed in the winter of 1909-1910 in the basement of the McMullen home at 1263 West Eighth Avenue. The craft's 35-horsepower engine and seven-foot propeller finally pulled the plane into the air for a 260-foot flight, but power was insufficient for further distances. The 28-foot biplane finally came to grief against a railing of Minoru, and the air-frame was later destroyed in a Georgia Street fire.

Although C. F. Walsh made several fine flights at Victoria, it was not until April, 1912, that flying was resumed in Vancouver. William M. Stark demonstrated the first aerobatics by displaying "climbing and gliding spirals". And on April 20 he took up the first passenger to fly in B. C., James T. Hewitt, sports editor of *The Vancouver Daily Province*. Hewitt sat on a piece of board lashed to the lower wing just to the left of the pilot and grasped whatever was available to hold on to. Mrs. Stark was the next passenger, the first woman to fly in B. C.

The first woman pilot in Canada was Alys McKey Bryant, who piloted a Curtiss biplane at Minoru on July 31, 1913. Her husband of ten days, John Milton Bryant, was killed on August 6 when his seaplane crashed on the roof of the Lee Dye Building in Victoria. Bryant's was the first seaplane flight in the province, and it was followed on June 14, 1914, when William Stark flew a seaplane through the First Narrows from Coal Harbor and around Stanley Park.

With such pioneers—and there were many more—aviation came to Vancouver. They were the daredevils, the "screwballs" of their age. But none was more daring than "Professor" Charles Saunders, who made the first Canadian parachute jump—the fourth successful one ever accomplished—at Hastings Park on May 24, 1912.

Dressed in red tights, Saunders jumped with no harness fastening him to his 'chute. He held on to a bar attached to the parachute with only his strong hands and arms between him and eternity. But he landed safely in soft mud. A second jump put him down in the park oval to the delight of the spectators.

World War I came and Vancouver's airmen went overseas. With them was Bill Templeton, in 1915 Sub-Lieutenant Templeton, R.N.A.S., stationed in Malta. But fever struck him and he was invalided home in 1917.

Following the war the flying machine was still a novelty in the city's skies. It was still a string-bag affair, but literally stretching its wings.



—R.C.A.F. Official Photo.

High above the rugged West Coast, aircraft of the Western Air Command of the Royal Canadian Air Force, formed vigilant patrols of the coastal area during the war.

March 3, 1919, saw Eddie Hubbard take off from Coal Harbor to deliver the first airmail to Seattle. Slightly more than a year later the first trans-Canada airmail flight ended here with delivery on October 13, 1920, of specially marked letters from Halifax.

The first large, multi-engined aircraft to operate from Vancouver was the ill-fated tri-motored monoplane of B. C. Airways. Its first flight was in July, 1928, from the temporary "vest-pocket" airport established that year at Lulu Island. This plane disappeared on August 24 with six persons on board during a routine Vancouver-Seattle flight.

The city's temporary 'drome, with William Templeton as manager, served until the \$600,000 airport was opened on Sea Island in 1931. On May 1 of that year Mr. Templeton was the first passenger to fly from the new airport. Barney Jones-Evans was at the controls.

Official opening celebrations took the form of a large air show on July 22. The famous R. C. A. F. Siskins, combat planes, thrilled the crowd of 12,000 with their aerobatics. The show contained everything from "flivers" to transports, an autogyro from Montreal, the 489 Bombardment Squadron from the U. S. Army Air Corps, and a display of "how not to fly" by Bernard Martin, Montreal mail pilot.

On January 19, 1939, Vancouver's airport became a 24-hour 'drome with the installation of night lighting. But already the city led all Canada in the use of air services.

Trans-Canada Airlines made their first survey flight from the new 'drome east to Winnipeg on July 7, 1937, and on September 2 started the Vancouver-Seattle service, first of the new airline's operations. Passenger service with Montreal started on April 1, 1939.

Yukon-Southern, Canadian Airways and Ginger Coote Airlines operated feeder services which were amalgamated under Canadian Pacific Airlines in 1942.

The pre-war air-mindedness of the city's young men was to be proven in the first few months of World War II.

The Aero Club of B. C., Canada's oldest flying club, joined the Empire Air Training Plan and started No. 8 E. F. T. S. at the Sea Island airdrome. On July 5, 1940, the first Tiger Moth arrived and soon the airport's circuit was crowded with everything from small elementary trainers to bombers and transports. Traffic eventually reached the high of 700 landings and take-offs per day.

In mid-war a Canadian statesman paid tribute to these men when he remarked that not only did the best pilots in the war come from Canada, but the Dominion's best came from the West.

The war brought rapid expansion to the city's airport. The Department of Transport took over control of the airport and it swelled from 482 to 600 acres; runways were lengthened to 5000 feet; the R. C. A. F. station sprang up on the north side of the field, and Boeing Aircraft's huge plant saw the town of Burkeville spring up beside the field.

The Jericho Air Station, for many years a familiar landmark on the south shore of English Bay, and laid out in 1919 by Bill Templeton, became Western Air Command, and the gold braid of high-ranking officers became familiar in the city.

Today the city is awaiting return of its airdrome, now estimated as worth \$3,000,000, as compared with its pre-war value of \$1,000,000. And it is ready to take its part in the tremendous post-war expansion of aviation.

Indicative of its role is the establishment of service to Australia by Australian National Airlines. T.C.A. will join this service, probably late in 1947. Air connections with Mexico are predicted, and United Airlines, who started service July 1, 1934, now have four-engined aircraft serving the city.

Vancouver has come of age in air travel. Through the portals of the administration building in 1945 passed 104,052 passengers on 9871 scheduled flights.

The inadequacy of present facilities in this age of rapid expansion is keenly felt by the grey-haired man in the manager's office. But he has never been one to sit back and grumble—rather has he planned for the future.

