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British Columbia Historical News

Journal of the B.C. Historical Federation

Railway Issue

Trains . . . Trains . . . Trains

MEMBER SOCIETIES

★★★★★★★★★★★★

Member Societies and their secretaries are responsible for seeing that the correct address for their society is up-to-date. Please send any change to both the Treasurer and the Editor at the addresses given at the bottom of this page. The Annual Return as at October 31st should include telephone numbers for contact.

Members' dues for the year 1985/86 (Volume 19) were paid by the following Member Societies:

Alberni District Historical Society, Box 284, Port Alberni, B.C. V9Y 7M7
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BCHF — Victoria Section, c/o Marie Elliott, 1745 Taylor St., Victoria, B.C. V8R 3E8
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The Hallmark Society, 207 Government Street, Victoria, B.C. V8V 2K8
Nanaimo Centennial Museum Society, 100 Cameron Road, Nanaimo, B.C. V9R 2X1

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Contents

The B.C. Historical News welcomes submissions of interesting and informative articles or photo essays on any subject relating to British Columbia history. Manuscripts should be typed (double-spaced) with footnotes and/or bibliography provided, if possible. Length to 2500 words. Photos or illustrations appreciated and returned. Sent to: The Editor, P.O. Box 5626, Stn. B, Victoria, B.C., V8R 6S4

Editorial

The bright Canadian lexicon is enriched by the names of many railways, large and small. They are bound up in the panoramic splendour of our land from the rocky Canadian Shield, across woodland, prairie and mountain to the margin of the western sea. Their names roll richly from the tongue: *Canadian Pacific, Pacific Great Eastern, Grand Trunk Pacific*, the homely *Esquimalt and Nanaimo*.

Their going is freighted with images of romance and the familiar names of *Banff, Lake Louise, Hell's Gate* and *Cheakamus Canyon* are bound up with and owe their fame to their associations with the steel rail.

These are the proud railways of Canada, past and present, the weed-grown branchlines of fading commerce and the polished rails of the transcontinentals. It's not difficult for the imagination to draw a plausible parallel between the progress and economy of Canada and the great passenger and freight trains setting out for destinations in the far west.

Central to this high talk is the steam locomotive, a device that has never been improved upon if one takes into account its function, not only as a means of transport, but as a symbol of enterprise and greatness. The steam locomotive was the main agency of settlement in the Canadian west. Its link with that drama is such that it's safe to speculate that, if the diesel had been the source of motive power, the wonder and glory we associate with those halcyon years of growth and development would be stripped away with the poetry and romance that we so dearly revere. It's clear that the steam engine's hold on the imagination is more than equal to

(cont. on page 11)

Letters to the editor

To the Editors:
In the course of my research I came across some information that may be of interest to your readers.

In 1979 the Church Missionary Society Archives began the transfer of their pre-1935 holdings to the University of Birmingham Library from their previous location at 157 Waterloo Road, London. The Society has mission records for Africa (Group 3), which include Sierra Leone, Nigeria, South Africa, Kenya, Tanzania, Uganda, Ruanda/Burundi, Egypt, Sudan, the Mediterranean region (Palestine, Turkey and Asia Minor, Greek Islands, Malta and Abyssinia), New Zealand and the West Indies. Group 2 has the West Asia mission records: India, Ceylon, Mauritius, Madagascar, Persia and Turkish Arabia. Group 1 (East Asia records) consist of missions in Canada, China and Japan. The records for Canada were transferred in 1985.

Catalogues for each record group have been deposited in Birmingham as well as the following sets: *CMS Proceedings/Annual Reports/ Yearbook* 1801-1971, the *CMS Historical Record* 1919, 1922/3-1956/7, *The Missionary Register* 1813-54, and the *CMS Annual Letters* 1886-1912, together with the *CMS Register of Missionaries and Native Clergy*, Stock's *History of the CMS*, Hole's *Early History of the CMS* and the *Centenary Volume of the CMS*.

Requests for access should be addressed to Miss C.L. Penney, Special Collections, Main Library, University of Birmigham, P.O. Box 363, Birmingham, B15 2TT, England.

Sincerely,
Lorne F. Hammond

From the *News* Publishing Committee

The committee was very pleased with the 'look' of the last issue. The new three column format offers the editor more flexibility in the use of pictures, Federation notices, etc. Congratulations, Bob!

In order to better reproduce the old photographs which so often enliven articles, it has been necessary to increase the weight of paper used in the magazine. This has added $200 to our costs — leaving us about $300 below average costs last year.

The quality of our magazine continues to depend primarily on the articles sent in by Federation members and other historians. We are delighted that so many excellent submissions on a wide variety of topics are continuing to arrive. The editor will probably have to alternate 'theme' and general issues in order to accommodate all this interesting material.

This issue focuses on British Columbia's early railways. We are very fortunate to have the editorial assistance of Darryl Muralt, President of the B.C. Railway Historical Association. Geoffrey Castle, of the Victoria branch, is introducing a regular column based on material drawn from the Provincial Archives.

Anne Yandle and her book reviewers are also to be congratulated on their incisive reports. This section of the magazine is a favourite of many readers.

Mailing is one of the most onerous jobs associated with publishing the *News*. Rhys Richardson, with the help of Pat Scobie, has looked after the past two issues. This one will have been shipped off to you by Joan Selby, a Publishing Committee member, with the help of Mary Ralston of the Vancouver branch. Thank you all for this major undertaking.

Ann W. Johnston

Treasurer's Comments

The operator in the word processing centre was most apologetic when she realized that the "receipt/ month" and "expiry issue" had not been printed on the address labels for the last issue. It was her oversight of recorded instructions and these entries should be on the address labels for the current issue.

We seem to be in a satisfactory financial position, but all bills for volume 20, no. 1 have not reached me so there is no way of comparing costs with earlier issues.

J. Rhys Richardson
March 11, 1987.

NOTICE OF MOTION FROM THE FEBRUARY COUNCIL MEETING FOR THE ANNUAL GENERAL MEETING

That the B.C. Historical Federation set a flat membership fee of one dollar per member to a maximum of $60, with the proviso that if the income so derived is not sufficient to cover operating expenses plus 10%, those branches paying the maximum $60 shall be charged an additional 10¢ per member.

CPR No. 374 and Francis R.F. Brown

Fritz Lehmann

The locomotive displayed in Vancouver's Kitsilano Park for many years, and now appearing at the old CPR Roundhouse site on False Creek, is presently identified as Canadian Pacific Ry. number 374. This is a genuine locomotive of the CPR's early years. For that reason two railfan organizations, the West Coast Railway Association and the B.C. Chapter of the Canadian Railway Historical Association, were willing to put thousands of volunteer man-hours, with the assistance of government grants and some paid experts, into the demanding job of restoring the 374 for display at Expo '86. We should now be ready to take a more realistic look at the history of this engine and at the man responsible for designing and building her.

Omer Lavallee, the CPR's historian and (just retired) corporate archivist, offers a small correction to Vancouver perceptions of the 374's place in history. The first transcontinental train to reach the West Coast in regularly scheduled service left Montreal on 28 June 1886. It reached the CPR's original western terminus, Port Moody, on 4 July, and on the last lap from North Bend to Port Moody it was pulled by CPR 371, an identical sister of 374 from a group of eight engines built by the CPR in its Montreal "New Shops" during May, June and July of 1886. The 374's historical moment came the following year. When the main line was extended beyond Port Moody to Vancouver, 374 pulled the first official train into the new city terminus on 23 May 1887. [1]

374 (and 371) were typical of the locomotives of their era. Their 4-4-0 wheel arrangements (a four-wheel leading truck to guide the vehicle on the tracks; four larger drive wheels; and no carrying wheels at the rear of the locomotive) was by far the most popular design in North America in the nineteenth century. The demands for power and speed increased constantly as the CPR developed and trains became heavier and their operations more frequent and demanding, but these locomotives were well-designed and well-built. They soon enough lost their glamorous assignments on main-line through trains, but continued to serve in various more humble capacities. 371 was the first to go, scrapped in October 1915 — long before anyone was interested in preserving her as an historic artifact. The others were scrapped from 1916 through 1929, averaging a very respectable service life of 33.5 years as a group. [2]

The 374 was the last survivor, set aside in the 1930s as a memorable object and finally acquired for display by the city of Vancouver. She had been re-built and re-numbered several times before she was retired. In April 1907 she became CPR 92, in December 1909 CPR 245, and in February 1913 CPR 158, the number she kept until retired to museum status. Lavallee has a photo of her in service in 1899 at Kamloops, showing that she had already been rebuilt from her original 69-inch-diameter drive wheels for high speed passenger service to a more mundane 62-inch-diameter set for mixed service. [3]

The 374 is interesting to railfans and to the general public, but she should be seen not just as a unique locomotive that once performed a "first trip" to earn historical survey, but as a representative machine that made an era in Canadian history. There are in fact a great many 4-4-0 locomotives preserved (some in operating condition) in Canada and the United States that are much like the 374 in general description. The list includes six examples from the Canadian Pacific Railway, and includes two sister locomotives of 374, built to the same design at CPR's Montreal shops. [4] What is unique about the 374 and her sisters? For one thing, they were designed and built in Canada. The designer was one of those immigrants who brought both energy and technical skills to Canada and helped make our country what it is today.

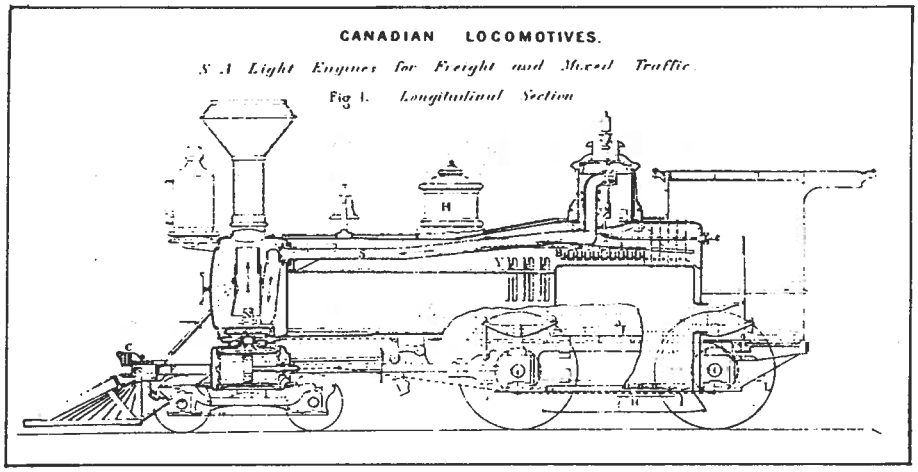
Francis Robert Fountaine Brown was the man. Born in Scotland (Helensburgh, Dumbartonshire) on 29 September 1845, Brown belonged to that pioneering generation of engineers who learned their profession on the job and not in a university. [5] He was apprenticed "as a pupil in the shops and drawing office of the Great Northern Railway at Doncaster, England" from 1863-1868, and later

employed by the same railway at various places on its system until 1874. In his later years he was stationed at London, which may have given him the contacts for his next adventure. Whatever the reason, he did boldly try a new setting for his skills, by accepting an appointment in 1874 on the Great Indian Peninsula Railway. This was one of the first great trunk lines in India, with rails reaching across the subcontinent from a base in Bombay. Brown increased his responsibilities in India until the hot season of 1876 struck him down:

> When riding on the Engine accompanying the new Viceroy Lord Lytton over my division . . . I contracted a sun-stroke followed later by Typhoid fever which compelled my return to England in August /76 for Medical treatment.

Having twice suffered from sunstroke in India myself, I can sympathize with Brown! His bout with the climate of India did not end his interest in working abroad, but it did turn him in a new and cooler direction — Canada.

In 1877 he took a new position as manager of the Grand Trunk Railway's Point St. Charles shops in Montreal, the principal shop facilities of what was then Canada's premier railway. At Point St. Charles he served under mechanical superintendent Herbert Wallis, and had the good fortune to have joined the Grand Trunk in a period of expansion. The Grand Trunk's first mechanical superintendent, F.H. Trevithick, had built one locomotive in the Montreal shops in 1859. His two successors built 34 more between 1864 and 1873. Wallis took over from a brilliant engineer, Richard Eaton, in 1873. In 1877 he began a new phase of locomotive building in the company shops, coincidental with Brown's appointment as Locomotive Works Manager. Brown was in charge of repairs and maintenance as well, but undoubtedly the most interesting assignment to him was the



manufacture of a large number of new locomotives:

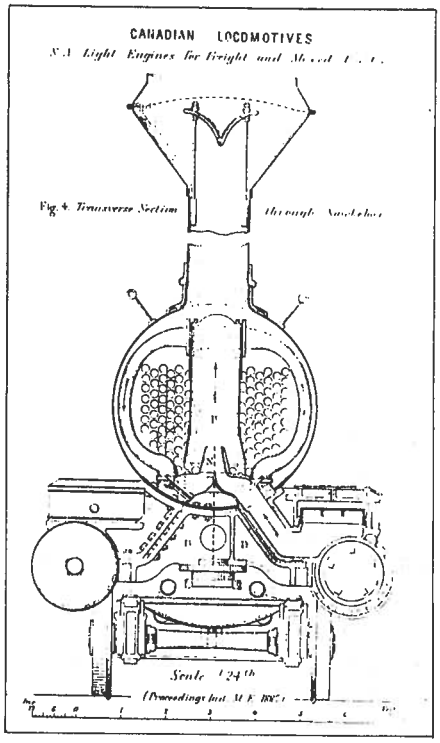
> [I] joined the G.T.Ry. service in Canada in May 1877 — Remaining in the service of that Coy. as Loco Works Manager at Point St. Charles till July 1883 — During which time I built over 100 (one hundred) new Locomotives for that Coy., which were of the Mogul — Heavy Passenger — Suburban & Switching types. [6]

In fact, if we count a batch of locomotives begun but not completed before Brown left the Grand Trunk, he built 103 locomotives for the GTR and Herbert Wallis. [7] This experience enabled Brown to become thoroughly familiar with the Canadian variations on British railway engineering practice.

In July 1883 Francis Brown got his chance to be the boss himself with his new appointment as Mechanical Superintendent for the Canadian Pacific Railway. Here he had a wider range of duties and responsibilities, but included among them was the responsibility for motive power. Brown finally got a chance to design and build locomotives according to his own ideas. He did this with great success, which we'll look at in a moment. But to round out his career so far as we know it, he did not stay long with the Canadian Pacific. He resigned in July 1889 to take a similar position with Dominion Bridge in Lachine, Quebec; from there he moved in November 1891 to Toronto as general manager of the Ontario Forge and Bolt Co.; and in 1892 he went to Moncton, N.B., as mechanical superintendent of the Intercolonial Railway. [8] Interested researchers have not yet found any further record of this remarkable man.

Although Brown belonged to a generation of engineers who learned the profession on the job and not at school, he was nevertheless just as committed to engineering as a profession as his later successors who enjoyed formal technical training. He joined the Canadian Society of Civil Engineers in 1886 and was also a member of the Institution of Mechanical Engineers in London (since 1880). For his British colleagues, he prepared a remarkable description of his work in Canada, "On the Construction of Canadian Locomotives." [9] Although he could not be present to read the paper himself at the Institution's regular meetings, the paper was read for him, and a report of the discussion which follows gives the comments of some of Britain's leading engineers of the day.

Francis Brown put his locomotive designs in the context of Canadian conditions. The parameters within which his machines were conceived and built were of two kinds: the physical features of Canada and the CPR tracks, and the economic-political conditions within which workmen



and materials had to be found and utilized. The CPR was largely a single-track line spanning a huge and relatively undeveloped continent. The roadbed was often rough, and subject to severe climatic assaults. Skilled workmen were in short supply, and more expensive than in Britain. Many of the materials including boiler plate and some steel forgings had to be imported, with costs increased by Canada's high tariff policy and its distance from the suppliers in Britain.

Brown held out as his best comparison his SA class light passenger locomotives, the group that includes CPR 374. His British peers and rivals were astonished to see that he was building these locomotives at a cost of 1,071 pounds sterling each, or about 2.44 pence per pound, compared to a standard Midland Ry. locomotive of the day, about 6 tons heavier, built at a cost of 1,677 pounds sterling each or about 3.36 pence per pound. [10] Brown's SA class had a flexible bar-frame with 3-point suspension system that enabled them to respond to rough track with maximum flexibility. One of the British commentators complained that British-built locomotives were solidly built for endurance and working economy, not like Brown's designs which seemed to aim at a locomotive which "when it broke down, could be readily patched up at an out of the way district." [11] The same critic admitted that British engineers did not design locomotives for use on railways "so seriously disturbed by frost and thaw as they were in Canada." [12] This demonstrates how significant it was for Canada to have its own engineers designing locomotives for our conditions!

But one of the British engineers, David Greig of the Leeds locomotive building firm of John Fowler & Co., noted that he had been in Canada and ridden on the Canadian Pacific Railway:

> He had himself passed over the Canadian Pacific Railway as far as about 400 or 500 miles beyond Winnipeg, but no further; and on a track that was being laid at the rate of 3¾ miles a day he had seen locomotives coming up before it was levelled. Such a sight he had never seen before. English locomotives could not do a thing of that kind. [13]

Greig added that he was "particularly impressed" with the North American locomotives such as those Brown described, for simplicity, cheapness, and "the remarkable ease with which its parts could be replaced." [14]

The man who ran what was then the largest locomotive-manufacturing firm in Britain spoke of his experience in manufacturing nearly four thousand engines; but he could not understand how Brown could turn out his SA class machines at "so low a cost as only 1,071 pounds sterling." [15] Brown's explanation was both simple and professional. Technology, after all, is the practice of making most productive use of existing conditions. Where British builders preferred to use heavy forgings, Brown had learned to substitute castings — because the men and machinery for making heavy forgings weren't available in Canada. He still had to import some forgings such as steel connecting rods from Britain, at a heavy cost with freight and customs duty, but where possible he had deliberately designed his locomotives to substitute castings. Furthermore, his Montreal shops on the CPR then lacked a foundry (although the Grand Trunk's Point St. Charles shops did have an adequate foundry) so that he had to buy his castings from private Canadian firms. He obtained cast iron wheel centers and cylinders cast with half-saddles this way, and again made his designs to suit the technical level of his suppliers. (He preferred the quality of English castings, but not enough to make up for their higher cost when freight and duty were taken into consideration.) [16] Brown also used different materials (mild steel instead of copper for fireboxes, for example) and designs (bar frames instead of plate frames).

Brown triumphantly concluded that it was very strange of British builders to be unwilling to compete with Canadian builders in a highly protected country, where necessary materials have to be brought long distances. He claimed that his savings were in labour and in his design of Canadian engines which permitted him to economize labor and parts and "cheapen the cost of production without detriment to the finished engine." [17]

Francis Brown was thus a true professional in the new discipline of engineering that emerged in the nineteenth century. He drew on a wide range of experience and training to produce a mix of technique and design that was appropriate to our conditions. The survival of 374 and her two sisters a full century after they were built is not just a remarkable tribute to these machines, but to the man who designed them. Men like Brown, and his unsung workmen in the CPR's Montreal shops who executed his

(cont. on page 14)

The Dining Car

"A Pleasure to Dine On . . . Organized Confusion to Work On"
The Experiences of a Dining Car Waiter in the 40s

Ben Benning

The Canadian Pacific Railway was justly proud of its passenger car service from the early days up to the 1940s and 50s. Nowhere was this pride more evident than in the equipment used and service provided by the Sleeping, Dining and Parlour Car Department. The cars that I worked on were mostly of the "A", "B", "L", "S" and "W" Classes. Of these, the most prestigious were those of the "A" and "W" types. (No pun intended) These class-letter designations were taken from the names of the cars which were derived mainly from stately English and Scottish manors.

The Class "A" cars included the Argyle, Arundel, Athlone, Alysford, Anesbury and others. These cars were built in 1929 for the Trans Canada Limited, one of the great name trains of that era. The cars named above were those used on the Vancouver to Calgary line of the Canadian Pacific, mostly on Trains No. 1 and 2, 3, and 4, 7 and 8, 13 and 14. Even in the beginning, these cars were fully air conditioned, beautifully designed and opulently constructed of the finest inlaid woods.

The Class "B" cars included the Buckingham, Bangor and Berwick and the Class "L" cars the Linlithgow, Lumley, Lincoln, Leicester, Ludlow, Leeds and Lancaster. These two classes were similar in design but were older cars that had been periodically rebuilt and updated with semi-air conditioning and other features. Some of the "B" class cars were rebuilt into commissary cars for use on troop trains during World War Two.

The Class "S" cars included the Saltwood, Stafford, Sandgate and Somerset and were not air conditioned. The Saltwood was equipped with a copper galley instead of the usual Monel or stainless steel type.

Class "W" cars consisted in part of the Walmer, Wark, Winchester, Windsor, Woodstock, Worchester, and Wallingford. These cars were built in 1921 and compared favourably with the Class "A" cars.

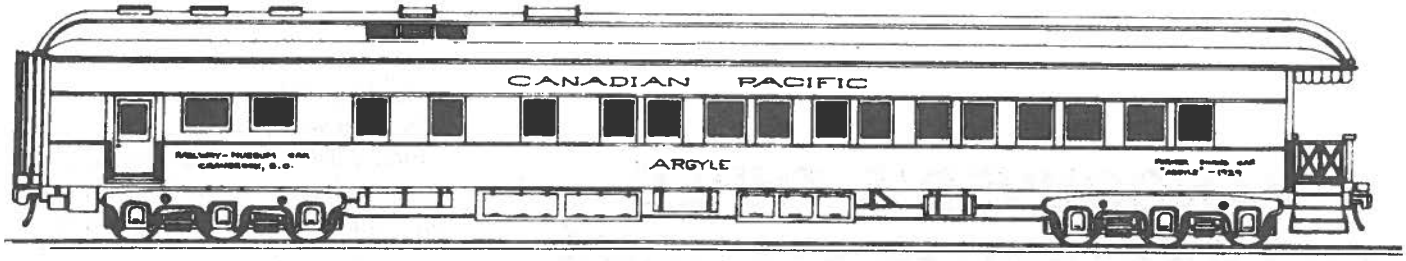
To truly appreciate the complexity of dining car service let's take a nostalgic trip on Train No. 4 from Vancouver east in the 1940s. The train, which was scheduled to depart Vancouver at 19:15 o'clock, was made up in the Drake Street Coach Yard. (Later the site of Expo 86) The crew were required to be in the yard at 14:00 o'clock to stock the car with provisions. The chef and cooks would also begin preparations for the evening meal as the train would leave the city within five hours.

The waiters were required to check all silverware, dishes and linen as it was received from the store room and the cooks made sure that the galley was stocked with emergency supplies. When all were satisfied that the car was in order, they had a brief rest or could read in the car before departure. If time permitted, some might even go home for an hour or two but had to be back on the train an hour before departure time. Finally, the yard engine hooked onto the train at about 17:00 hours and we proceeded through Drake Street Tunnel to the Vancouver Station.

Dinner was served as we left Vancouver and generally consisted of two sittings, depending on the passenger load. The First Waiter was responsible for all silverware, the Second Waiter for all linen, the Third for all water bottles, salt and pepper cellars, and sugar bowls and the Fourth for general duties as required. I usually worked as a Second Waiter.

The last call for dinner was usually given at about 21:00 or 21:30 hours and we tried to have the last passengers out by 22:00 so that we could eat our evening meal. After supper, the waiters cleared out the dining room while the cooks looked after the galley. Next the tables were taken down and stacked in one corner while the 36 chairs were formed into beds for the chef and stewards. A part of the carpet was rolled away to reveal a large trap door in the floor. This was opened to removed ten camp cots, mattresses and blankets which comprised the sleeping accommodation for the cooks and waiters. These were made up along both sides of the car and two ropes were strung down the aisle on each side and curtains hung. When everything was in place, it was hard to tell the dining car from any ordinary sleeper.

In the morning the sleeping car conductor called us at 05:00 and the process of the previous evening was reversed and the car transformed back into its role as a diner. The



first call for breakfast went out at 06:00. The full dining car crew consisted of a steward, chef, five cooks and five waiters for a total of twelve.

During mealtimes one waiter was stationed at the electrical panel to control the lights and air conditioning when passing through the five-mile Spiral tunnel on the hill above Field or the Connaught Tunnel. We managed to have breakfast finished about 10:30 but it was always a rush. As we passed into Mountain Standard Time at Field we lost an hour, but passengers being as they are, they crammed in for lunch, even though they had completed breakfast only an hour before. After lunch came preparations for dinner as we carried on into Calgary.

The stay in Calgary lasted an hour and we would still be serving diners as we carried on towards Medicine Hat. This was the longest Division on the Canadian Pacific and we wouldn't arrive at Medicine Hat until midnight to 01:00 a.m. If we were lucky, we'd have been asleep for a couple of hours by this time. We'd be jolted awake as the dining car was cut off and the switch engine would take us over to the turntable and turn us for the return trip.

Dining cars were usually run with the galley forward because the coal fired ranges worked better that way. Train No. 4 would continue eastward without us, picking up another dining car at Swift Current for the run on to Winnipeg.

We were now part of Train No. 3 heading west. This train had dropped its previous dining car at Swift Current and would then pick us up at Medicine Hat. We would be up again at 05:00 to prepare breakfast for passengers heading into Calgary. We'd spend another hour in the Stampede City and then whistle off for Vancouver again. We finally arrived back at our home terminal as Train No. 3 at about 18:30 on the fourth day. The trip west was slightly less arduous than the trip east because we gained an hour as we crossed from Mountain Standard back to Pacific Standard Time.

After arrival in the home terminal, there was another ritual to observe and the car had to be spotless, and all the equipment checked. Great care was taken to make sure that none of the silverware was missing. It's even been said that the C.P.R. cared more about the knives and forks than they did the crew.

But it wasn't all bad. There was a treat in store if you happened to be working Trains No. 1 or 2. These trains usually carried a smaller passenger load and only required one or two waiters. The train left Vancouver at about 10:15 a.m. and arrived in Calgary at 23:00, late in the evening. The train stopped over in Calgary until the next day, giving us about ten hours in the city.

The westbound Train No. 1 left Calgary on the return trip at about 23:00, which gave us about another ten hours because there was no point in towing the car on to Medicine Hat when it wasn't needed. I use the word "towing" in the proper sense, because when we left Calgary the diner was attached to the rear end of Train No. 1. When we reached Katz, near Ruby Creek, we would be put on the siding to spend the night. At about 06:00 the next morning we would be hooked into Train No. 11, the Kettle Valley Express, and serve breakfast as we ran into Vancouver.

Dining cars were not used on the Kettle Valley Express because of heavy grades on the Coquihalla — Rock Creek sections. I believe a cafe car was run east of Nelson, through the Crows Nest Pass to Lethbridge, but I am not positive about this.

I worked on several troop trains on this line. There was no such thing as packaged fast foods or microwave ovens then and everything except the bread was cooked on board the dining car; pies, puddings, cookies, muffins and roasts were all a part of the chef's fare and talents.