Bill Templeton recently presented plans for a three-year expansion program for the airport, expansion that will soon be recognized as imperative by all who study the aviation picture here. It provides for expenditure of \$9,000,000 to make the airport one of the most modern on the continent.

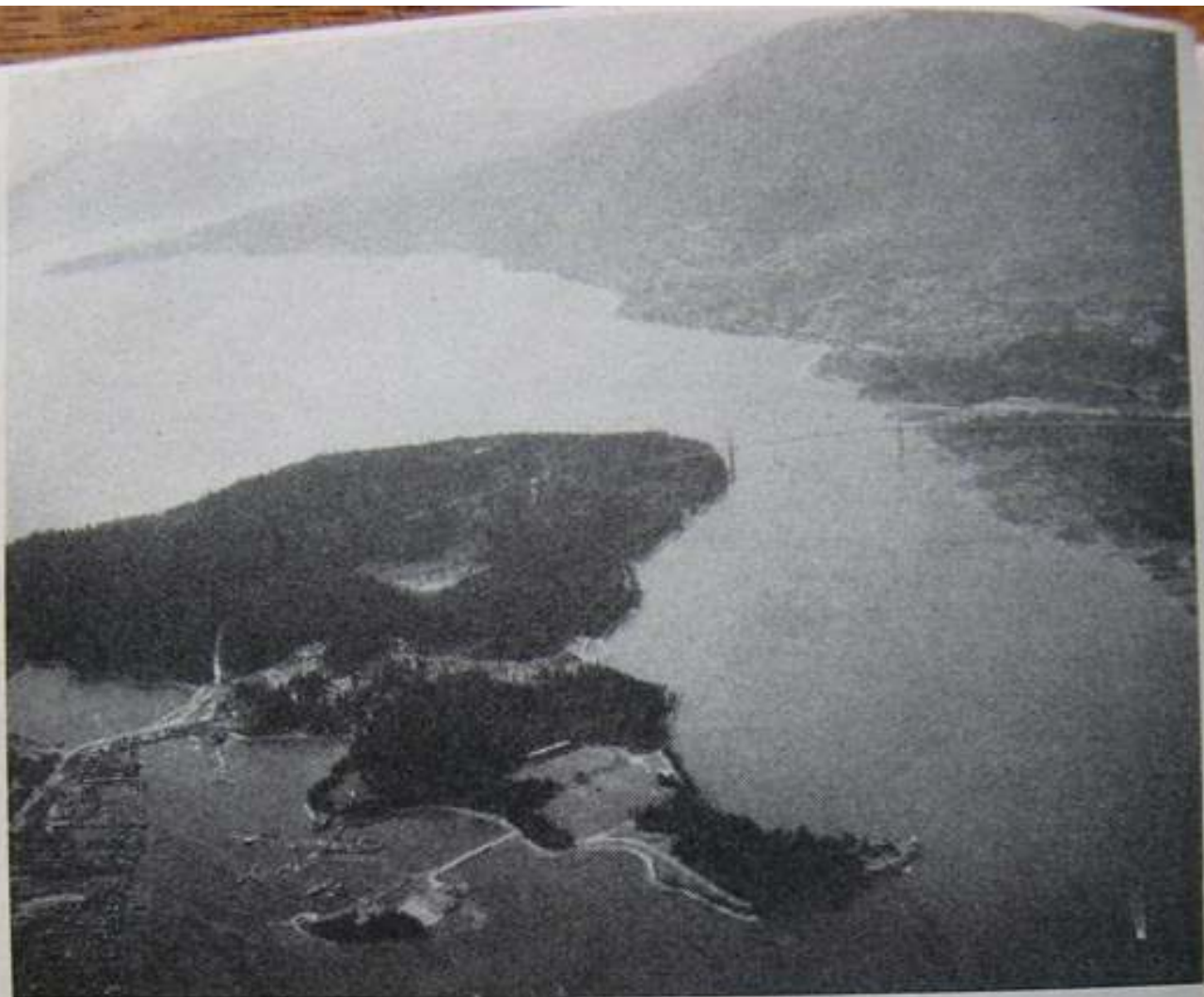
The 'drome would be enlarged to cover 1000 acres. Runways would be 7300 feet long and capable of being extended to 10,000 feet. Buildings would be designed to handle 75,000 passengers a month. Hangars would house seven four-engined transports.

A four-lane highway would run directly from the south foot of Granville Street to the administration building. A hotel and two restaurants would serve through passengers and provide accommodation for passengers on early departures.

With such development, Vancouver's airport would take its place with the ultra modern 'dromes at Dublin, Dorval's trans-Atlantic airport, Le Bourget, La Guardia and Croydon.

And, like the growth of Vancouver itself, the airport has emerged to its present status in record time. It is only 15 years since, in the words of Bill Templeton: "We had an airport—but no night lighting, no weather bureau, no radio aids, and, of course, no business."





—Photo, Aero Surveys Limited, Vancouver.
Air view showing Stanley Park, Lions Gate Bridge and West Vancouver. In centre foreground of Stanley Park is Brockton Point, with sports oval and grandstand, where the Jubilee Show will be staged each evening at 9 p.m. during the Jubilee Celebrations. At left is the Lost Lagoon, causeway to Stanley Park and Coal Harbor.

VANCOUVER'S SPORTS STORY

By HAL STRAIGHT

After sixty years, Vancouver's sports position is a lofty one; in fact, if you consider the success of its wide number of sports, it is the highest position.

Like the prosperity of the city, its sports position is due to the aggressive, spirited pioneers who overcame innumerable difficulties to start and maintain their respective loves.

Vancouver has had more than its share of champions in world, Olympic and Dominion arenas. Its teams have brought great notice and fame to Vancouver.

Without meticulously recording details in a thick history, perhaps our none too sharp memory can record the grand spirit of our sports pioneers, and at the same time stay within the space limits of this little booklet.