To support the passenger train services, stores depots and laundries were located in Vancouver, Calgary, Moose Jaw, Winnipeg and Fort William. The ranges, which were monstrous affairs, were coal fired and the preferred fuel was Canmore Briquettes. The ranges were so heavy that a counter balance had to be placed in the wall of the car opposite them.

During the war years we were often pulled off the regular trains for troop train service. Sometimes you would be away for a month and would run all over the country, but then, that's another story. My years on the dining cars are filled with memories of good times and I wish I could do it all again.

Victoria resident Ben Benning was raised in the town of Hudson Bay Junction in northeastern Saskatchewan. The early influence of the railway stayed with him as he grew up and he moved west to work for the Canadian Pacific Railway in dining car service. Ben and his wife Janet are now retired in Victoria where Ben serves as a Director in the B.C. Railway Historical Association.

VANCOUVER'S THREE CPR PASSENGER STATIONS 1887 - 1987

Ron Meyer

In this, the centennial year of the first transcontinental passenger train to arrive in Vancouver, it seems appropriate to look back in time at the three very different depots that have occupied the location of that early arrival. No passenger trains of any kind now operate along the tracks that permitted the first train's well-attended entry into the city one hundred years ago, but that is a relatively recent turn of events.

Construction of the Canadian Pacific Railway's main line in western British Columbia began in 1882 from tidewater at Port Moody and continued eastwards. For five years the town boomed as the transshipment point for incoming construction supplies; finally, eight months after the November 7, 1885 last spike ceremony, Port Moody witnessed the arrival of Canada's first transcontinental passenger train, on July 4, 1886. The town seemed assured of a rosy future as Canada's west coast metropolis, despite the unsettling rumours that the CPR itself was unhappy about the choice of the western terminus.

In fact, as early as 1884 the railway had decided the make Granville, now Vancouver, its Pacific port and end of steel and prepared to commence construction. Once they learned of the CPR's intentions, Port Moody residents responded predictably. Unwilling to lose the glory and potential gains as major west coast port, several Port Moody land owners obtained an injunction to prevent the railway from building the extension westwards to Vancouver across their Burrard Inlet properties. Local rivalry between the two communities intensified until the Supreme Court of Canada handed down its decision — in favour of both the CPR and Vancouver. Port Moody's halcyon days ended abruptly.

Construction of the 13-mile grade between Port Moody and Vancouver resumed immediately, and on February 23, 1887, the first train of any kind to enter the city, consisting of a locomotive, four work cars and caboose, was reported to have reached the foot of Alexander Street, as far west as rails had been laid. The last rail to the CPR wharf was installed on April 26, while a month later, Vancouver was to have its day of glory. On May 23, 1887, the first transcontinental passenger train scheduled to reach the new west coast city arrived to a cheering welcome by both officials and onlookers. The locomotive pulling this train was No. 374, portions of which exist in the restored replica now on display at the Roundhouse on the Expo 86 site in Vancouver.

The First Station — 1887

But what of the station itself, Vancouver's first? Although there are number of photographs of the structure, little documentary material concerning the station appears to exist. Most of what can be learned was gleaned from local contemporary newspaper accounts, or from jottings by Major J.S. Matthews, Vancouver's late City Archivist. Actually, the construction of the passenger depot was preceded by the building of freight sheds which were begun in 1886. The entire complement of CPR sheds, docks, and depots, both freight and passenger, was built along the waterfront between the north ends of Granville and Burrard Street. Since the shoreline of Burrard Inlet then was considerably south of where it is today, all CPR facilities, including the main line tracks, sidings, and all buildings had to be built on pilings over the water.

The passenger depot itself was first referred to in the Vancouver *News* of October 27, 1886, in which it was stated that plans for the building were to be prepared on instructions from general superintendent Abbott of the CPR. On April 15, 1887 the *News* announced that the passenger station was to be built with a Mr. Westcott in charge of the work, which was to be pushed through as rapidly as the material could be supplied. On May 11 it declared that the station was nearly completed. The building was located below the bluff, at track level, almost exactly at the north foot of Howe Street.

The station was a simple, one-storey wooden structure with a peaked, shingled roof. It was described in the *News* as having a design "after the style of the Swiss chalets" which "makes a very pret-

ty appearance" (May 11, 1887). The dimensions of the station were about 40 by 25 feet, although the considerable roof overhang on all sides covered an area about 60 by 50 feet. From the station there extended eastward a single, long narrow platform, about 200 feet long, which was completely roofed over. As can be seen in the famous photograph of Vancouver's "first train" on May 23, 1887, this is the total extent of the station at that time. But within a year or two, a similar, but slightly longer building had been erected at the far end of the long platform. This structure was approximately 60 by 25 feet, not counting overhang. With the opening of this building, Vancouver's first passenger depot was complete. The older building at the west end of the platform was used as ticket office and waiting room, the newer and larger building at the east end was used as an express office and baggage room.

Considering the large size and extent of CPR holdings in the new townsite of Vancouver, it is interesting to speculate on the choice of location made by the railway for its depots and docks. By the time that other railway companies arrived in Vancouver, the city's form and direction of growth were quite apparent. At the time of the CPR's arrival, however, the city was in its formative stage and whatever decisions the CPR made would largely determine the city's future development. With this in mind, it is interesting to note Major Matthews' analysis of the choice in location made by the CPR:

"There were several good reasons for locating the terminus at this precise place. To the west and to the east the shore was shallow, but here a cliff one hundred feet high, dropped almost straight down to deep water suitable for ocean docks. The location was at the centre of vacant land known as "CPR Townsite"; to the east Granville Townsite was privately owned and built upon. At this place a small gully gave easy access to level ground — Cordova Street — above, and it was directly in line with Brockton Point where vessels turn towards the shore, and, also, the highest crest of the land, Granville Street and Georgia Street where, upon the eminence it was proposed to erect a palatial hotel. The location of the small gully determined the position of the sloping roadway from shore to level, now Cordova Street above; the adjacent deep water determined the position of the first ocean dock; the position of the ocean dock determined the site of the first railway station, and the site of the station determined that the principal thoroughfare should be Granville Street. This street led directly to the crest or summit of the land where, at the southwest corner of Granville and Georgia Streets, and commanding a magnificent view of harbour and mountains, the Canadian Pacific Railway erected, 1887, their first hotel in Canada, the first Hotel Vancouver."

The arrival of the CPR meant that Vancouver was really to become a city, and this was eagerly anticipated at the time. As Vancouver's first mayor, Malcolm MacLean stated in his speech of welcome for the first train, "This occasion should be . . . memorable in honour of the Canadian Pacific Railway Company, its directors and the Government of Sir John A. MacDonald, who has placed Vancouver among the important cities of Her Majesty's possessions."

The effects of the railway were soon felt. The city was now truly a Canadian port, the nation's "Gateway to the Pacific", with shipping and lively import-export business rapidly on the increase. The railway was also the catalyst required for Vancouver's population growth, for "it provided an excuse for hundreds of entrepreneurs and workers to come west to make their fortunes" (Robinson and Hardwick, p. 445). Population statistics reflect this growth: in 1886 the city had a total of 2,000; in 1889, 10,000; and 1891, 14,000. As another source notes, "in seven years the CPR had transformed a small lumbering town into a major centre of shipping and trade" (Roy, p. 54).

Vancouver's Expansion and the CPR's Second Station — 1899

The growth of Vancouver during the last decade of the nineteenth century continued to be impressive. From an 1891 population of 14,000, the city was approaching 30,000 by the turn of the century and, with the prospects of improved economic conditions, the future looked even better. Hence it was not surprising that the CPR, still one of Vancouver's major industries, decided that it was time to improve its facilities in the city. Wharves and freight sheds had to be expanded, but the most important requirement was the need for a new passenger depot and general office building.

Accordingly, plans were drawn up and construction was begun. The first stone of the new station, to be located right at the foot of Granville Street, was laid at 8:00 a.m. on April 19, 1898, and as the Vancouver *Province* of that date noted, "the long looked for depot is now an assured fact." This building was a grand structure in the "Chateau style" which came to be closely associated with railway hotels all over Canada, and which was even extended into the architecture of government buildings at a later date. Indeed there are some who argue that this was the most attractive of all Vancouver's railway stations. It illustrated many of the attributes of Victorian architecture with its two unmatching main turrets, the asymmetry of its eastern and western wings, its vertical and horizontal balance, and the textured intricacy of its many small windows and dormers.

As for Vancouver's reaction to the station, the *Province* of August 6, 1898 stated:

"By far the most important building now in the course of erection in Vancouver is the Canadian Pacific Railway's magnificant new depot which is being built to fill the pressing need of several years. The building, the handsome design of which is familiar to Vancouverites, is being built upon plans made by Mr. (Edward) Maxwell, the CPR Company's architect, of Montreal and construction is under the supervision of W.T. Dalton, of this city. The enlargement of the excavations made some years ago according to the original and less extensive plans, was commenced last January and the work of building in April.

The front is massive stonework and the whole structure will be made of Calgary stone and Victoria pressed brick. The building will be roofed in before the autumn rains commence and will be finally completed early in the spring. The cost of the building wil be $175,000."

Although this was the cost quoted at the time, a much more recent statement, issued by the CPR Public Relations Department states that the cost of the station was (approximately) $67,000. It opened for business on November 11, 1899.

One of the most apparent features of the new station was the wide stone arch above the main entrance. In a memorandum in Vancouver's City Archives, Major Matthews noted that this entrance way was considered an architectural marvel at the time. The station certainly had a fine location, commanding a view all the way up Granville Street. During its short life of only 15 years, it was a major landmark in the city, as many old photographs of Vancouver reveal. This second CPR station was located south and east of the first depot, which was still used during construction.

The opening of the second CPR station meant that the original depot was obsolete. Another CPR Public Relations statement notes that "the cost of demolition of the old shed was $2,000." Although it appears that the eastern or baggage room portion of the first station, along with the platform, were soon demolished, the older, western section of the depot was retained. In fact, this portion, the old waiting room and ticket office, was transported intact approximately one mile east along the CPR tracks to a new location at 10 Heatley Avenue, just north of Alexander Street. Here it began a new life as Hastings Station, serving the East End of Vancouver. East End passengers were able to embark or disembark at this station, thus avoiding the unnecessary trip downtown to the main depot.

The old station was still at this location when it was "rediscovered" by the Vancouver *Sun* on November 5, 1948. The reasons for this are as follows: sometime around the turn of the century a CPR switchtender by the name of Mr. William Alberts had been injured while on the job. After moving the station, the CPR permitted Mr. Alberts to live rent free in part of the building for the rest of his life. He continued to work as trackswitcher, right outside his own front door, until retirement, and lived to be 80, dying in March 1948. His daughter, a Mrs. Ross, was preparing to move out of the old depot in November 1948, and some how the *Sun* was alerted to the story. The newspaper reported that the original waiting room benches and the little round stove on high legs were still there in a room which Alberts had used to store junk. The article included a photograph of the building as well.

The depot must have been torn down soon after that, for when City Archivist Major Matthews finally discovered the article and visited the site on October 17, 1953 he reports being told that "the CPR tore it down about four years ago." From the *Sun* photograph, however, Matthews concluded that the building was undoubtedly the same depot that appears in the picture of Vancouver's first passenger train. It is remarkable that Vancouver's original station should outlast its successor by nearly 35 years, only to be torn down with almost no-one aware of its passing.

The Third Station — 1914

Between 1901 and 1911, Vancouver, along with the rest of Canada, experienced its greatest percentage increase in population. From a 1901 population of about 30,000, Vancouver grew to an amazing 121,000 in only ten years. It was obvious that Vancouver was to become a major city, certainly the largest in the province, for while it was approximately the same size as Victoria, the next largest town in 1900, by 1911 it was almost four times larger than the capital city.

On a visit to Vancouver in September 1911, Sir Thomas Shaughnessy, the president of the CPR, announced that the city would have "a new and splendid depot" (*Province*, September 5, 1911). In January of the same year, the *Province* had noted that a new CPR station would be built facing Seymour Street, "and the present one will be demolished to make way for a traffic bridge to accommodate passengers going to and from the coastal steamers" (January 23, 1911). A year later the Vancouver *World* in a special Progress Edition noted that the Canadian Pacific was going to spend "upwards of $2,000,000 on improving the Vancouver terminal." In place of the existing depot would be erected "a passenger terminal and office building that will be adequate for the handling of the volume of business carried on by the company in this city" (January 6, 1912).

The first work on the project, which involved the building of a crane to undertake excavations for the foundations, began on May 30, 1912. This third Vancouver CPR station was opened in August 1914. It was designed by the architectural firm of Barott, Blackadder, and Webster of Montreal, while the engineers on the site were Church, Kerr, and Westinghouse. This latter firm was also in charge of

demolition of the old station, which was removed as soon as the new one opened. In fact, the east wing of the second station had to be pulled down at an early stage during construction of the third to permit it to extend right to Granville Street. Thus the three CPR stations in Vancouver were located progressively eastwards.

The new CPR station dwarfed its predecessor. Measuring 375 feet in length, as compared to the less than 200 feet of the chateau style station, it was nearly 150 feet wide at its widest point while the older depot had been less than 75 feet in depth. Although not as tall as the six stories and turret roof of the chateau station, the four stories of the newer depot, with its greater size, provided several times more office space as well as a large and attractive high-ceilinged waiting room. Nevertheless, there are those who feel that the newer station has little of the charm and character of the building which it replaced.

With its white stone columns, cornices and arched windows, the new depot followed the neo-classical style so popular at this time, and seen in such famous contemporaries as New Yrok's Grand Central and Pennsylvania stations. Inside the huge arched windows permit shafts of light to enter in a manner again similar to that of Grand Central Station. The high vaulted ceiling is created in the grand manner of public buildings. High around the sides of the waiting room, in the rotunda, are a number of large oil paintings, but their distance from the floor makes it difficult to see them properly. According to a memorandum in the CPR's Public Relations Department, there is an unsubstantiated legend to the effect that these paintings were done on canvas by the wife and daughter of a CPR General Superintendent about 1916, and then attached to the walls permanently. The story continues that opera glasses were once supplied so that people could observe these paintings more clearly. Another interesting feature of this station, the truth of which is not in doubt, was its full time resident. For 16 years until her retirement in 1960, Mrs. Katharine Faint, the station's matron, lived permanently in a two-room suite on the second floor — right behind the great stone pillars. She was the only person to actually reside in the railway station.

In its nearly 60 years of existence, this depot has witnessed many events, but possibly the most unconventional occurred after the arrival of a group of Doukabours in Vancouver on December 1, 1921. There followed the first recorded disrobing of Doukabours in public as three of the group proceeded to remove their clothing. In this way Vancouver was introduced to what has been described as a "unique B.C. custom" (Morley, p. 167). One can imagine that they were not long permitted to remain on the premises!

The last decade has seen major changes in travel patterns, each affecting the former CPR depot. On June 17, 1977, the Sea-Bus commuter ferry service across Burrard Inlet was inaugurated, using the station as its southern terminal. Two years later, on October 27, 1979, the last regular passenger train to use the depot made its departure. Via Rail Canada, now the sole operator of transcontinental rail service, had decided to schedule all future train service from the CN station on Main Street. After more than 92 years of service, passenger trains over the Port Moody-Vancouver extension had ended.

Six years later, a different type of train service began using the old CPR depot. Sky-Train commuter trains connecting Vancouver and New Westminster commenced regular service on January 3, 1986. After many years of discussion and planning, the old building had become a regional transit centre. In time, commuter trains from Coquitlam, Maple Ridge and Mission may even retrace the route over the CPR right-of-way that Locomotive No. 374 followed on its historic journey into Vancouver one hundred years ago this May.

(cont. from page 1)

Editorial

the tonnage that it hauled. With the locomotive, so also have the gleaming tuscan red or Pullman green passenger trains of the past, with heralds lettered in dulux gold become an endearing part of our romantic and historic past.

The first theme issue of the B.C. Historical News takes us back to a time not long ago when life was centred on the town station, when the pulse of the community beat in time with the scheduled arrival of the train. It's therefore appropriate that this issue commemorates our railway heritage. We hope you will enjoy these articles which cover a varied spectrum of railway experience.

Darryl Muralt

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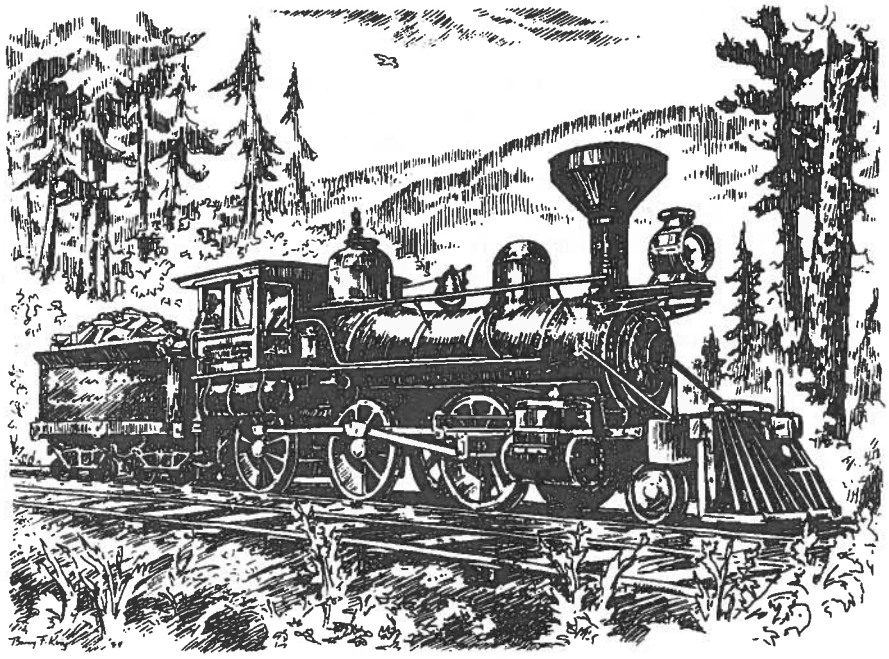
THE VICTORIA AND SIDNEY RAILWAY

Geoffrey Castle



Victoria and Sidney Railway Locomotive No. 1
Picture credit: Barry F. King

The Victoria and Sidney Railway, completed in 1894, ran from a temporary station at Tolmie Avenue to Sidney where it picked up railroad cars shipped to and from Vancouver on the company's ferryboat, *Victorian*. The contractor for construction of the railway was T.W. Paterson who was lowest bidder at $285,000.

Locomotive No. 1 was a 2-6-0 (Mogul) acquired from the Canadian Locomotive Company. It started out hauling passengers on the "Cordwood Limited." Although two daily trains each way were scheduled, the service quickly gained a reputation for unreliability. Derailments and breakdowns were frequent and there was no profit to invest in new equipment.

Increased traffic at the turn of the century merely imposed greater wear and tear on the engines, rolling stock and roadbed. Debts increased owing to damage claims and the Great Northern Railway Company had to come to the rescue.

In 1910, the V. and S. abandoned its Cormorant Street station in the Market Building and moved its terminus to Blanshard Street. This eliminated a steep grade along Fisgard Street and a sharp curve onto Blanshard.

The B.C. Electric Railway completed its line from Victoria to Deep Cove in 1913 and provided competition. The G.N. fought back and put a modern gas-electric coach into service, but when the Canadian Northern Pacific (later C.N.R.) Railway started yet another service in 1917 it spelled doom for the V. and S. Railway which had to be abandoned in April, 1919.

Veyaness Road and Lochside Drive in Central Saanich run along the old V. and S. .and C.N.R. roadbeds — silent reminders of steam days on the Saanich Peninsula.

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Geoffrey Castle is president of the Victoria section of the B.C. Historical Federation. He is a former archivist with the Provincial Corporation of the District of Saanich.

MOVE OVER, ALRT

Ross Westergaard

British Columbia's ALRT — Advanced Light Rapid Transit — system, racing along lofty stressed-concrete roadbeds and diving through deep caverns on its ultra-modern route from Vancouver through the Municipality of Burnaby to the City of New Westminster, is actually a second-runner.

The old B.C. Electric Railway interurban lines not only stretched farther, but for their day were equally fast, and carried freight as well as passengers.

British Columbia had Canada's second interurban line, completed in 1891. The first tram ran between Vancouver and New Westminster on October 3 of that year, over what came to be known as the Central Park Line. The original builder was, however, the Westminster and Vancouver Tramway Company. Burnaby, through which most of the line passed, would not be incorporated until the following year — largely because of the tram's effect in opening up what heretofore had been inaccessible bushland. Prior to the interurban, the only public land transport had been a horse-drawn stage clattering along Douglas Road, between New Westminster and New Brighton Park.

Ironically, the original method of locomotion proposed was the horse. Barns to house the animals were constructed at what is now the intersection of Kingsway and Griffiths — present site of a B.C. Hydro electrical substation. Electric locomotion technology had made great strides in the interim between planning and building, however, and so a steam plant for electric generation was built near the stables, which had been converted to "car barns".

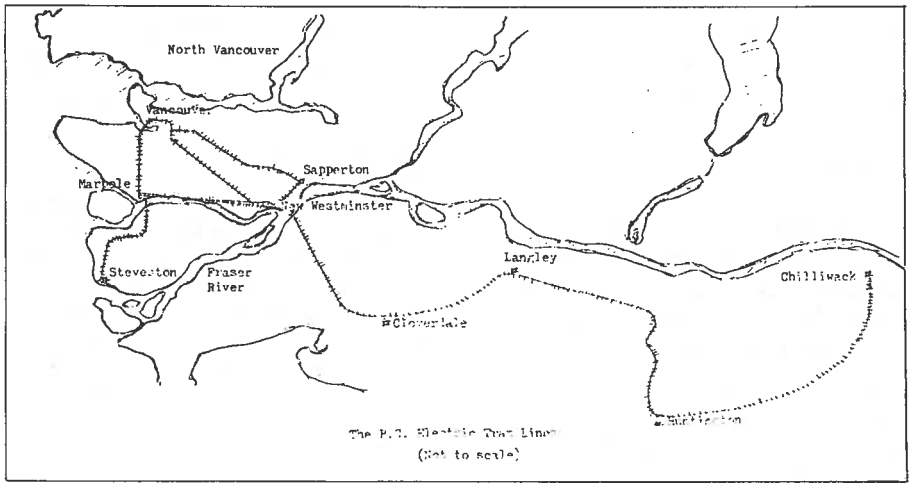
Not only passengers were enthusiastic about the new service, but freight shippers as well. Burnaby then was noted for its strawberries, which were brought to the rails by the wagon-load and there trans-shipped to Vancouver-bound freight cars.

Expansion of the system began with its acquisition by the newly formed B.C. Electric Railway Co. in 1897. The Vancouver to Steveston passenger service began in 1905, when the Vancouver and Lulu Island Railway was leased from the Canadian Pacific Railway, and electrified; and the Marpole (then Eburne) to New Westminster line was opened in 1907. In 1910 passenger and freight service reached 65 miles up the Fraser Valley to Chilliwack; 1911 saw completion of the famous Burnaby Lake Line, and the original Central Park Line was double-tracked in 1912.

At the height of its glory the B.C. Electric Railway operated some sixty trains each way daily on the Central Park Line; twenty trains each to Steveston and New Westminster from Marpole, and the Burnaby Lake route handled fifteen. The longer Fraser Valley line usually carried only three trains daily. For many years the interurban lines carried about five million passengers annually.

The trams superficially resemble their prosaic brethren, streetcars, but were larger, faster, and frequently operated in multi-car trains. Of the many trams once operated by the B.C.E.R., only one survives in British Columbia in more-or-less original condition. Tram No. 1223 is on display in Burnaby's Heritage Village Museum at 4900 Deer Lake Avenue. She was built in St. Louis, Missouri in 1913, and was one of twenty-eight similar units bought in a block by the interurban line, which assigned them numbers from 1217 to 1244.

Number 1223 was powered with four General Electric GE204A motors, and St. Louis Car. Co. type 23ES trucks supported her empty weight of over thirty-five



tons. A bulkhead with a sliding door separated the smoking and non-smoking compartments, while a long cord ran through a series of inverted "V" brass frames for signals from conductor to motorman. On either side of the bell-cord hung swaying lines of leather straps to supplement the brass seat-back hand grips for standees.

Her route on the Burnaby Lake Line took her from the downtown Vancouver terminal at Carrall and Hastings Streets past the rural settings of Burnaby Lake with its farms, tiny settlements and logging camps, into Sapperton; and then jogged south to New Westminster for a total distance of 14.7 miles.

When the Burnaby Lake Line was discontinued on October 23, 1953 — prematurely, it now appears — Number 1223 was put out to pasture. She was on unprotected display for several years, during which time she was ravaged by vandals.

Heritage Village Museum acquired the tram in 1971, and the desecrated vehicle was moved to a permanent site within the Village where staff and volunteers worked to restore her. Their efforts were successful, and the priceless piece of British Columbia history is once more intact.

The beginning of the end of the interurban lines came with cancellation of the Sapperton-New Westminster portion of the Burnaby Lake Line in 1937. 1949 saw the Fraser Valley route handling only freight, and from then on curtailment of passenger services accelerated. At the close of 1956 only the Marpole to Steveston service remained, and this finally closed in 1958.

Although most of the trackage was retained for freight trains, the Burnaby Lake Line was completely abandoned and few vestiges remain. Heritage Village managed to obtain and restore "Vorce Station", one of the many open-fronted shelters which dotted the Burnaby Lake route — which was discovered being used for hay storage.

Were the interurban lines prematurely abandoned? Many believe so, and their convictions are strengthened by the fact that the ALRT trackage follows basically the same routes as the B.C.E.R. The Light Rapid Transit system may have certain advantages, but there are a number of people who would readily swap the multi-million dollar streamliner for the sight of a big single yellow headlight swaying down the tracks, and the sound of the hoarse "Hooooo-hoooooo' of a tram's whistle.

Ross Westergaard is a writer living in Clinton, B.C.

(cont. from page 5)

F.R.F. Brown

plans, literally helped build our country. Without their successful adaptation of railway technology to our conditions, the CPR could not have survived — and British Columbia might not have been linked to the rest of British North America.

Endnotes

[1] Omer Lavallee, *Canadian Pacific Steam Locomotives* (Toronto: Railfare Enterprises Ltd., 1985), pp. 45 - 46.

[2] *Ibid.*, pp. 237, 253, 255, 288, 290, 453.

[3] *Ibid.*, p. 55.

[4] *Ibid.*, pp. 237, 238, 453.

[5] The best source for Brown's training and experience is his own hand-written "Statement of Professional Record" made c. 1886 for his application for membership in the Canadian Society of Civil Engineers, now in the Public Archives Canada, MG28I Z77 vol. 46, with the society's membership records. The direct quotations which follow are all from Brown's two-page statement. Further information in Lavallee, *op.cit.*, pp. 40, 51. There are many letters to and from Brown in the CPR Archives (Montreal), and during his later career on the the Intercolonial, in the ICR correspondence, now available in microfilm form at the Public Archives Canada, RG30, many volumes (for example, vol. 12000, General Manager's Office Letters, 1893 - 1894, includes letters from D. Pottinger, General Manager, to Brown).