Lacrosse, in the old days, not only stirred the city most, but brought most Canadian attention to Vancouver. The real competition was between Vancouver and New Westminster, both teams searching the country for stars to please their followers, who were so many and so keen they demanded page one reports of all the games. Furthermore, the fans were given special trains to commute between the two cities, which was quite a hazardous trip at times, with the visitors running the gauntlet of hurled missiles. Mob riots—once a revolver was pulled by a protesting trainer—were the results of this effervescent game.

As the years have passed, many old-time lacrosse players have become leading business men and public leaders, like the late Hon. Wells Gray, Minister of Lands, who was once called "Butcher" Gray, "Boss" Johnson, member of the B. C. Legislature, and others.

Lacrosse, the old field game, died out, the last official trip being made in the 1920's, when Andy Paull took a team of braves from here to play the east. It was a hungry trip, smoked fish being the menu, and, but for that fine sport benefactor, Dan McKenzie of New Westminster, formerly a baseball enthusiast in Vancouver, the braves would still be in Winnipeg. However, they went on to the east and brought back whispers of the new lacrosse, "boxla", which has almost achieved the hysterical popularity of the old game.

In its long span lacrosse has enjoyed Dominion championships both in the old and new style game, Olympic game and international championships.

Probably the most romantic beginning of all Vancouver sports was golf. It started on the driftwood-strewn beach at Jericho, where sons of the old land played between the flotsam and jetsam, and putted into tomato cans. Alongside ran the Quilchena River, which was packed with fish and ducks, and terminated where Quilchena golf course is now located.

It was at the Jericho golf course that Alec Duthie made a world's record for holes-in-one. Not only did the popular Scot pro, who would play a tee shot in his bare feet at night and bet on the distance he would be from the pin, make two holes-in-one in a row, but he made thirteen altogether, and has appeared in Ripley's cartoon several times.

Jericho was an ideal country club, with squash, croquet, swimming, tennis. One of its scampish members liked, when happy, to ride one of the work-horses into the most fashionable of clubhouse dances.

Gradually golf grew in popularity, until now it supports ten courses, one of which is the splendid Capilano, which awes the most seasoned world-travelling golfers.

There have been great matches in Vancouver, great scores made, fine players developed. Davie Black, four times Canadian open winner, now retired, was dean of the professionals for years. Dunc Sutherland, of Point Grey Club, used to take prize money in the California gold trail. Kenny Black, following in his father's footsteps, but as an amateur, is present Canadian champion, and was with our Dick Moore in the early thirties when Canada invaded England. Kenny shot a 63 one day in the Golden Jubilee tournament at Shaughnessy to beat a hand-picked field of professionals of North America. And one day his friend, Brian Hopkins, shot a 61 at Marine.

We have seen Freddy Wood, developed at Burquitlam, take money from the golfers in the south, and Stan Leonard, another local boy who turned professional, outdrive some of the big boys. Vancouver, because of its enthusiasm for the game, has entertained all the great players like Hagen, Jones, Nelson, Guldahl, Horton Smith, and others.

In Vancouver, when you say "boxing" you immediately bring to the ringworm's mind Jimmy McLarnin. This Grandview boy, now a well-to-do California business man, brought fame to Vancouver by great fistic accomplishments, peaked by a world welterweight crown. Always an honest, aggressive fighter, he and Pop Foster, his manager from the Vancouver waterfront, were the idols of New York. Because of their success, boxing enjoyed success in Vancouver, and Vic Foley and Billy Townsend, both of whom fought before big crowds, were developed.

It was before the era of McLarnin when the game was, in retrospect, most romantic. Oldtimers tell you of the Barriou brothers and fighters from the old V. A. C., who took coast honors. But in particular they mention the world championship fight which never came off. It was promoted by Jack Pattison, still one of Vancouver's leading sportsmen. It was scheduled at the old Minoru Park, which is now Brighthouse Park. Bill Ritchie, lightweight champion, six days before a sell-out fight walked out on Fred Welch, contender, costing Pattison a huge sum of money.

Amateur boxing flourishes more in Vancouver than in any other city in North America. The Golden Gloves, promoted by *The Vancouver Sun*, is the piece de resistance each year. Winners have cleaned up in Seattle.



—Photo, Vancouver Daily Province.

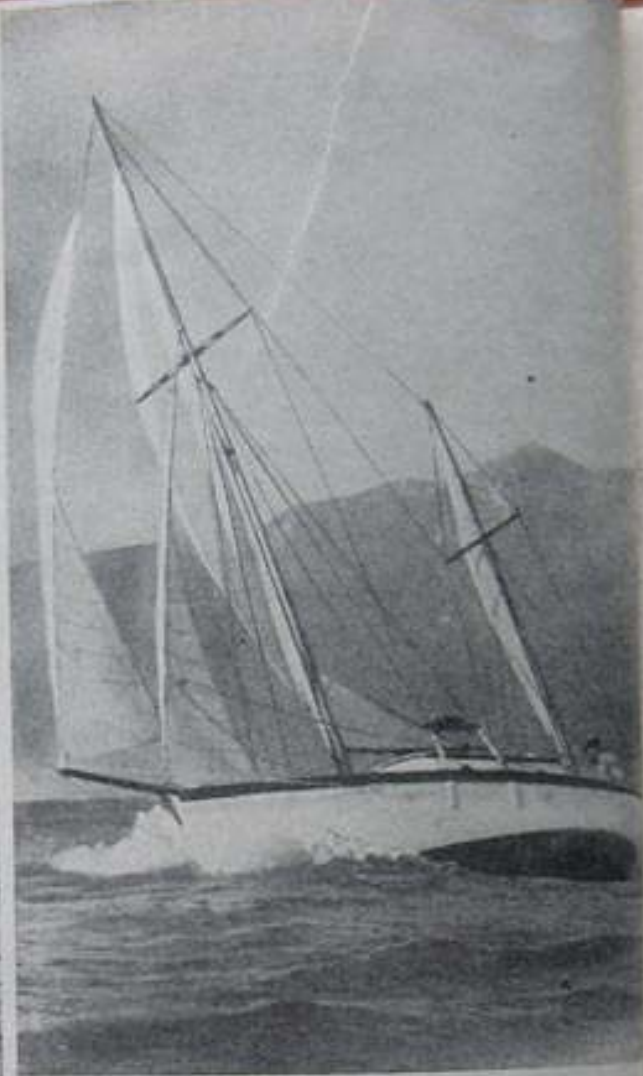
In Coal Harbor, with the city for a backdrop, a training barge from the Vancouver Rowing Club tries out the course.

and Kenny Lindsay, one year, went on from Vancouver to win the North American Golden Gloves title.