[6] Brown, "Statement . . . ," p. 2.

[7] William D. Edson with Raymond F. Corley, "Locomotives of the Grand Trunk Railway," *Railroad History 147* (Autumn, 1982), pp. 42 - 183, particularly pp. 61, 78, 126, 128, 137, 146, 152, 164.

[8] Lavallee, *op.cit.*, p. 51.

[9] Francis R.F. Brown, "On the Construction of Canadian Locomotives," *Proceedings of the Institution of Mechanical Engineers*, 1887, pp. 186 - 273.

[10] *Ibid.*, p. 222 (Samuel Johnson, Loco. Supt., Midland Ry., Derby)

[11] *Ibid.*, pp. 227 (Robert Burnett, English consulting engineer, formerly with the New South Wales Ry., Australia)

[12] *Ibid.*, p. 224 (Burnett)

[13] *Ibid.*, p. 231.

[14] *Ibid.*, pp. 231 - 232.

[15] *Ibid.*, p. 245 (James Reid of Neilson & Co., Hyde Park Locomotive Works, Glasgow)

[16] *Ibid.*, throughout Brown's original paper, pp. 186 - 218, and his reply to the discussion, pp. 255 - 273.

[17] *Ibid.*, pp. 272 - 273.

In Memorium

Francis Armour Ford passed away on March 8, 1987. A Service of Remembrance for him was held at All Saints Anglican Church, Port Alberni, on March 11, 1987.

Armour and his wife Helen were founding members of the Alberni District Historical Society in 1965. He directed the registration of the group as a non-profit organization and for a number of years was its able Treasurer. In this role he is remembered for his succinct reports: "All our bills are paid and there is still money in the bank." On occasion Armour and Helen would report on trips they had made to less familiar parts of Canada with special mention of that community's history.

Many members of the B.C. Historical Federation will have met Armour and Helen at Annual Meetings and will recall their keen interest in the activities of the Federation.

The Alberni District Historical Society has lost a helpful and supportive member of long standing. Their loss is shared by the members of the Federation at large.

Chateau Prince Rupert: A Forgotten Dream

Ron Hawker

Second Avenue elevation, ink on linen, June 1, 1913.

In the summer of 1985, while preparing for the installation of insulation in the attic of Victoria's Glenlyon School, Headmaster Keith Walker found two sets of plans down one of the eaves in a dormer on the south side. Part of Glenlyon School was designed and built by Francis Mawson Rattenbury as his private residence in 1898. One set of these plans, consisting primarily of blueprints, deals with the technical details of his Library and East and West wing additions to the Parliament Buildings. The originals of these have recently been acquired by the British Columbia Provincial Archives. The other set consists of 283 drawings in various media dealing with a hotel commissioned by the Grand Trunk Pacific Railway for Prince Rupert, the company's proposed Pacific terminus. In May, 1986, under the direction of Martin Segger of the University of Victoria's Maltwood Art Museum and Gallery and with the financial assistance of the Heritage Trust Student Employment Program, the author was given the opportunity to study and prepare an exhibition plan for these drawings.

The Prince Rupert plans date between 1911 and 1913. Fourteen of these drawings were done in pencil on paper, nine in pencil on tracing paper, fourteen in ink on tracing paper, one hundred six in ink on linen, one hundred twenty-nine are blueprints and eleven are brownprints. The hotel was designed in the Chateau style, an architectural style influenced by Bruce Price's Chateau Frontenac in Quebec City and the early Canadian Pacific Railway hotels.

Rattenbury, who had arrived in British Columbia from Yorkshire, England in 1892, [1] is most famous for his designs for the British Columbia Parliament Buildings. He began work with the Canadian Pacific Railway in 1901 when he won the competition for the CPR's proposed Vancouver hotel. Although his original plans for this structure were altered, the CPR seems to have been satisfied with his work and he was commissioned to design the company's proposed hotel for Victoria in 1903. Named the Empress in 1905, this hotel is now considered to be the finest example of the Chateau style in Western Canada.

Essentially a reinterpretation of the French Gothic style with its steep hipped roofs, pointed finialed dormers, corner turrets and oriels, this Chateau style became extremely popular because it was felt that it embodied aspects of both English and French architecture and therefore symbolized Canada's unique cultural background. It also echoed elements of the Scottish baronial style which was extensively used in railway architecture in northern Great Britain during the late nineteenth century. The CPR was instrumental in its spread across Canada, and through his involvement in the CPR, Rattenbury became one of its leading architects.

Francis Rattenbury was always enthusiastic about the business potential of the north. As early as 1903, he had purchased eleven thousand acres of land in the Nechako Valley in the hope of profiting from the resource and agricultural development that would follow the construction of a northern railway. [2] In 1903, the Grand Trunk Pacific Railway had engineered an agreement with the federal government and proposed to build a second transcontinental rail line. In November, 1906, the GTP commissioned the architect to design a hotel for their proposed Pacific terminus in Prince Rupert. Seeing his future as being limited with the

CPR and perhaps hoping to cash in on the development of northern British Columbia, Rattenbury resigned from the Empress commission in December, 1906 and committed himself to the GTP.

Prince Rupert had been chosen as the Pacific terminus for the GTP's line after months of coastal exploration by the company's engineers in 1904. The Prince Rupert site was considered to be the best natural harbour on the entire Pacific coast and was commercially valuable because it was two days closer to the Orient than either Vancouver or San Francisco. The GTP promotional material recounted glowing reports of the possibilities of fishing and logging industries along the coast and farming in the interior. The first land sales were successful and the population doubled within three months in 1909. Charles Melville Hays, the company's general manager, was planning to make Prince Rupert the most beautiful city in North America. Right from the start of the project, he had hired the landscape architects Brett and Hall of Boston to assist in town planning. [3]

Although Rattenbury had completed plans for a smaller hotel for Prince Rupert in December 1906, the GTP intended to replace it with a much larger structure. In 1911, they commissioned him to draw up a series of plans for a chain of hotels. Rattenbury, who had recently completed a study holiday in Europe, developed schemes based on those Medieval, Renaissance and Classical themes he deemed appropriate to the specifications of each commission: French Renaissance and English Jacobian for the larger hotels, Renaissance and Classical for the terminals, Swiss Chalet for the smaller resorts and American vernacular for the mountain stations. [4]

Rattenbury had begun preliminary sketches for the second, larger Prince Rupert hotel by September 1911, and by February 1912, surveys and test borings had been done at the site itself. Included in these plans are seventeen conceptual drawings, six of which are on Union Club stationary. These are the first scribbled attempts at working out the designs for the hotel's exterior composition as well as the floor plan and some interior details. The hotel was to be in the Chateau style and was intended to face the harbour, where the railway and steamship terminals were to be located. The site was situated between Second Street and McBride Street along First Avenue with First Street leading to the city-facing entrance.

In October, 1911, the hotel plans called for four hundred twenty-nine bedrooms. The first floor would have a lounge with a large dining room to one side and smoking, waiting and reading, and ladies' drawing rooms to the other. A Palm Garden and Ball Room was set at the back with a fountain under an interior glass dome overlooking the harbour.

By November, 1911, Rattenbury had drawn up two proposals for the exterior. Both had a symmetrical composition consisting of a main central block flanked by two smaller wings connected by low corridors. The hotel would have steep hipped roofs, dormers, square turrets and an arched colonnade on the central block. The main distinguishing factor between these two proposals was the proportion of the central block. In one solution, it was high and narrow, while in the other it was lower and wider.

Over the next two years, the plans evolved and changed as Rattenbury altered his proposals according to the desires of his client. The number of floors was decreased. The plan was condensed with the wings attached directly to the central block and the corridors eliminated. The site was even relocated to between First and Second Avenues and Third and Sixth Streets. The plans then called for a garden complex on the First Avenue side and a customs building and a post office flanking the hotel on Second Avenue.

In June, 1913, an excavation plan had been prepared and building specifications had been detailed. It would seem that the final plans had been set and the hotel was now ready to be built. The plans called for a terrace and stairs leading to the ladies' entrance on the first floor. The porte-cochere was located on the side, with a cul-de-sac coming from Second Avenue. The first floor would have offices, the Palm Room, dining room, lounge, lobby and ladies' parlor. The ground floor would have the kitchen, barber shop, bar room, billiard room and grill room. The basement would have storage and baggage rooms and a pool.

The basement was to have marble or linoleum floors, according to the use of the room. The service areas on the ground floor, such as the kitchen, would have cement floors. The rest of the floor would have tiled, oak, raecolith, linoleum or marble floors with oak wainscoting, ornamental plaster, and in some cases, suspended ceilings. The same luxurious feeling was kept for the first floor. It would have red quarry tiles for the loggia and panelled oak floors and scagliola columns for the lounge. Art glass panelled skylights were intended for the Palm Room with a false dome and a fountain complete with bronze figures. In every room, rich materials were to be used in the finish: marble, mahogony, oak and ornamental plaster. Each bedroom was to have a bathroom and a closet and the wings were to be ten storeys and the central block twelve.

The hotel was also to have a slate roof with copper dormers and gutters and cast iron eaves. The exterior was to be done in brick with terra-cotta sills and detail work. Above the city entrance, which would have bronze columns, a copper figure of Prince Rupert would stand. Prince Rupert was the founder of the Hudson's Bay Company and Hays named the city after him because of the Company's historical

and economic significance. Along the cornice of the square central turret on both elevations, there would be two reinforced cast cement figures of lions rampant, the heraldric symbols of English royalty. By incorporating these into the exterior composition, Rattenbury was trying to make an association between the hotel and royal luxury.

The Chateau Prince Rupert and the Grand Trunk Pacific Railway and its affiliated schemes were enormously ambitious. The idea for the construction of Prince Rupert was to create a port overnight, that was not only the most beautiful city in North America and therefore a glittering introduction to the continent, but also a rival to all the port facilities on the Pacific coast. The GTP claimed to have the shortest round-the-world route between its railway and Atlantic and Pacific ocean liners. They also wanted to cash in on the development of British Columbia's north and therefore intended to build a hotel chain that would put the famous CPR hotels to shame. At the center of this chain, overlooking the Metropolis of the North and its bustling harbour, would be the Chateau Prince Rupert.

The relationship between the drawings and the conceptual development of the project would indicate that Rattenbury himself did the preliminary drawings on paper and tracing paper and then had others at his office do the finished drawings on linen. Although most linen drawings bear his name as official architect, only the tracing paper drawings or blueprints of tracing drawings bear his signature. The drawings start out as being almost wildly ambitious and then are trimmed down according to economic reality or the tastes of the client.

The ideas for this hotel and the grand ambition of Prince Rupert were doomed to remain on paper. The GTP suffered its first major drawback in 1912 when Hays, the man whose energy and drive directed the company, went down with the Titanic. Although the GTP completed the railway line in April, 1914, the outbreak of World War One brought on the collapse of the real estate boom and the company was left with three-quarters of its land unsold. It could no longer afford the interest on its debt and was forced to declare bankruptcy. It was then absorbed by the Canadian National Railway, who designated Vancouver, instead of Prince Rupert, as the western teminus. [5]

Footnotes

[1] Anthony A. Barrett and Rhodri Windsor Liscombe, *Francis Rattenbury and British Columbia*, University of British Columbia Press: Vancouver 1983, p. 28.

[2] Terry Reksten, *Rattenbury*, Sono Nis Press: Victoria, 1978, p. 11.

[3] Phylis Bowman, *Whistling Through the Wind*, P. Bowman: Prince Rupert 1980, p. 21.

[4] Anthony A. Barrett and Rhodri Windsor Liscombe, *Francis Rattenbury and British Columbia*, University of British Columbia Press: Vancouver 1983, p. 226.

[5] Phylis Bowman, *Whistling Through the Wind*, P. Bowman: Prince Rupert 1980, p. 31.

Ron Hawker is currently enrolled in the Masters of Arts program in the History of Art at the University of Victoria where he also works as a tutorial assistant.

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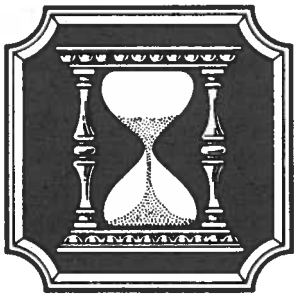

NEXT ISSUE

Deadline for the next issue of the B.C. Historical News is June 1, 1987. Please submit articles and reports to:

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The 'Live Yank's' Hotel

Branwen C. Patenaude

A mining cabin on upper Antler Creek and extensive placer tailings. Photo by author.

William Luce, better known as the 'Live Yank', a prospector and miner from Maine, U.S.A. lived for many years in the vicinity of Little Snowshoe Creek, a tributary of Keithley Creek, in the Cariboo region of British Columbia. It is not known exactly when Luce arrived in the Cariboo, only that he was one of thousands who left California for British Columbia in the early years of the Cariboo gold rush.

To say that Luce kept a hotel on Little Snowshoe Creek is true in that he had a cabin on his mining claim where travellers could buy a drink, rest and eat a meal. Amos Bowman, mining engineer for the Geological Survey of Canada Report of the Cariboo district, 1885 - 86 shows clearly on his map of Little Snowshoe and Keithley Creeks, the Luce claim and "Yank's old cabin" at the head of the eastern arm of Little Snowshoe Creek.

By far the richest gold deposits of the Cariboo 'rush' had been discovered late in 1860 at Antler Creek by John Rose, Benjamin McDonald and their companions. The thousand and more prospectors who followed in 1861 and '62 went by way of Keithley Creek, Snowshoe, Little Snowshoe and up over the plateau to Antler Creek. [1] Many passed by way of Luce's claim, and his cabin became a well known stopping place.