Like lacrosse, professional hockey captured sport fans in Vancouver, and presented by the famous hockey Patricks, used to pack the old arena which burned down in the thirties. The Patricks, who came from Nelson to build their huge rink, introduced many of the features in the present game, and developed some of the hockey greats, highest ranking being "Cyclone" Taylor. They competed with the best teams in the east, taking their share of the spoils.

When the game died out here, Lester Patrick went to Madison Square Garden with the New York Rangers; and now is one of the famous Garden's leading officials. Frank Patrick headed the National League for a time. Young brothers Guy and Stanley stayed on in Vancouver and kept pro hockey alive for a time, transferring to the Vancouver Forum when the Arena burned down. Hockey had glorious years, and starving years. It had one or two good amateur teams which competed in the Allan Cup, and last year it had a pseudo amateur team which played such good hockey it packed the Forum every game. Vancouver, used to good hockey, is critical and hard to please.

Baseball has had a crazy-quilt existence in Vancouver. Professional baseball started when a gentleman named Dixon brought it to the Powell Street grounds, later moved up to the old Recreation Park, after which Bob Brown, former Notre Dame star and Spanish war veteran, came up from a shoe store in Aberdeen, bringing one of the shoe strings with him, which he did business on every year afterwards.



Tom Mobraaten, former Olympic ski jump champion (photo, *News-Herald*). Horse racing is popular in Vancouver (photo, *Vancouver Province*). Vancouver boasts a fleet of yachts (photo, *News-Herald*).

Bob, pitching in himself, built Athletic Park, sold some players like Dutch Reuther to the big leagues, and got by very nicely until pro baseball died out. He struggled along with amateur ball, the old Centrals, National Biscuit, Young Liberals, and so on, until night baseball packed people right into centre field, and a semi-pro league enjoyed great prosperity, the crowd loving the leading characters such as Johnny Nestman, Jimmy Watters, Coley Hall and Norm Trasolini, the clown.

The calibre of baseball was high, some of the players like Lodigiani and Sullivan, going to the big leagues, others going to minor professional leagues. Then the Con Jones boys, Tom, Noel and Dill, brought professional baseball into Con Jones Park, and after a starvation existence, let it go to Bob Brown, who still has the Western International League franchise. Just as Bob Brown had to dig his Athletic Park out of a rough hill, so did many other Vancouver sports have to overcome stumps and rocks to get playing fields

English rugger and soccer oldtimers smile at the wonderful playing fields of today and tell you how they had to dig out their own playing fields.

Soccer has had glorious days in Vancouver. Inter-city rivalry, especially with the coal miners at Nanaimo and Ladysmith, was terrific at one time. The players hit hard, played hard, and lost hard, but it helped build up a solid inter-city relationship which still exists. Vancouver league soccer teams have won Dominion supremacy, and one time an all-star team led by the great little half-back star, Austin Delaney, held the touring Scottish stars to one goal. Soccer, especially when Sunday School leagues were booming, entertained more athletes than any other sport in Vancouver, and probably still does.

Rugby, like soccer, has always been of the highest Canadian standard, and has had some fine international contests. One of the games still talked about was when Lou Hunter drop-kicked Stanford into defeat with either three or four long boots from the field. The famous All-Blacks have been here, and not only packed the beautiful Brockton Point, but all the trees and fences surrounding. The McKechnie Cup for competition between Varsity, Vancouver Reps and Victoria Reps, has always been the major series, and never fails to be popular.

Around 1925 Canadian football came into existence. Young back lot clubs such as the old Hyacks, started up; in fact it was American football then. U. B. C. stepped in and built up the Canadian game first by playing the Regina Roughriders. They had the stuffing knocked out of them then. Later they played the Hamilton Tigers. Although never up to the standard of the rest of Canada, the local game is growing.

Cricket, which also started on rocky, stump-bumpy fields, has, in its quiet way, been successful in Vancouver. It has entertained famous teams like the Australian test match eleven led by the great Don Bradman, also a side from the M. C. C., and it has had brilliant Canadian junior tournaments.

Next to Jimmy McLarnin, probably the greatest publicity ever brought to Vancouver was by the feet of slight Percy Williams, who proved himself the world's fastest human, not only in the Olympic games, but afterwards, when he toured the east and beat everybody he met. Vancouver, in return for his achievements, bought him a car and an annuity. Dunc McNaughton was another who won Olympic honors, in the high jump, and years ago George Goulding won a walking championship. Track and field is nourished in Vancouver by one of the finest shows in sport, the annual High School championships, which are run like clockwork, and which develop some fine athletes.

As our memory flits along we recall that wrestling has had some prosperous days. The modern version, topped by the Red Shadow, pleased thousands of fans with its vaudeville form at the Auditorium, but before that the great artists held forth at the old Avenue Theatre, one, for instance, named Gobar, it was reputed, ate gold leaf to give him strength.

Rowing has brought its share of fame to Vancouver. There was the famous matched race held in front of Ioco between the Australian ace, Major Goodsell, and Barry, the Thames star. If memory serves us correctly, the latter won, for a huge side bet. The Vancouver Rowing Club had two big wins. A crew of Black, Finlayson, Wood and McKay, won their final race in the Paris Olympics in 1924. In 1933, Monty Butler and Johnny Dickinson won the Henley Diamond Sculls in Eastern Canada, and in 1932 Ned Pratt and Noel De Mille rowed a bang-up race in the Olympics at Los Angeles.

During the war, with so many of the members doing fine service for their country, the rowing club was not active, but now they are preparing to make a comeback. Meanwhile, the University of British Columbia has hit the big league, its eight-man crew being pitted against North America's best recently in a regatta at Seattle.

And so it goes along in Vancouver sport. Because of our climate and all year round weather, also because of our Old Country ancestry, plus our proximity to the States, we enjoy nearly every sport, and in every sport we enjoy champions.

Take swimming, for instance. Under Percy Norman we have had Bobby Hooper and Joan Langdon, two outstanding swimmers, and Irene Strong of Vancouver, who has won no less than twelve swimming championships, including the North America 200 yards breast stroke championship, in 2 minutes, 48 seconds.

In skiing we are far ahead of any other Canadian city, and well to the fore in any ski meet on this continent. Art Coles, Dominion all round ski champion, once copped the Far West Kandahar, beating some of the fastest skiers in America. Gertie Wepsala has been Dominion women's champion, and Lew Davis, ex-Dominion champion, is still stiff competition on the ski slopes. Tom Mobraaten was at one time an Olympic jump star.

In basketball we had a world's champion women's team when U. B. C. won at Prague. We have had consistent Dominion championship teams, first entering that competition in 1925, when U. B. C. lost to Ottawa Rideau's, but made up for that loss many times afterwards.

Horse racing enjoys major popularity in Vancouver. It has been said by turfmen that Vancouver race fans know more about horses, their breeding and such, than any city in North America. We have never developed any great horses, though Austin Taylor took Indian Broom to the Kentucky



—Photo, City Archives.

Percy A. Williams, "the world's fastest human"; won the 100 and 200 metre races at the Olympic Games, Amsterdam, in 1928, in the fastest time ever recorded.

Derby, to come third, and placed well at Santa Anita. More recently, Dr. L. H. Appleby, with Cum Laude, a Canadian bred, took big pots in big time racing, and has developed a \$25,000 horse.

In badminton we have had several outstanding players like Jack Underhill, Dick Birch and Johnny Samis. Also in tennis, we have had our share of stars with Ossie Ryall, the Milne family, the Pedlar brothers, and Dr. Wright, Davis Cup star, on whom we have part claim.

Our bowlers do well in coast tournaments, our women's softball teams star in international tournaments, and we have developed outstanding ice skating stars like Bobby Grant and Mrs. Miles-Fraser.

All in all, Vancouver in 60 years of sport has done herself right proud and has justified the spirited, crusading beginning of our athletic forefathers.

THE JUBILEE SHOW

co-starring

JOHN CHARLES THOMAS and EDDIE CANTOR
With Spectacular Cast of 4,200

Produced by Gordon Hilker and Leslie Allen
John Harkrider, *Director*

Lucio Agostini
Musical Director

Wilbur McCormack
Choreographer

PROGRAM OF EVENTS

SUNDAY, JUNE 30th

- 9.00 a.m. Pacific International Yacht Race
—Starts Whaler Bay, finishes
Vancouver Yacht Club, July 1st.
- 11.00 a.m. Services all churches.
- 1.00 p.m. Chinese Tennis Tournament—
550 Carrall Street.
Lipsett Indian Museum—Hast-
ings Park.
- 2.00 p.m. Art Gallery Exhibit—1145 West
Georgia Street.
Old Hastings Mill Store Exhibit
—Foot Alma Road.
- 3.00 p.m. B. C. Electric Symphony Orches-
tra—Malkin Bowl, Stanley Park.
- 4.00 p.m. Diamond Jubilee International
Broadcast (CBC).
- 7.30 p.m. Services all churches.
- 8.45 p.m. Kitsilano Chamber of Com-
merce—Dedication Service and
Hymn Sing-song.
- 9.00 p.m. Home Gas Concert and Broad-
cast—Malkin Bowl, Stanley
Park.

MONDAY, JULY 1st

- 8.45 a.m. Jubilee Caravan meets boats
and trains, etc.
- 9.00 a.m. Official Opening Ceremonies at
the City Hall.

10.00 a.m. Grand Historical Parade.

1.00 p.m. Police Mutual Benefit Associ-
ation 40th Annual Sports, Hast-
ings Park Oval.

B. C. Highland Association
Dancing Competitions—Central
Park Oval.

Lipsett Indian Museum—Hast-
ings Park.

Chinese Tennis Tournament—
550 Carrall Street.

2.00 p.m. Pacific International Yacht
Race—Finishes at Vancouver
Yacht Club.

Indian Village and Show—Kit-
silano Park.

Old Hastings Mill Store Ex-
hibit—Foot of Alma Road.

3.00 p.m. Canadian Army on Display—
Seaforth Armouries.

7.00 p.m. Indian Village and Show—Kit-
silano Park.

8.00 p.m. Kitsilano Grand Extravaganza.

8.30 p.m. Theatre Under the Stars—Mal-
kin Bowl, Stanley Park.

9.00 p.m. The Jubilee Show—Brockton
Point, Stanley Park.

TUESDAY, JULY 2nd

- 8.45 a.m. Jubilee Caravan meets boats
and trains, etc.

- 9.00 a.m. Pacific International Association Regatta—Royal Vancouver Yacht Club.
Kitsilano High School Day.
- 10.00 a.m. Mining Exhibit—Chamber of Mines, 790 Dunsmuir Street.
Art Gallery Exhibit—1145 West Georgia Street.
- 11.30 a.m. Band Parade and Concert.
- 12.00 a.m. Lions Club Luncheon—Hotel Georgia.
- 12.15 p.m. Rotary Club Luncheon—Hotel Vancouver.
- 1.00 p.m. Lipsett Indian Museum—Hastings Park.
- 2.00 p.m. Indian Village and Show—Kitsilano Park.
- 3.00 p.m. Canadian Army on Display—Seaforth Armories.
- 7.00 p.m. Indian Village and Show—Kitsilano Park.
- 8.30 p.m. Theatre Under the Stars—Malikin Bowl, Stanley Park.
- 9.00 p.m. The Jubilee Show—Brockton Point, Stanley Park.