During the first frantic rush of placer staking on Keithley and Snowshoe Creeks in 1860 and '61, some quartz gold deposits were also discovered. [2] The early placer miners were familiar with lode mining, but while placer gold was so abundant and so easily recovered, the quartz gold was ignored.

In 1862 Thomas Haywood, an English-Australian sailor, with twelve other associates known as the Douglas Co. recorded claims on a quartz vein on what is now Luce Creek. The discovery of the Douglas vein led to a rush of quartz claims staking on Little Snowshoe Creek early in 1863. William Luce's name first appeared when he recorded a claim in May of that year. [3]

By 1864 William Luce and Thomas Haywood had become partners with others in quartz claims on Little Snowshoe Mountain. [4] Unfortunately none of these ventures proved too profitable, and by 1866 the partners were back at placer mining. To quote the Cariboo Sentinel of August 9, 1866, [5] "On Little Snowshoe Creek there are three men working, each has a separate claim — one is a Fenian [Irish] another a 'Live Yankee' [William Luce] and the other a 'John Bull' [Thomas Haywood]." "The 'Live Yankee'," said the report, "Has every faith in his old quartz lead on Snowshoe and intends to resume work on it as soon as he makes a little money." While mining did not pay that well Luce may have made 'a little money' catering to the many travellers at his cabin on the mountain.

Before the building of any permanent roads in the area the transportation of goods to the gold camps was made with packtrains of forty or more mules. [6] It was possible to make two or even three trips to the Cariboo from Lillooet each season. Luce's cabin situated close to the main trail assured him of the delivery of supplies to his 'hotel' and saloon whenever the packers came by.

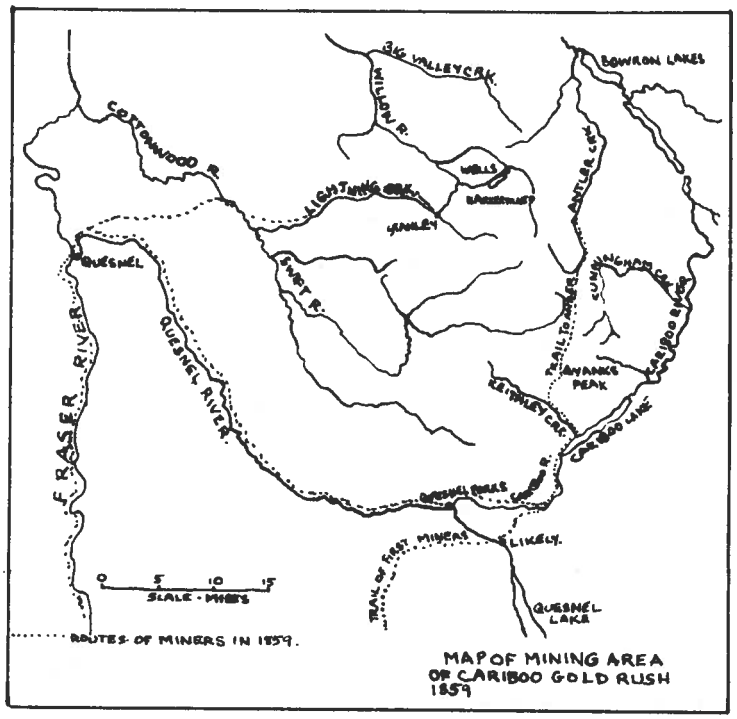
In 1862 when the largest population of the gold rush entered the Cariboo, the small stocks of provisions on hand in stores and supply places were soon bought up, and there was virtually no food to be purchased anywhere in the Cariboo that season. [7] The regular importa-

tion of catttle into the Cariboo did not begin until 1863. [8] Wild game and fish were shot and caught, but did not begin to feed the numbers of people in the country that year.

That fall a packtrain of forty-two mules started out from Antler town heading south for Keithley Creek. It was late in September, but still warm and dry as the packers began their journey. A few hours later the sun clouded over, the wind grew cold and the temperature fell dramatically. Over the high plateau snow began to fall, so thick and heavy that progress became impossible. As the storm increased further the packers, concerned for their own survival shot the fear — crazed mules who floundered about in the deep drifts. Fashioning makeshift snowshoes from pieces of wood the packers descended the plateau and managed to get to Luce's cabin at Little Snowshoe Creek. Luce, upon realising the quantities of eatable meat under the snow on the mountain, decided it was too precious to waste. With the help of several men at Luce's camp, and many trips with hand sleighs much meat was saved.

William Luce and Thomas Haywood were mining partners for many years, and accounts of their progress on Little Snowshoe Creek appeared from time to time in the Cariboo Sentinel. Like many partners however, the two miners finally had a falling out and separated when they failed to agree on where to work.

During the heyday of Luce's stopping house one of the Chinese miners from the creek did the cooking, while Luce, when he wasn't mining, would load up his trusty Kentucky rifle and go hunting for grouse, grizzly bears, or anything that turned up. One day in the fall of 1870 when shooting into a flock of Franklin grouse the favourite rifle burst into seven pieces, leaving just the stock in the 'Live Yank's' hands. Strange to say several birds were shot, with no harm to Luce! [9] Most of all though, William Luce loved to hunt grizzly bears, and in



MAP OF MINING AREA OF CARIBOO GOLD RUSH 1859

the evening beside the fireplace in his 'hotel' he would spin many an exciting tale of his escapades. [10]

On the northern slopes of Yank's Peak is a circular basin gouged out by nature and known as "Jew Hollows". Thereby hangs a tale closely connected to the 'Live Yank'.

During the Cariboo gold rush the kaleidoscope of human tide that flocked to the scene included a little old Jew. He had arrived at Williams Creek that spring with his pack of 'all sorts' to sell as best he could. Success, however had evaded him and now with winter approaching he had packed his bag, still almost intact, and was making his way south over the Snowshoe plateau towards Keithley. As he plodded along, the old man hadn't noticed how the weather was changing, and as he left the shelter of the tall timber he was faced with a sudden blinding snowstorm. Losing sight of the trail he wandered down across the floor of the basin at the foot of Yank's Peak, or, as it was then called, Little Snowshoe Mountain. A friendly Spruce tree, its lower branches extending down to the ground in a tight circle provided a shelter for the unfortunate peddler as he waited all night for the storm to subside. Morning found him floundering through deep snow, his precious pack still upon his back, lost, cold and hungry. It so happened that the 'Live Yank', also out that morning on snowshoes, came across the old man and helped him back to his cabin. After a few day the peddler, sufficiently recovered from his ordeal, was ready to take his leave. Wishing to show his appreciation for Luce's hospitality, but pleading dire poverty, the old Jew reached into his pack and presented Luce with nearly a hundred little round mirrors, about the size of an American silver dollar. What Luce did with those is anybody's guess!

In the late 1860's and '70's new gold fields in the Omineca and Cassiar districts of British Columbia drew most of the original miners away from the Cariboo, but at Snowshoe, the argonauts of the 1860's Thomas Haywood and William Luce remained. Luce was still staking claims in 1873. [11]

With the establishment of alternate and more accessible routes to the goldfields in the late 1860's Luce's stopping house became less frequented. The packers too, changed their route of travel, and supplies for the roadhouse became less available. William Luce, the 'Live Yankee' passed away in his

cabin on a spring day in May of 1881, and was buried close to his home by his mining friends. Later a headboard was ordered, to be made by Johnny Knott, carpenter at Barkerville. Upon completion, the wooden marker was to be delivered to Little Snowshoe Creek by mail carrier Fred Littler. [12] The dimensions of the carefully carved board were five feet in length and fourteen inches in width — a most cumbersome package at any time — but for Fred Littler to have lashed into place on his packhorse all the way from Barkerville over to Antler Creek and the Snowshoe plateau was nigh impossible. Fred wasn't feeling well that day anyway. He had just returned to work after four days and nights of partying at Stanley! After adjusting the pack several times he finally pulled the headboard right off and cached it in the bushes somewhere in the neighbourhood of Whiskey Flat, south of old Antler Town. Over the years the board was found and used as a table by successive prospectors camped at Whiskey Flat, but miraculously it was never destroyed. In 1939 Luce's headboard was found by Sam Allison, a Snowshoe prospector, who came across it while cutting a trail through to Yank's Peak. Though still decipherable, the inscription carved in the 1880's by Johnny Knott had faded, but with the help of Mrs. Peterson of the Cariboo Hudson Mine, the lettering was restored to its original clarity. Not long after, the headboard was loaded onto one of Fred Wells 'cat' freight outfits and transported to the slopes of Luce Creek. On locating the grave Sam Allison and fellow miner Peter Gorrie dug the board into place. Finally, after an interlude of fifty-seven years the 'Live Yank's' headboard had found its rightful place at the head of his grave. On it is written the following:

Sacred to the memory
of William Luce
Native of Maine, U.S.A.
Died May 28, 1881
Aged 60 yrs.

The site of the 'Live Yank's' Hotel, still visible today is located on an 'island of ground fifty feet higher than the surrounding area. Luce had built his cabin on a piece of ground totally devoid of gold, and obviously, for that reason it remains undisturbed. The 'island', approximately 500 yds. long and 150 ft. wide now sits above the hydraulic workings of Smith and Anderson, successors to the Luce claim, and later still, Graham and V. Miniski.

The cabin site, which over the last twenty-five years has been dug extensively by artifact hunters appears to have faced the south to catch the sun.

It had been a large structure measuring approximately 20 ft. x 40 ft. At least half of that length was add ons and lean to's. A pile of rocks of a uniform size in the north eastern corner of the cabin indicate a fireplace or stone chimney. Amongst the rubble left by the artifact hunters are great quantities of metal "Bell and Black" match boxes in varying degrees of disintegration. The sherds of Champagne, 'Case' Gin and other varieties of liquor bottles give evidence of a well stocked saloon for the enjoyment of stoppers at the 'hotel'! Further evidence of this are the great numbers of whiskey 'shot' glass sherds that lie half hidden in the deep moss covering the ground. The numerous remains of 'Davis's Painkiller' bottles indicate the suffering that took place as a result of the merrymaking. Mule shoes, smaller and more pointed than horseshoes are also found at the site.

The name of William Luce, the 'Live Yankee' is perpetuated for all time in the naming of Yank's Peak, the 6200 ft. mountain on the flanks of which Luce mined, and in Luce Creek, an eastern arm of Little Snowshoe Creek.

End Notes

[1] H.H. Bancroft, *History of B.C.*, page 479.

[2] B.C. Dept. of Mines, Bulletin No. 34. "Geology of Yanks Peak," etc. by Stuart S. Holland. (1954) Early History of Lode Mining.

[3] B.C. Dept. of Mines, Bulletin No. 34, by S.S. Holland, p. 39.

[4] *Ibid.*
B.C. Mines Bulletin No. 34, p. 47, Footnote **, Haywood worked an arrastre on quartz from this deposit, but the work was unprofitable.

[5] The Cariboo Sentinel was a newspaper printed in Barkerville from 1865 to 1875.

[6] Howay & Scholefield, *History of B.C.* Vol. 2, page 96.
Ibid, page 97.

[7] a. Bancroft, *History of B.C.*, p. 481, famine in Cariboo.
b. (W. Champness) *To Cariboo and Back*, p. 11

[8] F.W. Laing, *Pioneers of the Cattle Industry*. p. 269. Howay & Scholefield, History of B.C., Vol. 3, Biographies, p. 1108 Michael C. Brown. B.C. Dept. of Mines, Bulletin No. 34.

[9] Cariboo Sentinel, October 1, 1870, p.3.

[10] Cariboo Sentinel, September 1, 1869, p. 3. Yanks Peak, at first called Little Snowshoe Mtn. Lieutnt. H.S. Palmer Map of part of B.C. to accompany report of Feb. 21st. 1863 (P.A.B.C.)

[11] Cariboo Sentinel, August 23, 1873, p.2. I.E. The wagon road via Quesnel to Barkerville, completed in 1865. Many of the original headboards in the Barkerville cemetary are attributed to Johnny Knott, who went first to mine for gold, but made better pay as a carpenter at Barkerville.

[12] "William Luce" by Louise LeBourdais, Vancouver Daily Province, Feb. 10, 1940. Stanley, a mining camp on Lightning Creek. The Cariboo Hudson Mine — the brainchild of Fred Wells, was located 18 miles southeast of Barkerville. It was never too successful. Fred Wells — One of a group of developers of the Cariboo Gold Quartz Mine in the 1920's and '30's. Wells, B.C. a Company town built in 1933 was named in his honour. B.C. Dept. of Mines, Bulletin 34, by Stuart S. Holland. p. 49.

Branwen C. Patenaude lives in Quesnel. "The 'Live Yank's' Hotel" is one of a collection of stories of over 200 roadhouses that she hopes to have published under the title Paths of Gold.

Quadra

the town that almost came to be

Darryl Muralt

The little coal mining community of Quadra was born, prospered briefly, and perished nearly 20 years before the opening of the famous Union Collieries at nearby Cumberland.

Quadra's existence and fortunes were based on the Baynes Sound Coal Mines which were located several miles inland from Fanny Bay in the narrow gorge of a tributary of the Tsable River. Today, the little community has passed from the memory of all but a few and even its exact location is unknown.

The presence of coal in the area first became known in the early 1870s when two seams of fine hard coal were located in a deep canyon about 2½ miles inland from the quiet waters of Baynes Sound. The seams were six and seven feet in width and were conveniently located so that they could be worked level-free, meaning that a horizontal tunnel could be used to remove the coal rather than a deep shaft and hoisting apparatus.