WEDNESDAY, JULY 3rd

- 8.45 a.m. Jubilee Caravan meets boats and trains, etc.
- 9.00 a.m. Pacific International Association Regatta—Royal Vancouver Yacht Club.
Mammoth Flower Show—D. C. O. R. Drill Hall, Beatty Street.
- 10.00 a.m. Mining Exhibit—Chamber of Mines, 790 Dunsmuir Street.
Art Gallery Exhibit—1145 West Georgia Street.
- 11.30 a.m. Band Parade and Concert.
- 12.15 p.m. Kiwanis Club Luncheon—Hotel Vancouver.
Junior Board of Trade Luncheon—Hudson's Bay.
- 1.00 p.m. Mount Pleasant Diamond Jubilee Celebration—Robson Park.
Lipsett Indian Museum—Hastings Park.

- 2.00 p.m. Indian Village and Show—Kitsilano Park.
Beautiful Gardens Tours—Conducted by Women's Committee.
- 3.00 p.m. Diamond Jubilee Handicap—Lansdowne Park.
Canadian Army on Display—Seaforth Armories.
- 7.00 p.m. Indian Village and Show—Kitsilano Park.
- 8.00 p.m. Kitsilano Chamber of Commerce Stage Entertainment.
- 8.30 p.m. Theatre Under the Stars—Malikin Bowl, Stanley Park.
- 9.00 p.m. The Jubilee Show—Brockton Point, Stanley Park.

THURSDAY, JULY 4th

- 8.45 a.m. Jubilee Caravan meets boats and trains, etc.
- 9.00 a.m. Pacific International Association Regatta—Royal Vancouver Yacht Club.
Mammoth Flower Show—D. C. O. R. Drill Hall, Beatty Street.
- 10.00 a.m. Mining Exhibit—Chamber of Mines, 790 Dunsmuir Street.
Art Gallery Exhibit—1145 West Georgia Street.
- 11.30 a.m. Band Parade and Concert.
- 1.00 p.m. Lipsett Indian Museum—Hastings Park.
- 2.00 p.m. Indian Village and Show—Kitsilano Park.
The Pacific Northwest Amateur Weight Lifting and Wrestling Championship—Callister Park.
- 3.00 p.m. Canadian Army on Display—Seaforth Armories.
- 7.00 p.m. Indian Village and Show—Kitsilano Park.
- 8.00 p.m. The Pacific Northwest Amateur Weight Lifting and Wrestling Championship—Callister Park.
Kitsilano Chamber of Commerce Stage Entertainment.

- 8.30 p.m. World's Championship Professional Wrestling Tournament—Forum, Hastings Park.
Theatre Under the Stars—Malkin Bowl, Stanley Park.
9.00 p.m. The Jubilee Show—Brockton Point, Stanley Park.

FRIDAY, JULY 5th

- 8.45 a.m. Jubilee Caravan meets boats and trains, etc.
10.00 a.m. Mining Exhibit—Chamber of Mines, 790 Dunsmuir Street.
International Kennel Club Diamond Jubilee Dog Show.
Art Gallery Exhibit—1145 West Georgia Street.
11.30 a.m. Band Parade and Concert.
12.30 p.m. Women's Committee Luncheon for Mothers of Babies Born April 6th, 1946—Hotel Vancouver.
1.00 p.m. Lipsett Indian Museum—Hastings Park.
2.00 p.m. Indian Village and Show—Kitsilano Park.
Vancouver Jubilee Fastball Tournament—Callister Park.
3.00 p.m. Canadian Army on Display—Seaforth Armories.
7.00 p.m. Indian Village and Show—Kitsilano Park.
7.30 p.m. Fastball—Vancouver vs. Seattle Men, Vancouver vs. Seattle Women, Callister Park.
8.00 p.m. Kitsilano Chamber of Commerce Stage Entertainment.
8.30 p.m. Theatre Under the Stars—Malkin Bowl, Stanley Park.
9.00 p.m. The Jubilee Show—Brockton Point, Stanley Park.

SATURDAY, JULY 6th

- 8.45 a.m. Jubilee Caravan meets boats and trains, etc.
10.00 a.m. Mining Exhibit—Chamber of Mines, 790 Dunsmuir Street.
International Kennel Club Diamond Jubilee Dog Show.
Art Gallery Exhibit—1145 West Georgia Street.
Rowing Regatta—Coal Harbour.

- 11.30 a.m. Band Parade and Concert.
1.00 p.m. Lipsett Indian Museum—Hastings Park.
Marpole Community Gala Day—Oak Park.
Renfrew Jubilee Carnival—Renfrew Park.
2.00 p.m. Vancouver Jubilee Fastball—Vancouver vs. Seattle Men, Vancouver vs. Seattle Women, Callister Park.
Indian Village and Show—Kitsilano Park.
Old Hastings Mill Store Exhibit—Foot of Alma Road.
3.00 p.m. Canadian Army on Display—Seaforth Armories.
7.00 p.m. Indian Village and Show—Kitsilano Park.
7.30 p.m. Fastball—Victoria vs. New Westminster Men, Vancouver vs. Portland Women, Callister Park.
8.00 p.m. Theatre Under the Stars—Malkin Bowl, Stanley Park.
9.00 p.m. The Jubilee Show—Brockton Point, Stanley Park.

SUNDAY, JULY 7th

- 6.00 a.m. The Vancouver Jubilee Invitational Salmon Derby.
11.00 a.m. Services—All Churches.
1.00 p.m. Lipsett Indian Museum—Hastings Park.
2.00 p.m. Armed Forces Parade and Military Demonstration.
Art Gallery Exhibit—1145 West Georgia Street.
Old Hastings Mill Store Exhibit—Foot of Alma Road.
Model Airplane Show—Brockton Point Oval.
3.00 p.m. Welsh Societies Gymanfa Ganu (Song Festival)—Malkin Bowl, Stanley Park.
4.00 p.m. Army Assault Landing—Kitsilano Beach.
4.30 p.m. Women's Committee Tea for Residents of 1886—Stanley Park Pavilion.

- 7.30 p.m. Services—All City Churches.
- 9.00 p.m. Home Gas Concert and Broadcast—Stanley Park.

MONDAY, JULY 8th

- 8.45 a.m. Jubilee Caravan meets boats and trains, etc.
- 10.00 a.m. Mining Exhibit—Chamber of Mines, 790 Dunsmuir Street.
- 11.30 a.m. Band Parade and Concert.
- 12.15 p.m. Board of Trade Luncheon—Hotel Vancouver.
- 1.00 p.m. Lipsett Indian Museum—Hastings Park.
- 2.00 p.m. Indian Village and Show—Kitsilano Park.
Western Canadian Cricket Championship — Cricket Grounds: Brockton Oval, Connaught Park and Memorial Park.
- 2.30 p.m. Diamond Jubilee Chess Tourney.
- 3.00 p.m. Canadian Army on Display—Seaforth Armories.
- 7.00 p.m. Indian Village and Show—Kitsilano Park.
- 7.30 p.m. Diamond Jubilee Chess Tourney.
- 8.00 p.m. Professional Baseball—Vancouver Capilanos vs. Seattle Rainiers, Capilano Stadium.
- 8.30 p.m. Theatre Under the Stars—Malikin Bowl, Stanley Park.
Lacrosse—New Westminster All Stars vs. Vancouver All Stars, Forum, Hastings Park.
- 9.00 p.m. The Jubilee Show — Brockton Point, Stanley Park.

TUESDAY, JULY 9th

- 8.45 a.m. Jubilee Caravan meets boats and trains, etc.
- 9.00 a.m. Ladies' Diamond Jubilee Invitational Golf Tourney — Marine Drive Golf Course.
- 10.00 a.m. Mining Exhibit — Chamber of Mines, 790 Dunsmuir Street.
Art Gallery Exhibit—1145 West Georgia Street.

- 11.30 a.m. Band Parade and Concert.
- 12.00 a.m. Lions Club Luncheon — Hotel Georgia.
- 12.15 p.m. Rotary Club Luncheon—Hotel Vancouver.
- 1.00 p.m. Lipsett Indian Museum—Hastings Park.
- 2.00 p.m. Indian Village and Show—Kitsilano Park.
Western Canadian Cricket Championship — Cricket Grounds: Brockton Point Oval, Connaught Park and Memorial Park.
- 2.30 p.m. Diamond Jubilee Chess Tourney.
- 3.00 p.m. Canadian Army on Display—Seaforth Armories.
- 7.00 p.m. Indian Village and Show—Kitsilano Park.
- 7.30 p.m. Diamond Jubilee Chess Tourney.
- 8.30 p.m. Theatre Under the Stars—Malikin Bowl, Stanley Park.
- 9.00 p.m. The Jubilee Show — Brockton Point, Stanley Park.

WEDNESDAY, JULY 10th

- 8.45 a.m. Jubilee Caravan meets boats and trains, etc.
- 10.00 a.m. Mining Exhibit—Chamber of Mines, 790 Dunsmuir Street.
Art Gallery Exhibit—1145 West Georgia Street.
- 10.00 a.m. Soap Box Derby Preliminaries.
- 11.30 a.m. Band Parade and Concert.
- 1.00 p.m. Dunbar and West Point Grey Day—Memorial Park, afternoons.
Lipsett Indian Museum—Hastings Park.
- 2.00 p.m. Indian Village and Show—Kitsilano Park.
Western Canadian Cricket Championship — Cricket Grounds: Brockton Point Oval, Connaught Park and Memorial Park.
Soap Box Derby Finals.

- 2.30 p.m. Diamond Jubilee Chess Tourney.
- 3.00 p.m. Canadian Army on Display—Seaforth Armories.
- 7.00 p.m. Indian Village and Show—Kitsilano Park.
- Dunbar and West Point Grey Day—West Point Grey Park, evenings.
- 7.30 p.m. Diamond Jubilee Chess Tourney.
- 8.00 p.m. Kitsilano Chamber of Commerce Stage Entertainment.
- 8.30 p.m. Theatre Under the Stars—Malkin Bowl, Stanley Park.
- 9.00 p.m. The Jubilee Show—Brockton Point, Stanley Park.

THURSDAY, JULY 11th

- 8.45 a.m. Jubilee Caravan meets boats and trains, etc.
- 9.00 a.m. Pacific Northwest (International) Fencing Championship.
- 10.00 a.m. Mining Exhibit—Chamber of Mines, 790 Dunsmuir Street. Art Gallery Exhibit—1145 West Georgia Street.
- 11.30 a.m. Band Parade and Concert.
- 12.15 p.m. Kiwanis Club Luncheon—Hotel Vancouver. Junior Board of Trade Luncheon—Hudson's Bay.
- 1.00 p.m. Lipsett Indian Museum—Hastings Park.
- 2.00 p.m. Indian Village and Show—Kitsilano Park. Western Canadian Cricket Championship—Cricket Grounds: Brockton Point Oval, Connaught Park and Memorial Park.
- 2.30 p.m. Diamond Jubilee Chess Tourney.
- 3.00 p.m. Canadian Army on Display—Seaforth Armories.
- 7.00 p.m. Indian Village and Show—Kitsilano Park.
- 7.30 p.m. Diamond Jubilee Chess Tourney.

- 8.30 p.m. World's Championship Professional Wrestling Tournament—Forum, Hastings Park. Theatre Under the Stars—Malkin Bowl, Stanley Park.
- 9.00 p.m. The Jubilee Show—Brockton Point, Stanley Park.