The mine site was about 200 feet above sea level which would also favor easy downhill transportation to tidewater for transfer aboard ships or barges. The shipping point was ideally located along the western shore of the Sound, somewhere between Vancouver and Denmen Islands.

Development work began in 1874 with the driving of two short tunnels and a shallow shaft was excavated to locate the upper seam where it had laterally shifted by a fault or movement along a crack between two large bodies of rock. The results justified further development and, in 1875, the Baynes Sound Coal Mines Company was incorporated to bring the 5,000 acre property into production.

By the end of that year, a sawmill was under construction to cut timbers for the erection of mine buildings, wharves and tramway to carry the coal down to tidewater. One of the two original tunnels was enlarged and driven into a point about 250 feet from the surface at the riverbank. It intersected the first two coal seams plus a third which was about three feet in width. The tunnel was six feet wide and six feet eight inches high, allowing room for an underground tramway to bring the coal out to the surface.

To carry the coal down to Baynes Sound the company constructed a 36-inch narrow gauge tramway which was about 3½ miles in length. At the shore of the sound, a wharf 410 feet in length was constructed from the high water mark out to a point where six fathoms of water provided adequate depth for the berthing of even the largest ocean-going vessels of the day. Two vessels could be loaded simultaneously. The deck of the wharf stood 25 feet above high water mark and it must have been a very imposing structure.

The main coal bunkers were located inland at the mines and could hold up to 1,200 tons of coal. There was also a storehouse and other surface buildings there.

By October of 1876 the mine was ready to begin production of its fine steaming coal and, on Nov. 1, the first loads went down to the wharf over the tramway. In two months of operation the company produced 600 tons of coal with 98 tons being sold locally. Unfortunately, difficulties in the San Francisco coal market, the company's main source of sales, left the firm with 500 tons in the bunkers for sale at the year-end.

Soon, a townsite was surveyed and named Quadra in honor of the Spanish explorer who first visited the area in the late 1700s. There was a hotel, saloon, post office and store — all the trappings of a pioneer community. Quadra became the main centre for the populations of Denman and Hornby Islands as well as the adjacent mainland and was a port of call for the weekly coastal steamer.

In spite of a surplus of coal in the bunkers at year-end, production at the mines continued into 1877 and averaged about 50 tons a day. Unfortunately, the San Francisco market, principal outlet for all of the Vancouver Island coal mines, remained depressed due to competition from other sources. Production at the Baynes Sound mines slowed to a halt and the company was left with 1,500 tons on hand at the end of the year.

In spite of the slump in the coal market, other developments were

taking place on the property. The steam sawmill, which had been built to supply timbers for mine and railway construction, continued to produce up to 10,000 board feet of lumber per day which found a ready local market. More buildings for the company and cottages for the miners were constructed and some of the cut was sold elsewhere in the neighborhood.

One of the most interesting features of the operation was the mine tramway which wound its way down to Baynes Sound over a circuitous route. The rolling stock consisted of a tiny 8½-ton Baldwin locomotive and 21 four-ton coal cars. The tramway could deliver up to 300 tons of coal to wharfside in a 10-hour day.

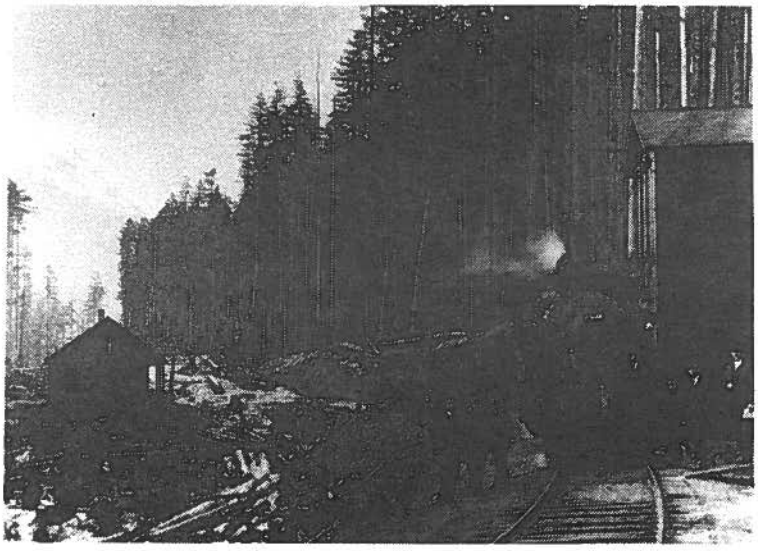
During this period, the company employed 42 white and 13 Chinese workers. The whites were paid $2 a day and the Chinese received only half that amount for the same work. The coal was extracted from what had become known as the Gaston Seam and was of exceptional quality for steaming purposes.

Sadly, the slump in the coal market continued, but development work in the mines continued for awhile and the main tunnel reached a point 400 feet in from the surface. Production finally ceased at the mine in 1878 but exploratory work was carried on for a time. Soon, even that work ceased and the Baynes Sound Coal Mines Company ceased to exist except as a memory in the minds of a few oldtimers along the sound.

The Baynes Sound Coal Mines was the first mine operated in the Comox-Cumberland coal field and had been a memory for 10 years before the Union Colliery opened in the area in 1888. It's significant that the Tsable River Mine, which was the last operational mine in the Cumberland coal field, operated in the same area as the old Baynes Sound Coal Mine.

Today it is history, but in my mind's eye I can see a small steam locomotive easing a cut of loaded coal cars down to Fanny Bay from the mine. As she rounds the corner into view, a light haze pulses from her tiny stack. The engineer, resplendent in coveralls and black bowler hat, waves a cheerful hello in the manner familiar to all who have stood by the tracks to mark the passing of the iron horse. The fireman stoops to open the firebox door and throws in a few lumps of coal. The highly polished bell and brasswork of the locomotive sparkle in the morning sunlight. It is the first train of the day and the little four-ton cars with their loads of black diamonds bang against the rail joints with a "chunk, chunk, chunk." As the train recedes into the distance, a high-throated whistle rises through the trees. So did the Baynes Sound Coal Mines leave their mark in passing on this beautiful island.

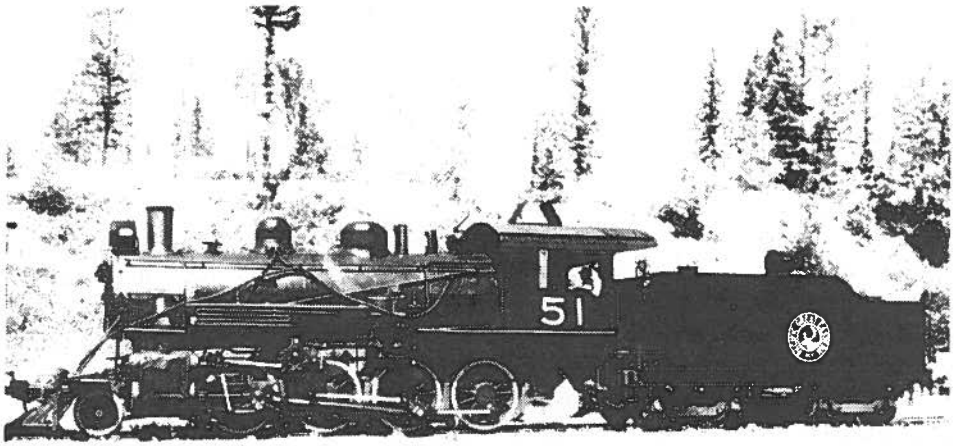
Darryl Muralt is president of the B.C. Railway Historical Association.



Trains!

Cameron Lake Station.
First Passenger Train. E & N Railway.

Trains!



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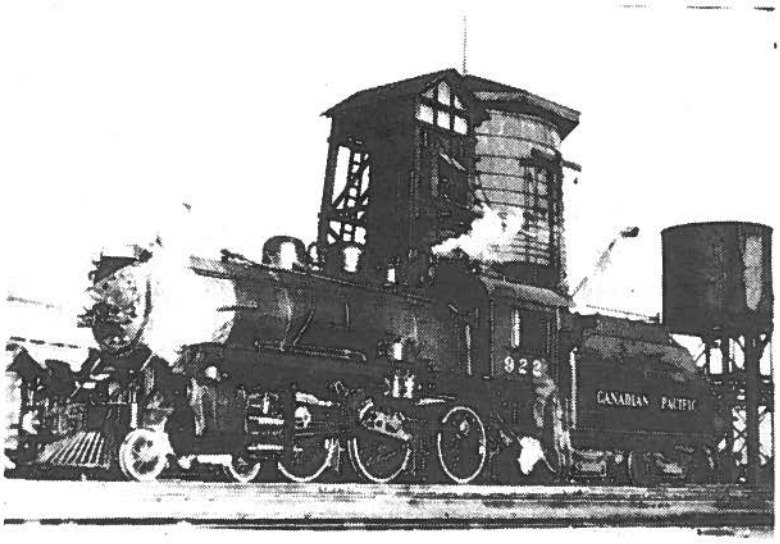


Esquimalt and Nanaimo Railway,
Victoria Terminal.

(photos from the collection of Darryl Muralt)

News and Notes

Fraser Lake Historical Society

This recently formed group have written and published *Deeper Roots and Greener Valleys*, a 316 page history of Fraser Lake & District. The preparation for this book started in 1983. To raise funds for publishing the group initiated some novel projects. A Historical Quilt was prepared by the ladies of the Society and raffled in the summer and fall of 1984.

The quilt squares each had a picture graphed on, then outlined in black TriChem paint. Various homesteads, churches, schools, and stores were depicted plus some unique items such as Bluenose Paddlewheeler, Lejac Water Tower, Sherriff Peter's Buggy, Anglican Sunday School Van, Track Layer 1914, First Car 1911, Railway Bridge 1914, and Fort Fraser Forestry Lookout. Each pale green quilt square was bordered with dark green strips; the whole was backed with a sheet patterned with provincial flowers. The quilting was done at the home of Grace Foote. Winner was Mrs. Franks, formerly of Fraser Lake but now resident in Nelson, B.C.

Members of this new Historical Society have set themselves a fresh goal now that their book is published and selling briskly. Endako Cemetery is a resting place for pioneers, no longer used, so the Fraser Lake Historical Society has work parties planned to clean and restore it.

Hazel L. Foote, Secretary.

E. & N. TRAIN STATION TO BE THE COWICHAN VALLEY MUSEUM

The Cowichan Historical Society first opened their Museum Display in the Duncan I.O.O.F. Hall in 1978. This display was a portrayal of a settler's home in the Cowichan Valley, circa 1885-1914.

In 1986, the City of Duncan entered into negotiations with VIA Rail Corp. and signed a letter of intent. This would see the Esquimalt and Nanaimo Rail Station transferred from the C.P.R. to VIA — then leased to the City of Duncan. The Mayor, then Mr. Doug Barker, and Council unanimously agreed to sub-lease the building to the Cowichan Historical Society.

The Historical Society has plans to use the upper floor for archives, offices, library and school program room. The lower floor would house the main display area, meeting room, gift shop and storage.

VIA Rail maintains a daily passenger service from Victoria to Courtenay and return. The opening and maintenance of the waiting room would be the responsibility of the Museum.

The Vancouver Island Coach Lines has been offered the north end of the station for a Bus Depot. This would also be used by the Via Rail passengers.

The Cowichan Historical Society and the Citizens of the Cowichan Valley are eagerly awaiting the signing of the lease to make all these plans come true.

Archaeological Society

The Archaeological Society of B.C. urges that citizens with private collections of prehistoric artifacts to have their treasures photographed for a provincial catalogue. Members of the Archaeological Society will make appointments to visit the collection, assuring utmost confidentiality, and anonymity if requested. The photographic catalogue of artifacts will be made available to researchers using the archives of the Museum of Anthropology at U.B.C.

For further details contact Pamela Adory at 430-8327 or write to: The Archaeological Society of B.C., P.O. Box 520, Station A, Vancouver, B.C. V6C 2N3.

Certificate of Merit Nominations Invited

The Regional History Committee of the Canadian Historical Association invites nominations for its Certificate of Merit Awards. These annual awards are given to individuals, groups and organizations who make an outstanding contribution to regional history. In 1987, for the first time, the emphasis will be on the work of the non-professional historian. Please send your nominations with as much supporting documentation as possible to:

Clarence G. Karr,
Department of History,
Malaspina College,
900 5th St.,
Nanaimo, B.C.
V9R 5S5

BRITISH COLUMBIA MUSEUM ASSOCIATION: AN OVERVIEW

Helen Tremaine

Since its inception in 1957, the BCMA has grown apace with the ever-increasing number of museums and galleries in the province. The formative years of the Association involved the development of a newsletter and magazine which provided our membership with an opportunity to work together, to share problems, and to discuss and develop solutions to those problems at our annual conference.

Today, British Columbia has one of the most active museum communities in Canada. Ranging in size from the large institutions to many small, volunteer-staffed, community facilities, our membership is an important cultural, educational, economic and tourist resource. The aims of the Association continue to focus on the preservation of our cultural, artistic and natural heritage and the institutions which carry out these objectives. Its critical role today continues to be the vital link it provides between an incredibly diverse membership of individual professionals, paid and volunteer, who dedicate their talents to the preservation of our past.

Over the past five years, the BCMA, with the aid of the Museums Assistance Programmes, National Museums of Canada, has assumed a major responsibility for basic and intermediate training throughout the province. The content of all seminars/workshops is developed to systematically broaden the knowledge and skills of museum and gallery personnel over a period of years.