FRIDAY, JULY 12th

- 8.45 a.m. Jubilee Caravan meets boats and trains, etc.
- 10.00 a.m. Mining Exhibit—Chamber of Mines, 790 Dunsmuir Street. Art Gallery Exhibit—1145 West Georgia Street.
- 11.30 a.m. Band Parade and Concert.
- 1.00 p.m. Lipsett Indian Museum—Hastings Park.
- 2.00 p.m. Indian Village and Show—Kitsilano Park. Western Canadian Cricket Championship—Cricket Grounds: Brockton Point Oval, Connaught Park and Memorial Park.
- 2.30 p.m. Diamond Jubilee Chess Tourney.
- 3.00 p.m. Canadian Army on Display—Seaforth Armories.
- 7.00 p.m. Indian Village and Show—Kitsilano Park. Cancer Institute Garden Party—3689 Selkirk Avenue. Vancouver Swimming Club Gala—Kitsilano Park. Trades and Labour Council Dinner and Dance—Hotel Vancouver.
- 7.30 p.m. Diamond Jubilee Chess Tourney.
- 8.00 p.m. Kitsilano Chamber of Commerce Stage Entertainment.
- 8.30 p.m. Theatre Under the Stars—Malkin Bowl, Stanley Park.
- 9.00 p.m. The Jubilee Show—Brockton Point, Stanley Park.

SATURDAY, JULY 13th

- 8.45 a.m. Jubilee Caravan meets boats and trains, etc.

- 9.45 a.m. Arrival of His Excellency the Governor-General and Lady Alexander.
- 10.00 a.m. St. Andrews and Caledonian Games—Hastings Park.
Pro-Amateur Golf Tournament—Capilano Golf Course.
Mining Exhibit—Chamber of Mines, 790 Dunsmuir Street.
Art Gallery Exhibit—1145 West Georgia Street.
- 11.30 a.m. Band Parade and Concert.
- 1.00 p.m. Hastings Park Community Day—Hastings Park.
Lipsett Indian Museum—Hastings Park.
- 2.00 p.m. Indian Village and Show—Kitsilano Park.
Vancouver Swimming Club Gala—Kitsilano Pool.
Old Hastings Mill Store Exhibit—Foot of Alma Road.
Vancouver Rowing Club Regatta—Coal Harbour.
- 2.30 p.m. Diamond Jubilee Chess Tourney.
- 3.00 p.m. Canadian Army on Display—Seaforth Armories.
- 7.00 p.m. Indian Village and Show—Kitsilano Park.
Cancer Institute Garden Party—3689 Selkirk Avenue.

- 7.30 p.m. Diamond Jubilee Chess Tourney.
- 8.30 p.m. Theatre Under the Stars—Malikin Bowl, Stanley Park.
Professional Boxing—Joey Dolan vs. Mike Belloise.
- 9.00 p.m. The Jubilee Show—Brockton Point, Stanley Park.

SUNDAY, JULY 14th

- 10.00 a.m. Pro-Amateur Golf Tournament—Capilano Golf Course.
- 11.00 a.m. Services—All Churches.
- 1.00 p.m. Lipsett Indian Museum—Hastings Park.
- 2.00 p.m. Art Gallery Exhibit—1145 West Georgia Street.
Old Hastings Mill Store Exhibit—Foot Alma Road.
- 2.30 p.m. Diamond Jubilee Chess Tourney.
- 3.00 p.m. B. C. Electric Symphony Orchestra—Stanley Park.
Canadian Army on Display—Seaforth Armories.
- 7.30 p.m. Services—All Churches.
Diamond Jubilee Chess Tourney.
- 9.00 p.m. Home Gas Concert and Broadcast.

THE INDIAN VILLAGE AND SHOW

Kitsilano Park, former habitation of the Squamish tribes, is the scene of the Vancouver Diamond Jubilee Indian Village and Show, each weekday afternoon at 2 p.m. and at 7 p.m., from Monday, July 1, to Saturday, July 13.

The Show, in an elaborate setting of Indian art and costuming, presents many ceremonies never previously performed by the Indian people in the presence of white men. Among the special features: the Indigo Pool, before which will be presented Indian dramas, and pretty Indian maids read fortunes from the ripples on the water; the Circle of Legends, depicting in murals popular British Columbia legends of "The Lions", "Siwash Rock", "Capilano", "Dead Man's Island", and so on; the Ornate Well, an illuminated display of Indian designs, backed by a panorama of Indian life, the making of baskets, mats, moccasins, beaten silver work and other exhibits, which will be on sale. The Carver of Totems will demonstrate his art daily, carving, in two weeks, an authentic creation in Indian sculptural design which will be presented to the City of Vancouver in commemoration of the Diamond Jubilee.

Mr. Hiltz is the producer and director of the Indian Village and Show, with Mr. Evans as assistant. Large numbers of Indians representing the Native Brotherhood of British Columbia will be gathered for the event, which will include the "making of a Chief", and participation in the Indian section of the opening parade.

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"THE BUILDERS"

The creation of Vancouver was no local incident, but an event in the chronicle of mankind which must forever interest all peoples. Who were "The Builders"? Not supermen, but young British and Canadian men and women—there were no grey hairs in early Vancouver—of vision, courage, energy, with the power of justice and the patience of strength; they built not a fort, but a garden on the shore; no sword was drawn, no bugle sounded, no blood is on our escutcheon. In the short span of less than a single life there arose, like a magic thing, out of the wilderness of forest and swamp, a metropolis, a world port—Vancouver, spreading ten miles wide by seven deep, of monumental buildings and luxurious offices, of beautiful homes and green lawns, with one hundred and fifty churches, one hundred parks, seventy-five public and one hundred private schools, the beautiful home of a favored and benevolent people. The great city is the monument, the mighty illustration, of the achievements of men of peace.

J. S. MATTHEWS,
City Archivist.