Three-day basic museum studies seminars are offered in at least ten different locations each year. Other subjects covered include museum and gallery administration, education programming, research and interpretation, development of cultural centres, as well as specific, specialized workshops. Resource personnel and instructors are persons who are actively involved with recognized museums, galleries and related institutions, as well as professional staff from colleges and universities who have a demonstrated interest and ability to give these seminars.

In upcoming issues of B.C. Historical News, we hope to inform you of some of our activities which affect our heritage organizations and which may be of interest to you.

The Association maintains a Victoria office with three full-time staff members: an Executive Director, Administrative Secretary and a Training Co-ordinator. For more information on our seminars/workshop, please call Helen Tremaine at 387-3971 or write the BCMA at 514 Government Street, Victoria, B.C. V8V 4X4.

B.C. Historical Federation 1986 Writing Awards

First prize and Lieutenant-Governor's Medal

Seven Shillings a Year by Charles Lillard, Horsdal and Schubert, Ganges, B.C., 248 pages, softcover, $12.95.

Best Anthology

Forest to Fields by the Wynndel Heritage Group, Wynndel, B.C., 615 pages, hardcover, $50.00. (Available from Wynndel Heritage Group, Box 1, Site 23, R.R. 1, Wynndel, B.C. V0B 2N0, add $3.00 postage.)

Special Award

Okanagan History — 50th Report of O.H.S., Jean Webber, ed., 208 pages, softcover, $10.00 (order from O.H.S. Treasurer, Box 313, Vernon, V1T 6M3, add $1.55 postage).

Bookshelf

Book editor is Anne Yandle. Books and review articles should be sent directly to her c/o: P.O. Box 35326, Station E, Vancouver, B.C. V6M 4G5

***On the Shady Side, Vancouver 1886 - 1914*, by Betty Keller, Ganges, B.C., Horsdal & Schubart Publishers Ltd., 1986.**

This book dispels any notions that all Vancouver pioneers were moral, industrious, upright, and true. The Victorian frontier morality always had an undertow of alcohol and sex, even on the Sabbath. In any frontier dominated by single males, alcohol, gambling, and ladies of easy virtue provided popular leisure time activity. The number of seamstresses listed in early city directories could have clothed the entire continent; no doubt many of these young "ladies" supported themselves with another trade. Sporting houses employed lawyers to help themselves stay within the limits of the law — "He says it is alright for you to go ahead and rent one cabin for one single woman in each row of the building but be careful not to sell any liquor though the girls could give away bottles if men asked for them." Vancouver pioneer society considered alcohol a much more serious threat than prostitution to the public well-being. Early police records show that more arrests were made for alcohol related crimes, especially bootlegging or "blind-pigging".

Betty Keller has succeeded in dealing with the shady side of early Vancouver society in an interesting and humorous way. The reader will not be bored with a dry statistical account of the period's vices. She also shows that transients and Indians were not the only segment of the city's population to patronize the brothels: "Even the most dignified of them needed entertainment from time to time . . . they attended church services on Sunday but they also appreciated the services of Dupont Street . . . without their continuing support and quietly persistent patronage, none of Vancouver's vices could have flourished."

Another insight of this work is that the shady side of life provided much needed municipal revenue and it dispels the glamorous Hollywood image of sporting houses — in Vancouver "even a sturdy built somewhat mature lady . . . had a hypnotic allure."

I found this work well written and easily read and will surely interest anyone who enjoys studying the early social history of Vancouver. If it has a flaw it is the lack of footnoting and a bibliography, but this should not deter the reader from a few hours of pleasureable entertainment.

Duncan Stacey
Historian, Parks Canada

LUCKY TO LIVE IN CEDAR COTTAGE: Memories of Lord Selkirk Elementary School and Cedar Cottage Neighborhood, 1911-1963; edited by Seymour Levitan and Carol Miller. Obtainable from the school at 1750 East 22nd Ave., Vancouver, B.C. V5N 2P7.

I can remember in 1906 or 1907 being taken by my mother to visit a friend by way of the "Westminster Tram", which took us south along Commercial Drive into the bush at the edge of the city and stopped at the first station, "Cedar Cottage". The name caught my childish fancy. In 1962 our elderly kilted guide at Dounray, on learning where we were from, asked, "What is Cedar Cottage like now?" and answered our surprise by saying he lived there in 1907. Three years later I told that story to a lady from Thurso who replied, "Och, that'd be Jamie McKay! He's been everywhere in the wurruld if you'd listen to him", but I assured her he must have been in Vancouver where I doubted if one in ten persons knew anything about Cedar Cottage.

The materials of this little book were gathered and collated by ten grade 7 students of Lord Selkirk Elementary School in Vancouver, not one of whom has an Anglo-Saxon, Celtic or French surname and for many of whom English is probably a second language. The work owes as much to ten other children, nearly all of oriental origin who drew some twenty-eight illustrations ranging from a simple hand-bell to the school building itself and including a couple of imaginative action pictures. It is also enhanced by some forty photographs, only two of which were obviously taken for this purpose. There are also three area maps and a number of facsimile documents.

The main body of this 72-page book consists of excerpts from recorded interviews by the pupils with sixteen former pupils of the school whose attendance forms a complete continuum from 1911 to

1963 together with a "Walking Tour: Cedar Cottage in its Heyday, 1900-1930". The interview materials are arranged in three sections: Neighborhood, Home and School. Each consists of brief acknowledged quotations rarely exceeding one short paragraph, grouped under appropriate titles and each with its own heading. The "Walking Tour" consists of pictures with explanatory notes drawn from various sources, mainly in the Public Library or the City Archives.

Cedar Cottage still has most of the characteristics of a village, just as Pinner or Wanstead have in London. The population has changed drastically over the years, and it is surrounded by city instead of bush and farm lands. You can see and feel it for yourself if you walk along Commercial Street from 18th Avenue to Stainsbury or even 22nd, and this children's scrap-book will help you to understand and appreciate it.

(Note: This book received a City of Vancouver Heritage Award in 1987)

John Gibbard
Professor Emeritus, U.B.C.
Member
Vancouver Historical Society

Hamilton Mack Laing: Hunter-Naturalist by Richard Mackie. Victoria: Sono Nis Press, 1985. Pp. 234; Illus. $19.95.

Hamilton Mack Laing was born in Ontario in 1883 and died in Comox, Vancouver Island, in 1982. His parents, settlers in Manitoba, were visiting his mother's family when Mack was born and he always felt cheated in not having entered this world on the Prairies. He was first of all a Prairie farm boy, and throughout his life liked to think of himself as living on a frontier. He grew up in Manitoba, and after schooling taught in rural communities in the province for several years. After attending art college in New York and serving as an instructor in the Air Force during the Great War, he worked from a base at his parents' home in Portland, Oregon, in part as a collector of birds and mammals on natural history expeditions on the Prairies, Northern Canada and Alaska, and in British Columbia. In 1922 he moved to Comox, built a house, and remained in the community for the rest of his life.

Laing was primarily a naturalist and writer. As a naturalist he was indefatigable in the field and a thorough student of the outdoors; as a writer he was prolific, producing hundreds of articles and several books. By the 1920s he was famous throughout North America for his articles about hunting with a gun and the ways of wild animals; he was celebrated for his vivid descriptions and accurate style and his fine photographs.

Laing's position in the world of nature writers, his acceptance of the role of the hunting gun, and his designation of animals and birds as either "good"' or "bad" ensured him a prominent place in the debate in the inter-war years about the relationships of society and wildlife, the conservation of birds and animals and their habitats, and more specifically, the role of the individual hunter, conservationist, or scientist. He came, as a consequence, into direct conflict with many of his acquaintances, primarily Percy Taverner, the leading figure in Canadian ornithology at the time, with neighbours in Comox, and with such naturalists as H.J. Parham whose book, *A Nature Lover in British Columbia*, published in 1927, demonstrates a view of the role of man in nature much less blood-thirsty than does Liang's work.

Richard Mackie's biography, *Hamilton Mack Laing: Hunter-Naturalist*, is a well organised and clearly written account of Laing's life. Special emphasis is given to Laing's relationship with the prevailing philosophies of nature and the outdoors. The details are good, the stories vivid and to the point. The picture of the man is comprehensive. In large part the biography, as might be expected, is an apology for Laing's hunting and shooting activities — apology in the sense of being explanation. "Mack's philosophy of natural history," Mackie writes, "must be placed within the context of a farming community on the new Canadian frontier"; and, "The validity of Mack's world-view was that it stemmed from the very practical and utilitarian truth of frontier life . . . ." At an early age Mack was given responsibility for the control of destructive animals on the family farm. He quickly came to regard himself as a game warden. First he trapped the sinners then, when permitted to use a gun, shot them. He took great pride in bringing wild meat to the family table. He grew close to his guns; hunting became a primary passion. Later Taverner felt that Laing was too taken with the gun. Others, like Allan Brooks, the great bird painter of the time and friend of both Taverner and Laing, were closer to Laing in sentiment. Brooks and Laing controlled the predatory birds on their properties. And both earned a large part of their income from shooting birds and preparing the skins for private collectors. Such activities were anathema to the likes of Parham. "Butchers" he called them. In the end, Mackie writes, "What Brooks and Mack were unable to recognize was that the frontier conditions of their youth had passed and consequently that their anti-predator and pro-collecting philosophy made them easy targets [for the conservationists]."

In the final decades of his life Laing prepared a biography of Brooks, a work to which he gave considerable effort. After rejection by several commercial firms, the book was published by the British Columbia Provincial Museum in 1979. It provides an interesting comparison with Mackie's biography of Laing, for the two subjects had much in common in their

lives and careers, and were close friends and associates. Where this biography of Laing is disciplined and controlled, the biography of Brooks is rambling and disconnected. In the latter there is a certain spontaneity in the frequent use of selections from Brooks' field note books; yet it is these very notes which disrupt the flow of the narrative.

On the whole, *Hamilton Mack Laing* is well produced; the usual Sono Nis Press competence; very few typographical or editorial errors. There is a useful bibliography and a good index. The seventy-eight plates, mostly photographs, add much to the overall effect; the samples of Laing's own paintings are most interesting.

There are two disturbing slips. On page 48 Mackie writes that, "After the publication [1907] of 'The End of the Trail' Mack wrote no more fiction — at least none that was ever published"; and then later [p. 120 - 1], "Less successful were the twenty pieces of fiction he wrote between 1931 and 1936 . . . Perhaps, fortunately, few of these stories were ever published." And on page 86 he notes that in June 1922, Laing "selected a twenty-five acre lot at Okanagan Landing adjacent to the Brooks residence," while a few pages further on [p. 97], "In June 1922 Mack had selected twenty-eight acres of lakefront property at Okanagan Landing adjacent to the estate of J.A. Munro." Were there two separate properties involved?

Nonetheless a valuable picture of a man and his times.

George Newell

Mr. Newell is a member of the BC Historical Federation, Victoria Branch.

WILDERNESS DREAM: Glimpses of Pioneer Life in British Columbia, by Jeanette Beaubien McNamara. Victoria, Braemar Books, 1986. $10.95. 90 pp.

Early in this century, a group of French-speaking families moved out from Quebec province, the men to find work as mill hands in Maillardville, now a suburb of New Westminster.

The author quotes the recollections of her uncle, Jean Beaubien, regarding the summer of 1916, when the family shifted to an area north of Seton Lake, then indeed a "wilderness". Father and three sons prepared homestead space for the later arrival of mother and younger children.

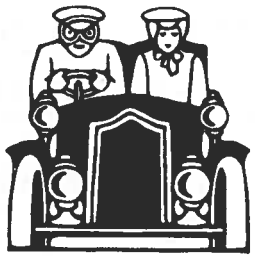
Recollections of various family members paint the years of hardship: a cookstove, upset from a canoe, and hauled out of the river; snowfalls and floods; groceries from Vancouver twice a year; plank soles for worn-out shoes; traplines, packtrains; the priests's annual visit to the Beaubien and Simard families; grouse, bear, venison, mountain berries. Ah!

In 1927 the author's grandparents left the Bridge River country to return to New Westminster.

This volume's format deserves praise: a 10 inch by 7 inch horizontal rectangle has a sturdy plasticized cover, with white and black, blue-shadowed mountain peak, and super-imposed head of a pioneer. The numerous illustrations of shacks and sheds and bears; of family at work, or on festive occasions, are of the snapshop type, portraying the so recent past, scarcely faded.

Clare McAllister

Clare McAllister is a member of the Victoria Branch, formerly the Gulf Islands Branch.



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for donations to build up endowment funds for two projects undertaken by the British Columbia Historical Federation. It has been moved/seconded and carried that the British Columbia Historical Federation give:

1.) A monetary prize to the winner(s) of the annual competition for Writers of B.C. History. May 10, 1986, Annual General Meeting.

2.) A scholarship for a student entering fourth year in a British Columbia university taking a major in British Columbia/Canadian history. Annual General Meeting May 4, 1985.

The writing Competition Prize Fund has seen endowment which will guarantee a $100 prize can be paid to the 1986 winter. This is a beginning. You can make it possible for the B.C. Historical Federation to offer more than one prize, and attract more entrants to this competition.

The Scholarship Fund at present is not sufficient to endow a scholarship for 1986. Please make it possible for us to award this scholarship in 1987.

We thank all those who have made donations to these projects, and urge other readers to send a cheque today to:

The Treasurer — B.C. Historical Federation
P.O. Box 35326
Station E
Vancouver, B.C. V6M 4G5

State which project you are supporting. All donations will be acknowledged with a receipt for tax exemption purposes.

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For information, contact your local society (address on the inside front cover).... No local society in your area? Perhaps you might think of forming one. For information contact the secretary of the BCHF (address inside back cover).